

HEADQUARTERS MARINE CORPS



PREPOSITIONING PROGRAMS HANDBOOK



When a regional crisis develops in a remote corner of the world, our nation is ready to take action. This action is enabled because the Marine Corps and Navy maintain a rapid response capability – one that quickly and decisively puts forces ashore in theater to handle a variety of crises.

Supporting Power Projection for the 21st Century

United States Marine Corps

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FOREWORD

The Marine Corps' Maritime Prepositioning Force (MPF) and Norway Air-Landed Marine Expeditionary Brigade (NALMEB) have been operationally indispensable capabilities in support of our nation's interests across the world. These two unique programs have provided the essential elements needed to execute crisis response, global reach, and forward presence. Whether the mission is for Humanitarian Assistance/ Disaster Relief (HA/DR), to Swiftly Defeat the Effort (SDTE), or to Win Decisive (WD), our prepositioning programs provide the equipment and supplies needed to support and sustain a Marine Air-Ground Task Force (MAGTF) for 30 days of operations.

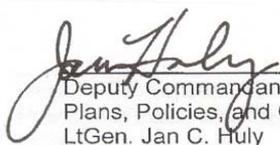
Operations Desert Shield/Desert Storm (Southwest Asia), Restore Hope (Somalia), and Iraqi Freedom have proven the concept of our prepositioning programs. By prepositioning key warfighting equipment and supplies in support of forward presence, global reach, and crisis response, we have significantly reduced the reliance on strategic lift while providing a powerful and integrated warfighting capability for the combatant commanders to employ.

The successes and lessons learned from our past operations ultimately drive programmatic improvements for the future. We will continue to seek innovative and progressive developments to increase our warfighting capabilities while decreasing force closure and standup timelines of the MAGTF:

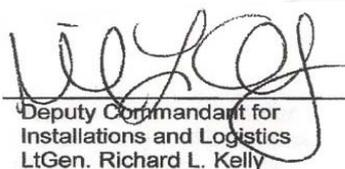
- MPF Future (MPF-F) will transform our current MPF program to be able to support at sea arrival and assembly of forces, sustainment and reconstitution of our capabilities on the sea base to be able to quickly respond to another crisis if required.
- Marine Corps Prepositioning Program – Norway (MCPN-N) will transform the NALMEB program to support forces globally.

The information contained within this handbook provides an overview of our prepositioning programs. When the equipment and supplies from the Marine Corps' prepositioning programs is linked up with our Marines and Sailors it creates a powerful Navy-Marine Corps team with rapid response warfighting capability to protect our nation's interests.

Semper Fidelis,



Deputy Commandant for
Plans, Policies, and Operations
LtGen. Jan C. Huly



Deputy Commandant for
Installations and Logistics
LtGen. Richard L. Kelly

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MARITIME PREPOSITIONING FORCE (MPF) PROGRAM

PURPOSE. The primary purpose of the MPF program is to enable the rapid deployment and engagement of a fully capable Marine Air-Ground Task Force (MAGTF) anywhere in the world in support of our National Defense Strategy. This strategic capability combines the capacity and endurance of sealift with the speed of airlift. The MPF is inherently flexible to respond to a full spectrum of contingencies with effective power projection.

HISTORY. In 1977, Presidential Review Directive 18, signed by President Carter, created the Rapid Deployment Joint Task Force (RDJTF) to fill the gap in military forward presence in the Persian Gulf. By 1980, the Marine Corps had equipment and supplies aboard seven Military Sealift Command (MSC) chartered vessels as part of an interim prepositioning and forward presence capability known as the Near Term Prepositioning Force (NTPF).



***NTPF Cargo Ships
USNS Mercury, Jupiter, Meteor.***

These dedicated ships were loaded in Wilmington, North Carolina in July 1980 and the NTPF became fully operational in 1981. The equipment and ship maintenance for the NTPF was conducted in Naha, Okinawa and Subic Bay Naval Base, Republic of the Philippines during designated maintenance periods.

In 1981, planning was initiated for a more permanent prepositioning force. Marine Corps Logistics Base, Albany, Georgia began to stockpile equipment and 30 days of supplies (all classes) for the permanent prepositioning force. Concurrently, MSC began contracting for ship conversions and for new ships. The result was 13 ships organized into three squadrons and strategically located to support global coverage. The MPF program became operational between 1984 and 1986.



***Quincy Shipyard
BOBO Class.***

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THE ORIGINAL 13 MPS			
OPERATING COMPANY	WATERMAN	MAERSK	AMSEA
VESSEL NAME	SS OBREGON SS KOCAK SS PLESS	MV HAUGE MV PHILLIPS MV BONNYMAN MVBAUGH MV ANDERSON	MV LUMMUS MV BUTTON MV LOPEZ MV WILLIAMS MV BOBO
MAXIMUM SPEED	20 knots	16.4 knots	17.7 knots
DRAFT	34 feet/ 10.36 meters	33 feet/ 10.05 meters	33 feet/ 10.05 meters
RANGE	13,000 NM	10,000 NM	12,000 NM

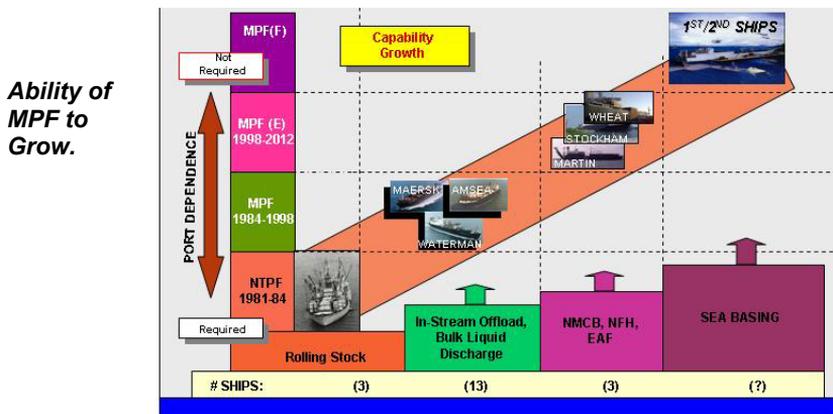
Note: Data provided as general ship capacity/capability. Actual numbers may vary and should be confirmed with the MPSRON Staff or MSC.

Maritime Prepositioning Ships Squadron-1 (MPSRON-1) became operational in 1984 on the U.S. East Coast, supporting the 6th Marine Amphibious Brigade (MAB) (all MABs changed to Marine Expeditionary Brigades (MEBs) in the late 1980s), and was relocated following Operation Desert Storm to the Mediterranean Sea to establish a forward presence in the European theater. MPSRON-2 replaced the NTPF ships in the Indian Ocean (Diego Garcia) in 1985 and continued to support 7th MAB based at Camp Pendleton, California. The first two squadrons were loaded at Wilmington, North Carolina (1984-85). MPSRON-3 was established in the Pacific Ocean (Guam and Tinian) in 1986 supporting 1st MAB based in Hawaii. The third squadron was loaded at Panama City, Florida (1986). The ammunition for all three squadrons was loaded at the Military Ocean Terminal, Sunny Point, North Carolina.

Operation Desert Shield/Desert Storm validated the MPF concept when the MPF supported the establishment of the first self-sustaining, operationally capable force in northern Saudi Arabia. The first battalion of the 7th MEB occupied its defensive positions within four days of the MPS arrival. The first nine MPF ships from MPSRON-2 and MPSRON-3 offloaded in August 1990 and provided equipment and 30 days sustainment for two-thirds of the Marine Corps forces ashore, as well as supporting United States Army forces. The ships of MPSRON-1 offloaded in December 1990.

In June 1991, MPF assets were employed as part of Operation Fiery Vigil to assist the Republic of the Philippines when Mount Pinatubo erupted, burying whole cities and forcing the evacuation of Clark Air Base. Also, from December 1992 through May 1993, MPF ships supported Marines conducting peacekeeping and humanitarian assistance operations in Somalia during Operation Restore Hope. In January 2003, 11 of the then 15 MPF ships were offloaded in support of Operation Iraqi Freedom (OIF) and reconstituted between July and November 2003. In February 2004, selected equipment and supplies from MPSRON-2 were used in support of OIF-II.

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GROWTH CAPABILITY. In 1999, the first of three Enhancement ships (E-ships) was added to the original 13 ships, with one E-ship planned for each MPSRON. By 2004, all three E-ships were operational. The E-ships provided additional space to support the loading of a Navy Fleet Hospital (NFH), a Navy Mobile Construction Battalion (NMCB) or Seabee Battalion, and an Expeditionary Airfield (EAF) to each MPSRON.

THE ENHANCEMENT MPS			
OPERATING COMPANY	TARAGO	AMSEA	KEYSTONE
VESSEL NAME	<i>USNS MARTIN</i>	<i>USNS STOCKHAM</i>	<i>USNS WHEAT</i>
MAXIMUM SPEED	17 knots	24 knots	20 knots
DRAFT	36 feet/ 10.97 meters	35 feet/ 10.66 meters	35 feet/ 10.66 meters
RANGE	16,000 NM	12,000 NM	12,000 NM
REMARKS	Any water produced and stored on E-ships is to support Ship's Crew and the Offload Preparation Party (OPP). E-ships do not have any water or fuel discharge capabilities		

Note: Data provided as general ship capacity/capability. Actual numbers may vary and should be confirmed with the MPSRON Staff or MSC.

