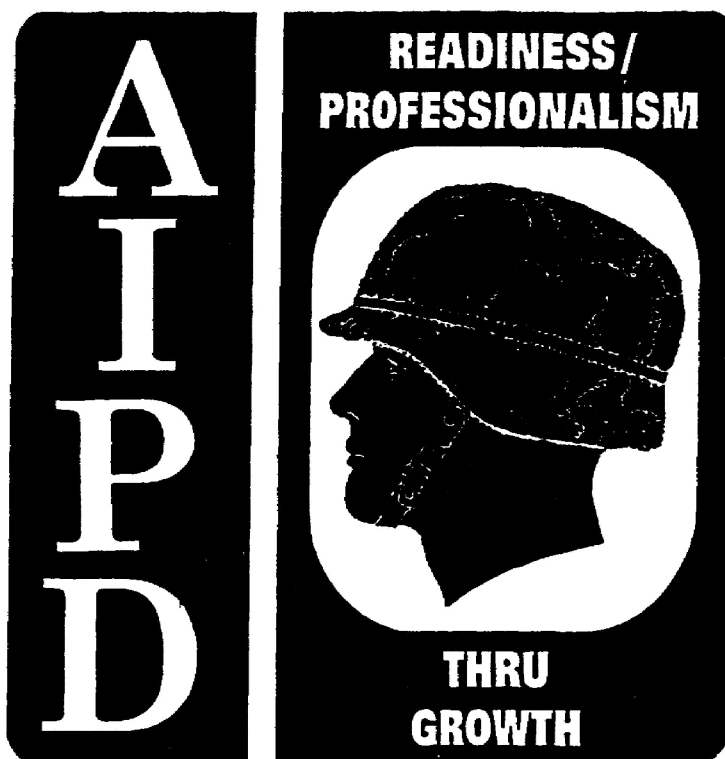


**SUBCOURSE**  
**QM5085**

**EDITION**  
**3**

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**PREPARE CONUS AND OVERSEAS  
BULK PETROLEUM SLATES  
(101-519-5101)**



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**THE ARMY INSTITUTE FOR PROFESSIONAL DEVELOPMENT  
ARMY CORRESPONDENCE COURSE PROGRAM**

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PREPARE CONUS AND OVERSEAS BULK PETROLEUM SLATES  
(101-519-5101)

Subcourse QM 5085  
Edition 3

3 CREDIT HOURS  
REVIEWED: 1988

United States Army Combined Arms Support Command  
Fort Lee, VA 23801-1809

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## INTRODUCTION

This subcourse is designed to train a 76W50 soldier on how to prepare CONUS and overseas bulk petroleum slates. We will cover each part of the task and your responsibilities.

Supplementary Training Material Provided: None.

Material to be Provided by the Unit or Supervisor: None.

Three credit hours will be awarded for successful completion of this subcourse.

## LESSON

- TASK:** 101-519-5101. Prepare CONUS and Overseas Bulk Petroleum Slates. As a result of successful completion of this subcourse, you will be able to perform the following performance measures:
1. Prepare Continental United States bulk petroleum slates according to established field office operating procedures.
  2. Prepare overseas bulk petroleum slates.
  3. Prepare footnotes to slates to show the following information:
    - a. Changes in storage capacities.
    - b. Significant changes in requirements.
    - c. Special requirements, restrictions, or limitations.
    - d. Any additional information, explanations, or data not included in the slate format.
  4. Transmit the slates to the Defense Fuel Supply Center (DISC) on or before the tenth calendar day of each month.
- CONDITIONS:** You are assigned to a theater of operations subarea petroleum office. You have to prepare and transmit CONUS and overseas bulk petroleum slates to DFSC.
- STANDARD:** You must answer 70 percent of the written exam questions correctly to receive credit for this subcourse.
- CREDIT HOURS:** - See page ii, Introduction.
- REFERENCES:** DOD Manual 4140.25-M, Procedures for the Management of Petroleum Products
- DFSCH Manual 4705.1 (Data Element Codes for Tanker Distribution)
- FM 10-76W, Petroleum Supply Specialist

## LESSON TEXT

1. INTRODUCTION. This lesson covers the procedures to follow to prepare bulk petroleum slates. A slate is a monthly report of planned requirements for tanker delivery of bulk petroleum to an ocean terminal. There are two types of petroleum slates -- the CONUS slate and the overseas slate. CONUS slates are submitted to the Defense Fuel Supply Center (DFSC) by DFSC CONUS fuel regions in accordance with established fuel region operating procedures. Because the CONUS slate is handled within DFSC, this lesson concentrates on the overseas slate.

