

PD-AMM-21
 (3/1/83)

CLASSIFICATION
PROJECT EVALUATION SUMMARY (PES) - PART I

Report Symbol U-447

1. PROJECT TITLE Emergency Assistance to Djibouti Transport Sector	2. PROJECT NUMBER 698-0410.24	3. MISSION/AID/W OFFICE: Djibouti
4. EVALUATION NUMBER (Enter the number maintained by the reporting unit e.g., Country or AID/W Administrative Code, Fiscal Year, Serial No. beginning with No. 1 each FY) <u>698-03-01</u> <input checked="" type="checkbox"/> REGULAR EVALUATION <input type="checkbox"/> SPECIAL EVALUATION		

5. KEY PROJECT IMPLEMENTATION DATES A. First PRO-AG or Equivalent FY <u>80</u> B. Final Obligation Expected FY <u>80</u> C. Final Input Delivery FY <u>83</u>	6. ESTIMATED PROJECT FUNDING A. Total \$ <u>621,000</u> B. U.S. \$ <u>400,000</u>	7. PERIOD COVERED BY EVALUATION From (month/yr.) <u>2/80</u> To (month/yr.) <u>3/83</u> Date of Evaluation Review <u>3/31/83</u>
---	--	--

B. ACTION DECISIONS APPROVED BY MISSION OR AID/W OFFICE DIRECTOR

A. List decisions and/or unresolved issues; cite those items needing further study. (NOTE: Mission decisions which anticipate AID/W or regional office action should specify type of document, e.g., sirgram, SPAR, PIO, which will present detailed request.)	B. NAME OF OFFICER RESPONSIBLE FOR ACTION	C. DATE ACTION TO BE COMPLETED
<p><u>Project Termination Report</u></p> <p>Conduct 1311 Review - Deobligating unliquidated and dealloiting uncommitted balances</p>	AAO USN AFR/PD AFR/RA	5/30/83

9. INVENTORY OF DOCUMENTS TO BE REVISED PER ABOVE DECISIONS <input type="checkbox"/> Project Paper <input type="checkbox"/> Implementation Plan w/ CPI Network <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Financial Plan <input type="checkbox"/> PIO/T <input type="checkbox"/> Logical Framework <input type="checkbox"/> PIO/C <input checked="" type="checkbox"/> Other (Specify) <u>None</u> <input type="checkbox"/> Project Agreement <input type="checkbox"/> PIO/P	10. ALTERNATIVE DECISIONS ON FUTURE OF PROJECT A. <input type="checkbox"/> Continue Project Without Change B. <input type="checkbox"/> Change Project Design and/or Change Implementation Plan C. <input checked="" type="checkbox"/> Terminate <u>Terminate Project</u>
---	---

11. PROJECT OFFICER AND HOST COUNTRY OR OTHER RANKING PARTICIPANTS AS APPROPRIATE (Names and Titles) W. Ernest Popp, General Development Officer Ismail Denville, Program Assistant <i>(initials)</i>	12. Mission/AID/W Office Director Approval Signature: <i>E.M. Amundson</i> Typed Name: E.M. Amundson Date: 3/25/83
---	--

SUMMARY

Significant problems were encountered in the implementation of this project due to widely differing view points between the GROD and AID as to the purpose of the project. These differences are probably rooted in the fact that this was the first project activity undertaken by AID in Djibouti and little regard was given by the GROD to formal Project Agreements in terms of their perception of what and when assistance is to be provided/terminated by donors.

The project underscored the communication problems that result through the GROD practice of negotiating and signing assistance agreements with donors in the Ministry of Foreign Affairs and the latter hardly taking into account the needs and views of the implementing GROD line agency. It was clear in the Project Agreement (and in AID's mind) that an EXPROP ferry boat would be provided as a stop-gap measure to meet a limited, emergency need. On the other hand, the GROD Port Authority understood that provision of the ferry boat implied a longer term donor commitment: to arrange for providing technical assistance and spare parts to keep it operational beyond what had been agreed upon in the Project Agreement. The latter view is based on the traditional mode of French economic assistance to Djibouti which was reinforced by the Port Commandant, who was de facto the person charged with supervising the activity, being a French citizen.

The project generally met the objectives set forth in the Project Agreement :

- The ferry boat provided an interim means of linking the City of Djibouti with the Northern territories in a short time to meet an emergency requirement ;
- The ferry provided a means of communicating with these territories in support of economic and social programs although its effectiveness as a means of snipping bottled water from the Tadjoura mineral water bottling plant was limited by the difficulty of loaded trucks using the ferry's ramp and reluctance of the GROD to make agreed upon modifications to the Tadjourah jetty to accomodate the vessel ;
- Some good will was generated initially when the ferry was put into operation, but this may have been largely lost as GROD expectations exceeded the willingness of AID to continue supporting the project beyond its initial commitment.

modifying the jetty seems to have been related to lack of coordination between various involved GROD agencies, but probably most important the lack of urgency in that the water plant's initial operations were to be delayed for over a year, by which time the FRG ferry was expected to be delivered and placed in operation.

- French/Djiboutian Coordination : Maintenance of the USG ferry is the responsibility of a French-led team of Djiboutians assigned to the vessel. The first French technician seemed to devote little time to the vessel (he subsequently left his assignment at the Port to start his own business in Djibouti). The Djiboutian technicians (judged to be competent by local standards) had little incentive or encouragement to assume this responsibility and, in fact, the keys to the engine rooms and cabin, were kept by the French to discourage initiatives by the Djiboutians. After the initial period, it was judged by U.S. Navy technicians that little, if any, maintenance had been performed and most subsequent problems with the vessel could be related to this. Moreover, the Djiboutian trained pilot and engineer, who were provided short-term training in Subic Bay (at the time of the vessels refurbishing) and later, following arrival of the vessel for three months under a U.S. Navy mobile training team, were continually berated by the French, their authority undermined and most recently transferred by the commandant to other responsibilities.
- Port workshop technical competence :
The U.S. Navy intervention was designed to train an on board crew that could operate and effect emergency repairs at sea if needed. It was the Navy team's opinion that the Port workshop had the capability to effect major overhaul and repair to the vessel provided USAID could furnish the requisite parts. To insure institutionalization of the operations and maintenance on the vessel the AAO identified the sole private U.S. supplier of Gray Marine engine parts (Diespacorp) and procured via PIO/C requisite parts as needed based upon the standard Gray Marine engine catalogue. The Port was informed of this source, has the ability to identify parts using the catalogue and will be expected to procure future parts as needed, via Diespacorp, using its own resources.
The most serious obstacle to the longevity of the engines is the insistence by the Port Authority for the pilot to run the vessel at "battle" speed 2,200 rpm instead of cruising speed 1,800 rpm.

PROJECT OUTPUTS

EOP results are as follows :

Planned Outputs
as of 3/1/83

1. Ferry operating for one year
2. Train a crew of five to operate and maintain the ferry, and thereby institutionalize this capacity.
3. GROD to establish realistic tariff schedules for mineral water transportation to facilitate the operation of the ferry to some degree

Actual Outputs
as of 3/1/83.

Ferry operated steadily between 3/80 to 6/81 when the FRG ferry arrived. Subsequently, the FRG ferry experienced problems with its loading ramp tearing loose in high seas and the U.S. ferry was put back into operation thereafter on an intermittent basis (around three months of operation) until it broke down definitively towards the end of 1981.