Future MPF growth capability will be attributed to new ship designs to accomplish at-sea arrival and assembly of a MAGTF. The future MPF will function as an integral part of the future Seabase and enable operations in conjunction with amphibious ships of the Expeditionary Strike Group (ESG).

The MPF program continues to evolve from the experience of past operations and exercises, new developments in technology, and innovative ideas from Marines and Sailors.

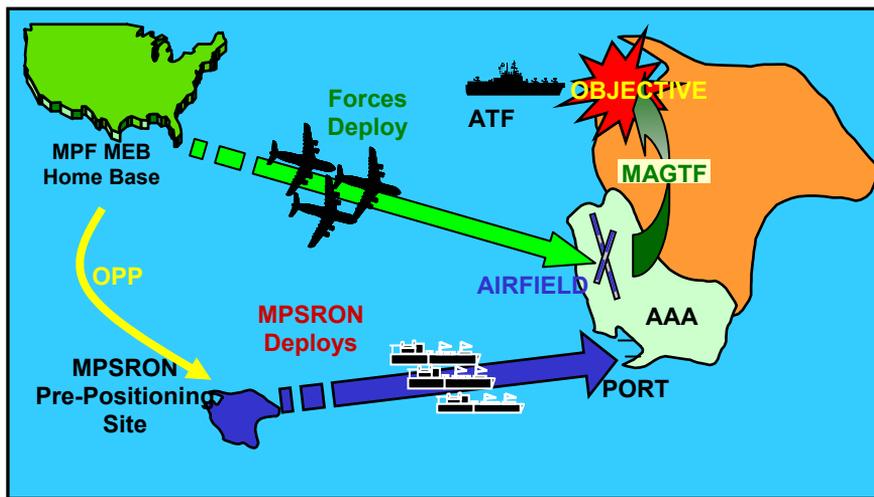
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MPF OPERATIONS. MPF operations are centered around a MEB-sized MAGTF with supporting Navy elements that can quickly deploy by airlifting personnel and limited amounts of equipment to “marry up” with the equipment and supplies offloaded from the MPF ships.

MPF operations support the rapid response of forces to an objective area that can be reached by sea, air, and road networks. The MPF equipment and supplies are administratively loaded and must be offloaded in a secure location where it is distributed to MAGTF personnel. Once assembled, the force is considered ready for combat. In contrast, the Marine amphibious force is combat loaded and prepared to execute forcible entry missions upon arrival in the objective area.



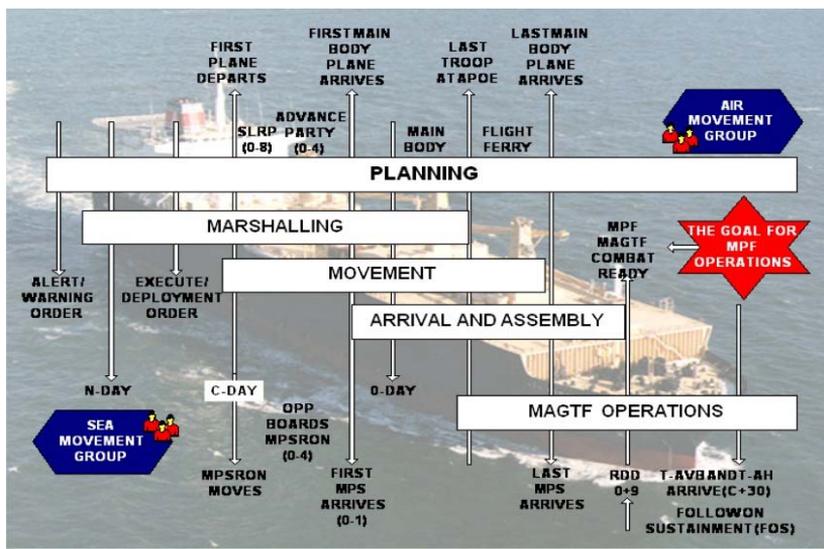
In-stream Offload Operations



Planning, Marshalling, Movement, Arrival & Assembly In Order To Conduct MAGTF Operations In The Objective Area

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PHASES OF MPF OPERATIONS. Five overlapping phases occur during an MPF operation to employ and deploy an MPF MEB: Planning, Marshalling, Movement, Arrival and Assembly, and Reconstitution. MAGTF Operations are conducted following Arrival and Assembly while Reconstitution is doctrinally conducted upon the completion of combat operations.



PHASE I: PLANNING



Deliberate planning is conducted by Navy and Marine Corps operational and supporting commands. This serves as the basis for the next step, crisis action planning, conducted in response to current situations that may require military action and the use of MPF.

Mission specific planning begins when a Warning Order is received, generating initial appraisals of options and capabilities. Crisis action planning is continuous throughout MPF operations.

During mission analysis, the size and scope of the MPF operation is developed. Each MPSRON has two MPS that support a Marine Expeditionary Unit (MEU), the entire MPSRON supports a MEB, and all three MPSRONs support a Marine Expeditionary Force (MEF)-sized MAGTF.

During the early stages of this phase of the MPF operation, individual ships or the entire MPSRON may be repositioned to better support the Area of Operations (AO).

PHASE II: MARSHALLING

During marshalling, units organize and complete final preparations for deployment. This stage includes the preparation of personnel and equipment, movement to the airhead, staging, and loading aboard aircraft. This phase begins when the first element arrives at a designated marshalling point. It is completed when the last element leaves the departure airfield.



PHASE III: MOVEMENT

During this phase a small Survey Liaison Reconnaissance Party (SLRP) deploys to assess the arrival and assembly area. The SLRP provides vital reconnaissance of the port facilities, beach, and sea conditions.

Another early deploying element is the OPP. The OPP consists of Marines and Sailors who go aboard the MPSRON and are responsible for preparing the ships' systems and embarked equipment for offload.

The MPF is separated into two basic movement groups:

- Sea movement: The MPSRON, Commander, Maritime Prepositioning Force (CMPF) staff, embarked OPP, and equipment and supplies.
- Air movement - Personnel: SLRP, OPP, Advance Parties, Mainbody, Fly-In Echelon (FIE) and the Flight Ferry (FF).



Additional sea and air movements (eg. FOE, T-AVB) may be required to augment the MAGTF's combat requirements:

- *Follow-On Echelon (FOE): strategic sealift and airlift with equipment and personnel to augment additional MAGTF requirements.*
- *Aviation Logistics Support Ship (T-AVB) augmenting aviation logistics at N+45.*

PHASE IV: ARRIVAL AND ASSEMBLY

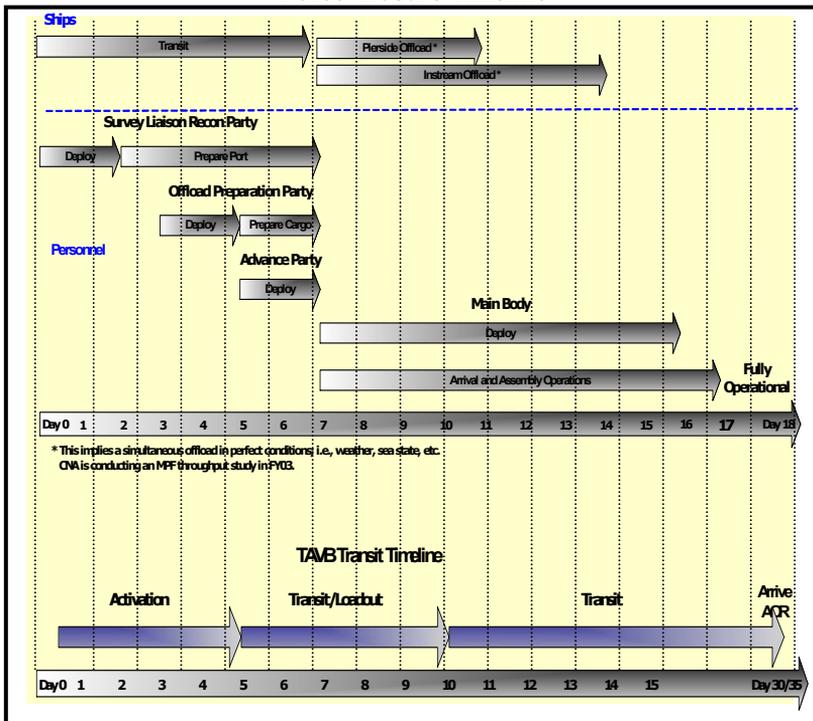
Arrival and assembly consists of reception of personnel and units, movement to staging areas, issuing of equipment and supplies, and preparation for combat.



The Arrival and Assembly Area (AAA) should be of sufficient size and possess necessary facilities to accommodate the complex tasks of arrival, offload, equipment and supply distribution, assembly of forces, and preparation of the MAGTF for employment.

This phase begins with the arrival of the first ship or transport aircraft of the main body in the designated AAA. The phase ends when adequate equipment and supplies are offloaded and issued to awaiting units, command and control is established, and the MAGTF Commander reports that all essential subordinate units have attained combat readiness.

Force Closure Timeline



PHASE V: RECONSTITUTION



MPF reconstitution begins once the MAGTF operations end or the Marine Component and/or Combatant Commander determines it can begin without effecting on-going operations. Reconstitution is the methodical approach to restore units to a level of combat effectiveness commensurate with mission requirements and available resources. Reconstitution

operations include regeneration and reorganization.

- **Regeneration:** Rebuilding of a unit through large scale replacement of personnel, equipment, and supplies, including the reestablishment or replacement of essential command and control, and the conduct of mission essential training for the newly rebuilt unit.
- **Reorganization:** Action taken to shift internal resources within a degraded unit to increase its level of combat effectiveness.