### 2. OVERSEAS SLATES.

a. General. Each military service in an overseas theater determines its requirements for all bulk products for the entire theater of operations. Each service then submits the requirements to the Subarea Petroleum Office (SAPO) or directly to the unified command's Joint Petroleum Office (JPO) if no SAPO exists. Each SAPO consolidates the requirements submitted by the services into a single requirement for the SAPO area of operation. The requirements from all SAPOs are then received and consolidated by the JPO. This theater requirement is then sent to DFSC, which awards contracts and arranges for shipment of the products to the overseas destinations. The overseas slate is the planned delivery requirement for the current month and the following four months. The slate is transmitted by automatic digital network (AUTODIN) facilities in time to arrive at DFSC on or before the 10th calendar day of each month.

b. Delivery Requirements. The delivery requirements for each ocean terminal are determined, by product, for each of the five months reported. If delivery is required for a specific time within a month, the requirements can be identified by requesting delivery using the following codes:

<u>PERIOD CODE</u>	<u>DELIVERY PERIOD</u>
1	1st - 10th of the month
2	11th - 20th of the month
3	21st - end of the month

These delivery periods should not be requested unless the product is actually required at a specific time. If there is a requirement that has a priority for delivery of quantity or for a date, it must be included in the footnotes to the slate.

c. Delivery Methods. The method of delivery of the required products is indicated through use of the following codes:

<u>DELIVERY METHOD CODE</u>	<u>EXPLANATION</u>
1	MISC controlled tanker/barge
2	Other than MSC tanker/barge (for example, contractor-owned)
3	Other than 1 or 2

d. Requirements Balances. The requirements balance of a product for a terminal is figured as the difference between the quantity slated for delivery during a calendar month and the actual amount received from tankers (with DFSC cargo umber designations) during that month. DFSC will keep track of requirements balances. Because there will be differences between quantities slated and actually delivered, requirements balances are also important to the JPOs. For example, if a negative requirements balance exists at the end of a month (less was delivered than was slated), then the slating activity will consider that negative amount to be a requirements that DFSC will schedule and no further action is required (by the JPO). On the other hand, if a plus requirements balance is shown, then DFSC will count the plus quantity as already delivered against the next slated requirement for that product. The JPO has to maintain the requirements balance figures to be sure ullage is available to accept negative requirements balances. If ullage is not available, the negative balance has to be adjusted to the quantity that can be accepted and this adjustment must be explained by a footnote.

e. Footnotes to Slates. Footnotes will be used for information that cannot be sent in the slate format:

(1) Changes in storage capacities resulting from such factors as removal of tankage for tank cleaning, maintenance, repair, new construction, or abandonment.

(2) Significant changes in requirements. Footnote should fully explain reason for revised estimate.

(3) Special requirements, restrictions, or limitations relative to ullage, storage facilities, pipeline distribution schedules, draft, safety regulations, periods of possible port facilities congestion which could affect tanker operations, and so on.

(4) Additional footnotes providing information, explanations, or data may be included at the discretion of the submitting authorities.

(5) Product shuttled by tankers/barges controlled by MSC organizations outside of Washington should be identified by footnotes.

f. Unforeseen Changes. Unforeseen changes in storage capacity, estimates of withdrawals, or any other factors affecting delivery requirements during the first two months of the current slate should be reported through the JPO to DFSC by the fastest means available. This type of change should then be followed by a slate change with footnotes, as described in paragraph 2e above.

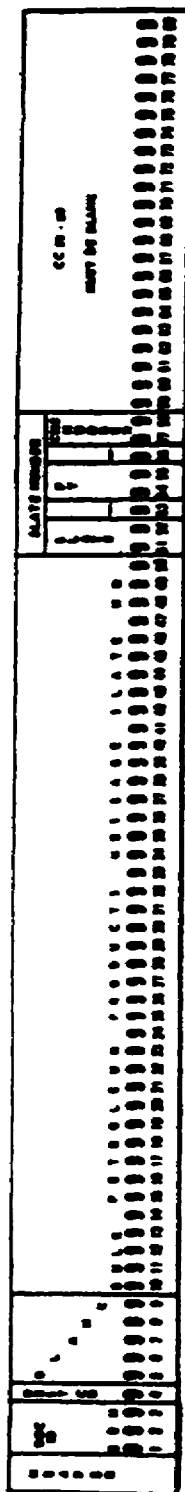
g. Response to Slated Requirements. DFSC will try to meet all slated requirements -both in times and quantity requested. To give tanker arrival information to each JPO, DFSC will send a Weekly Arrival Schedule (WAS) to the JPO and other addresses on the first Tuesday after all message slates have been processed. The WAS lists all cargoes scheduled to arrive at each terminal from the date of the WAS message to the last day of the 5-month slating period. On all other Tuesdays, DFSC will send a WAS which reflects all cargoes scheduled for arrival through the next 60 days. As daily changes occur, DFSC will update the preceding WAS by message. The WAS and all changes will be reviewed by the JPOs to be certain the schedule is satisfactory. The JPOs will advise DFSC if the schedule does not meet requirements adequately.

