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IN REPLY
REFER TO **DESC-BQ**

FEB 17 2000

**MEMORANDUM FOR COMMANDER MILITARY SEALIFT COMMAND
(ATTENTION: Jeff Connolly)**

SUBJECT: Required Spot Charter Information for DESC Quality Evaluation

The success of a satisfactory loading of a DESC cargo begins during the negotiation stage for each cargo. Certain prior cargoes or equipment have been found to create problems at loading that could have been avoided had the vessel been screened prior to nomination. When MSC spot charters a vessel on behalf of DESC, a performance validation step is performed by the DESC-BQ Quality Division assisting the MSC contracting officer. The validation is to determine whether the prior cargoes, and to some extent vessel surfaces that would come in contact with the intended cargo, are sufficiently compatible after appropriate cleaning. Vessel nominees determined by previous cargo chemical characteristics and Quality Division experience to pose an unacceptable risk of a successful loading will be rejected for that cargo load. While DESC screening cannot preclude all problems, it does increase the rate of successful loadings and reduces the number of problems reported by our Quality Representatives (QR). Vessel rejections by the QR "at the dock" cause delays resulting in logistics problems. Vessel rejections exacerbate inventory problems downstream of the refinery/terminal, may result in contractor refusal to bid on future DESC product contracts and can adversely affect war fighter capabilities.

Due to change in personnel and to ensure DESC-BQ continues to provide MSC the highest caliber quality support, the following is a restatement of the quality information MSC must provide for each spot charter nominee:

a. If cargo tanks have heating coils, provide "coil type" i.e. stainless steel, copper etc. Vessel tanks with copper or compounds containing copper ("yellow metal") are normally not intended for jet fuel cargoes. For example, jet fuels produced using a mercox treatment are known to cause copper leaching into the jet fuel resulting in thermal stability problems. Other metals may have the same effect. Any vessel hired with copper or copper containing coils will require DESC to have special metal content tests performed on the cargo prior to and after loading at origin and prior to and after discharge at destination. The cost of this additional testing should be a factor when MSC evaluates these vessels. If it is shown the coils caused a quality problem, the vessel would be liable for the cost of product or rehabilitation efforts. Hess ITBs (Integrated Tug Barge) containing copper coils have been successfully loaded for short hauls with straight run jet fuel. Please identify barges as Hess ITB when so offered.



b. If cargo tanks are coated , provide coating type i.e. "epoxy", "inorganic zinc" etc. If "epoxy", must state "not coal tar for epoxy." If no coating, state "none."

c. Actual test results on the "last" and "next to last" cargoes as follows ("typical" results are not acceptable):

(1) For "Naptha" and "condensates", mercaptan sulfur reported in "parts per million" (ppm) or "mass percent".

(2) For "gas oils" and "diesels", ASTM or Saybolt Color and Copper Corrosion.

(3) For motor gasolines, state "leaded" or "unleaded". Needed to determine cargo tank "safe entry" testing requirements.

(4) For "jet fuels", state grade, i.e. "Jet A", "Jet A-1" etc. To be used to determine if kerosene or naptha based which impacts cargo tank "safe entry" testing requirements.

Safety Paragraph. Vessels must be gas free and safe for entry. Where a prior cargo contains a known toxic composition, the vessel will have performed at their expense, the necessary toxic screens by an appropriate authority, i.e. Certified Marine Chemist, Certified Industrial Hygienist. The test information on oxygen levels, flammability levels, toxicity, visuals, date and time will be recorded on a Log of Inspections and Tests to include the Testing Instrument Used and Signature of Person Performing Tests.

Because required data is not always complete and in some cases additional data is necessary, we request MSC continue to provide us with maximum advance time for evaluations. DESC and MSC must remain flexible and patient during spot charter evaluations. Both organizations realize required quality information from the bidders may not always be immediately available even if required by the charter solicitation. Time is always a critical factor for both DESC and MSC. Maximum advance notification is always desirable and appreciated. The spot charter evaluation program has been very successful and has minimized QR rejection of spot charters at the refinery/terminal. DESC looks forward to continued DESC, MSC cooperation.



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