

them up: trainees, transients, men serving in supply units or performing various auxiliary functions. But it takes far more than 600 men to back up a thousand men deployed in South Vietnam. Additional supply men are required to keep the huge quantities of arms, ammunition, equipment, and supplies moving into the theater of war. The men serving there are rotated home after a 1-year tour (a 3-year tour is normal for U.S. forces in Western Europe), and additional trainees are needed to support the rotation. Extra backup men are needed, also, to make up for the erosion resulting from deaths, severe injuries, and tropical ailments. In the course of a month, large numbers of men spend some days or weeks in transit to or from South Vietnam. And additional men in training require additional men to train them. With all the additions, it works out that there is a ratio of one to one, or 1,000 to 1,000, between servicemen in the theater of war and servicemen outside the theater but assignable to the war as elements of cost.

For the 250,000 men in Vietnam and vicinity, then, there will be 250,000 others elsewhere. Since some of these are new recruits, the average personnel cost is taken to be only \$4,700. That makes another \$1,175,000,000, bringing total personnel costs to \$2,725,000,000.

KEEPING THEM FLYING

Operation and maintenance. This category is even more capacious than its name suggests. It includes everything that does not fall into other categories—recruitment, training, medical care, repairs, operation of supply depots, transport of goods, and, in the official expression, “care of the dead”. A great many of those additional civilians hired by the Defense Department in the last several months are working in O. & M.

In fiscal 1965, O. & M. for the entire Armed Forces averaged out to \$4,630 per man. For 500,000 men that would come to \$2,315,000,000. But the Vietnam war entails extraordinary O. & M. expenses. Planes there fly a lot more hours per month than they normally do, and the extra O. & M. involved in keeping them flying runs at a rate of more than \$200 million a year. Extra repair and maintenance are required to keep vehicles moving and equipment working. An enormous logistic flow must be coped with—more than 700,000 tons a month. The shipping costs to Vietnam amount to \$225 million at a yearly rate. Combat clothing gets ripped up in the bush, deteriorates rapidly in the moist tropical heat. And, of course, extra medical care per man is needed in a tropical war. When all the extra O. & M. costs involved are added together, the total, by a conservative reckoning, comes to \$1 billion. That brings the over-all O. & M. costs to \$3,315,000,000.

Procurement, i.e., materiel costs. As reckoned here, these are taken to be the chewup in the war zone rather than the additional procurement resulting from the war. Ammunition and aircraft losses together account for more than 75 percent of materiel costs, and for both categories the costs can be calculated with some statistical precision.

McNamara reported last January that U.S. ground forces in South Vietnam, including Army and Marine helicopter units, were “consuming ammunition at the rate of about \$100 million per month,” and that U.S. air forces were using up “air munitions” (mostly