As a result of reconstitution efforts, the equipment aboard the MPSRONS will be ready to support a follow-on crisis if required.



Reconstitution In Kuwait 2003: Camp Fox.

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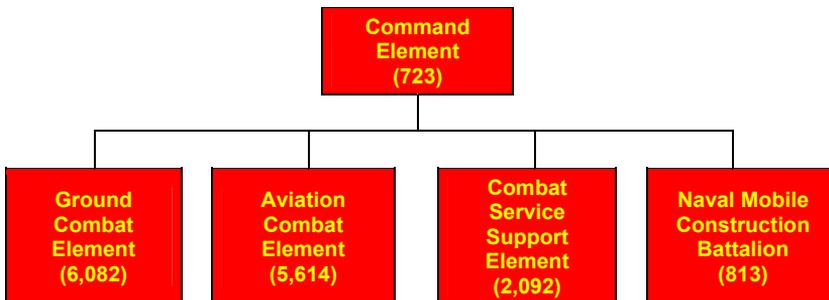
Reconstitution In Kuwait 2003: [Clockwise from upper left:] Tanks Staged At Camp Fox; Vehicles On Wash Racks; Port Of Ash Shuaybah; Vehicles Staged For Backload.

MPF CONSTITUTION/RECONSTITUTION SEQUENCE						
		O/L OIF-I	B/L KUWAIT	B/L BICMD	O/L OIF-II	MMC-8
MPSRON-1	BOBO		✓			APR 04 ✓
	BAUGH				✓ ✦	JUL 04 ✓
	OBREGON	✓	✓			NOV 04 ✓
	WILLIAMS	✓	✓	✓ ✦	✓	JAN 05 ✓
	WHEAT		✓			APR 05 ✓
MPSRON-2	BUTTON	✓	✓	✓ ✦	✓	JUN 05
	KOCAK	✓	✓			SEP 05
	PHILLIPS				✓ ✦	NOV 05
	LOPEZ	✓	✓		✓ ✦	JAN 06
	STOCKHAM	✓	✓			APR 06
MPSRON-3	HAUGE	✓	✓			JUN 06
	PLESS	✓	✓	✓		AUG 06
	BONNYMAN	✓		✓		OCT 06
	LUMMUS	✓				DEC 06
	ANDERSON	✓	✓			FEB 07
MARTIN	✓		✓		APR 07	

B/L: BACKLOAD; O/L: OFFLOAD; ✦ SPECIFIC OP-LIFT ✦ LIMITED OFFLOAD

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MARINE EXPEDITIONARY BRIGADE (MEB). The MPF MEB is approximately 15,000 personnel strong. It is sourced from its parent MEF. The MEF is the largest standing MAGTF, the MEU is the smallest, and the MEB falls in the middle. The subordinate components of the MPF MEB are described below. The MPF MEB Ground Combat Element (GCE) includes significant combat power consisting of tanks, artillery, assault amphibious vehicles, and light-armored reconnaissance vehicles. The MPF MEB also contains a very robust Aviation Combat Element (ACE), Combat Service Support Element (CSSE) and a Naval Mobile Construction Battalion (NMCB).



Organizational Chart of an MPF MEB (Including Assigned Personnel).

MPF MEB COMPOSITION	
Components	Description
Command Element (CE)	Provided by the MEF headquarters. The Deputy MEF Commander is typically designated as the MEB Commander.
Ground Combat Element (GCE)	Regimental Landing Team (RLT) composed of a regimental headquarters, three infantry battalions, an artillery battalion of five firing batteries, a tank battalion, two combat engineer companies, two amphibious assault companies, a light armored vehicle company, and reconnaissance units.
Aviation Combat Element (ACE)	A composite Marine Air Group (MAG) consisting of both Fixed Wing (F/W) and Rotary Wing (R/W) assets to provide all or part of the six functions of Marine Corps aviation based on the size and mission.
Combat Service Support Element (CSSE)	The Brigade Service Support Group (BSSG) is task organized to provide the full range of combat service support necessary to accomplish the mission.
Naval Mobile Construction Battalion (NMCB)	NMCB or Seabee Battalion: provides deliberate engineering support to the MAGTF, to include major horizontal and vertical construction, facilities repair, and other general engineering support. The NMCB increases the strength and capability of the organization beyond the typical MEB.

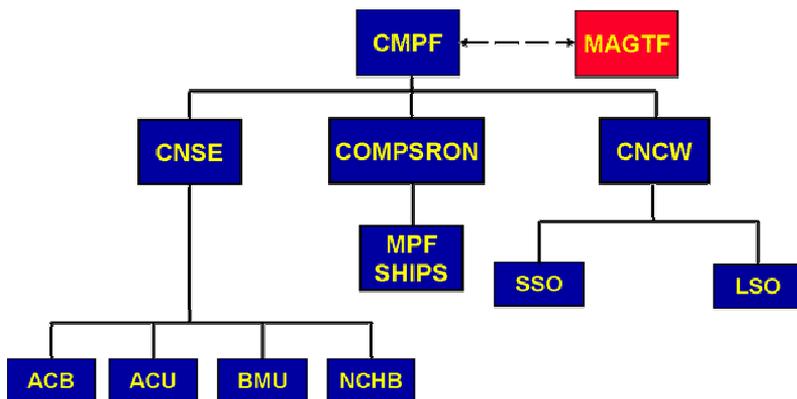
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MPF MEB FORCE LIST. A notional MPF MEB Force list is developed to determine baseline requirements for all classes of supply which is reviewed every three years.

<u>DET/UNIT</u>	<u>MARINE</u>		<u>NAVY</u>		<u>CIV</u>
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>	
COMMAND ELEMENT					
TOTAL CE	114	582	8	17	2
GROUND COMBAT ELEMENT					
DET, HEADQUARTERS BN	5	120	0	0	0
DET, RECON BN	3	69	0	3	0
INFANTRY REG (x1)	23	147	2	4	0
INFANTRY BN (x3)	135	2541	9	198	0
ARTILLERY BN (REIN)	64	863	5	19	0
DET, AMPHIBIOUS ASSAULT BN	20	535	0	9	0
DET, COMBAT ENGINEER BN	12	298	0	4	0
DET, LIGHT ARMORED RECON	5	146	0	5	0
TANK BN	48	758	2	30	0
TOTAL GCE	315	5477	18	272	0
AVIATION COMMAND ELEMENT					
HQ, ACE	43	149	4	5	0
DET, MARINE AIR CONTROL GRP	132	1045	1	15	0
DET, MARINE WING SPT GRP	54	1105	10	63	0
MAG (FW)	393	1179	8	20	0
MAG (RW)	318	1049	6	15	0
TOTAL ACE	940	4527	29	118	0
BRIGADE SERVICE SUPPORT GRP					
DET HQBN	17	380	0	0	0
DET, MAINT BN	6	157	0	0	0
DET, SUPPLY BN	6	204	1	15	0
DET, ENGINEER SPT BN	12	442	0	3	0
DET, TRANSPORTATION SPT BN	22	586	0	0	0
DET, HEALTH SERVICES	0	28	57	157	0
TOTAL BSSG	63	1797	58	174	0
<u>MPF MEB</u>	<u>1432</u>	<u>12383</u>	<u>113</u>	<u>581</u>	<u>2</u>
TOTAL MEB-SIZED FORCE					<u>14511</u>

Reference: MCBul 3501

NAVAL FORCES SUPPORTING MPF OPERATIONS. The U.S. Navy provides critical enablers for the conduct of MPF operations. The Navy task organizes forces into four main elements to provide the critical infrastructure that facilitates the offload and reconstitution of MPF shipping.



Organizational Chart For Naval Forces Supporting MPF Operations.

Commander, Maritime Prepositioning Force (CMPF): The CMPF and his staff are a task organized command element established for the offload and backload of MPF operations. In order to best facilitate the timely and efficient conduct of MPF operations, the CMPF and his staff coordinate their actions with the MAGTF Commander, his staff and the Arrival Assembly Operations Group (AAOG). CMPF is normally assigned to the Commander of one of the Amphibious Groups. The CMPF establishes a staff to handle command functions and provide tactical level command, control and coordination of the MPS, offload elements, and seaward force protection.

Commander, Maritime Prepositioning Ship Squadron (COMPSRON): The COMPSRON and his staff operate under the administrative control of the MSC, U.S. Transportation Command (USTRANSCOM) and under the operational control of a numbered fleet commander. The command relationship for the COMPSRON may change when the ships are offloaded in support of MAGTF operations. Upon completion of the offload, the ships of the MPF may remain in the area to support reconstitution or become part of the strategic sealift common user service pool (CUSP) for USTRANSCOM. The COMPSRON staff may remain onboard the MPS or augment personnel requirements for the numbered fleet commander.

During MPF operations, the COMPSRON staff coordinates the arrival and departure of MPSRON ships to anchorage or port facilities within the AOR. In addition, the COMPSRON staff may coordinate ship movements for MSC chartered ships supporting MAGTF operations in a particular theater.

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Naval Support Element (NSE): The Naval Beach Group Commander is normally designated Commander, NSE. The NSE supports MPF operations by providing the personnel and materiel that will facilitate the offload of MPF shipping in-stream and/or pier-side. The NSE is composed of personnel and materiel from an Amphibious Construction Battalion (ACB); Assault Craft Unit (ACU); Naval Cargo Handling Battalion (NCHB); and Beachmaster Unit (BMU).



Seabees Supporting Beach Operations And Construction Projects.