3. PREPARATION OF THE OVERSEAS SLATE. The remainder of this lesson will cover the preparation of an overseas slate. The slate is sent by AUTODIN using the Overseas Message Slate Transmission Card format (figure 1). Note that there are three sections: HEADER, BULK, and FOOTNOTE. Each of these sections is referred to as a "card."

Figure 1. Overseas message slate transmission card format.

4. HEADER CARD.

a. The header card contains information that will never change, with two exceptions. The entries in card columns (cc) 51-55 will be different because they identify the month and fiscal year. When submitting changes, additions, or deletions, there will be entries in cc 57-58, representing the sequential changes to the basic slate. Look at figure 2 with the explanation of the column entries to become familiar with the header card.



**SLATE HEADER CARD.** The slate header card is identified with document identifier code ZRH. The following explanation tells how the columns in the header, 1 through 80, are to be filled in:

- CC 1-3 Document identifier code - always ZRH
- CC 4 Destination area code
- CC 5-9 Always BLANK
- CC 10-50 Always reads "Bulk Petroleum Products Message Slate No" for each slate
- CC 51-52 Month slated for--01 for July through 12 for June
- CC 53 Always a dash
- CC 54-55 Last two digits of fiscal year
- CC 56 Always a dash when submitting changes, additions or deletions
- CC 57-58 Sequential change to basic slate: 01 for first change, 10 for the tenth, etc.
- CC 59-80 Always blank

Figure 2. Slate HEADER card.



b. Refer to figure 2 and complete the blank slate header card below (figure 3). Here is the information you will need:

Destination area code: L  
 Month slated for: August  
 Fiscal year: 84  
 Change number: 2

(NOTE: The entries are made below the columns.)

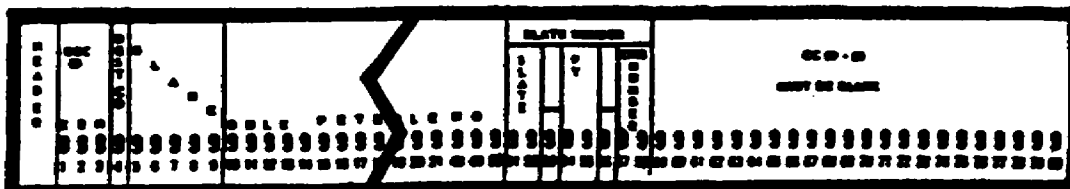


Figure 3. Header card (blank).

Your entries should look like the ones in figure 4. Don't forget that the Document Identifier Code (DIC) is always ZRH for the header card.

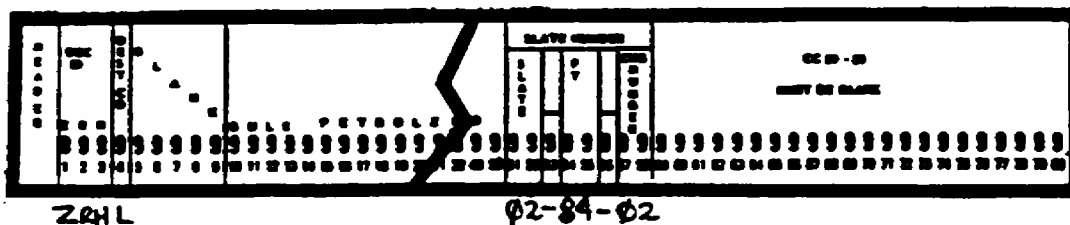


Figure 4. Header card (partially completed).

5. BULK REQUIREMENTS CARD.

a. Card Entries. The bulk requirements card indicates the delivery requirements for each month of the five months covered by the slate. Each card has room to indicate requirements for one to four different products or discharge points. The entries specify the product type, method of delivery, quantity, destination terminal, and period required during the month. Figure 5 shows a bulk requirements card and gives an explanation of the entries and their appropriate card columns. Take some time and become familiar with the bulk requirements card.



b. Columns 1-7. The first seven columns of a bulk requirements card are shown below (figure 6). Note that the document identifier code is always ZRQ and is entered in columns 1 through 3. The destination area code is entered in column 4. In columns 5 through 7, the month is designated by the first three letters of the name of the month. This is a slate prepared in destination area G for the month of April.

