

no repair parts to accompany the end item because we often have additional requirements within the service for these repair parts, and therefore they would not be declared excess or surplus.

Mr. ST GERMAIN. How long does AID have from the time an item is declared excess until they can make a request for that particular item of excess property?

Mr. ZARETZKY. Thirty days.

Mr. ST GERMAIN. Mr. Zaretsky, in your testimony on page 4—which I read in the plane coming in this morning—you have one statement here: "In addition we permitted the depots in Germany"—this intrigued me at 10,000 feet—"it was a respite from the drudgery of daily issues." I wonder if you might like to explain that one. Whoever helped to write this was waxing poetic or something of the sort.

Mr. ZARETZKY. General Case is from Europe, and he is the man that ought to explain.

General CASE. It was not unusual during the FRELOC period to go into a depot in Germany and find the entire shipping and receiving departments all working in the receiving department. In France you could see just the opposite. The entire shipping and receiving department were all working in the shipping departments.

We had a good many shippers in France, and only a few receivers in Germany, so we were able to take the French depots and give them a mission they were unaccustomed to, and that is daily issues. And in addition they could keep up with their interdepot transfer to Germany, whereas the depots in Germany could concentrate their energies on receiving the massive interdepot transfers and didn't have to be diverted by making these many little loose issue shipments to their customers.

Mr. ST GERMAIN. In other words, this was sort of a fringe benefit, a morale booster?

General CASE. And it avoided double handling. We saved over a million dollars.

Mr. ST GERMAIN. On the following page, page 5, the first full paragraph I think is interesting:

Greater vertical utilization, improvisation of sheds, elimination of honeycombing, relocation of nonstorage activities from warehouses and greater use of outside space were the principal devices used.

Would this be another benefit that was derived from the ingenuity applied? With the same amount of space and a good amount of ingenuity we avoided extra expenditures? Is that what your point was for warehousing facilities? Did we learn something from this for the future?

General CASE. I think so, yes. But I think we may be misinterpreting this just a little bit.

Some of the things we did were expedient. Some of the things we did kept us—enable us to take care of our property in the short term by improvising sheds, for example, but this would not be a good idea in the long term because they are inefficient to operate out of, and the property will deteriorate faster in these improvised shelters than it would if it was in proper storage inside.

Some of it was, perhaps not exactly improvement, but it did serve us very well in the short term when we were faced with the space crisis.

Mr. ST GERMAIN. I have nothing further.