NAVAL SUPPORT ELEMENT	
Organizations	Critical Enablers for the conduct of MPF Operations
Amphibious Construction Battalion (ACB)	<ul style="list-style-type: none"> Construct, operate, and maintain Navy Lighterage assets, such as causeway ferries, wharving tugs, and RRDFs Construct and operate a 850 man NSE camp for one MPSTRON Construct and operate a 1,200 man NSE camp with ACB assets from home port NSE camps include the following capabilities: command and control, berthing, electrical generation, water purification, galley, showers, heads, medical, CBR defense, and other Quality of Life (QOL) assistance
Assault Craft Unit (ACU)	<ul style="list-style-type: none"> Operate and maintain assault craft for ship-to-shore movement and offload of MPF ships
Naval Cargo Handling Battalion (NCHB)	<ul style="list-style-type: none"> Trained and equipped to load and unload Navy and Marine Corps cargo carried on MPF ships, merchant breakbulk ships, container ships, and military/commercial aircraft Operate and maintain expeditionary ocean and air cargo terminals
Beach Master Unit (BMU)	<ul style="list-style-type: none"> Trained and equipped to facilitate the movement of troops, supplies, and equipment over beaches to and from MPF ships Trained and equipped to facilitate the evacuation of casualties and Prisoners of War (POWs)

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The NSE provides the following resources for the in-stream offload of one MPSRON:

- Crews to support the operation of 6 LCM-8s
- Crews to operate 4 to 5 Amphibious Bulk Liquid Transfer Systems (ABLTS)
- Crews to man 20 barge ferries
- Hatch teams to conduct Lift-on/Lift-off (LO/LO) operations
- Crews to build and operate a Roll-On/Roll-Off (RO/RO) Discharge Facility (RRDF)
- Beach Party Teams for in-stream operations
- Manpower capability to build an 850-man NSE camp

The capabilities and manpower required for a pier-side offload of one MPSRON are significantly less than those needed for an in-stream offload. Consequently, for pier-side operations, the manning structure needed to facilitate simultaneous LO/LO and RO/RO operations is reduced. For pier-side operations the various Naval Commands provide sufficient personnel to the NSE units to accomplish the mission set forth in the concept of operations.



NSE Supporting MPF Operations.

Naval Coastal Warfare (NCW):

Personnel, materiel, and equipment from a NCW Group (NCWG) provide Force Protection (landward and seaward) in the MPS AAA. This protection is accomplished through a broad array of command, control, and harbor protection capabilities for harbor approach defense, harbor defense, and port security.



NCW Forces Supporting MPF Operations.

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MARITIME PREPOSITIONING SHIPS (MPS). The original 13 ships consist of three different design configurations, built or converted and operated by three commercial companies (AMSEA, Waterman, and Maersk) under government lease. The three E-ships are each unique, though they are all RO/RO configured ships. Like the original 13 ships, they are also operated by contracted ship operating companies, but are government owned through MSC and designated United States Navy Ships (USNS).



AMSEA



MAERSK



WATERMAN



E-SHIP: USNS STOCKHAM



E-SHIP: USNS MARTIN



E-SHIP: USNS WHEAT

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SQUADRON PROFILE				
SQUADRON		MPSRON - 1	MPSRON - 2	MPSRON - 3
SWING SHIPS	PRI	<i>MV BOBO*</i>	<i>MV BUTTON*</i>	<i>MV LUMMUS*</i>
	ALT-1	<i>SS OBREGON*</i>	<i>SS KOCAK</i>	<i>SS PLESS</i>
	ALT-2	<i>MV BAUGH</i>	<i>MV PHILLIPS*</i>	<i>MV BONNYMAN</i>
		<i>MV WILLIAMS</i>	<i>MV LOPEZ</i>	<i>MV HAUGE*</i> <i>MV ANDERSON</i>
ENHANCEMENT SHIPS		<i>USNS WHEAT</i>	<i>USNS STOCKHAM</i>	<i>USNS MARTIN</i>
LOCATION:		Mediterranean Sea	Indian Ocean (Diego Garcia)	Pacific Ocean (Guam)
RANGE:		10-12K NM		
SQUARE FEET:		726K	901K	683K
CONTAINERS:		2922	2537	3124
MOGAS:		44K gal	44K gal	52.8K gal
JP-5:		5.13M gal	5.26M gal	6.43M gal
BULK WATER:		374K gal	374K gal	445K gal
H₂O PRODUCTION:		122K gal/day	122K gal/day	136K gal/day

* Flagship = Communications configured to support the COMPSRON staff.

Note: Data provided as general ship capacity/capability. Actual numbers may vary and should be confirmed with the MPSRON Staff or MSC.

Crane Type/Capability/Quantity/Location								
Ship Class	Gantry 30 LT	Single 39 LT	Single 57 LT	Twin 30 LT	Twin 35 LT	Twin 39 LT	Twin 50 LT	Twin 113 LT
AMSEA		1-F				1-C/1-A		
WATERMAN	1				1-A		1-F	
MAERSK				1-F/1-C	1-A			
USNS WHEAT			1					1
USNS STOCKHAM								2
USNS MARTIN								1

Legend: F - Forward , C - Center , A - Aft, LT -Long Tons

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Ship/Ship Class	MPF Lighterage ¹						
	COS ²	CSNP (I) ³	CSNP (BE)	CSP	LARC-V	SLWT	LCM-8
MPSRON-1							
OBREGON (W)		4	3	3	2	1	2
BOBO (A)		2	4	4	2	1	2
BAUGH (M)		2	3	3		1	1
WILLIAMS (A)		4	3	3		1	1
WHEAT (U)	1	6				1	
MPSRON-1 Total	1	18	13	13	4	5	6
MPSRON-2							
KOCAK (W)		4	3	3	2	1	2
BUTTON (A)		4	3	3	2	1	2
PHILLIPS (M)		4	2	2		1	1
LOPEZ (A)		4	3	3		1	1
STOCKHAM (U)	1	6				1	
MPSRON-2 Total	1	22	11	11	4	5	6
MPSRON-3							
PLESS (W)		4	3	3	2	1	2
LUMMUS (A)		4	3	3	2	1	2
HAUGE (M)		4	2	2		1	1
ANDERSON (M)		2	3	3		1	1
BONNYMAN (M)		2	3	3		1	1
MARTIN (U)	1	6					
MPSRON-3 Total	1	22	14	14	4	5	7
MPF Totals	3	62	38	38	12	15	19
Legend: W-WATERMAN Class Ship, A-AMSEA Class Ship M-MAERSK Class Ship, U-U.S. Navy Ship (USNS)							

¹The approved Navy Lighterage Remix quantities listed in this table will become effective at the conclusion of MMC-8.

²Each MPF E-ship has one COS to assist with the interface between the LCU 2000 and the RRDF.

³Each MPSRON has the capability to use six of its CSNP (I) as a RRDF. Consequently, each MPSRON has six fewer CSNP (I) available for use as lighterage when the RRDF is employed.



RRDF Operations.



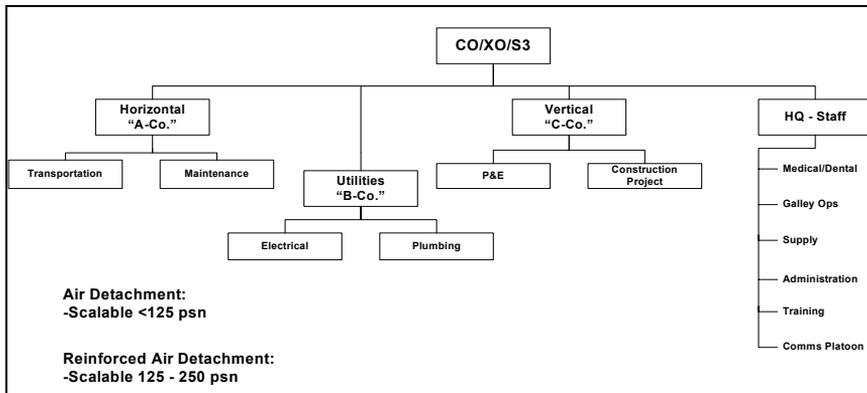
In-Stream Offload Operations.

MPF ENHANCEMENT (MPF-E) CAPABILITIES



April 2003: Logistics Support Bridge On Highway 1 In Southern Iraq Constructed By Navy Seabees (NMCB).

NAVAL MOBILE CONSTRUCTION BATTALION (NMCB). The NMCB, or Seabee Battalion, provides deliberate engineering support, to include major construction, facilities repair, and other general support.



NMCB Organization.

An NMCB is a self-sufficient organization with personnel strength of over 800 Sailors. It has its own support structure, including medical, communication, food service/messing, supply, and maintenance capabilities. Additionally, a Seabee Battalion provides for its own security, including basic ground defense, with crew served weapons, security patrolling, etc.

The NMCB provides the MPF MEB with a wide range of construction capabilities. One company of the battalion provides “horizontal” construction; roads, airfields, and site preparation. Another company specializes in “vertical” construction; buildings, structures, etc. A third company is the utilities company, accomplishing electrical, plumbing and other utility work. The Battalion Headquarters Company provides all the internal support functions for the battalion.

Some examples of the many missions that can be accomplished by the Seabee Battalion are support of the NFH and the EAF, and construction and maintenance of troop billeting, roads, standard and non-standard bridging, fuel storage and ammunition supply points, water wells and bulk storage facilities.