AID provided a 3 person U.S. Navy team for a three month period at the beginning of the project to train the five person ferry crew. The designated Djiboutian pilot and engineer received one month of training at Subic Bay Philippines. Follow-on visits by U.S. Navy Technicians totalling over one person month were provided in 1982 and 1983. The AAO identified a private U.S. supplier for engine parts.

GROD has never provided AAO/Djibouti with report of the financial status of the ferry's operations. Given the limited time the ferry was in service and problems with loading trucks transporting bottled water on to the ferry, we see little useful purpose in trying to extract this information which the GROD (French) would be reluctant to provide. Nevertheless, a reasonable tariff schedule was developed and we were informed that the charges

Previous Page Blank

PROJECT PURPOSE

The purpose of the project was three fold; humanitarian ; economic and political. This evaluation disclosed that the provision of the U.S. ferry has met most of the EOPS targets as of March 11, 1983 although the results are mixed and may depend on the future disposition of the vessel.

EOPS No. 1 - Humanitarian

The existing ferry (le Goubet) servicing the Northern territories broke down in late 1979 and was considered irreparable. As one-half the country and 20 per cent of the population was dependent largely on ferry services - haulage of goods, the provision of social services and maintenance of security, which was further exacerbated by drought conditions, the need for urgent response to the GROD's appeal for assistance in reestablishing a link from the capital to Northern citizens was of extreme importance. During the initial period of operation, March, 1980 to June, 1981, the U.S. vessel operated well and regularly and it is believed that its operation relieved considerably human suffering in the region. Moreover, the vessel was delivered and put into operation in less than one month after signing the grant agreement on February 20, 1980. This responded quickly to the emergency need for an interim ferry until a new FRG ferry was placed in service in June, 1981.

EOPS No. 2 - Economic

Djibouti's first export earning industrial venture was to be a mineral water bottling plant at Tadjourah. It's operation was dependent upon ferry service to bring the bottled water to the City of Djibouti for sale/reexport in order for its operations to be economical. In addition, it was believed that trade between the North and the City of Djibouti would increase and ferry service was the only economical means of transportation to encourage such trade.

AAO/DJibouti has never received any reports from the Port Authority concerning the level of cargo or passengers transported by ferries between the North and the City of Djibouti. We are aware that the usefulness of the ferry in the transportation of bottled water had been limited by the difficult loading problem due to the Tadjourah jetty not being modified as foreseen. Outside the loading problem, we have no information to the contrary (which we would have certainly received if it were the case) that the ferry did not fulfill this mission.

Previous Page Blank

been put in service. In the future the U.S. ferry can be used as a standby vessel which could be put into service on short notice to meet other similar needs.

The direct economic benefits of operating the U.S. ferry have not been assessed, but we suspect they have been minimal as real operating costs will probably greatly exceed revenues over the foreseeable future.

This project filled an important, limited, short-term need. Unfortunately, the definition of the purpose of the project was not viewed the same by all participants.

Previous Page Blank.

16



- A -

EMBASSY OF THE
UNITED STATES OF AMERICA
DJIBOUTI

Mr. Daniel
Commandant du Port
Djibouti
Republic of Djibouti

February 9, 1983

SUBJ: Bac de la Paix : Final Sea Trials

I have the honor to inform you that I personally participated in the sea trials of 8 February 1983,

During the course of the trials I noted the following :

- Initial smoking of centerline engine exhaust . .
This was cured by reducing engine throttle from full, estimated at 2,000 R.P.M. to 1,700. It was agreed that to conserve engine life that throttle speed should not exceed a certain limit. Due to the fact that the tachmeters were in operative (see below) the desired limit (est. at 1,700 RPM) was arrived at by testing. Mr. Console agreed that a piece of red tape would be placed on the gear box controls to indicate this limit. This limit should be exceeded only during emergencies, such as mannevering for docking.
- Excessive Center line engine reving was resolved by adjusting the governor.
- Engine-overheating alarms were continually tripping. I am, with your concurrence, going to recommend the visit of a U.S. Navy electrical technician (21-22Feb) to attempt to undertake repairs to this system as well as the tachometer gauges. Please note however that since the alarms are not responding accurately that this is further justification for maintaining reduced throttle. For your information reduced throttle such as that recommended should add no more than 30-40 minutes to a round trip voyage to Tadjoura.
- Engine temperatures , specifically the center line seemed to rise. Our U.S. Navy technician recommended and demonstrated to the crew how engine temperature could be controlled by opening or closing down the cooler overboard valve. It was also the consensus of all that proper realignment of the center line engine/Shaft would alleviate this problem. This work is expected to be carried out on 9 February prior to

.../...

7

To : AAC/Djibouti : E.M. Amundson
From : ENC Leslie Rieckers *LRR*
Subject: LCU 1584 - U.S.N. CPO Rieckers Visit

The following is a summary of my observations of the operation of LCU 1584 during my visit to Djibouti between 1/31/ to 2/9/83 :

After a courtesy call to the Port Commander, I inspected the vessel on 2/1/83, and participated in sea trials which lasted for about two hours. No engine overheating problems (apparently a major concern of the Djiboutian crew) were evidenced. The center line engine emitted black exhaust smoke, however, and the left engine also emitted exhaust smoke, but lighter in color.

Subsequently, the vessel was put into dry dock for cleaning of the hull. During this time, the crew, including the French master diesel mechanic, was shown how to set the valves and injector timing on the left engine. The blower on the center line engine was removed for replacement but it was discovered that the replacement blower in the Port's inventory was the wrong model (fits a 4-71 engine). The lobes of the blower in use were then cleaned along with the air box of the engine due to heavy sludge deposits. I oversaw the Port's replacement of the salt water pump, and the oil change on the center line engine.

I inspected the hull while the vessel was in dry dock with the following observations : (1) it was apparent the hull had not been cleaned since the vessel was first placed in service; (2) the left propeller was damaged and replaced; (3) a below water line hole in the hull was patched; (4) thru-hull fittings for propeller shafts were repacked, (one was leaking).

On 2/8/83, sea trials were conducted during which the LCU was run for approximately two hours at full throttle. The center line engine continued to emit black smoke. I recommended engine speed be reduce and the smoking cleared up. All temperatures were operating in normal ranges at all times.

Given the above, I believe that I have satisfactorily responded to the specific tasks delineated in the USAID letter of 7 Feb., herewith attached.

REPUBLIQUE DE DJIBOUTI

Unité - Egalité - Paix

جمهورية جيبوتي

Ministère des Affaires étrangères
et de la Coopération

الوحدة - المساواة - السلام

وزارة الخارجية والتعاون

N° 298 / MAEC-ORG ..

Djibouti, le

17 NOV 1973

الرجوع

جيبوتي في

OBJET : "BAC DE LA PAIX "

Monsieur le Directeur,

J'ai l'honneur de vous rendre compte qu'à la suite de l'intervention Technique de l'équipe de la Marine des Etats-Unis, la situation du Bac de la Paix à ce jour est la suivante :

- les échappements de moteurs principaux ont été remis en état
- les compresseurs d'air expédié par la marine des Etats-Unis a été monté (les commandes des moteurs sont en état de marche).
- Après ces réparations, un essai de fonctionnement de courte durée à la mer a montré une surchauffe anormale des moteurs (les Techniciens américains avaient essayé les moteurs à vide, c'est-à-dire sans embrayage de propulseurs).
- Un essai plus poussé devrait être fait en présence d'un Technicien Américain.
- Toutefois, afin que cet essai soit complet, il faudrait attendre les pièces détachées qui manquent :

- 1°) Filtres à huile sur les trois moteurs
- 2°) Echangeur sur moteur babord
- 3°) Echangeur sur moteur guindeau
- 4°) Pompe à eau de mer et échangeur sur groupe électrogène babord

Veuillez agréer, Monsieur le Directeur, à l'expression de ma haute considération.

