

Admiral COSGROVE. Yes, sir.

Mr. ROBACK. So, if there is any special problem of redistribution or excess accumulation, there aren't any control devices that extend to the level of the small station or the ship afloat?

Admiral COSGROVE. That is right, for these Navy wholesale items that are in our system.

Mr. HOLIFIELD. Does that include major items?

Admiral COSGROVE. No, sir.

Mr. HOLIFIELD. Such as automotive equipment and things like that, or are you talking about a class of used-up items?

Admiral COSGROVE. I am talking about repair parts. The high-value items and repairable items are reported by all echelons, ships, and small stations. But the secondary items, repair parts, are not reported.

Mr. HOLIFIELD. For instance, you would know how many automobiles, how many trucks—that sort of thing?

Admiral COSGROVE. I don't manage automobiles in the Navy Supply System Command. The Naval Facilities and Engineering Command does. And they do manage these.

Mr. HOLIFIELD. They do keep inventory?

Admiral COSGROVE. Yes, sir.

Mr. HOLIFIELD. Inventory records down to the lower level?

Admiral COSGROVE. Yes, sir.

Mr. ROBACK. What will you get by extending this uniform automatic data processing system overseas?

Admiral COSGROVE. Today we only have two automated depots, Subic Bay in the Philippines, with a very small computer, and Guam.

We are today reporting assets from these activities to the Aviation Supply Office. Right now, the depot at Yokosuka is on a manual basis, and it is doing a sizable business. We feel that we can greatly improve their operation by establishing the system that we now have in the United States there, and Subic is absolutely saturated, and we have got to give them additional data processing capability.

Mr. ROBACK. These are major depots or processing centers.

Admiral COSGROVE. Yes, sir.

Mr. ROBACK. In the Philippines or Japan; is that right?

Admiral COSGROVE. There are only four overseas depots, Guam, which is not too big; Subic is the largest; Yokosuka next; then, we have Danang, where we are presently putting a small computer in right at this moment, which is in the common supply business, and they have very few technical items there.

Mr. ROBACK. I asked you the question about worldwide visibility. Do I understand that at this time you do not have visibility over these major overseas depots because you do not have them automated?

Admiral COSGROVE. We do for the aviation repair parts, Mr. Roback, but not for the others, and we intend—we have a proposal on the street now to the manufacturers, they have to respond within 60 days. I believe within 90 days after the response, we will have equipment delivered and we intend to start automating Subic first—in March, I believe, of this year. And Yokosuka will follow. At that time, they will become item reporters to the Electronics Supply Office, and the Ships Parts Control Centers, as they now do to the Aviation Supply Office.