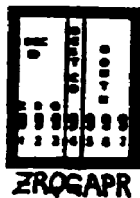


Figure 6. Columns 1-7 of bulk requirement card.

c. Columns 8-67. The bulk requirements card is broken down into four parts between columns 8 and 67. The parts are--

	<u>Columns</u>
First Product	8-22
Second Product	23-37
Third Product	38-52
Fourth Product	53-67

The four parts enable the slatemaker to order as many as four different products for delivery to four different terminals.

d. First Product (cc 8-22). To explain how the columns in each part are filled in, we will use columns 8 through 22 labeled -First Product . Columns 8 through 10 show the product being ordered: column 11 shows the delivery method; columns 12 through 16 give the quantity required in hundreds of barrels: columns 17 through 21 show the destination terminal; and column 22 shows the period of the month in which delivery is preferred. In the example below (figure 7), Whittier, Alaska, requires 50,000 barrels of JP4 to be shipped by MSC tanker in time period 2.

NOTE: Don't worry about the codes for the destination terminal right now. They come from DFSC Handbook 4705.1, Data Element Codes for Tanker Distribution. Any codes needed for this subcourse will be given to you.

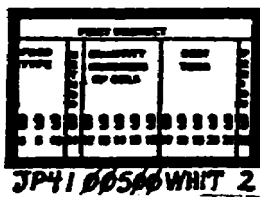


Figure 7. Columns 8-22 of bulk requirement card.

e. Second Product (cc 23-37). Make the proper entries under second product in the segment of a requirements card printed below (figure 8), for a 100,000-barrel shipment of DF1 to go to Haines, Alaska, by a vessel that is not operated by MSC; the shipment is to arrive after the 21st of the month. The code for Baines, Alaska is RAIN. Refer back in the lesson to check for the method and period codes.

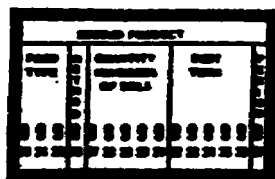


Figure 8. Column 23-37 of bulk requirements card (blank).

Your entries should look like those in figure 9 below.

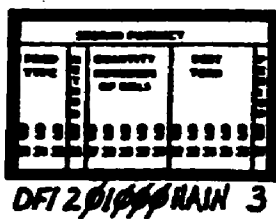


Figure 9. Columns 23-37 of bulk requirements card (completed).

f. Third and Fourth Product. The entries for third product and fourth product would be filled in the same way, if they were needed.

g. Action Code. The last entry required for the bulk requirements card is the action code in column 68. The following codes may be used:

- Enter action code A for the original submission of a slate.
- Enter action code 2 to add a new terminal, new product, or both that did not appear on the original slate.
- Enter action code 3 to change a quantity previously slated for a particular method or period or to add another delivery period for a product in the original slate.
- Enter action code 4 to delete a specific requirement, such as a product, quantity, period, or method, submitted for a terminal.
- Enter action code 5 to eliminate all data pertaining to a terminal for a specific product and a given month.

(1) Action Code A. Use this code when you are submitting an original slate. Figure 10 shows a bulk requirements card as part of an original slate for delivery to Anchorage, Alaska in May.

Figure 10. Bulk requirements card with action code A.

(2) Action Code 2. Example: 50,000 barrels of DF2 for Hawaii, not previously slated, is required to be delivered by method 1 during the month of April, period 1. The bulk requirements card entries would look like this (figure 11):

Figure 11. Bulk requirements card with action code 2.

(3) Action Code 3. This is the most complicated code and it requires using one or more of 20 possible entries. The following table gives all possible codes and explains them.

<u>Additional Quantity Required</u>		<u>Quantity Required is to be Reduced</u>	
<u>If last position of incremental increase is:</u>	<u>Then last position in qty field must be:</u>	<u>If last position of incremental decrease is:</u>	<u>Then last position in qty field must be:</u>
0	0	0	0 (multiple punch)
1	1	1	J
2	2	2	K
3	3	3	L
4	4	4	M
5	5	5	N
6	6	6	O
7	7	7	P
8	8	8	Q
9	9	9	R

Table 1. Additional/reduced quantity codes.

Example 1: The original submission for JP-4 to Chimu Wan in January had indicated a requirement for 100,000 barrels each for periods 1, 2, and 3. There is a need to reduce the requirement for period 1 by 30,500 barrels and increase the requirement for period 3 by 40,000 barrels without changing the requirement for period 2. A bulk requirements card, action code 3, should be prepared. The entries should look like those in figure 12.

Figure 12. Bulk requirements card with action code 3 (increase and reduction).

