

equipment out in the open and the obvious question is, is this the way in which it was stored in France and is this the way it will be stored and how much of it will be stored under cover as a result of your construction program?

Colonel NELSON. On our wheel vehicles this is the normal method of storage, it was the normal method of storage in France, and they will not be stored under cover when our construction program is completed.

Mr. MONAGAN. In other words, all the vehicles being rained on in today's heavy rain will continue to be rained on?

Colonel NELSON. Yes. What we do when we receive this equipment, we preserve it for long term storage. This means draining the fuel tanks, fogging the fuel systems, placing special preservative oils in the engines, removing the batteries, and then it is moved out in the storage location. We then periodically check on it as a part of our regular cyclical inspection. We sample these items on an annual basis depending on when they were preserved and we examine the components to see how they are holding up. If there is any deterioration it is moved to a more extensive care facility to bring it back up to the desired condition of that equipment for issue.

Mr. MONAGAN. And that preparation or preservation has been done with reference to the jeeps that are here, for example?

Colonel NELSON. Yes, sir.

Mr. MONAGAN. Is there any equipment here, apart from the type you have mentioned, that is not being stored in the way it would and should be stored as a normal matter?

Colonel NELSON. You will see certain examples of equipment, as we go around the depot today, that should be in warehouses or in shed-type storage. We are currently moving equipment inside that we had no place to put except outside and covered with tarps. They are now being moved to our shed-type storage to give them maximum protection that we have available.

Mr. MONAGAN. What would be a good example?

Colonel NELSON. Cargo nets. We have some assemblies of various types that perhaps should be under shed storage.

Mr. MONAGAN. Do you have a priority as related to those items?

Colonel NELSON. Yes; and we have a priority of moving what we have outside that should go first in the inside storage.

Mr. MONAGAN. Can you make any estimate, either as to number of items or tonnage, with relation to the whole of these items that are not being properly stored?

Colonel NELSON. Actually at the present time we have from 4,000 to 5,000 tons sitting on the ground that should be in shed-type storage, as a minimum. One thing the supply and maintenance agency has done in directing the movement of stock to Germersheim, they have avoided moving stocks in here that require warehouse storage. These were not moved in the dislocation. So that our problem here is a little different than at Kaiserslautern, for example. I think you will see a good many items at Kaiserslautern that are stored outside.

Mr. BARASH. Based on your projected construction schedule, how quickly will the 4,000 or 5,000 tons be under proper cover? Can you estimate when that will be?

Colonel NELSON. Well, all 4,000 to 5,000 tons in the next 3 to 4 months will go into these four sheds.

Mr. BARASH. But you plan additional warehouses?