

C9. CHAPTER 9

AFLOAT PRE-POSITIONING FORCE (APF)

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C9.1. GENERAL

This chapter establishes processes and procedures governing Defense Working Capital Fund (DWCF) product carried aboard afloat pre-positioning force (APF) ships. APF are ships that support war reserve materiel (WRM) requirements of dry or liquid cargo for afloat pre-positioned war reserve stock (PWRS). PWRS fuel is DWCF fuel stored to support military WRM requirements and is not part of the APF bunker fuel program. The Military Sealift Command (MSC) provides ships and operating support in three APF categories:

C9.1.1. Maritime pre-positioning ships (MPS) carry equipment and supplies for the U.S. Marine Corps.

C9.1.2. Navy, Defense Logistics Agency, and Air Force (NDAF) consist of tankers and dry cargo ships that are loaded primarily with DWCF fuel, Marine Corps aviation support equipment, and Air Force and Navy munitions.

C9.1.3. Army pre-positioned stocks-3 carry equipment and supplies for U.S. Army infantry brigade combat teams, motorized augmentation sets, and sustainment brigade combat equipment.

C9.2. REQUIREMENTS

C9.2.1. The Joint Staff-J4 and Combatant Commands determine afloat PWRS requirements and forward fuel requirements to the Defense Logistics Agency Energy (DLA Energy) Supply Chain Operations Division (DLA Energy-NC).

C9.2.2. DLA Energy-NC coordinates with MSC to provide APF ships with DWCF fuel to satisfy requirements that cannot be otherwise satisfied or are specifically requested afloat storage for operational reasons.

C9.2.3. Combatant Commands direct distribution of PWRS stored on APF ships to U.S. Military and Allied units.

C9.2.4. Current APF ship inventory has PWRS fuel stored on MPS only.

C9.3. APF SHIP DESIGNATION

C9.3.1. MSC designates APF ships in coordination with the DoD Component that generates the PWRS requirement. MSC designates MPS in coordination with the Marine Corps. Any NDAF fuel requirement will be coordinated with DLA Energy-NC.

C9.3.2. MSC provides DLA Energy with the APF ship name and DoD Activity Address Code or unit identification code, which is required to assure accountability and record transactions in the DLA Energy system of record.

C9.4. FUNDING RESPONSIBILITY

C9.4.1. Combatant Command Service components fund APF ship operating costs on a reimbursable basis to MSC.

C9.4.2. DLA Energy funds PWRS fuel aboard APF ships and retains ownership until issued to the end user.

C9.5. ACCOUNTABILITY

C9.5.1. The Ship's Master shall execute accountability of PWRS product stored on APF ships in accordance with the latest revision of this Manual, MIL-STD-3004 (Reference (jjj)), and supplemental DLA Energy Class IIIB supply chain management interim policy implementation and procedural guidance.

C9.5.2. The Ship's Master is responsible for maintaining a clear and accurate audit trail of PWRS fuel inventory records and related transaction data. Additionally, they will maintain PWRS and bunker fuel inventory records separately.

C9.6. DOCUMENTATION

C9.6.1. The on shore Quality Representative (QR) shall:

C9.6.1.1. Witness and assist the Ship's Master with completing the DD Form 250-1, "Tanker/Barge Material Inspection and Receiving Report" and product load and discharge ullage reports.

C9.6.1.2. Assist MSC with in-transit gain and loss investigations that exceed allowable tolerance factors in accordance with this Manual for ship-to-shore shipments to include clear explanation and cause, and provide related information to the receiving defense fuel support point (DFSP) responsible officer.

C9.6.2. The APF Ship's Master shall:

C9.6.2.1. Maintain PWRS product quality, inventory, accountable transaction records, source documents, and data in compliance with this Manual and DLA Energy interim guidance to ensure a clear audit trail.

C9.6.2.2. Maintain an MSC and contractor personnel workforce trained on all procedural and software changes to DLA Energy inventory account processing applications required to maintain accurate DWCF product accounts.

C9.6.2.3. Implement all necessary software upgrades and data entries into the DLA Energy system of record.

C9.6.2.4. Obtain complete loading documents to include DD Form 250-1; DD Form 1149, "Requisition and Invoice/Shipping Document," ullage reports, and product quality test reports.