Notice that under FIRST PRODUCT, the letter "N" appears in cc 19. The reduction for period 1 was 30,500 barrels of JP-4. Because it is a reduction, the "5" is changed to an "N" and entered in the quantity field as 0030N.

Example 2: The original slate for Rota, Spain had requested 300,000 barrels of JP-4 during period 1, April, using method 1. An additional 200,000 barrels of JP-4 is now needed during period 3, April, by method 1. To make this change, the bulk requirements card should be prepared like figure 13:

Figure 13. Bulk requirements card with action code 3 (increase only).

(4) Action Code 4.

Example: The slate has been submitted for Hawaii indicating 50,000 barrels of JP-5 were required during each of periods 1 through 3, via method 1 in May. It is now desired to delete the requirement for JP-5 during period 3. Figure 14 shows a completed bulk requirement card.

Figure 14. Bulk requirements card with action code 4.

(5) Action Code 5.

Example: The slate has been submitted for Kunsan, Korea indicating MG1 requirements for the month of May as:

<u>Method</u>	<u>Period 1</u>	<u>Period 2</u>	<u>Period 3</u>
1	50,000 bbl		100,000 bbl
2		50,000 bbl	
3	50,000 bbl		

Now all slated requirements for MG1 for Kunsan for May need to be deleted. Using action code 5, the bulk requirements card would look like figure 15:

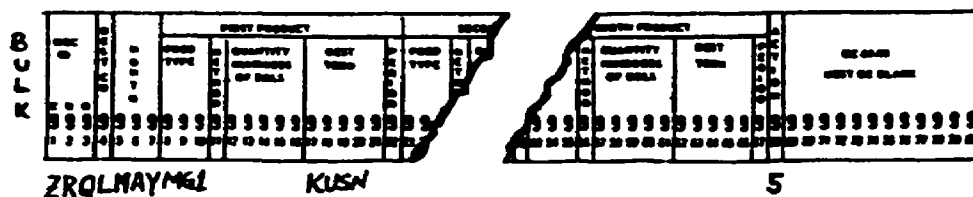


Figure 15. Bulk requirements card with action code 5.

6. FOOTNOTE CARD.

a. General. Footnotes to slates contain information that cannot be transmitted in the slate format. Included are the requirements balances by product; changes in storage capacities; significant changes in requirements; and special requirements, restrictions, or limitations relative to ullage, storage facilities, and other factors affecting tanker delivery at the destination. (Ullage is the amount that a container lacks of being full.)

b. Column Entries. A footnote card, with a DIC of ZRF, is written in clear text starting with cc 20 and continuing through cc 67. If there is not enough space for the complete footnote in cc 20-67 on the first card, the text starts in cc 20 of the second card. Each card used for footnotes is numbered consecutively (01, 02, and so on). However, cc 7-19, which are filled in on the first card, are left blank on any continuation cards. Figure 16 shows a footnote card and gives a good explanation of the uses and column entries.





CC 5-6	Sequential number, beginning with 01, for all footnote cards submitted for an entire slate.
CC 7-9	First three letters of the applicable month
CC 10-12	Product code
CC 13	Delivery method code
CC 14-18	Destination terminal code
CC 19	Period of month in which delivery is preferred
CC 20-67	Text of footnote written in clear. If insufficient space, continue on next card in sequence, using just CC 20-67
CC 68-80	Always BLANK

Figure 16. Footnote card (cont).

7. TRANSMITTING THE OVERSEAS SLATE VIA AUTODIN. After the slatemaker completes all the slate cards, he fills out a Data Message Form (DD Form 1392). A partially completed Data Message Form is shown at figure 17. An explanation of the entries is also given. Remember that the slates must reach DFSC on or before the tenth calendar day of each month.

<b>DATA MESSAGE FORM</b>	<b>PRECEDENCE</b> ROUTINE	<b>LMF</b> CC	<b>CLASSIFICATION</b> UNCLASSIFIED
<b>ADDRESSEE (Class/Time)</b> DIA Administrative Support Center, DASC-D Cameron Station, Alexandria, Virginia 22314			<b>CARD COUNT</b> (Slate cards) 91
<b>ORIGINATOR'S IDENTIFICATION (ICS, follow-up, status, etc.)</b> CINCPAC HAWAII	<b>CONTENT IND</b> AHAA	<b>RELEASING OFFICER'S SIGNATURE</b>	<b>OFFICE SYMBOL &amp; EXT.</b> OPNS-E X5104
<b>REMARKS</b>			
<b>FOR COMMUNICATIONS CENTER USE ONLY</b>			
<b>ORIGINATOR'S ROUTING INDICATOR</b>	<b>STATION SERIAL NUMBER</b>	<b>DATE-TIME (Time filed)</b>	
<b>TOTAL CARD COUNT</b>	<b>ADDRESSEE ROUTING INDICATOR</b>	<b>SUPERVISOR'S SIGNATURE</b>	
<b>OPERATOR'S SIGNATURE</b>	<b>TIME TRANSMITTED</b>	<b>CLASSIFICATION</b>	

DD FORM 1392, 1 AUG 91

Figure 17. Data Message Form (DD Form 1392).