DAHER DJAHIA

DIRECTEUR DES AFFAIRES ÉTRANGÈRES



9



- D -

EMBASSY OF THE
UNITED STATES OF AMERICA
DJIBOUTI

September 18, 1992

Mr. Daher Djama Robleh
Director of Foreign Affairs
Ministry of Foreign Affairs
and Cooperation
Djibouti

Subject: Bac de la Paix- LCU 1584

Dear Director,

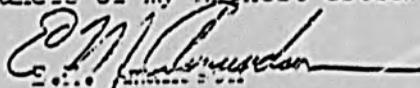
I am pleased to submit the attached report prepared by the U.S. Navy team which recently visited Djibouti to assist the Port Authority in putting the Bac de la Paix back into operation. Except for a compressor unit which could not be repaired in Djibouti, it appears that the vessel's systems are now functional and, upon repair of the compressor, the vessel could be placed into service immediately. USAID will request the U.S.N. to assist in repair of the compressor in the Philippines. We expect to have the compressor back and ready for installation within six weeks.

I have attached a list of spare parts which AID plans to order to complete the standby inventory needed for future maintenance. Ordering and shipment of these parts will probably take several months. USAID will order these parts from the former commercial supplier, Diesel Pacific Corporation Bronx, N.Y. U.S.A.

I would like to point out that the major difficulty experienced with the boat's operation is generally related to overheating caused by poor maintenance. I would appreciate the Ministry of Foreign Affairs impressing upon responsible Port of Djibouti authorities that there is no substitute for regular and thorough maintenance for the continued operation of this vessel. This now becomes especially important as AID funds for this project will soon be exhausted by the further spare parts order and we will not be able to further contribute to its maintenance and repairs.

We believe the Bac de la Paix has made a significant contribution to linking the Northern part of the country with the City of Djibouti. With proper care and maintenance one can expect the vessel to continue to operate for several years to come.

Please accept the renewed assurances of my highest esteem.


E. J. [Name]
AID Affairs Officer
Djibouti

C.C. - Port of Djibouti
- REDSO/EA

memorandum

DATE: Sept. 9, 1982

REPLY TO: Chief Petty Officer L.R. Rieckers, S.R.F.,
ATTN OF: P.C. 2. Borrás

SUBJECT: Assessment of Operational Status of U.S.N. LCU 1584 (Bac de la Paix)-
August 25 - Sept. 8, 1982.

TO: E.M. ANDERSON, AID, Affairs Officer/ Djibouti

Objective of the mission - For personnel from the U.S. Naval Repair Facility in Subic Bay Philippines to undertake within two weeks time a general assessment of the operational status of the LCU-1584 (Bac de la Paix), identify specific problem, recommend actions to be taken to effect repair and/or assist in repair on site if feasible, identify parts needed to immediately repair the vessel and spare parts needed for future operation to include technical specifications and estimated costs from which USAID could develop a procurement action.

In addition, the two person team was tasked to assist in an inventory and cataloguing of all parts received to date for the project vessel and to provide guidance to the Port's personnel in proper maintenance and operation of the vessel.

ASSESSMENT OF BAC DE LA PAIX (LCU 1584)

A. Summary findings

1. The craft was inoperable due to overheating of all engines and an inoperating air compressor unit.
2. No records are kept on any maintenance being performed on the vessel and no schedule of maintenance is followed. (It appears little if any preventive maintenance had ever been conducted on the vessel since its arrival here.)
3. Substantial quantities of spare parts are on hand which appear adequate and complete. (The parts, however, were distributed in various locations throughout the Port with no records as to their location or availability.)
4. Responsibility for the maintenance of the vessel is not clearly defined. (This has probably been a major contributing factor to insufficient maintenance.)

B. Specific Technical Problems Identified:

1. Starboard Engine
 - a. Fresh/water system full of rust
 - b. heat exchanger full of rust
 - c. lubrication oil in need of changing
 - d. lubrication oil coolers in need of cleaning
 - e. low output of fresh/water pumps
 - f. blower silencer and screen need to be changed
2. Center Line Engine
 - a. Fresh/water system full of rust
 - b. heat exchanger full of rust



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112

Best Available Document

5. Check injector and valve timing every 100 hours of operation.
6. Check daily, fresh water, lubrication/oil and strainers.
7. If overheating occurs, clean lubrication oil coolers and heat exchangers.
8. Flush and clean the cooling system of both diesel generators.
9. Lubrication oil and filters changed on both diesel generators using standard marine oil.
10. Blower screens to be cleaned on diesel generators.
11. A maintenance schedule of diesel generators should follow same schedule as for main engines.
12. Replace expansion joint of port engine with solid spool piece using old flange.
13. Replace exhaust line from engine room to muffler on all three engines.
14. Vessel hull needs cleaning before being put back into service as approximately 75 per cent of the port sea chest openings are clogged.
15. Air Compressor - To be shipped by USAID to Subic Bay R.P. for U.S. Navy overhaul. Accessories for proper maintenance of compressor will be shipped with compressor after overhaul completed, est. Approx. 6 weeks. Any charges incurred will be applied to PIO/T 698-0135-00-20024 under incidentals.

E. General Observations

1. The Djiboutian crew appears willing and capable of learning to properly operate and maintain the vessel. It is suggested that the Port Authority discuss with the French navy the possibility of collaborating on establishing a training program in the proper maintenance of the Ferry engines. The French navy has engines of the same type and therefore should be technically capable of providing this assistance.
2. A regular, scheduled maintenance program should be established and clear responsibility be delegated for adherence to this schedule, including the written acknowledgement by technicians that maintenance has been performed.
3. Spare parts for the vessel have been consolidated, inventoried and warehoused, by part number and categories of parts, in a central location in the Port. One person should be responsible for the control of these spare parts.
4. The use of metric tools on the U.S. standard fittings on the vessel is resulting in damage to bolts, nuts, etc..At least one set of



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112



- E -
EMBASSY OF THE
UNITED STATES OF AMERICA
DJIBOUTI

Mr. Djalani Ali Bourhan
Director Port Autonome International
de Djibouti
Republic of Djibouti

July 27, 1982

Subject : Transportation Project (698-0410-24)

Ref : Letter 1112/DP dated July 15, 1982

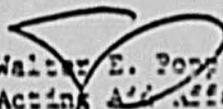
Your recent letter arrived about the same time we received confirmation that negotiations have started to send a two-person U.S. Navy team to Djibouti. Spend two-weeks in Djibouti to prepare a final on-board inventory of LCU equipment, assess the operational status of the vessel and recommend/prepare a list of parts needed to place the vessel back into operation.

The U.S. Navy has informally agreed to provide a LCU engine specialist and supply specialist for this work. We requested the team carry out their assignment between July 20 to August 31, 1982. We foresee no difficulty in the team performing the work during this period.

I hope to shortly provide your office with the names and arrival dates of the two technicians. If any problems do arise I will keep your office informed.

Please accept the renewed of my highest esteem.

c.c. Minister of Foreign Affairs
Ambassador


Walter E. Popp
Acting Air Affairs Officer
USAID, Djibouti

Best Available Document

13

PORT AUTONOME INTERNATIONAL
DE DJIBOUTI

- F -

ميناء جيبوتي الدولي

ES 2107

ص.ب : 2107

PORTAUTO 5835 DJ

TÉL : 352331 à 37

تلكس : بورت انور 5836

DIRPORT DJIBOUTI

هاتف : 352331 الى 37

COMPORT DJIBOUTI

تلفراف : ديبورت جيبوتي

كودبورت جيبوتي

SERVICE :

N° 1112 /DP

DJIBOUTI, LE 15 JUIL 1982

LE DIRECTEUR DU PORT

A

A.I.O.

