

months later during the period November 4 to 19, 1966. It was noted that nearly all re-  
USAID offices which requested procurement of such property. With the excep-  
tion of a few pieces of equipment, the extent of repairs required to put vehicles  
in operating condition was not known. ADLOG had taken steps, however, to  
correct the latter situation. A Philco/Ford contract group consisting of approxi-  
mately 100 Korean third country national employees has been engaged in inspect-  
ing and repairing inoperable equipment.

We considered progress on vehicle inspections by the contract group as quite  
adequate, however, completed repair jobs appeared to be lagging. Records showed  
that on March 23, 1967, ten vehicles were in the Saigon Shop for repairs. The  
first one was brought in on February 14, 1967 and the last one was brought in on  
March 1, 1967.

#### *Maintenance and repair facilities*

It was the opinion of ADLOG personnel assigned to Petrus Ky that existing  
shop facilities were not adequately equipped to handle repairs on heavy equip-  
ment such as tractors and cranes. Problems resulting from this condition were  
becoming more serious because additional heavy equipment requiring major  
repairs and overhaul were still arriving in Vietnam and being stored at Petrus  
Ky. On February 18, 1967, we saw four newly arrived D-7 tractors at the  
storage site; two had cracked main engine blocks and three had cracked starter  
engine heads. Under existing conditions, we believe prospects are dim for moving

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ments that have resulted in securing guard services at Petrus Ky which are the  
same type as those provided other USAID activities in Saigon.

#### *Conclusions*

We have noted during the course of this examination that Petrus Ky activities  
related to Excess Property Automotive Equipment has shown gradual but steady  
improvement in its organizational and managerial aspects. Security for pro-  
tecting property has been strengthened, and the Philco/Ford contract team now  
provides inspection and repair services that previously were lacking. The con-  
tractor's productiveness however, in terms of hardcore-storage-problem equipment  
moved from the "deadlined" category to the "ready for issuance" category has  
not been adequate. Until improvement occurs in this area, significant progress  
in reducing quantities of automotive equipment stored at Petrus Ky may not  
be realized.

Quantities of equipment are stored at Petrus Ky which are uncommitted and  
unassigned with regard to designation of specific users. Such equipment repre-  
sents the hard-core storage problem at Petrus Ky. ADLOG/PMB is in a good  
position to render assistance in solving this problem by identifying prospective  
users of such equipment. ADLOG/PMB has not performed this service because  
they have had not been furnished information that identifies uncommitted and un-  
assigned equipment stored at Petrus Ky.

*Recommendation No. 1.*—The USAID, ADLOG, should arrange for ADLOG/  
MMB to prepare lists of Excess Property items which identify uncommitted  
and unassigned equipment stored at Petrus Ky. These lists should be furnished  
USAID/V:

Director  
Associate Director  
ADPW  
ADLOG  
ADM  
ADRE