<u>BLOCK</u>	<u>ENTRY</u>
Precedence	ROUTINE
LMF (Language Media Format)	CC
Classification	UNCLASSIFIED
Addresses	DLA Administrative Support Center DASC-D Cameron Station Alexandria, Virginia 22314
Card Count	Actual count of total number of all slate cards: header, bulk requirement, and footnote.
Content Indicator	This is a four-position indicator. The first letter identifies the category of the sending activity (A, Army; N, Navy; F, Air Force; I, Interdepartmental). The other three positions are always HAA.
Remarks	Enter any remarks that are addressed to the communications personnel.

All other entries are self-explanatory.

8. COMPLETED PETROLEUM SLATE. Figure 18 shows a sample of how an AUTODIN requirement card listing looks. The entries for each of the five months the slate covers are shown in the same order that they appear on the bulk requirements cards. Only a sample for each month is shown. A full slate could easily have 90 or more line entries, depending on the total requirements Identified to the JPO.

1983 JULY

ZRM L CINCFCAC BULK PETROLEUM PRODUCTS MESSAGE SLATE 01 1-8)

AUTODIN REQUIREMENT CARD LISTING

BULK REQUIREMENTS

DOC ID	DEST AREA	MONTH	PROD TYPE	DLV VIA	QUANT C/BBL	DEST TERM	DLV PD	PROD TYPE	DLV VIA	QUANT C/BBL	DEST TERM	DLV PD	PROD TYPE	DLV VIA	QUANT C/BBL	DEST TERM	DLV PD	ACT CD					
ZRQ L	JUL	JUL	DPM	1	500	PERL	3	DPM	1	220	GUAM	3	DPM	1	220	TVAN	1	DPM	1	350	SASB	3	A
ZRQ L	JUL	JUL	DPM	1	200	CHIIM	2	DPM	3	170	SASB	1	DPM	3	170	SASB	2	DPM	3	170	CHMS	3	A
ZRQ L	JUL	JUL	FS6	3	1700	GUAM	3	JPA	1	1000	PERL	1	JPA	1	1500	PERL	3	JPA	3	1500	GUAM	3	A
ZRQ L	JUL	JUL	JPA	1	1200	SUBI	3	JPA	1	2250	CHIIM	3	JPA	1	1300	YOKO	3	JPA	1	840	CHIIM	1	A
ZRQ L	JUL	JUL	JPA	1	840	CHIIM	2	JPA	1	840	CHIIM	3	JPA	3	750	SASB	1	JPA	3	750	SASB	2	A
ZRQ L	AUG	AUG	DPM	1	600	KVAJ	3	DPM	1	300	PERL	3	DPM	3	200	TVAN	1	DPM	1	300	SASB	3	A
ZRQ L	AUG	AUG	DPM	1	250	CHIIM	2	DPM	3	170	SASB	1	DPM	3	170	SASB	2	DPM	3	170	CHMS	3	A
ZRQ L	AUG	AUG	FS6	3	1700	GUAM	3	JPA	1	1000	PERL	1	JPA	1	200	KVAJ	3	JPA	1	1500	PERL	3	A
ZRQ L	AUG	AUG	JPA	3	1500	GUAM	3	JPA	1	1200	SUBI	3	JPA	1	1100	CHIIM	3	JPA	1	1300	TOKO	3	A
ZRQ L	SEP	SEP	DPM	1	300	PERL	2	DPM	1	200	PERL	3	DPM	3	200	TVAN	1	DPM	1	850	SASB	3	A
ZRQ L	SEP	SEP	FS6	3	1700	GUAM	3	JPA	1	1000	PERL	1	JPA	1	1500	PERL	3	JPA	3	1500	GUAM	3	A
ZRQ L	SEP	SEP	JPA	1	1200	SUBI	3	JPA	1	2000	CHIIM	3	JPA	1	1300	TOKO	3	JPA	1	690	SASB	1	A
ZRQ L	SEP	SEP	JPS	1	1000	SASB	3	JPS	1	300	YOKO	2	HGI	1	20	YOKO	3	HGI	3	55	TVAN	1	A
ZRQ L	OCT	OCT	DPM	1	800	KVAJ	3	DPM	1	300	PERL	3	DPM	1	450	GUAM	3	DPM	3	200	TVAN	1	A
ZRQ L	OCT	OCT	JPA	1	200	KVAJ	3	JPA	1	1500	PERL	3	JPA	3	1500	GUAM	3	JPA	1	1200	SUBI	3	A
ZRQ L	OCT	OCT	JPS	1	400	MIDW	2	JPS	1	1200	PERL	3	JPS	1	950	GUAM	3	JPS	1	120	SASB	2	A
ZRQ L	OCT	OCT	HGI	1	150	YOKO	3	HGI	1	30	PERL	2	HGI	3	30	GUAM	1	HGI	3	300	SASB	2	A
ZRQ L	NOV	NOV	DPM	1	300	PERL	3	DPM	1	100	CHIIM	2	DPM	1	200	TVAN	1	DPM	1	1700	SASB	3	A
ZRQ L	NOV	NOV	JPA	1	1500	PERL	3	JPA	3	1500	GUAM	3	JPA	1	1200	SUBI	3	JPA	1	2000	CHIIM	3	A
ZRQ L	NOV	NOV	JPS	1	1100	SUBI	3	JPS	3	66	KSNG	1	JPS	1	1000	SASB	3	JPS	1	300	YOKO	3	A
ZRQ L	NOV	NOV	HGI	1	150	YOKO	3	HGI	1	80	SUBI	2	HGI	3	30	CNNS	1	HGI	3	300	TVAN	2	A
ZRQ L	NOV	NOV	L45	3	80	YOKO	2			0									0				A