Ambassade des Etats-Unis

s/c du Ministère des Affaires Etrangères

OBJET : situation du "Sac de la Paix"

Je viens d'être avisé par l'atelier du Port, chargé de la réparation du "Sac de la Paix", que le lot de pièces de rechange expédié des Etats-Unis au début 1982, ainsi qu'une grande partie des pièces livrées avec le Sac, ne sont pas conformes au type de moteurs montés sur le Sac.

- des pièces manquantes et non conformes,
- moteurs principaux : pochette de joints de visite complète (non identique),
- éléments filtrants pour filtre à huile non identiques,
- commande de filtre à huile faite par un technicien américain non conforme,
- collecteur d'échappement refroidi, manquant,
- tuyauterie d'échappement compensatrice manquante,
- compresseur d'air non conforme.

Les experts pronis pour le 15-juillet 1982, pour solutionner ces difficultés n'étant pas venue, nous demandons des mesures urgentes pour pouvoir mettre en fonction le "Sac de la Paix".

Dans le cas où ces difficultés persisteraient, cette unité serait réformée par le P.A.I.O.



Best Available Document



- G -

EMBASSY OF THE
UNITED STATES OF AMERICA
DJIBOUTI

December 10, 1961

Ministry of Foreign Affairs and Cooperation,
Republic of Djibouti.

Dear Mr. Minister,

In reference to your letter of 9 December, I have the honor to inform you that we too believe that our project and the Bac de la Paix, in particular, has adequately met its primary objectives, namely -

- ... to provide transport between Djibouti city and Obock, Tadjoura until such time as a new vessel was obtained;
- ... to provide training to designated port personnel in ferrying operations.

While we concur in your decision to refrain from investing more time and funds in keeping two ferrys fully operational, we would suggest your considering retaining the Bac de la Paix as a back-up vessel until such time as your Government and the Port in particular are in a better position to guarantee the Bac de l'Unite's full time operation.

In this regard, and in response to your's and the Port's requests to provide additional spare parts for rehabilitating the Bac de la Paix, USAID, acting upon the advice of the Port requested the following parts:

Two Fresh Water Pumps; Two Raw Water Jabsco Pumps; Three Relay Air Valves; Air Compressor; Pneudyne Positioner; Control Panel; Air Cylinders; Two Solenoid; Three Silencer; Two Governor; One Seal Assy; One Gasket Set; Seven Gaskets; Two Impellers; Two Heat Exchangers.

All are expected to arrive by the end of December with the exception of the heat exchangers. We are presently placing an order for these. Upon arrival of these parts, it is our understanding that the Port should be able to effect those repairs necessary to ensure that the Bac de la Paix could continue to serve as a back-up for the next 9-12 months.

Mr. Minister please accept the assurances of my highest consideration.

Jerrold M. North
Jerrold M. North
American Ambassador

Le MINISTRE

N° 356/81 /MAEC/- AMB

Djibouti, le 09 DEC. 1981.....

المرجع

جيبوتي في

Monsieur l'Ambassadeur,

Suite à la lettre du 24 SEPTEMBRE 1981 du Directeur de l'Aide Américaine, je suis au regret de porter à votre connaissance que le projet N° 698-1024 relative à l'aide urgente en matière de transport "BAC DE LA PAIX" nous pose plusieurs difficultés.

Il va sans dire que cette aide urgente et provisoire à remplir son objectif premier, celui de combler le vide en matière de transport maritime en attendant l'arrivée du bac octroyé par la République Fédérale d'ALLEMAGNE.

Le gouvernement voudrait une fois encore remercier les autorités américaines de leur promptitude. Mais, comme l'a déjà souligné, le Ministre des Affaires Etrangères et de la Coopération lors de son entretien avec le responsable de l'USAID à WASHINGTON à propos du "BAC DE LA PAIX" demande plusieurs changements:-

1. ÉTAT : la remise en état de service de ce bac exige -
 - A. renouvellement - des 3 moteurs
 - du groupe électrogène
 - des circuits électriques

Ministry of Foreign Affairs

No. 356/81/MAEC/-AMB

9 December 1981

Mr Ambassador,

In reference to the letter of 24 September 1981 of the USAID Director, I am sorry to inform you that Project 698-1024 Emergency Assistance to Djibouti Transport "Baé de la Paix Ferry" poses some difficulties for us.

It goes without saying that this emergency assistance has fulfilled its prime objective, that of filling over maritime transport void while awaiting the arrival of a ferry provided us by the West German Government.

The Government wishes once more to thank the American authorities for their prompt response to our requirement. But, as already stated, the Ministry of Foreign Affairs and Cooperation, at the time of its meeting with the responsible AID/W authority on the subject of the ferry asks for several rectifications, namely -

1. The rehabilitation of this ferry which consists of overhauling ...
 - the three engines
 - the generators
 - the electrical equipment

2. Given that this naval vessel and the access ramp particularly has been designed for the transport of military vehicles, this ferry is presently poorly adapted to handling commercial and passenger vehicles. Therefore, some modifications will have to be undertaken to the ramp.

In the face of continuing malfunctions this vessel is barely useable and a significant expenditure has been borne by us to keep it under commission.

Moreover, given that the nature of the required work described above most notably will have to be undertaken in a specialized facility overseas, the cost of realizing the above would make it more profitable to purchase a new vessel better responding to our needs.

In the face of such problems, which you can appreciate, we will not accept the extension of this project.

Please accept my highest regards.

Moumin Bahdon Farah
Minister of Foreign Affairs

17



- I -
EMBASSY OF THE
UNITED STATES OF AMERICA
DJIBOUTI

28 May 1980

Monsieur Moumin Bahdon Farah
Minister of Foreign Affairs
and cooperation
Djibouti
Republic of Djibouti

Project No. 698-1024
Emergency Assistance to Djibouti
Transport Sector.

Project Implementation Letter No. 12

Subject: Departure of MTT

Your Excellency,

Pursuant to our Implementation Letter No. 11 of 5/14/80, I have the honor to inform you that USAID has been informed by the MTT that all training objectives under the Grant Agreement of 2/2/80 have been satisfied. The Djiboutian crew is capable of operating the ferry and undertaking routine maintenance. Any major overhaul of equipment, however, will no doubt be required to be undertaken by the Port workshop.

The MTT has acquired the following technical manuals which will be turned over to the crew and/or Port prior to their departure:

- 1) Detroit Allison Engines
- 2) Ramp winch
- 3) Maintenance manual/parts
- 4) Starting motor
- 5) Fresh water pump
- 6) Diesel fuel oil pump
- 7) Electrics
- 8) Rudder indicator
- 9) Air compressor
- 10) Steering gear
- 11) Pneumatic controls
- 12) DC/AC convertor
- 13) Ships designs

These manuals should provide an adequate base for undertaking any maintenance requirements that should occur.