C9.6.2.5. Complete discharge documents to include MSC Reports 4020-2/-3/-4, DD Form 1149, and ullage reports.

C9.6.2.6. Complete transfer documents to include billing data for each sale between APF ships, APF ship to navy ships, and APF ship onboard use and quality certificates for tests performed onboard the APF ship.

C9.6.2.7. Provide copies of completed load and discharge ullage reports to the on-shore QR prior to terminal departure.

C9.6.2.8. Perform in-depth investigations, provide explanations, and report any loss or gain where fraud, waste, theft, negligence, or willful misconduct is evident or that exceed the stated tolerance criteria in this Manual.

C9.6.2.9. Conduct in-transit gains and losses investigations when the variance exceeds allowable tolerance in accordance with this Manual for ship-to-shore transfers to include clear explanation and cause. Provide related information to the receiving DFSP responsible officer.

C9.6.2.10. Prepare and submit the DLA 1884 report data into the DLA Energy system of record in accordance with DLA Energy Class IIIB Supply Chain Management Interim Policy Implementation and Procedural Guidance.

C9.6.2.11. Inform the DFSP management business unit (DLA Energy-N) of DWCF motor gasoline container inventory and storage location for containers removed from ship due to ship overhaul or repair.

C9.6.2.12. Advise DLA Energy by message, e-mail, or telephone of fuel receipts from commercial or foreign government sources whether provided with or without charge.

C9.7. QUALITY AND QUANTITY CERTIFICATION PROCEDURES

C9.7.1. The on-shore QR shall verify cargo fuel quality and quantity for transfers to and from shore, ship, and barge. Net quantities at 60 degrees Fahrenheit (F) shall be in U.S. gallons and net quantities at 15 degrees Celsius (C) or 20 degrees C shall be in liters.

C9.7.1.1. Shore-to-Ship. Quantity loaded is the net shore quantity at 60 degrees F or 15 degrees C or 20 degrees C and recorded on DD Form 250-1. Quantity received is the net ship

quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and recorded on ullage reports.

C9.7.1.2. Ship-to-Shore. Quantity discharged is the net ship quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and recorded on ullage reports. Quantity received is the net shore quantity at 60 degrees F or 15 degrees C or 20 degrees C and recorded on DD Form 250-1.

C9.7.1.3. Shore-to-Barge-to-Ship. Shore-to-barge quantity is the net shore quantity at 60 degrees F or 15 degrees C or 20 degrees C and recorded on DD Form 250-1. Barge-to-ship quantity is the net ship quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and is recorded on both the barge and ship ullage reports. The on-shore QR is normally present at both shore-to-barge and barge-to-ship transfers. In some instances, the on-shore QR is only present for shore-to-barge transfers and the ship APF Master is responsible to certify barge-to-ship transfers.

C9.7.1.4. Ship-to-Barge-to-Shore. Ship-to-barge quantity is the net ship quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and is recorded on both the ship and barge ullage reports. Barge-to-shore quantity is the net shore quantity at 60 degrees F or 15 degrees C or 20 degrees C and is recorded on DD Form 250-1. The QR is usually only present at barge-to-shore discharges.

C9.7.2. The Ship's Master shall be present to certify cargo fuel quality and quantity during the following transfers. Net quantities at 60 degrees F shall be in U.S. gallons and net quantities at 15 degrees C or 20 degrees C shall be in liters.

C9.7.2.1. Ship-to-Ship. Quantity transferred is the net quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and is recorded on applicable MSC 4020 series reports and associated ullage reports. Representatives from both ships shall mutually agree to net transfer quantity. Quantity determination shall be made by the discharge ship ullage readings for instances of unresolved issues or disagreement.

C9.7.2.2. Ship-to-Navy Fleet Oiler or Ship. The Ship's Master shall follow Chapter 5 of this Volume and DLA Energy Class IIIB Supply Chain Management Interim Policy Implementation and Procedural Guidance for specific ship-to-navy fleet oiler and ship shipments and sales instructions.