Figure 18. Sample AUTODIN message slate.

AUTODIN REQUIREMENT CARD LISTING

REQUIREMENTS FOOTNOTES

DOC ID	DEST AREA	CARD NO	MONTH	PROD TYPE	DLV VIA	DEST TERM	DLV PD	NOTES
ZRF	L	01	JUL			NAVI		RQMT BAL MGI MINUS 890, JP4 MINUS 100, DFM MIN
ZRF	L	02	JUL					US 1195, NSP PLUS 678
ZRF	L	03	JUL			GUAM		1. RQMT BAL MGI MINUS 399, JP4 NIL, JP5 PLUS
ZRF	L	04	JUL					122, MLR PLUS 178, DFI MINUS 441, NDF AND NSF
ZRF	L	05	JUL					NIL, F8L PLUS 4
ZRF	L	06	JUL			GUAM		2. HAS TK-4 75 CBBLs READY TO RECEIVE JP5 FR
ZRF	L	07	JUL					OM SABA VALLEY VIA PIPELINE APRX 10 JUL 83. NA
ZRF	L	08	JUL					8 JP4 TK-5 75 CBBLs WILL BE CONVERTED TO JP5
ZRF	L	09	JUL					SVC AS SOON AS STOCK IS DEPLETED.
ZRF	L	10	JUL			GUAM		3. COMMERCIAL SUPPLIES OF MCGAS FOR JUL THR
ZRF	L	11	JUL					U NOV ARE UNCERTAIN. IF COM SUPPLIES ARE AV
ZRF	L	12	JUL					AIL RQMT WILL BE MET BY CONTRACT VICE MSC.
ZRF	L	13	JUL			PHIL		SUBIC - RQMT BAL - MGI MINUS 297, JP4 MINUS
ZRF	L	14	JUL					849, JP5 MINUS 1116, DFI MINUS 62, NDF MINU
ZRF	L	15	JUL					8 1001, AND NSF MINUS 1011. JP5 RQMT BAL FO
ZRF	L	16	JUL					R JUN SHOULD BE 669 VICE 670. JP5 RQMT BAL
ZRF	L	17	JUL					FOR JUL CONSIDERS 1 DIFFERENCE.
ZRF	L	18	JUL			PHIL		TANKAGE - CLARK - MGI TK R3 RETURNED TO 8V
ZRF	L	19	JUL					C 1 JUL.
ZRF	L	20	JUL			PHIL		PACKAGED FUELS RQMT NEGATIVE.
ZRF	L	21	JUL			TWAN		ALL PRODUCTS ZERO.
ZRF	L	22	JUL			THAI		JP4 RQMT BAL MINUS 1170.
ZRF	L	23	JUL			SUBI	1	MGI RQMT FOR JUL AND AUG INCLUDES INITIAL
ZRF	L	24	JUL					FILL RQMT FOR CLARK TK R3.

Figure 18. Sample AUTODIN message slate (cont).