The MTT has in ours and the crew's estimation provided sufficient informal instruction in preventive maintenance and on occasion prepared formal check-lists for the operation of key equipment. Nevertheless the MTT has pointed out that trial and error and increased exposure of the

Best Available Document

ATTACHMENT I

INVENTORY OF PARTS LCU - 1584

Best Available Document

ITEM NAME	STOCK NO //	P/N	LOCATION	QTY	FORM	MFG NAME
GASKETS	00-424-1067	5192923		5	72582	
"	00-354-1420	5177798		4	"	DETROIT DIEVEL
FILTER ELEMENT	00-792-8985	5574961		46	"	ALLISON DIV.
TIP ASSY INJECTOR	00-592-9622	5227324		10	"	GENERAL MOTORS
TIHERMOSTAT FLOW	00-377-3497	5172141		4	"	CORP.
SEAL	00-154-8358	5117454		4	"	13400 WEST OUTER
TYPE APN	00-364-3452	5151121		4	"	DRIVE
FUEL PUMP KIT	BY P/N	5199561		2	"	DETROIT, MI 48228
SCREEN	00-212-6325	5111881		3	"	"
WATER PMP P/N	BY P/N	5129701		1	"	"
GASKET	00-354-1559	5192920		3	"	"
CURIN ROD ASM	00-127-3058	5135515		1	"	"
SEAL RING	00-354-1528	5184484		80	"	"
HOSE ASSY	00-203-2534	5164327		1	"	"
BEARING SET STD	00-662-8992	515374		27	"	"
TUBE ASM	BY P/N	0625-999		2	"	"
ARMOR CORROSION	00-363-8200	8506471	B-5	200	"	"
"	00-591-3731	8506840	B-5	2	"	"
"	00-363-3581	8517479	B-5	8	"	"
INJECTOR ASSY	00-172-3783	5227316		10	"	"
GASKET	00-354-1420	5177798		4	"	"

20

ITEM NAME	STGT NO -//	P/N	LOCATION	QTY	FROM	MFC MARK
GASLET	00-296-7860	5571024		24	72582	
HAFT DRIVE	00-361-3092	5168131		1	"	
CYLINDER LINER	BY P/N	5149211		5	"	
STONE ASH	00-691-9701	5189054		4 BX	"	
ITS AIR COMP	00-499-3572	5168863		2 SE	"	
LOWER HOUSING	00-712-5748	5155866		1	"	
INNER COSE STEEL	00-367-7250	5151344		1	"	
CYLINDER HEAD	00-678-4019	5198219		1	"	
BLADE ASSY	00-673-5501	5120992		1	"	
GOVERNOR	BY P/N	5163580	S - 5	1	"	
PUMP IMPELLER	BY P/N	5161023	A - 5	2	"	
ROTARY PUMP	BY P/N	5186250		2	"	
CYLINDER BLOCK					"	
PLATE FRONT	BY P/N	5152878		1	"	
CYLINDER BLOCK					"	
PLATE BACK	BY P/N	5150060		1	"	
STRIK BEAKING	BY P/N	15-C-1455		3	"	
VALVE RELIEF	BY P/N	6525464	C - 4	1	"	

Best Available Document

ITEM NAME	STOCK N° //	P/N	LOCATION	QTY	FSCN	MFG NAME
"O" KING, PACKING	00-196-5368	62999		10	78640	TOM MOTOR CORP. 7111 TYLER BLVD MENTOR, OH 44060
DIAPHRAGM	00-216-9422	522565		3	82722	WESTING HOUSE AIR BRAKE CO, WESTING HOUSE AIR BRAKE DIV, WILMERDING, PA 15148
LOCK	00-216-9406	520850		2	"	
DIAPHRAGM	00 375-9654	526346		5	"	
PACKING, PREF.	00-246-6071	550992		10	"	
VALVE CONTROL	00-77144727	IID r 2		1	"	
CORE ASSY FLUID COOLER	00-363-3196	8509553		2	"	
PACKING RBR	00-198-6163	X 13 -116		10	79326	TRANVAMERICA DELAVAL INC, WIGGINS CONNECTOR DIV 5000 TRIGG ST LOS ANGELES CA 90022
COUPLING	00-672-6758	1A997-8	A-4 & A-2	2 EA	46717	PETTIBONE CORP, 4700 WEST DIV. ST CHICAGO, IL 60651
NUT LOCK, SELF	00-866-8637	955-945PC18	A-3	Bx1	43689	NEWPORT NEWS SHIPBUILDING ANDRY DOCK CO. SHIP REPAIR SALES DEPT, HOL WASHINGTON AVE NEWPORT NEWS, VA 23607
PLATE ASSY	BY P/N	376488		2 EA	32195	
DIAPHRAM	00-572-5820	553137	HARDARD SHIP	2 EA	32195	JOHNSON MOTORS 200 SEAHORSE PK WAUKEGAN, IL 60085
FIREMAIN GATE	00-972-8429	592238		2 EA	"	
VALVE D. FUEL PUMP	00-572-5795	305715		3 EA	"	

ITEM NAME	STOCK N°//	P/N	LOCATION	QTY	FSCN	MFG NAME
WINDMILL BLADE	00-262-1117	KS 1250 A 55	A - 3	4	8110	SINGER CO. KEARFOOT DIV. 550 S. FULTON AVE MVERNON, N.Y. 10550
" "	00-262-1413	KS 1803-76	A - 3	4		
BRUSH	00-421-4202	BR3-132		9	10904	CARTER MOTOR CO. 2711 WEST GEORGET. CHICAGO, IL 60618
BOX ASSY	00-605-8926	CV15-206126-54		1	8037B	VOYGT CORP. 9314 W. JEFFERSON BLVD P.O.BOX 225907 DALLAS TX 15265
GASKET BLOCK	BY P/N	36960		5	79150	DANA CORP. VICTOR PROD. DIV 1945 0A10 ST LISLIE, IL. 60532
GASKET BLOCK	00-425-5142	5150020		12	80072	U.S. MOTORS CORP. 339 W. 70TH AVE P.O. BOX 2426 OSHTOSH WI 54903
COUNT UNIT SOUND	BY P/N	10-265		1	89178	STANCIL-HOFFMAN CORP. 921 N. HIGHLAND AVE. HOLLYWOOD, CA 90038
PACKING PREF.	00-187-3635	4F 5017		7	11083	CATERPILLAR TRACTOR CO. 100 N.E. ALAMIST PEORIA, IL 61629
WISE BOWL	00-212-3866	AD138-1	D-4	1	54370	PENWALT CORP SHARPLES STOKERS DIV 955 MEARNS RD
BELT FLAT	00-270-8356	1730		1	"	WARMINSTER PA 18974
HOLDER BOWL	BY P/N	A-D 1269	C-4	1	"	
ROTARQSEAL	00-218-5965	7AB2		1	"	
CAP ASSY PIUG	00-534-5322	AC 5094-1	B-2	1	"	

ITEM NAME	STOCK N° //	P/N	LOCATION	QTY	FGCI	MFG NAME
FILTER ELEMENT	BY P/N	MS35145		30 EA	8133G	CHIEF OF ENGINEERS DEPT OF U.S. ARMY WASHINGTON D.C. 20314
" "	00-580-6283	MS35802-3		27 EA	"	
GASKET & SEAL ASSY HIGHBLACK ENGINE	00-371-5367	5193118		3	23862	GM CORP TRUCK AND COACH DIV 660 SOUTH BLDG EAST PORTIAC, MI 48053
GAUGE MEKHO AIR VOLUME CONTROL	00-335-2964 00-765-6430	8544-152 300-056737		1 1	61349 "	AMETEK INC. US GAUGE DIV 900 CLYMER AVE SELLEYSVILLE, PA 18960
BIZZER	00-240-3730	20-162		1	28199	HENSHER CORP UNIT OF GENERAL SIGNAR CORP 14 CEDAR ST. AMESBURY, MA 01913
VALVE SOLENOID	00-375-3331	8262A1-115VDC		1	79230	WAYWOLF ASSOC. INC. 45-10 VERNON BLVD LONG ISLAND CITY, NY 11101
THERMOMETER	00-194-1710	20539		1	72100	MARSHALL TOWN INSTRUMENTS ELTRA CO. 710 S. 12TH AVE MARSHALL TOWN, IA 50158
SIGHT GLASS FUEL OIL SYSTEM	BY P/N	6908A3190A1	A-4	2		FISHER & PORTER CO.

