

to do the depot level repair of these items, nor be responsible for seeing that they are returned for repair.

Mr. DAHLIN. In other words, for the future, if there is a generator problem of some consequence, it would be the concept that the services would still be responsible for repair. And even if it is the same generator across the three services, if they are going to have any coordination they would have to do it on a single service assignment, that sort of thing?

Admiral HADDOCK. Yes, sir; except that the Army and the other services are working on a coordinated depot maintenance program for generators.

Mr. DAHLIN. If it were, let us say, more economical to repair all of some particular type generator at one point, then that still would not be a DSA problem? That would be a matter for the services?

Admiral HADDOCK. Yes, in coordination and with OSD guidance.

Mr. DAHLIN. To arrange among themselves?

Admiral HADDOCK. Yes.

Mr. DAHLIN. That is the basic concept.

Have you looked at this from the point of view of all of your repairable excess and surplus items, to see if there are any places where the DSA might provide a better service by setting up some sort of central maintenance to put things back into shape for use by one agency or another?

Admiral HADDOCK. We have not really looked at this; no, sir.

Mr. DAHLIN. GSA, as I understand it, in the limited area in which it operates, went fairly early into the game of repairing—say office furniture—where it was a commodity that could be reused or where it was more economical to repair it first rather than junk it and let it go. Sometimes you could not make an estimate of the real value of the material until it was repaired.

Has that been reexamined lately, that problem?

Admiral HADDOCK. We in DSA do do repair to that extent. We designate some of our items which may not be depot level repair items from the viewpoint of the services, but our engineers, our technicians will say, "If we get these items in an unfit for issue condition returned to us, we can more quickly and more economically repair them and put them in stock than to make a new buy."

So in our catalogs we code these kinds of items to say to the service users, "If you return these items to us in economically repairable condition, even though used, we will give you a certain percentage credit for them."

When those do show up in our system then, we either repair them in-house if we have the capability, make an arrangement with the Army, Navy, or Air Force maintenance facility to repair them for us at a cost, or make a contract to have them repaired.

Mr. DAHLIN. Have you made any job training contracts to have them repaired, along that line? Are these fairly simple, are they complex, or what?

Admiral HADDOCK. It could be repair of generators or repair of transmissions, forklift truck transmissions. Early on in Vietnam, at Construction Supply Center, we had occasion, where we just could not get some of these items from procurement fast enough, to go to the Vietnam commanders and ask them to get these repairables back to