REVIEW EXERCISE

This review exercise gives you a chance to see how well you have learned the material in the lesson. This exercise is based on the key points covered in the lesson.

Read the situation and complete the cards. If you do not know, or are not sure what the entry to make, then go back and study or read once again the text and make the appropriate entry.

After you have completed the cards, check your entries with the solution sheet. If you did not make the correct entry, erase it, restudy the text once more, and enter the correct solution.

SITUATION 1. This situation applies to questions 1-4. You are preparing a bulk petroleum slate for submission to DFSC, via AUTODIN, from CINCLANT. You are given blank header, bulk requirement, and footnote cards, and you will have to make the correct entries based on information given to you. You will need to use Appendix A and Appendix B to complete this exercise. Figure IRE will be used throughout the Review Exercise as a reference.

The diagram shows a complex grid for an overseas message slate transmission card. It is divided into several sections. At the top right, there is a header section with 'SLATE NUMBER' and 'NO OF SLATES'. Below this, the main body of the card is organized into columns for 'FIRST PRECEDENCE', 'SECOND PRECEDENCE', 'THIRD PRECEDENCE', and 'FOURTH PRECEDENCE'. Each of these columns is further divided into sub-columns for 'TO', 'FROM', and 'INFO'. The grid is filled with a pattern of dots, representing the data points for each entry. The overall layout is a rectangular grid with a header and a main data area.

Figure 1RE. Overseas message slate transmission card format.

1. (Use figure 2RE.) Complete the entries for the slate header card shown below. The slate is being prepared in February, 1983. This slate is the original submission. (para 4b)

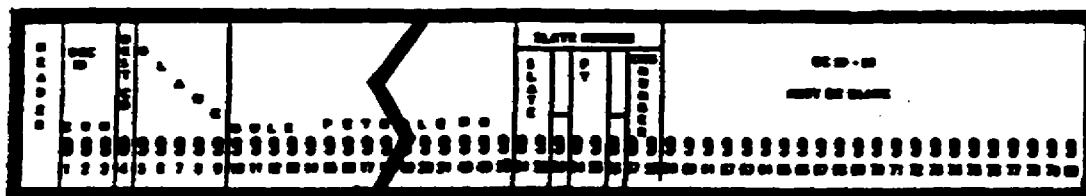


Figure 2RE. Petroleum slate header card.

2. (Use figure 3RE.) Complete columns 1 through 7 of the bulk requirements card shown below for a slate for March. (para 5b)



Figure 3RE. Petroleum slate bulk requirements card (columns 1-7).

3. (Use figure 4RE.) Complete columns 8 through 22 shown below. You want to order 15,000 bbls of JP-4 for Gaeta, Italy, for delivery after the 21st, via MSC tanker. (para 5d)

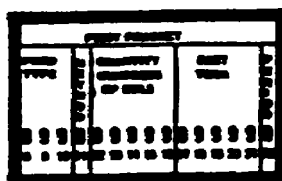


Figure 4RE. Petroleum slate bulk requirements card (columns 8-22).



4. (Use figure 5RE.) Complete columns 23-37 shown below. Your second product requirement is for Rota, Spain. You want to order 10,000 bbls of MG1, for delivery any time during the month, via contractor-owned vessel. (para 5e)

A rectangular card with a grid layout. The top section is labeled 'SECOND PRODUCT'. Below this, there are columns for 'PROD TYPE', 'QUANTITY NUMBERED OF BBL', and 'DELT TERM'. The bottom section contains a series of numbered columns from 23 to 37, each with a row of small circles for data entry.

Figure 5RE. Petroleum slate bulk requirements card (columns 23-37).

5. (Use figure 6RE.) You discovered that you have a requirement for an additional 20,000 bbls of JP-5 that you did not know about when you submitted your slate. The product is to go to Gaeta, Italy for the period from the 11th to the 20th of June. You want the JP5 delivered by MSC tanker. Complete the appropriate entries in the columns of figure RE6. (para 5g)

A larger rectangular card divided into two main sections: 'FIRST PRODUCT' and 'SECOND PRODUCT'. Each section has columns for 'PROD TYPE', 'QUANTITY NUMBERED OF BBL', and 'DELT TERM'. The 'SECOND PRODUCT' section also includes a 'CC OF OR' field. The bottom of the card features a series of numbered columns from 1 to 28, each with a row of small circles for data entry.

Figure 6RE. Petroleum slate bulk requirements card.

6. Your requirement for 10,000 bbls of DF2 for Athens, Greece is no longer needed. What action code will you use? (para 5g(4))  
 \_\_\_\_\_
7. What card and card columns will you use to show tankage returned to service? (para 6a; figure 16) \_\_\_\_\_