hc

ITEM NAME	STOCK N° =//	P/N	LOCATION	QTY	PRCN	MFG NAME
RING, LANTERN RING, CASPIRE	00-126-5214 00-398-7729	155326 299631		1AY 1EA	93232 "	WORTHINGTON PUMP CORP. 401 WORTHINGTON AVE HARRISON, N J 07029
BEARING	00-155-6190	58783		1	79466	YORK SHIPLEY INC P.O. BOX 349 YORK, PA 17405
TACHOMETER	00-413-3413	649X500		1	57733	STEWART-WARNER CORP 1826 DIVERSEY PKWY CHICAGO IL 60614
UNIT SEWING	00-216-8975	762 B		4	"	
TACH/GAUGE LUBEOIL	00-707-4842	352 EM		1	"	
ELECT INDICATOR	00-216-8976	760L		2	"	
TIP DRIVE	00-360-4569	101452		1	"	
WESTON GAUGE	BY P/N	265632-905		1	11842	WESTON GAUGE INC WESTON INSTRUMTS DIV WESTON, LEXINGTON MA
GASKET	00-226-1089	48C1060	H-1	2	57212	HYPER-LOOP INC 7459 W 79 TH ST BRIDGEVIEW, IL 60455
Gauge PRESSURE	00-530-0354	1506630		1	24617	G.M. CORP 3011 GRAND BLVD W. DETROIT, MI 48202
GASKET SET	00-729-5094	5192434		3	24617	
THERM	00-174-6219	1512065		2	"	
GASKET	00-146-9461	5150045		2	"	
CYLINDER HEAD	00-389-6043	5189858		2	"	
PUMP PRIMING TUBE	00-363-7367	5164408		2	"	
COIL IGNITION	BY P/N	1915992		1	"	
STEEL PISTON RING SET	00-288-0695	5193477		24BX	"	
ROTOR	00-287-8245	1915959		2EA	"	
RESISTANCE ELEMENTS	00-028-3495	900056202- 73137-1		1	92772	WHITMOR CO INC. WHITMOR RD REVERE, MA 02151
FILTER ELEM	00-399-3094	5571788		18	70040	AC SPARK PLUG DIV OF GM CORP 1300 N. DORT HWY FLINT MI 48556
" "	00-287-1930	5578188		22	"	
V-BELT	00-528-5073	693TG		4EA	24161	GATES RUBBER CO 999S. BROADWAY DENVER, CO 80217
"	00-246-0167	B 68-2		2SE	"	
ACCUMULATOR	BY P/N	P61449		1EA	N/A	WALCO FLUID POWER DIV
MARINE CONTROL SYST.	BY P/N	P90054		1EA	N/A	1953 MERCER RD LEWINGTON, KY 40505
AIR RELAY VALVE	BY P/N	P59155-0045		3EA	N/A	
LEROI AIR COMP	100 SERIES	TWO STAGE		1EA	N/A	LEROI DIV DRESSER IND. INC. SIDNEY, OH 45365
GEN SOLENOID	BY P/N	1118049	E-5	2EA	N/A	N/A

ITEM NAME	STOCK N° //	P/N	LOCATION	QTY	FORM	MFG NAME
BRUSH/ELECT BRUSH/ELECT BRUSH/ELECT	00-232-5313 00-379-2718 00-280-8516	38367 A2779-1 A3292PT4		36 12 6	07860 "	BOGUE ELECTRIC MFG CO100 PENNSYLVANIA AVE PATERSON, NJ 07509
FILTER ELEMENT	BY P/N	501		1	74069	HASTING MFG CO 325 N. HANOVERST HASTINGS, MI 49058
ELECT. CONTACT STARTER	00-090-2713 00-856-1615	MHD13E MHD4201	J-5	23 1	19728 "	PRESTOLITE CO DIV OF ELTRA CORP 511 HAMILTON ST P.O. BOX 931 TOLEDO, OH 43601
HOSE ASSY THERMO	00-429-4300 00-363-1701	50864 50666		2 3	64101 "	DRESSER IND. INC. WAUKESHA ENGINE DIV 1000 W. ST PAUL AVE WAUKESHA, WI 53186
REACTOR CIRCUIT	BY P/N	B-321		1	97102	STERLING TRANSFORMER CORP 510 DRIGGS AVE BROOKLYN, NY 11211
FILTER/DRIER	BY P/N	C-082		1	86740	REFRIGERATION SUPPLY CO. INC 907 BARRY PLACE N.W. WASHINGTON D.C. 20001

92

ONLY PARTS ORDERED THROUGH MILITARY INSTALLATION IF REQUIRED

	QTY o/H	LOCATION
1. SWITCH ROTARY	1EA	00-259-7151
2. FUSE CART	10EA	00-848-9771
3. SWITCH ROTARY	1EA	00-259-8890
4. FUSE 250 V	10EA	00-548-3125
5. BELL 3"	1EA	00-224-5126
6. SWITCH ROTARY	1EA	00-258-5657
7. CHAIN ROLLER	1EA	00-772-1909
8. SWITCH ROTARY	1EA	00-296-4324
9. FUSE CART	23EA	00-050-4970
10. FUSE 250 V	15EA	00-280-3550
11. CAPACITOR	1EA	00-112-6890
12. FUSE	18EA	00-252-2019

Telephone:
(212) 597-4800

Telex:
12-6189

Diesel Parts Corp.

1133 ZEREGA AVENUE
BRONX, N. Y. 10462

Cable Address
DIESPACORP NEWYORK

- A -

SOLD TO:

AMERICAN EMBASSY (AID)
P.O. BOX 185
DJIBOUTI
REPUBLIC OF DJIBOUTI
EAST AFRICA

Invoice No. 60626

Date JANUARY 11, 1983

Your Order No. 603-03-0018

Your Req. No.