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NAVY FLEET HOSPITAL (NFH). A NFH is loaded aboard the E-ship in each MPSRON. Once offloaded and assembled, it can provide the comprehensive medical support of a Level III medical facility. Although it is not considered a MAGTF asset, the NFH is available to support Marine Corps missions as directed by the Combatant Commander or Naval Component Commander. Although primarily designed for setup and operations ashore, the NFH, or its elements, can also be operated aboard selected ship types. As presently configured, medical personnel who assemble and operate the hospital are mobilized from their various assigned commands and flown into theater during a contingency.



***Navy Fleet Hospital
Rota, Spain.***



***Navy Fleet Hospital
Facility Laydown.***



***Navy Fleet Hospital
Kuwait.***



***Navy Fleet Hospital
Iraq.***

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NAVY FLEET HOSPITAL LEVEL III CAPABILITY	
Mission	Provide full resuscitation and emergency stabilization surgery of wounded/ill patients with the goal of maximizing return to duty for those not requiring medical evacuation rearward.
Capacity	<ul style="list-style-type: none"> • 273 Beds <ul style="list-style-type: none"> ○ 63 Intensive Beds ○ 210 Intermediate beds
Surgical Capacity	<ul style="list-style-type: none"> • 4 Operating Room Tables <ul style="list-style-type: none"> ○ (55 admissions/36 operative procedures daily) • Includes following surgical specialties <ul style="list-style-type: none"> ○ General ○ Thoracic ○ Urology ○ Gynecology ○ Orthopedics ○ Neurosurgery ○ Ophthalmology ○ Anesthesiology ○ Oral surgery ○ General dentistry • Includes <ul style="list-style-type: none"> ○ Triage ○ Limited blood bank (less frozen)
Supplies	<ul style="list-style-type: none"> • Deploys with 30 days of consumables, less dated and deteriorative items • 5-30 day blocks
Site Footprint	<ul style="list-style-type: none"> • 17 Acres (68,297 m²)
Built-up Time Required	<ul style="list-style-type: none"> • Begins to receive casualties in 48 to 72 hours. Fully assembled in 5 days. • Self-contained for daily operations • Requires external support for displacement • Requires links to external supply sources
Organic Base Support	<ul style="list-style-type: none"> • Staff and Patient Admin • Food Service • Blood Management • Laundry • General and Medical Supplies

Reference : OPNAVINST 3501.176_

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EXPEDITIONARY AIRFIELD (EAF). Each Marine Aircraft Wing (MAW) has the capability to construct and support two EAFs. The EAF-2000 carried aboard each MPSRON can be used to construct an airfield where none exists or improve an existing airfield that does not possess the required capabilities. The components of the EAF are flexible and can be adapted or withdrawn on short notice. Airfields can be tailored to meet the specific needs of the aircraft and mission.

The basic component of the EAF system is Airfield Matting-2 (AM-2). AM-2 consists of 2-foot by 12-foot and 2-foot by 6-foot aluminum panels with four interlocking edges that permit easy assembly into rectangular expanses that are virtually unrestricted in size and proportion. AM-2 can be assembled to form runways, taxiways, parking and other areas required for efficient aircraft operations and maintenance. In addition to AM-2, the EAF also provides Optical Landing Systems (OLS), Airfield Lighting Systems (ALS), and aircraft arresting gear.



Marines Laying AM-2 For An EAF.

EAF-2000: Employed as an expeditionary airfield, one option for the EAF-2000 is the construction of a 96-foot by 3,850-foot runway, various taxiways, and parking areas capable of supporting 75 tactical fixed/rotary wing aircraft and three theater lift aircraft.

- 1.6M Square feet AM-2
- Three sets of aircraft arresting gear
- Three Optical Landing Systems
- Three sets of Airfield Lighting Systems

Barebase: The EAF-2000 can be utilized to augment host nation, captured or abandoned airfields. Under this concept any existing paved area, to include highways or large parking lots, may be converted to support aircraft operations with the installation of one or more of the EAF subsystems.

MARINE CORPS PREPOSITIONING PROGRAM–NORWAY (MCPN)

PURPOSE. MCPN, formerly known as Norway Air-Landed Marine Expeditionary Brigade (NALMEB), is a Department of Defense (DoD) directed program for the forward storage and prepositioning of equipment and supplies for a MAGTF.

HISTORY. The Governments of the United States and Norway signed a Memorandum of Understanding in 1981 that initiated the NALMEB program. In 1982, a Basic Support Agreement between the Minister of Defense, Norway and the Commander-in-Chief, U.S. European Command and a Storage Agreement between the Chief of Defense, Norway and the Commander-in-Chief, U.S. European Command solidified arrangements for the NALMEB program. NALMEB achieved initial operational capability in January 1990. Since 1995, the security of NATO's northern flank has become less critical. However, the usefulness of the program in terms of supporting forward deployed forces, training in cold weather climates, and supporting training in the European theater, continues to be relevant today.



One Of The Storage Facilities In Norway.

CONCEPT OF OPERATIONS. In 2004, the Commandant of the Marine Corps (CMC) directed a NALMEB bottom-up review and re-designated the program as MCPN to signify its change in focus as a global responsive capability. As a result of the MCPN capabilities based analysis, the range of equipment use has been expanded to support seven principle operational missions. MCPN will support forward deployed forces conducting operations in:

- (1) Theater Security Cooperation (TSC);
- (2) Counter-Drug (CD);
- (3) Non-Combatant Evacuation Operation (NEO);
- (4) Humanitarian Assistance/Disaster Response (HA/DR);
- (5) Foreign Internal Defense (FID);
- (6) Consequence Management (CM);
- (7) Peace Operations (up to Peace Keeping).

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MCPN will continue to store sustainment (supplies, ammunition, etc.) in the caves in Norway to support a notional MAGTF. Primary consideration will be focused on items that are mission essential, transportable via strategic Sealift, Airlift, and rail movement, suited for extended storage, and not available through Wartime Host Nation Support (WHNS).

The storage facilities to support the prepositioned assets are located in the Trondheim region of central Norway in six caves. These facilities (736,258 square feet of cave storage area) were built between 1985-89 using NATO infrastructure funds.

The Government of Norway provides the logistics infrastructure to support the withdrawal, movement, and recovery of the prepositioned equipment and supplies. This support includes airbase facilities, transportation assets (both land and sea), security personnel, and the maintenance of prepositioned equipment.

Blount Island Command (BICMD) provides program oversight, coordinates modernization of assets, equipment rotation, quality assurance visits, and other logistics support as required to ensure equipment and supplies are maintained in the highest state of combat readiness.

MCPN is a partnership between Norway and the United States, executed through the efforts of the Norwegian Military and Marine Corps.

Storage Sites			
<ul style="list-style-type: none"> ◆ Harsh climate prevents outdoor storage/maintenance. ◆ In-rock (cave) for all Ground Equipment and Supplies. ◆ Dehumidified storage buildings for Aviation Support Equipment (ASE). ◆ BICMD is the executive agent for Ground Equipment. ◆ II MAW is the executive agent for ASE. ◆ MARFOREUR is the executive agent for Ammunition. 			
Ground Equipment			
*Frigaard	GCE	Equipment/supplies	139,936 SqFt
Tromsdal	CSS	Equipment/supplies	171,349 SqFt
Bjugn	ACE	Equipment/supplies	110,000 SqFt
*Used as fleet hospital after equipment is removed			
Aviation Support Equipment			
Varnes Airstation		R/W reception site	60,500 SqFt
Oerland Airstation		F/W reception site	20,000 SqFt
Ammunition			
Hammnesodden		Hammerkammen	Kalvaa

APPENDICES

&

TABLES

APPENDIX A: AVIATION LOGISTICS SUPPORT

The primary aviation support equipment (SE) prepositioned aboard the MPS are Aviation Ground Support Equipment (AGSE or yellow gear) and ordnance. Based on the ACE concept of operations and employment of their aircraft, the aircraft tugs, starter units, bomb trailers, and other aviation SE are loaded aboard the MPS as secondary stocks to support operations already in progress pre-MPSRON downloads. All other equipment supporting ACE operations such as tents, trucks, forklifts, vehicles, radios, etc., are prepositioned aboard the MPSRONS for initial issue and distributed to the Fixed Wing (F/W) and Rotary Wing (R/W) Marine Wing Support Squadrons (MWSS).

FIE (FF/FISP)	MPS	T-AVB
		
<p><i>The first 30 days of parts support for the ACE comes with the FF as the Fly-In Support Package (FISP) for aircraft that are flown in part of the FF or transported in the FIE (helicopters).</i></p>	<p><i>Support Equipment for the ACE also comes from the MPS.</i></p>	<p><i>The T-AVB arrives with 90 days of parts and maintenance support at N+45. At 120 days, the supply sustainment pipeline will be in place.</i></p>

Note: The MPS and ACE FIE comprise all the SE required to support each Type, Model, Series (T/M/S) aircraft during the first 30 days of combat operations.

ACE fixed-wing (FW)/rotary wing (RW) aircraft will be Flight Ferried (FF) directly to the theater of operations supported by Air Mobility Command (AMC) aerial tankers and cargo aircraft. The remaining FIE will be moved to the theater of operations via AMC/Civil Reserve Air Fleet (CRAF) aircraft.

The ACE FIE Composition:

- Squadron maintenance personnel;
- Fly-in Support Package (FISP) of repairable components contained in Mobile Facilities (MF) for Type, Model, Series (T/M/S) aircraft;
- O-level Individual Material Readiness List (IMRL) items, and minimal I-level IMRL items (i.e., tow tractors, mobile electric power carts, and hydraulic servicing carts) required for immediate aircraft operations.

