

Supply Chain Management: An American Tradition

One of the greatest victories during the American Revolution was the logistical success of the Battle of Trenton and the crossing of the Delaware river on December 25th, 1776.



The American Continental Army, along with the hope of independence was in perilous condition in the winter of 1776. After multiple losses and without proper supplies or funding, no one expected the General George Washington and his soldiers to be able to pull off a significant victory in Trenton, which crippled the power of the foreign German conscripted military, Britain's crucial ally. In addition to the element of surprise achieved by attacking on Christmas, the logistical strategy of Washington's attack is what made this decisive victory possible, as described by this excerpt from the Mount Vernon website:

Thanks to the foresight of General Washington and the actions of the New Jersey militia, the American forces had brought all available watercraft on the Delaware to the southern bank, thus denying the British the use of these craft, while making them available for an American re-crossing. Much of Washington's force crossed the river in shallow draft Durham boats – strongly built cargo vessels, most between 40 and 60 feet in length, designed to move iron ore and bulk goods down the river to markets in and around Philadelphia. These stout craft with their high side walls were robust enough to survive the ice-choked Delaware. Heavy artillery pieces and horses were transported on large flat-bottomed ferries and other watercraft more suited to carrying that type of difficult cargo. (Continued)

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(Continued)

One would think that crossing an icy river at night was hard enough without also bringing a great contingent of heavy artillery pieces with them. Despite the trouble Washington and the Continental army wanted the extra firepower that the artillery could produce. Under the overall command of Col. Henry Knox, the Continentals brought 18 cannons over the river – 3-Pounders, 4-Pounders, some 6-Pounders, horses to pull the carriages, and enough ammunition for the coming battle. The 6-Pounders, weighing as much as 1,750 pounds were the most difficult to transport to the far side of the river. But in the end all the trouble of moving this large artillery train to Trenton proved its worth. Knox would place the bulk of his artillery at the top of the town where its fire commanded the center of Trenton.



Excerpts taken from www.mountvernon.org/george-washington

APICS Conference: San Antonio, Oct 15-17

Binghamton University will compete in San Antonio, TX APICS Student Competition!

The team from Binghamton University, sponsored by the Southern Tier APICS chapter, which won first place in Albany last March, will be competing in San Antonio in October. We will be practicing again in September. Looking forward to the trip.

Don Sheldon will be speaking in San Antonio, TX.

STAPICS Board Member and Binghamton University Professor Don Sheldon will be speaking in San Antonio on Sunday morning, 15 October at 8:15am as the conference starts up on the topic of S&OP.

Register for the APICS International Conference by visiting www.apics.org.

Have News or Items of Interest?

To have it included in next month's newsletter, email it to jedestrada.writer@gmail.com by the next Board of Directors meeting on August 9th.

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