Terms: NET-30

Item No.	Qty.	Reference No.	Description	Unit Price	Total
1	3	5192923	Gasket Kit, Overhaul (lowblock)	34.49	103.47
2	3	5194807	Gasket Kit, Supplementary (use with above)	6.65	19.95
3	3	5193115	Gasket Kit, Overhaul (Highblock)	43.40	130.20
4	21	5150020	Cylinder Cover Gasket	.26	5.46
5	21	105451	Cylinder Cover Gasket Copper 3/8	.18	3.78
6	21	103341	Cylinder Cover Washer Flat 3/8	.05	1.05
7	3	5116357	Cylinder Gasket for Water Hole	.08	.24
8	1	5198217	Cylinder Head Assy (5198219)	863.66	863.66
9	36	5117369	Connector Fuel Pipe	2.52	90.72
10	36	5125108	Washer Fuel Pipe	.03	1.08
11	3	5150045	Cylinder Head Gasket (Lowblock)	9.73	29.19
12	3	5193118	Cylinder Head Gasket (Highblock)	21.38	64.14
13	3	5192920	Cylinder Head Oil & Sides & End Gasket	3.14	9.42
14	9	5150268	Cover, Governor Hole	.64	5.76
15	9	5123812	Gasket, Governor Hole Cover	.05	.45
16	6	5150052	Bracket Engine Lifter Gasket	.18	1.08
17	3	5143407	Gasket Rocker Cover	3.11	9.33
18	3	5189847	Silencer Assy	151.52	454.56
19	3	5111881	Screen & Gasket Air Intake (5103601)	2.74	8.22
20	3	5192754	Blower Kit Installation	9.53	28.59
21	1	5120993	Blower Assy	1,210.55	1,210.55
22	3	5115656	Blower Gasket to Block	1.63	4.89
23	6	8502833	Core Assy	109.14	654.84
26	3	5186576	Pump Assy (5149374)	55.32	165.96
27	3	5150188	Water Pump Gasket	.07	.21
28	3	5164206	Manifold	222.32	666.96
32	3	5164400	Gasket to Heat Exchanger	.64	1.92
33	3	5164209	Gasket to Water Manifold	.32	.96
35	3	5164244	Tube Gasket	.08	.24
36	3	5194567	Gasket	.36	1.08
37	3	5193553	Impeller Synthetic	27.43	82.29
38	3	5117061	Gasket (5104506)	.78	2.34
40	3	5150196	Gasket Intermediate	.23	.69

GENERAL MOTORS DIESEL SPECIALISTS

28

Diesel Parts Corp.

1133 ZEREGA AVENUE, BRONX, N.Y. 10452

INVOICE No.

SOLD TO: AMERICAN EMBASSY (AID)

60626

SHEET 2 OF 2

Order No.: 603-03-0018

Reqn. No.:

Date: January 11, 1983

Item No.	Qty.	Reference No.	Description	Unit Price	Total
41	6	5150195	Gasket End	.35	2.10
42	9	5156319	Gasket Plate	.05	.45
44	3	5168716	Pump Assy	316.28	948.84
45	3	D17-130	Filter Fluid (5164438)	65.00	195.00
51	6	179862	Bolt	16.90	101.40
52	4	5164360	Washer Flat	.08	.32
53	4	117063	Nut (261500)	.12	.48
54	20	186309	Bolt	.23	4.60
55	6	5150458	Bolt (9410925)	.77	4.62
56	20	187234	Bolt	.05	1.00
57	30	106325	Bolt	.10	3.00
58	30	103320	Washer	.05	1.50
59	1	5164223	Housing	113.85	113.85
60	40	117061	Nut (120376)	.04	1.60
62	6	5169794	Gasket	.55	3.30
63	6	5163796	Gasket (5102506)	.74	4.44
64	10	1595311	Element	3.25	32.50
65	10	853707	Gasket Base (5571025)	.75	7.50
66	2	5164327	Hose	22.66	45.32
67	2	954233	Bearing (5136671)	7.26	14.52
68	2	5153474	Cap (5193605)	7.06	14.12
69	2	597351	Ring Seal (5193605)	7.06	14.12
70	2	597351	Spring Seal (5193605)	7.06	14.12
71	2	597356	Guide Seal Spring (5193605)	7.06	14.12
72	2	5153443	Washer Seal (5193605)	7.06	14.12
73	2	5150191	Packing	.21	.42
74	2	5163811	Gasket	.78	1.56
75	3	5164361	Stud	.36	1.08
76	8	5164362	Nut	.27	2.16
78	1	5150988	Screen & Gasket (5103608)	2.73	2.73
79	4	142210	Screw	.05	.20
80	4	5164465	Bearing Ball (KM 1085A)	33.58	134.32
81	2	5150194	Gasket	.70	1.40

FORWARDING & FRT. CHARGE
INSURANCE

\$6,324.09
319.75
81.00

\$6,724.84

Received the parts listed on the suppliers invoice

Djibouti, 15 March 1983.

Name

S. S. S.

Signature

[Handwritten Signature]

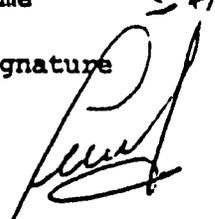
Spare Parts "BAC DE LA PAIX "

<u>Items</u>	<u>Quantities</u>	<u>Reference No.</u>	<u>Description</u>
I	I2	62770234I683I	Filter Lube Oil
2	I	I7I9353	Gasket Exp tank
3	I	59I273I	Electrode Heat Exchanger
4	2	39509I5	Gasket Heat Exchanger
5	I	8704025	Tank fresh water
6	I	8953I08	Cap Exp tank
7	2	9805597	Seat 1st.
8	2	3604066	Seat
9	4	3604072	Washer
I0	4	3604097	Spring Inox
I1	4	I877366	Gasket
I2	I	49I0066	Safety
I3	I	8523707	Seat spill
I4	2	87II76I	Plate
I5	2	450596I	Disk
I6	2	8240384	Assy
I7	I	4066604	Assy
I8	2	4595964	Bumper
I9	6	292II34	Spring
20	I	3437059	Filter Element
2I	2	82088II	Assy
22	4	627702270	Gasket cover plate.

Received above parts on 3/15/53.

Name

Signature

S. A. M.


Telephone:
(212) 597-4800

Telex:
12-6189

Diesel Parts Corp.

1133 ZEREGA AVENUE
BRONX, N. Y. 10462

Cable Address
DIESPACORP NEWYORK

COPY

SOLD TO:

AAO DJIBOUTI
DEPARTMENT OF STATE
WASHINGTON, D.C. 20520

*to be... on 12/28
P.O. to be... waiting copy*

Invoice No. 60625

Date December 1, 1982

Your Order No. 603-03-0017

Your Req. No.

Terms: NET

Item No.	Qty.	Reference No.	Description	Unit Price	Total
4	6	5150155	GasketCore to Housing	1.52	9.12
5	6	5154215	Gasket Core to Cover (5102506)	.74	4.44
9	18	5150361	Gasket Manifold to Head	.05	.90
3	3	5164209	Gasket Manifold to Water Tank	.32	.96
1	3	8502373	Exchanger Assy 2930-588-5280	759.78	2279.34
4	3	850802	Cap filler (includes Gasket)	5.89	17.67
3	1	5167140	Manifold Asy FSCM72580 sub 008-1684-363-8228	402.91	402.91
3	3	5156319	Gasket Elbow Exhaust Manifold	.05	.15
3	3	595311	Filter Element (Compressor 1595311)	3.25	9.75
6	6	853708	Spring (Compressor) 292-1134	2.50	15.00
1	1	5115954	Raw Water Pump Assy (5145577)	307.19	307.19
1	1	5160370	Impeller Pump Center	26.40	26.40

Shipped to: U.S.AID
c/o AMERICAN EMBASSY
DJIBOUTI
REPUBLIC OF DJIBOUTI

PREPAID FREIGHT

\$3,073.83

1,028.82

\$4,102.65

*Partis des Pieces...
12/28/82*

GENERAL MOTORS DIESEL SPECIALISTS

31

PIECES DE RECHANGE POUR LA BAC DE LA PAIX

<u>Descriptions</u>	<u>References</u>	<u>Quantites</u>
Solenoid Switch	III8049	2
Silence	I542879	3
Governor (Regulateur)	SI63580	2
Seal Assy	SI6I028	I
Gasket	SI645I4	I
"	SI5036I	6
"	SI642029	I
Impeller	SI6I023	2
Pump	SI49374	2
"	SI86250	2
Relay Valve	P5: I55-0045	3
Compressor Air	Series I00	I
Pneudyne Positioner Pane	P90Q54	I
Air Cylinders	P6I449	I
Lube Oil Filter or Cartridge		I2

Reçu par

Mr. Idris Hassan 

Ingenieur de l'Atelier du Port

Djibouti, 19 Janvier 1982

A Commande :

Heat Exchanger

2

Reception dans trois mois

Spare parts for BaC de la Paix

		E.A.
1. - Bearing Ball	9Z 3110.00.9318.639	(2) ✓
2. - Gasket	9Z 5330-01-064-3386	(2) ✓
3. - Blower	9C 2815-00-673-5498	(1) ✓
4. - Starter	9C 2920-00-836-1615	(1) ✓
5. - Valve Controler	4820-00-771-4727	(1) ✓

Received by

Mr. Idris Hassan

Engineer Port Workshop



Djibouti, June 30, 1981

6- Elbow	5167753	(2)
7- Instruction Manual Operation & Maintenance		(1)



Received by

Mr. Idris Hassan

Engineer Port Workshop.