APPENDIX B: AVIATION LOGISTICS SUPPORT SHIP (T-AVB)

Although not a prepositioning asset, two T-AVB ships support the deployment of the MEB ACE with maintenance and parts support. The majority of a Marine Aviation Logistics Squadron (MALS) with over 300 Marines, numerous International Organization for Standardization (ISO) shelter shop vans, and ISO containers carrying spares, will embark aboard a T-AVB in the continental United States (CONUS) and proceed to the objective area to support the maintenance and supply of the MEB ACE. In most instances, the MALS will remain aboard the T-AVB, from which most of the supply and intermediate maintenance is accomplished, although the personnel, shop vans and supplies could be moved ashore if necessary. The T-AVB has a helicopter landing platform for use in moving aircraft parts on and off the ship. Once the aircraft parts are aboard, the MALS will repair, rebuild, and/or modify the components. These are then returned ashore to repair the aircraft. The T-AVB is a comprehensive intermediate maintenance and aviation supply facility afloat.



T-AVB: SS CURTISS.

The two T-AVBs are in the Ready Reserve Force (RRF) and can be activated in five days by the Maritime Administration. These two ships are dedicated to USMC Aviation Support.

The homeports of these ships are:

- **SS CURTISS** - San Diego, California
- **SS WRIGHT** - Baltimore, Maryland

These ships are identical large container ships, modified specifically for the T-AVB mission, with 23 knot speed, a draft of 34 feet, and a capacity of 684 20-foot ISO containers/ shelters. They can each support 325 embarked Marines who will live and work on board, in addition to the civilian crew. When called upon, the **SS CURTISS** and/or the **SS WRIGHT** will leave their homeport empty, steam to a port adjacent to the deploying MALS, embark all personnel, supplies, and equipment for the mission, and proceed to the objective area to begin supporting the MAGTF ACE.

APPENDIX C: MPF FUTURE (MPF(F))

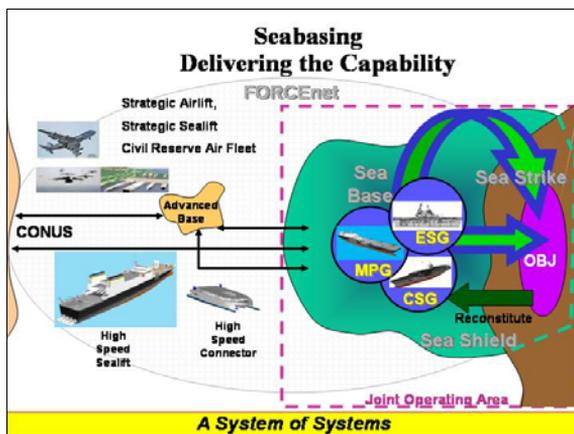
Over the next two decades, the MPF, including today's ships, MPF doctrine and capabilities, will be replaced by new transformational capabilities. Ships for the MPF(F) will complement and support numerous evolving Navy and Marine Corps programs, as well as several Joint programs, resulting in an even more powerful, forward deployed United States naval presence.

MPF(F) is the concept under which next generation MPFs will project the 2015 MEB from the sea. Transformational changes to the MPF will expand the functionality of the MPF(F) across an increased range of contingencies, focusing on improved capabilities for each of the pillars of MPF(F) operations: rapid force closure, Amphibious Task Force (ATF) integration, sustainment, and reconstitution and redeployment at sea.

MPF(F) force closure will be characterized by the at sea arrival and assembly of the MPF, eliminating the requirement for access to secure ports and airfields. Marines will deploy via a combination of strategic, theater, and tactical lift, to meet the MPF(F) ships en route to objective areas.

Personnel will be billeted aboard ship while preparing for their assigned mission. This improved means for integrating men and materiel and achieving combat readiness will permit elements of the MPF MAGTF to arrive in the objective area fully prepared for operations.

The Expeditionary Strike Group (ESG) will expand the resources devoted to operational maneuver from the sea (OMFTS) through the MPF(F)'s capability to reinforce the assault echelon of the ESG. MPF(F) ships will provide advanced facilities for the tactical deployment of assault support aircraft, surface lighterage, and amphibious assault vehicles in conditions up to sea-state three. MPF(F) ship communication systems will be fully compatible with the tactical command and control architecture of the ESG, allowing exploitation of all of the task force's advanced capabilities. While MPF(F) will not possess a stand alone forcible entry capability, it will complement and reinforce the striking power of the ATF. Coupled with the capabilities of the Carrier Strike Group (CSG), the ESG and MPF(F) will provide a formidable seabased capability.



MPF(F) Will Be Integral To Seabasing.

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MPF(F) will provide sustainment to forces ashore by serving as a seabased conduit for naval logistics support. This support will flow from bases located in the U.S. or overseas, via the sea base provided by MPF(F), then on to Marine units and Navy surface combatants conducting operations ashore. Upon mission accomplishment, MPF(F) will conduct in-theater reconstitution and redeployment without a requirement for extensive materiel maintenance or replenishment at a strategic sustainment base. This ability to rapidly reconstitute the MPF MAGTF will allow timely employment in follow on missions.

Features for Maritime Prepositioning Force (Future)	
Ship Design	Source
Sustained speed of 24 knots	AoA
Range of 12,000 nautical miles at 20 knots (without refueling)	AoA
Replenishment capability via STREAM, VERTREP, and Skin-to-Skin	AoA
Selective offload capability	MROC
Capability to transit Panama Canal	AoA
Sea State (SS) Operational Capabilities: <ul style="list-style-type: none"> • SS-3: External Operations (Threshold) • SS-4: External Operations (Objective) • SS-5: Onboard Functions/Operations • SS-8: Survival – ship taking best heading under power 	EXCOM EXCOM MNS
Habitability Standards: <ul style="list-style-type: none"> • Military Sealift Command (MSC) Standards for MSC Crew • LHD-8 Habitability Standards for Embarked Forces 	AoA
Operational Design	Source
Joint Interoperability	MNS
Sea Shield must be effective	MROC
MPF(F) sized to preposition 2015 MEB with 20 days of sustainment (DOS)	MROC
MPF(F) with 2015 MEB and ESG capable of Combat Operations to include Forcible Entry	MROC
Combat elements employable in 10 to 14 days	MROC
Vertical and Surface Maneuver elements stowed for selective offload; SOA elements are densely stowed (not stowed for selective offload)	MNS Draft COE
MPF(F) reverts to CLF support role (after needs of MEB are met)	AoA
Aviation Design	Source
Aviation Capability: 113 rotary wing/tilt rotor aircraft per MPF(F) Squadron <ul style="list-style-type: none"> • This includes 10 SAR Helicopters per Squadron 	MNS
Launch Capability: 24 to 30 spots per MPF(F) Squadron	AoA
Hanger Capability: capacity for 25% of aircraft carried by MPF(F) Squadron	Standard Aviation Maintenance Requirement

APPENDIX D: BLOUNT ISLAND COMMAND (BICMD)

BICMD is subordinate to Marine Corps Logistics Command (MARCORLOGCOM) and is located on the north side of Jacksonville, Florida on the St. Johns River. BICMD plans, coordinates, and executes the logistics efforts of the MPF Maintenance Cycle (MMC) in support of the MPF Program.



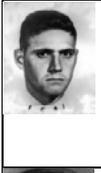
Aerial View Of BICMD, Jacksonville, Florida.

Acreage:	1235 acres
Buildings:	14 major buildings 595,750 SqFt
Staging Area:	17 Acres
Intermodal Yard:	16 Acres
Pier:	1,000' dredged to 38 feet
Rail:	2 spurs with 40 car capacity

The MMC is a continuous process that renews the equipment and supplies (E/S) embarked on each MPS. Over a 36 month rotation period, each MPS will sequentially depart its assigned AO, arrive at BICMD, and offload its equipment and supplies. The equipment and supplies undergo a 45–60 day process of being inspected, repaired, replaced, and/or rotated. The process is completed once the MPS is backloaded with condition code A (SL-3 complete) equipment and accompanying supplies. The majority of the work is done on site at BICMD, but some of the maintenance is done at a depot or other locations and replacement items are sent to BICMD based on the requirements and MPS departure schedule. During this same period, the MPS will undergo its own maintenance cycle at contracted shipyards within the CONUS. The ship returns to BICMD upon completion of its shipyard maintenance, is backloaded, and returns to its assigned AO.

