

one in CINCPAC. Similarly every joint command has its joint petroleum office.

These people who are the ones who have the usage in the forward area and the stock status, project what the requirements by type of product will be in the future and they schedule when they want the product by type laid down.

Then it is up to the Defense Fuel Supply Center to procure these products, and arrange for the delivery on the projected schedule.

Of course, these slates as they are called, which come from the joint petroleum offices, get changed periodically, and we may have to change our contracts for product and our contracts for lift to conform with them, and do so pretty regularly.

Mr. DAHLIN. Is it your responsibility, or MSTs' responsibility, if you get a delivery offshore in the country and there is not enough storage to put it into one spot? Who decides whether to move it up and down the coast? Is that Army or is that you?

Admiral HADDOCK. In that case the joint command decides where they would want it. We might assist them in the decision, but basically it is their responsibility to tell us where to put it.

Mr. DAHLIN. But you do have the problem?

Admiral HADDOCK. Yes, sir; we will have to arrange for the change of destination.

#### GENERATOR REPAIR PARTS

Mr. DAHLIN. In connection with the construction supplies and equipment that you say give you the most difficult support problems, Admiral, are these areas of construction equipment, and material handling, and power generating, that you mention, all equally troublesome? Or is one of those more troublesome than the others?

Admiral HADDOCK. I think probably the most difficulty we have had is with materials handling equipment repair parts, power generator parts, and construction equipment repair parts.

The construction equipment repair parts and the materials handling equipment repair parts, for the reason that these equipments just got usage in Vietnam early on such as they never had before. Many of them were equipments that we had not stocked parts for when they were operated in continental United States, and we got way behind on this, and they are parts that are hard to get from a manufacturer in a short time.

The power generating equipment had these same kinds of problems, but in addition, we had a multitude of differing types of old and obsolescent power and generating equipment sent to Vietnam to take care of the requirement. Many of these had not been in manufacture for years, and we had difficulty finding anyone who would make the parts.

Mr. HOLIFIELD. Were these items that were manufactured to peculiar specifications of the services rather than the standard items used in commercial practice?

Admiral HADDOCK. In some cases, sir, yes.

Mr. HOLIFIELD. I wonder to what extent the standardization program has advanced to the point where you can use standard commercial specifications for different types of equipment, nuts and bolts and all that sort of thing. It would seem to me that wherever possible,