

VOLUME II - PETROLEUM MANAGEMENT

CHAPTER 9 -- AFLOAT PRE-POSITIONING FORCE (APF) or FLOATING DFSPs

A. GENERAL

1. Afloat Pre-Positioning Force (APF) is the term assigned to vessels serving as storage locations in support of war reserve requirements (dry or liquid cargo); for bulk petroleum war reserve stock (BPWRS), the APF vessels become floating DFSPs. BPWRS herein is liquid cargo held in support of military WRM requirements; it is not in the APF bunker. The Military Sealift Command (MSC) provides vessels and operating support under two APF categories:

- a. Maritime Pre-Positioning Ships (MPS).
- b. Pre-Positioning Ships (PREPO or PREPO Tankers).

2. Requirements

a. Unified Commands shall initiate requirements for floating storage (as needed) in coordination with the Joint Staff/J4. With Joint Staff approval, CINC-JPOs shall request DESC to provide floating storage support.

b. DESC shall notify MSC of floating storage requirements and supply APF vessels with fuel from contract sources, DFSPs, or resupply tankers; such fuel is then called BPWRS. NOTE: Loading APF vessels with cargo fuel from dormant stocks is prohibited.

c. BPWRS carried on APF vessels will be issued to military units as directed by the Unified Commands. Release of APF vessels not unit-assigned (i.e., prepositioned ships) must be coordinated through the Joint Staff and CINC having command authority.

3. Designating APF Vessels

a. MSC shall designate PREPO tankers in coordination with DESC-B, and MPS vessels in coordination with the Marine Corps.

b. MSC shall provide DESC with the names of APF vessels and the DoDAACs or Unit Identification Code (UIC) if a DoDAAC is not yet assigned. These codes are used to record, control, and supply the prepositioned fuel, and to monitor supply transactions in DFAMS.

4. Funding Responsibility

a. MPS. MSC funds the operating cost of MPS vessels on a reimbursable basis; Service components (such as CINCPACFLT) of the Unified Commands reimburse MSC. DESC funds the BPWRS and retains ownership until issued to end user.

b. PREPO Tankers. DESC will fund/reimburse MSC for the operating cost of PREPO tankers. Cost will be based on a reduced per diem rate consistent with the relative operating activity of the PREPO tanker. DESC shall fund the BPWRS and retain ownership until issued to end user.

5. Data Reporting System. MSC shall develop plans to report inventory cargo data and associated documents to interested DoD components; such plans and alternatives will be concluded in coordination with DESC-F.

B. ACCOUNTABILITY

1. The management practices/procedures used in accounting for BPWRS (liquid cargo) carried on APF vessels will be consistent with the practices/ procedures, etc. of DFSPs on land. The inventory shall be included in the DLA Revolving Fund of DWCF. The BPWRS shall remain owned by DLA/DESC until it is issued for use.

2. The Master or designee of the vessel is responsible and accountable for the BPWRS (liquid cargo). Separate inventory records will be maintained (on the APF vessel) for the liquid cargo and for the bunker fuel.

3. MSC shall report the DoDAAC or UIC of APF vessels. These codes are the "key identifiers" in recording inventory and supply transactions (issues, receipts, inventory adjustments, etc.) in DFAMS.

4. DESC-B shall assign cargo numbers to BPWRS carried on PREPO tankers. NOTE: Cargo numbers are not assigned to BPWRS on MPS.

5. DESC-F shall maintain product accountability and reconcile data in DFAMS. An audit trail will be maintained by product for the loading and discharge quantities reported in DFAMS, including gains and losses. Monthly physical inventory reports will be used to reconcile supply records.

6. DESC-F shall function as the Designated Intermediate Control Point (DICP) for supply actions associated with floating DFSPs.

C. DOCUMENTATION. Reports and documents discussed in this section will be reported to DESC-BI/FI with info copies to: COMSC, Washington, DC; theater CINC-JPO and DER/DEO; and other components such as MSC area commanders, MPS squadron commanders, etc., as instructed by MSC.

1. The Local On Shore Quality Representative (QR) shall:

a. Endorse and provide DD 250-1 documents and associated ullage reports on load and discharge transfers.

b. Provide the cause and explanation of intransit gains and losses which exceed the .5 percent (.005) tolerance factor during the "vessel to barge to shore" transfer to the Responsible Officer of the final receiving terminal who will prepare and report a TDR as prescribed in volume II, chapter 9 of this manual.

c. The load and discharge DFSP QR will be responsible for obtaining ullages from vessel and barge transfers. The load or discharge DFSP will request documentation from MSC, when necessary.