Djibouti, 13, September 1981

Parts for "Bac de la Paix"

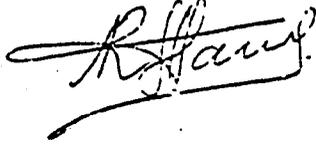
/-----/

- | | |
|--------------------------|-------------------------|
| 1.- Core, Heat Exchanger | 9C-2830-00-363-8I98 (2) |
| 2.- Belt V. | 9C-3030-00-287-8I63 (3) |
| 3.- Blower Assy | 9A-28I5-00-673-550I (I) |
| 4.- Starter Motor 24V. | 9C-2920-00-856-I6I5 (I) |

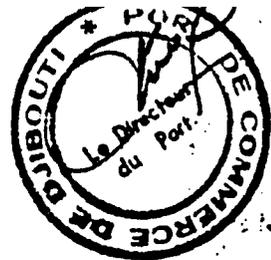
Received by

Djibouti, May 2I, I98I

Mr. Idris Hassan - Engineer Port Workshop



- G -
SPARE PARTS RECEIVED



A. M.T.T. Requisition (May 80) Received

1. Bearing Ball	9Z-3110-00-106-8872	(6)
2. Seal PLN	9Z-5330-00-154-8228	(3)
3. Packing Preforms	9Z-5330-00-246-6077	(10)
4. " "	9Z-5330-00-187-3635	(10)
5. " "	9Z-5330-00-198-6163	(10)
6. " "	9Z-5330-00-580-6311	(10)
7. Déaphragm Cont. Air	IHM-2030-375-9654	(3)
8. " "	IHM-2030-00-216-9422	(3)
9. Seal PLN Encso	9Z-5330-00-154-8361	(3)
10. Bearing Assy Idler Gear	9Z-3110-00-227-2019	(1)
11. Gasket	9Z-5330-00-363-7303	(3)
12. Tachmeter - Elect.	9Z-6680-00-216-8976	(3)
13. Sending Unit/W/Tip	9G-6880-00-216-8975	(3)
14. Bearing B. Ann.	9G-3110-00-144-8596	(2)
15. Bearing B. Ann	9Z-3110-00-155-6120	(1)
16. Brush Elect.	9G-5977-00-552-8137	(8)
17. " "	9G-5977-239-4076	(8)
18. Battery charger	IHM-6130-00-224-6075	(1)
19. Parking Preforms	9Z-5330-00-196-5368	(10)

B. Port Authority Requisition (August 80) Received

20. Torque Wrench		(1)
21. Diaphragm	IHM-2030-00-391-6019	(3)
22. Raw Water Pump	2030-00-608-5847	(1)
23. Bearing Wash	A55NNIW-3120-00-283-5518	(10)
24. Seals	9Z-330-00-154-8358	(1)

Radios and accessoires

Radios President 120	(2)
Power Supply	(1)
Antenna's ASM142	(Ship)
Mount and accessories	
Antenna ASPC682	(Shore)
" Station	

Monsieur *ilanié* *W. Bourhan*
du P
Direction
COMMERCE
DJIBOUTI



Monsieur *Hasan*
Port Workshop Engineer
COMMERCE
DJIBOUTI



memorandum

DATE: March 28, 1983

REPLY TO
ATTN OF: E. M. *Amundson*, Aid Affairs Officer

SUBJECT: Sale Source Procurement

TO: The Files

One of the requirements of the project was to insure that the GROD and the Port Authority in particular could continue maintenance and upkeep on the ferry. Central to such an objective was identifying a private source who could furnish spare parts for the ferry's Gray Marine Diesel engines on a timely basis.

The project had assumed that the U.S. Navy would furnish an initial supply of basic parts which would assure maintenance and operation for the vessel throughout the life of project, and that USAID would inform the GROD of a private source at the time of project completions.

In fact, however, it was agreed in early 1981, that the ferry was in need of replacement of key transmission parts. Rather than continue to rely on the U.S. Navy I believed it prudent to identify at this time a supplier who could satisfy this order and any future ones which USAID or the Port Authority would place.

Relying on US Navy advice I contacted Detroit Diesel. The U.S. Navy had informed me that this company was one of perhaps only two or three sources in the world that could supply parts for this vessel.

As evidenced by the attached, Detroit Diesel informed me that Diespacorp was the only potential supplier. Given the emergency nature of the parts requirement and the small Dols value (Dols 1,745), I immediately placed a procurement order with the this company.

Although subsequent orders were placed, the total dols value (dols 23,443) of parts procured from this source never exceeded the waiver limit for sole source dols 25,000, subsequently increased to dols 50,000.



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-78)
GSA FPMR (41 CFR) 101-11.6
5010-112

COMARAF 5625DJV
COMARAF 5025DJ
157 06-22
STID TELEGRAPH
COMARAF 5825DJ

ZCZC FDJ254 FEB153 YJ34922500
FSSO CO VIPX 106
SOUTHFIELDNICH 196/95 18 1843

COMARAF
DJIBOUTI

E.H. AHUNDSON
ACTING-AID-AFFAIRS-OFFICER
FROM-THE INFORMATION PROVIDED YOU-WANT TRANSMISSION PARTS-FOR
TWIN-DISC MODEL-87Q8A WHICH-WAS PART-OF THE-GRAY MARINE CORPORATION-

..-40,3 3.28.3 .903) 64HN9 WHICH-IS OLDER-THAN MY GRANDFATHER WHO
PASSED AWAY IN-1946. THE-ONLY PERSON WHO-WE KNOW-WHO MAINTAINS SOME
INVENTORY OF-THESE PARTS-IS-A COMPANY BY-THE-NAME OF-DIESEL PARTS
CORP. 1133-ZERAGA AVENUE, BRONX NEW-YORK 10462. ATTN: JOHN WILLIAMS.
TLX-126189, ANSWER BACK DIESEPCORP. I-HAVE CALLED MR WILLIAMS WHO
WILL-TLX YOU-PRICE AND AVAILABILITY. FOR-ANY FURTHER INQUIRIES ON
THIS ANCIENT MATERIAL I-THINK HE-WOULD BE-YOUR BEST-SHOT. HOPE-YOU
CAN-KEEP THIS ANTIQUE IN OPERATION.

BRADFORD
GENERAL MOTORS
DETROIT DIESEL ALLISON
TLX 8102244898 DDAD SOFD A

COL MODEL-87Q8A CORPORATION- ' ..-40,3 3.28.3 .903) 64HN9 IN-1946.
1133 10462, TLX-126189, 8102244898

ENVOI 1 DJIBOUTI LE 19/2/81 A 06010

STID TELEGRAPH
COMARAF 5825DJ