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TABLE I: MEDALS OF HONOR

<p>No Photo Available</p>	<p>PVT FRANKLIN J. PHILLIPS For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty from 20 June 1900 to 16 July 1900. Private Phillips served in the presence of the enemy at the Battle of Peking, China.</p> <p>CHINA</p>		<p>GYSGT FRED W. STOCKHAM For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy in Bois-de-Belleau, France, on the night of June 13-14, 1918.</p> <p>FRANCE</p>
	<p>SGT MATEJ KOCAK For extraordinary heroism while serving with the Sixty-sixth Company, Fifth Regiment, Second Division, in action in the Villers-Cotterets section, south of Soissons, France, 18 July 1918.</p> <p>FRANCE</p>		<p>CPL WILLIAM ROBERT BUTTON For extraordinary heroism and conspicuous gallantry and intrepidity in actual conflict with the enemy near GRANDE RIVIERE Republic of Haiti, on the night of October 31st-November 1st, 1919.</p> <p>HAITI</p>
	<p>1STLT ALEXANDER BONNYMAN, JR. For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Executive Officer of the Second Battalion Shore Party, Eighth Marines, Second Marine Division, during the assault against enemy Japanese-held Tarawa in the Gilbert Islands, from 20 to 22 November 1943.</p> <p>TARAWA</p>		<p>1STLT JACK LUMMUS For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Leader of a Rifle Platoon, attached to Company E, Second Battalion, Twenty-seventh Marines, Fifth Marine Division, in action against enemy Japanese forces on Iwo Jima in the Volcano Islands, 8 March 1945.</p> <p>IWO JIMA</p>
	<p>CPL LOUIS J. HAUGE, JR. For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Leader of a Machine-Gun Squad serving with Company C, First Battalion, First Marines, First Marine Division, in action against enemy Japanese forces on Okinawa Shima in the Ryukyu Chain, 14 May 1945.</p> <p>OKINAWA</p>		<p>1STLT HARRY L. MARTIN For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Platoon Leader attached to Company C, Fifth Pioneer Battalion, Fifth Marine Division, in action against enemy Japanese forces on Iwo Jima, Volcano Islands, 26 March 1945.</p> <p>IWO JIMA</p>
	<p>PFC WILLIAM B. BAUGH For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as a member of an Anti-Tank Assault Squad attached to Co G, Third Bn, First Marines, First MarDiv (Reinforced), during a nighttime enemy attack against a motorized column en route from Koto-Ri to Hagaru-ri, Korea, 29 November 1950.</p> <p>KOREA</p>		<p>PFC EUGENE A. OBREGON For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving with Company g, Third Bn, Fifth Marines, First MarDiv (Reinforced), in action against enemy aggressor forces at Seoul, Korea, 26 September 1950.</p> <p>KOREA</p>
	<p>1STLT BALDOMERO LOPEZ For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a Rifle Platoon Commander of Company A, First Battalion, Fifth Marines, First Marine Division (Reinforced), in action against enemy aggressors at the Inchon invasion, Korea, 15 September 1950.</p> <p>KOREA</p>		<p>PFC JAMES ANDERSON, JR. For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as a rifleman, Second Platoon, Company F, Second Battalion, Third Marines, Third Marine Division, in Vietnam, 28 February 1967.</p> <p>KOREA</p>
	<p>2NDLT JOHN P. BOBO For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Weapons Platoon Commander, Company I, Third Battalion, Ninth Marines, Third Marine Division, in Quang Tri Province, Republic of Vietnam, 30 March 1967.</p> <p>VIETNAM</p>		<p>PFC DEWAYNE T. WILLIAMS For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as a Rifleman with the First Platoon, Co H, Second Battalion, First Marines, First MarDiv in action against communist insurgent forces in the Quang Nam Province, Republic of Vietnam.</p> <p>VIETNAM</p>
	<p>LCPL ROY M. WHEAT Corporal Wheat and two other Marines were assigned the mission of providing security for a Navy construction battalion crane and crew operating along Liberty Road in the vicinity of the Dien Ban District, Quang Nam Province.</p> <p>VIETNAM</p>		<p>MAJ STEPHEN W. PLESS For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving as a helicopter gunship pilot attached to Marine Observation Squadron Six in action against enemy forces near Quang Ngai, Republic of Vietnam, on 19 August 1967.</p> <p>VIETNAM</p>

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TABLE II: MPF & MCPN-N EQUIPMENT AND SUPPLIES

This table provides a listing of the major equipment and supplies prepositioned aboard the MPF ships and in Norway.

ITEM	TAMCN	EA MPSPRON	MCPN-N*	TOTAL PREPO
COMBAT SYSTEMS				
ARMORED HMMWV	D1159	63	48	237
M198-HOWITZER	E0665	30	18	108
AAV-C7 (RAM/RS)	E0796	9	-	27
AAV-P7 (RAM/RS)	E0846	96	-	288
AAV-R7 (RAM/RS)	E0856	4	-	12
HMMWV TOW CARRIER	D1125	48	24	168
LAV-AT	E0942	4	-	12
LAV-C2	E0946	1	-	3
LAV-25	E0947	14	-	42
LAV-LOG	E0948	3	-	9
LAV-MORTAR	E0949	2	-	6
LAV RECOVERY	E0950	1	-	3
TANK RECOVERY (HERCULES)	E1378	7	-	21
TANK M1A1	E1888	58	-	174
MOBILE COMMUNICATIONS				
RADIO SET, AN/MRC-138	A1935	60	0	180
RADIO SET, AN/MRC-142	A1955	21	0	63
RADIO SET, AN/MRC-145	A1957	65	0	195
RADIO SET, AN/VRC-88D	A2074	92	0	276
RADIO SET, AN/VRC-89D	A2075	10	0	30
RADIO SET, AN/VRC-91D	A2077	20	0	60
RADIO SET, AN/VRC-92D	A2078	10	0	30
RADIO SET, AN/VRC-88A	A2167	200	0	600
RADIO SET, AN/VRC-90	A2169	46	0	138
RADIO SET, AN/TRC-170(V)	A2179	8	0	24
MATERIAL HANDLING EQUIPMENT				
RTCH	B0391	14	3	45
CRANE 25 TON	B0443	8	5	29
CRANE 7 1/2 TON	B0446	12	18	54
FORK LIFT 10K (EBFL)	B2561	46	47	185
FORK LIFT 5K (RTFL)	B2566	24	37	109
FORK LIFT 10K (TRAM)	B2567	37	37	148
MOBILE ELECTRICAL POWER				
FLOOD LIGHT/ WITH B0891 GENERATOR	B0635	47	25	166
GENERATOR 3 KW	B0730	106	90	408
GENERATOR 10 KW (STAND ALONE)	B0891	28	38	122
GENERATOR 10 KW (400 HZ)	B0921	3	2	11
GENERATOR 30 KW	B0953	69	67	274
GENERATOR 60 KW (400 HZ)	B1016	5	6	21
GENERATOR 60 KW	B1021	29	45	132
GENERATOR 100KW	B1045	16	20	68
EARTH MOVING EQUIPMENT				
EXCAVATOR, COMBAT	B0589	6	0	18
EXCAVATOR HYDRO	B0591	1	1	4
ROAD GRADER	B1082	6	8	26
SCRAPPER	B1922	4	0	12
BULLDOZER 1150	B2460	12	9	45
BULLDOZER D7G	B2462	17	6	57
LOADER SCOOP	B2464	5	9	24
BACKHOE LOADER	B2483	6	8	26
MTVR DUMP TRUCK	D1073	45	30	165
BULK FUEL AND WATER STORAGE/MOVEMENT ASSETS				
500 GAL FUEL PODS	B0570	56	56	224
TAFDS	B0675	5	10	25
FORWARD AREA WATER SUPPLY SYS	B0676	7	0	21
AAFS	B0685	4 (Note1)	8	21
HERS	B1135	6	9	27
SIXCONS (FUEL)	B2085	48	44	188
SIXCONS (WATER)	B2086	215	10	655

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ITEM	TAMCN	EA MPSRON	MCPP-N*	TOTAL PREPO
TANK 50K GAL (WATER)	B2631	18	0	54
TANK 20K GAL (WATER)	B2632	16	0	48
WATER TANK 3K GAL (WATER)	B2130	192	93	669
ROWPU	B2604	20	14	74
AVIATION REFUELER CAPABILITY (ARC)	D0210	14	-	42
970 REFUELER	D0215	12	20	56
WATER TRAILER	D0880	110	87	417
MOBILE FIREFIGHTING CAPABILITY				
COMPRESSED AIR FOAM MOBILE	B0625	6	4	22
FIRE SUPPRESSION SYSTEM, MOBILE	B0626	1	-	3
TRK FIREFIGHTING, AIRCRAFT	D1064	8	8	32
MOTOR TRANSPORT				
MTVR CARGO (7 1/4 TON)	D0198	319	147	1,104
LVS POWER UNIT	D0209	109	58	385
LOWBOY SEMI-TRLR	D0235	15	12	57
TRAILER CARGO 105	D0860	198	49	643
LVS-MK 14 CONTAINER	D0876	53	35	194
LVS-MK 15 WRECKER	D0877	4	2	14
LVS-MK 16 5TH WHEEL	D0878	15	12	57
LVS-MK 17 CRANE	D0879	17	0	51
LVS-MK 18 SELF LOADER	D0881	20	20	80
MTVR LONG BED	D1062	53	53	212
HMMVV-A2	D1158	473	463	1,882
TRK AMBUL 4 LITTER	D1001	29	0	87
TRK AMBUL 2 LITTER	D1002	17	6	57
TRACTOR TRAILER 5T	D1134	13	22	61
MTVR WRECKER	D1213	22	22	88
NUCLEAR BIOLOGICAL CHEMICAL				
LTWT DECON SYSTEM	B1291	49	15	162
APRON PROTECTIVE	C2010	196	415	1,003
M291 DECON KIT (U/I is Box=20 per)	C2075	868	0	2,604
DECON SYS	C2083	5,502	2604	19,110
M256 DEC KIT	C2101	360	0	1080
CHEMICAL OVERBOOTS	C2130	14,511	0	43,533
CHEMICAL GLOVES	C2150	14,511	0	43,533
JLIST NBC SUITS (WOODLAND/DESERT)	C2305/6/7/8	14,511	-	43,533
WATER TEST KIT	C2375	67	153	354
DS2 50# DRUM	K4267	444	384	1,716
SUPPLIES				
MRES (CASES)/MEALS, COLD WEATHER (MCW)	S0030	72,960	7,500	226,380
TENT CMD POST (DESERT/CAMO)	C3411/12	152	152	608
GP TENT SYS, GP MODULAR	C3413	600	910	2,710
LIGHTWEIGHT MAINT ENCLOSURE (LME)	C6415	142	-	426
COT FOLDING	K4236	1,400	9482	13,682
LUMBER 1x4 (Board Feet (BF))	J3090	1,408	-	4,224
LUMBER 10x10 (BF)	J3090	1,600	-	4,800
LUMBER 2x4 (BF)	J3090	12,266	-	36,798
LUMBER 2x6 (BF)	J3090	10,480	-	31,440
LUMBER 2x12 (BF)	J3090	2,976	-	8,928
LUMBER 3x12 (BF)	J3090	119,874	-	359,622
LUMBER 4x4 (BF)	J3090	16,340	-	49,020
PLYWOOD 3/8" (Sheets)	J3090	100	-	300
PLYWOOD 1/2" (Sheets)	J3090	1,068	-	3,204
PLYWOOD 3/4" (Sheets)	J3090	260	-	780
PLYWOOD 1/4" (Sheets)	J3090	216	-	648
PLYWOOD 5/8" (Sheets)	J3090	300	-	900

*MCPN-N PO under review and will be tailored in FY05. Numbers reflect PO approved in NAVMC 2926, dated 31 May 2001.