C9.7.2.3. Ship-to-Retail Unit Aboard Ship. Quantity issued is the net vessel quantity at 60 degrees F or 15 degrees C or 20 degrees C adjusted to trim corrections and recorded on applicable MSC 4020 series reports.

C9.7.2.4. Ship-to-Temporary Holding or Storage. Intermodal containers used to store unleaded fuel may be transferred to temporary holding storage areas or warehouses during ship refitting. MSC is responsible for product safekeeping and accountability during temporary storage.

C9.8. QUALITY SURVEILLANCE (QS)

C9.8.1. Responsibility. The DoD Component that owns or controls an APF ship with on-board PWRs fuel is responsible to provide QS of the fuel. Shore facilities that ship and receive product to or from an APF ship are responsible to execute QS programs and procedures in accordance with applicable regulations and agreements. Chapter 7 of this Volume provides specific product quality surveillance procedures. The Quality Operations Division (DLA Energy-QA) is responsible to provide QS management oversight of all PWRs products on-board APF ships.

C9.8.2. MSC normally contracts for APF ships to store PWRs fuel. MSC shall coordinate with DLA Energy to incorporate operator QS requirements and responsibilities into these contracts to ensure each APF ship operator has an adequate quality control plan.

C9.8.3. Stock Rotation Program. The APF ship personnel shall implement an inventory rotation program in accordance with Chapter 7 of this Volume.

C9.8.4. Weekly Functions. The APF ship personnel shall conduct weekly inventory ullages, temperature, and water readings on all cargo compartments.

C9.8.5. Product Sampling and Testing. Vessel personnel shall draw all required samples for delivery to a DLA Energy-approved laboratory designated by MSC. MSC may request samples to be sent to a DoD laboratory listed in Appendix A of Reference (jjj), that is capable of performing required tests. MSC may use a DLA Energy contract laboratory upon requirements submission and with DLA Energy-QA concurrence. Minimum PWRs product sample and test requirements aboard APF ships are to:

C9.8.5.1. Sample each cargo compartment upon arrival at APF ship station and at 90-day intervals thereafter. An individual all-levels sample for each cargo compartment and an all-levels composite sample for each product on-board are required. The volume of individual all-levels samples is 1 quart and the composite sample is 2 gallons.

C9.8.5.2. Tag each sample for delivery to the nearest DLA Energy-approved laboratory with the date the sample was taken, sample number, source, sample type, product sampled, and required tests.

C9.8.5.3. Conduct laboratory tests on each sample in accordance with MIL-STD-3004 requirements:

C9.8.5.3.1. Cargo Compartment Samples. Perform Type C tests. If there are indications of product contamination, draw a 2-gallon composite sample and perform Type B-3 tests. Test for fuel system icing inhibitor content if free water is present in jet fuel cargo compartments.

C9.8.5.3.2. Composite Samples. Perform Type B-2 tests.

C9.8.5.3.3. Resamples. If a sample fails to meet the specification requirements for any of the tests performed, draw another sample and deliver it to the same laboratory to retest the failed characteristic.

C9.8.5.4. Report laboratory results by vessel name, product, and cargo compartment number to the APF ship, DLA Energy-QA, DLA Energy region, Joint Petroleum Office, and loading and receiving DFSPs.

C9.8.5.5. Following the transfer from one cargo compartment to another on the same APF ship, test an individual compartment sample for gravity and appearance prior to further transfer or issue. Do not transfer off-specification product without prior approval of DLA Energy-QA.

C9.9 APF DECOMMISSIONING. The APF Ship's Master shall:

C9.9.1. Provide DLA Energy-N with a written request to close all DLA Energy-managed DWCF fuel accounts prior to ship decommissioning.

C9.9.2. Coordinate with DLA Energy-N prior to decommissioning and properly close out all affected ship accounts in accordance with this Manual and applicable DLA Energy interim guidance.

C9.9.3. Ensure disposition of all DWCF fuel is coordinated with DLA Energy-N prior to decommissioning for return to a shore DFSP. Disposition of DWCF fuel includes posting accountable records and developing appropriate documentation in accordance with this Manual.

C9.9.4. Return all equipment, accounting source documentation, and electronic data storage devices to DLA Energy in accordance with this Manual and applicable DLA Energy interim guidance.