2. The Master of APF Vessels, or designee, shall:

a. Maintain quality, inventory, and supply transaction records of the BPWRS (liquid cargo) such as:

(1) Loading documents in support of quantity/quality of fuel (DD 250-1, 1149, 1155; ullage reports; quality test reports).

(2) MSC Reports 4020-2/-3/-4, DD Form 1149 covering issues (sales and transfers at sea), and DD Form 250-1 and associated ullage reports used as the discharge documents.

(3) Forms and memoranda which document operating, intransit, and determinable gains/losses, including transaction gauge records.

b. Endorse DD 250-1 forms and associated ullage reports.

c. Provide MSC Reports 4020-3 and 4020-4 (per OPNAVINST 4020.22A) and associated ullage reports for cargo fuel transfers between APF vessels, APF vessel to

Navy fleet oiler/ship, and APF vessel to onboard use. Such reports will include the billing data (document number, supplemental activity address code, signal, and fund codes) for each sale (issue).

d. Provide copies of ullage reports on load/discharge transfers to the Quality Representative (QAR, QSR, or Fuel Inspector/Officer) on shore, prior to departure. Copies of barge ullage reports will be obtained from barge contractors as stipulated in MSC contracts.

e. Conduct a physical inventory: (1) weekly for vessel records, (2) monthly on the first calendar day of each month at 0800 local time, and (3) during (before and after) loads and discharges.

f. Report the cause and detailed explanation of product gains and losses by vessel,

include: date of gain/loss, product code (such as JP8, F76, etc.), quantity in barrels to two decimal places, (and cargo number for PREPO tankers) when:

(1) Determinable losses (spillage, etc.) occur.

(2) Intransit gains/losses exceed the .5 percent (.005) tolerance factor during the "shore to barge to APF vessel" transfers.

(3) Operating gains/losses exceed the 0.5 percent (.005) tolerance factor.

(Operating gains/ losses within the .005 tolerance factor are computer reconciled by DFAMS monthly, thus no additional data required.)

g. Report cargo/inventory data:

(1) Monthly by noon on the first calendar day of each month; sum up cargo data for previous month.

(2) Weekly when loads, discharges, and sales occur, on the first Friday after each occurrence; report every transaction as a single entry.

D. FLOATING DFSP MESSAGE REPORT (MODIFIED DLA 1884 REPORT)

1. A modified DLA 1884 message report will be used to report cargo data: inventory, loads, discharges, sales and associated billing data, etc. This report is exempt from "minimize" restrictions.

2. MPS squadron or MSC area commanders will consolidate the data for APF vessels under their control. Reports will be structured by APF vessel. Monthly Floating DFSP Message Reports (single or combined) should arrive at DESC no later than the third day of the month.

3. Cargo inventory data will be reported to DESC-BI/FI with info to COMSC, theater CINC-JPO, and DER/DEO (and other units such as MSC area commander, COMPSRON, etc. as instructed by MSC) in the following modified DLA 1884 message format:

Heading

Subject: Floating DFSP Report.

APF Vessel: Name and DoDAAC (or UIC) on a single line.

Central Contact Point: Name and phone number (DSN/COM) of the person who can assist in providing additional data.

Section I (cargo data in thousands of barrels):

Col A: product code (JP8, F76, etc.).

Col B: total receipts/gains.

Col C: total issues (include sales, transfers, and losses).

Col D: total sales only.

Col E: physical inventory.

Col F: usable storage capacity.

Section II (discharge cargo data in thousands of barrels):

A. Cargo Discharged: DoDAAC of receiving DFSP, product code, quantity, (and cargo number for PREPO tankers).

B. Cargo Awaiting Discharge: DoDAAC of DFSP, product code, quantity, (and cargo number for PREPO tankers).

Section III (cargo data in barrels to two decimal places):

A. Physical Inventory: date/local time, product code, and quantity.

B. Cargo Loaded: date, DoDAAC of loading DFSP, product code, quantity, document number (and cargo number for PREPO tankers).

C. Cargo Discharged: date, DoDAAC of receiving DFSP, product code, quantity, document number (and cargo number for PREPO tankers).

