

The FE/RLO organized a FE Logistics Seminar held in Tokyo in May 1965. Among subjects discussed were problems concerning excess property utilization, availability of parts and manuals and the use of USALCJ employees for final inspection of 608 excess prior to shipment. The matter of parts availability was the only one firmly resolved and that not completely, i.e., the shipment of a package of concurrent spares by EPRO 5 although discussed, never materialized.

This is also the first place where I went on the record as desiring a higher level of repair.

by the RTG (See Tab R) and a PIO/T providing \$12,000 for necessary commercial repairs was processed.

Because of lack of sympathetic attention from GPR and EPROs to USOM's complaints and recommendations, USOM prepared a policy Airgram (TOAID A-1043, Tab T) in which criteria were announced for measuring commodity requirements against project requirements to determine the practicability of procuring items from excess in lieu of new procurement. Application of these criteria has reduced the objections to use of 608 to a minimum although instances of receipt of unsatisfactory equipment continue to occur. It has been difficult to get unsatisfactory equipment reports from the field since project personnel, both USOM and RTG, have been discouraged by GPR's history of claiming non-responsibility. In recent months when unsatisfactory reports have been received from the field, EPRO's and GPR have been more responsive in making good, although not in every case, to which no responses have been received, and in which it was necessary for the project technician to point out to the workshop manager that an incorrect standard was used, are examples.

Tabs W and Z are particularly interesting in that they illustrate deficiencies in the field as well as in the GPR.

Tab W records the history of a D8 tractor which I noticed during a trip to the Northeast Technical Institute, Korat, in the company of the Director, FE/RLO, in December, 1966. It was obviously a 608 item and aroused my curiosity. Questioning of Philco contract personnel at the institute elicited the response that the machine had operated only a few hours after arrival when it became unserviceable with transmission problems. Disassembly of the transmission revealed that, among other less serious deficiencies, the transmission forward and reverse gears were worn out. No unsatisfactory equipment report had been made but calling for 25 operations including one described as "complete rebuild". The record shows a total of 1,464.6 man hours of labor and \$3,476.94 were expended on this machine and that the transmission had apparently been disassembled, reassembled and installed without replacing wornout gears. Approximately 25% of the acquisition cost of the tractor had been spent on the tractor which was in the Yokusaka U.S. Navy Shop for 19 months, but it failed after a few hours operation. This tractor is apparently one of several which are alluded to in AIDTO 397 as examples of complete overhaul where necessary. The officers referred to as witnesses to this activity told me that a number of old, worn-out tractors had been acquired and that the EPRO was faced with two alternatives; disposal or complete rebuild. The second was chosen.