D. Sales (issues): date, product code, quantity, and billing data (document number, supplemental activity address code, signal code, and fund code) for each issue. Single issues less than 4,200 gallons (tug boats, etc.) may be accumulated and reported as a sum total in the monthly MSC 4020-4 Discharge Report.

E. Gains/Losses: date, product code, and quantity.

F. Port Facilities: report changes (temporary or permanent) that will improve or delay load and discharge capability.

E. APF QUALITY AND QUANTITY CERTIFICATION PROCEDURES

1. The Quality Representative (QAR, QSR, or Fuel Inspector/Officer) who is locally stationed on shore will be present to certify the quality and quantity of cargo fuel at the following transfers, unless otherwise instructed below:

a. Shore to vessel. Quantity loaded will be the net shore quantity at 60° F or 15° C and recorded on DD Form 250-1. Quantity received will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on ullage reports.

b. Vessel to shore. Quantity discharged will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on ullage reports. Quantity received will be the net shore quantity at 60° F or 15° C and recorded on DD Form 250-1.

c. Shore to barge to vessel. Shore to barge quantity will be the net shore quantity at 60° F or 15° C and recorded on the DD Form 250-1. Barge to vessel quantity will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on both the barge and vessel ullage reports. NOTE: The quality representative on shore will be present at both transfers (shore to barge and barge to vessel). In some instances the shore QR is only present for shore to barge transfers and the MSC QR is responsible for barge to vessel transfers.

d. Vessel to barge to shore (lightering). Vessel to barge quantity will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on both the

vessel and barge ullage reports. Barge to shore quantity will be the net shore quantity at 60° F or 15° C and recorded on DD Form 250-1. NOTE: The quality representative on shore will be present at the barge to shore discharge only.

2. The Master or designee of the vessel will be present to certify the quality/quantity of cargo fuel at the following transfers:

a. Vessel to vessel. Quantity issued and received will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on MSC 4020 series reports and associated ullage reports. Net vessel quantity will be mutually agreed to by both vessel representatives. In case of unresolved issues or disagreement, quantity will be based on ullage readings of the discharging vessel.

b. Vessel to Navy fleet oiler/ship. Follow instructions in volume II, chapter 5, section G. of this manual.

c. Vessel to retail unit on ship (vehicle, bunker, etc). Quantity will be the net vessel quantity at 60° F or 15° C (adjusted to trim corrections) and recorded on MSC 4020 series reports.

F. QUALITY SURVEILLANCE (QS)

1. Responsibility. See volume II, chapter 7, section C of this manual which concisely states: the agency who has custody of the fuel or contracts for the fuel storage facility has QS responsibility (either by direct custody at GOGO storage facilities or by indirect custody at GOCO/COCO storage facilities). QS responsibility may be delegated between agencies in MOUs or ISAs; in these cases, contracts are prepared or amended consistent with terms in the MOU or ISA.

2. Stock Rotation Program. See chapter 7, section F. of this manual for the stock rotation program and functional responsibilities.

3. Weekly Functions. Conduct weekly inventory ullages, temperature, and water cuts on all cargo compartments.

4. Product Sampling and Testing. MPS vessels use a standard operating procedure which includes a quality control plan. Minimum sampling and testing requirements for all APF vessels are as follows:

a. Sample each cargo compartment upon arrival at the APF vessel station and then at least every 90 days.

b. All level samples for each compartment and a composite sample for each product aboard the ship are required. Cargo compartment samples will be one quart in volume. Samples will be tagged with the sample number, source, and test to be performed, and mailed to the nearest testing facility.

c. Lab tests will be conducted IAW MIL-HDBK-200; if unable to complete all tests, mail adequate samples to another lab:

(1) Cargo Compartment Samples - Perform Type C test. In cases where water cut is positive on turbine fuel compartments, test for FSII content. If Type C tests indicate possible product contamination, do Type B-3 tests to determine extent of contamination.

(2) Composite Samples - Perform Type B-2 tests.

(3) Sample Failure - If product sample fails a specification limit, take another sample for testing.

(4) Reporting - Report results by cargo and compartment number to the APF vessel, respective CINC-JPO and Defense Energy Region, and DESC-BQ. Promptly

DOD 4140.25-M

June 22, 1994

notify the preceding organizations by priority message when second test results confirm that product is "off-grade" (off-specification).