Note 1: MPSRON-3 has a qty of 5 due to 6-ship squadron.

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TABLE III: MPF CAPABILITY SETS

Much of the equipment and supplies loaded aboard the MPS have been grouped together in the same ISO container or a series of ISO containers to create complete capabilities (ie., all the fuel or water storage equipment co-located) and loaded in such a manner (e.g. the Weather Deck or right below the Hatch Square) so that they can be quickly accessed during offloads. These capability sets vary according to their function, but contain necessary items that the arrival and assembly forces or advance parties need in the early stages of operations to facilitate the arrival and assembly of the MPF MEB. The containers are appropriately marked for quick identification.

The following capability sets are loaded aboard the 2 MPS in each MPSRON with MEU equipment sets and designated primary and alternate swing ship:

➤ Class IX (Repair Parts)	➤ Food Set
➤ Water Set ¹	➤ Security Set
➤ Habitability Set	➤ Medical Set
➤ Fuel Set ²	➤ Navy Cargo Handling Set
➤ Electrical/Power Distribution Set	➤ NSE Equipment Set
<i>A detailed explanation of each capability set is outlined in TM 4790-14/2.</i>	

¹ Water Capability Sets are on all MPS except the MPF (E) and MV Anderson.

² Fuel Capability Sets are on all MPS except the MPF (E).

	MPS-1	MPS-2	MPS-3
AMSEA: Primary MEU Equipment Set	 MV BOBO	 MV BUTTON	 MV LUMMUS
WATERMAN: Alternate MEU Equipment Set	 SS OBREGON	 SS KOCAK	 SS PLESS

MEU Slice Spread For MPSRONS.

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Core Capability Sets																						
Ship/Ship Class	Flag/Alt Flag Configured	MEU Equipment Set	Class IX Block	Expeditionary Airfield Set	NMCCB Core Module	NMCCB Heavy Module	NMCCB Basic Module	Navy Fleet Hospital Set	RRDF Set	Water Set	Habitability Set	Fuel Set (AAFS)	Fuel Set (TAFDS)	Fuel Set (ERS)	Fuel Set (HERS)	Electrical/Power Set	Food Set	Security Set	Medical Set	NAVCHARGU Set	NBG Module	
MPSRON-1																						
<i>OBREGON (W)</i>	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>BOBO (A)</i>	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>BAUGH (M)</i>					X	X				X		X	X	X	X							
<i>WILLIAMS (A)</i>				X	X					X		X	X	X	X							
<i>WHEAT (U)</i>					X	X		X	X													
MPSRON-2																						
<i>KOCAK (W)</i>		X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>BUTTON (A)</i>	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>PHILLIPS (M)</i>	X				X	X				X		X	X	X	X							
<i>LOPEZ (A)</i>				X	X					X		X	X	X	X							
<i>STOCKHAM (U)</i>					X	X		X	X													
MPSRON-3																						
<i>PLESS (W)</i>		X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>LUMMUS (A)</i>	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X
<i>HAUGE (M)</i>	X				X	X				X		X	X	X	X							
<i>ANDERSON (M)</i>					X							X	X	X	X							
<i>BONNYMAN (M)</i>										X		X	X	X	X							
<i>MARTIN (U)</i>				X	X	X		X	X													

Legend: **W**-WATERMAN Class Ship, **A**-AMSEA Class Ship, **M**-MAERSK Class Ship, **U**-United States Navy Ship (USNS), **X**-Capability resident on designated MPS

TABLE IV: GLOBAL COVERAGE TIMELINES

MPF DEPLOYABILITY BY SEA: SAILING TIMES (DAYS)			
DESTINATION	MPSRON 1 Mediterranean	MPSRON 2 Diego Garcia	MPSRON 3 Guam-Saipan
YUGOSLAVIA	6	18 (via Suez)	33 (via Suez)
AL JUBAIL	20 (via Suez)	10	23
KOREA, Pusan	36 (via Suez)	18	6
S. AMERICA (West Coast)	22 (via Panama)	38	31
AUSTRALIA (North Coast)	33 (via Suez)	13	8
NORWAY	8	29 (via Suez)	44 (via Suez)

➤ All sailing times computed using an economic speed of 12 kts.
 ➤ All Suez transits include a day for transiting the canal.
 ➤ All of the above are estimates; actual sailing time may vary based on different ship classes, weather, chokepoint transits, etc.

Transit Time for MCPP-N Equipment/Supplies by Rail from Norway	
Destination	Railway Transit Time (Days)
Kazakhstan	24
Romania or Bulgaria	5-6
Brandisi, Italy	6-7
Rota, Spain	6-7
General Information on Rail Transportation from Norway	
<ul style="list-style-type: none"> • The rail system provides rapid response in the continent of Europe within 6 days • The rail system has numerous rail heads • Many of the rail heads/stations in the rail system are co-located with air and port facilities • The rail system extends to Kazakhstan, Uzbekistan, Turkmenistan, Tajikistan, and Kyrgyzstan Region • The clearance for shipments on the European rail system is enhanced due to NATO 	

Transit Time for MCPP-N Equipment/Supplies by Sea from Trondheim, Norway			
Destination	Type of Ship	Speed (Knots/Hr)	Sailing Time (Days)
Kuwait ¹	LMSR	19	19
	HSV	33	12
Pusan, Korea ²	LMSR	19	29
	HSV	33	17
Subic Bay, Philippines	LMSR	19	26
	HSV	33	16
Liberia	LMSR	19	9
	HSV	33	5
Caracas, Venezuela	LMSR	19	11
	HSV	33	6
Lima, Peru	LMSR	19	17
	HSV	33	9

¹Transit Time by Sea from CONUS (East Coast) to Kuwait is approximately 22 days
²Transit Time by Sea from CONUS (West Coast) to Korea is approximately 12.2 days

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TABLE V: MPF STRATEGIC AIRLIFT SORTIES

The MPF MEB will require strategic airlift to fly in the remaining equipment sets and capabilities needed to support the Combatant Commanders' mission requirements. The strategic lift numbers provided below support a notional MPF MEB force structure (MCBUL 3501 and MPF MEB equipment outlined in the NAVMC 2907). Actual requirements depend on execution timeline and strategic sealift available to support the overall deployment timeline.

Airlift Requirement¹	C-5	C-17	CRAF²	Total
Marine Air-Ground Task Force (MAGTF) Elements				
CE	2	40	2	44
GCE	4	54	13	71
CSSE	2	63	7	72
ACE	2	87	15	104 ³
NMCB	1	5	2	8
Advanced Parties	0	5	2	7
TOTALS	11	257	41	309
Naval Forces Supporting MPF Operations				
NSF	3	14	6 ⁴	23
Advanced Parties		1		
TOTALS	14	272	47	332
¹ Strategic airlift supports the notional FIE requirements of an MPF MEB assigned to one MPSTRON. ² Aircraft requirements based on Boeing 747 passenger configuration. The destination airfield must have at least a 7,000 ft runway to accommodate Civil Reserve Air fleet aircraft. ³ The airlift requirement includes the movement of rotary wing aircraft, which normally do not self-deploy. ⁴ Includes Naval Fleet Hospital, a COCOM asset.				

The FIE delivers the personnel and equipment and supplies that cannot be prepositioned (ie. Critical Low Density, Calibration, Shelf life, etc). The FIE arrives at an airfield near the port or beach where the MPF ships are being offloaded and the personnel, equipment, and supplies of the FIE are "married-up" with the equipment and supplies being offloaded from the MPF ships. The airlift requirements are then tailored once the mission analysis is completed and operational requirements are determined. The entire air movement plan is consolidated by the MEB and coordinated with the supported Combatant Commander, Joint Force Commander, and Air Mobility Commander as required.

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TABLE VI: SPONSOR MATRIX

PREPOSITIONING PROGRAM SPONSORS				MPF				MCPP-N		
				POWG	BUDGET	EXERCISES	PRGM REV	TAILORING	MPF-F	EXCOM
Sponsor	Code	Role	Focus	Attendees						
MARINE CORPS Program Sponsorship										
HEADQUARTERS										
CMC (P)	POE-60	Program Manager	Ops Prepo Policy, POWG, Prgm Review	•	•	•	•	•	•	•
CMC (L)	LPO-2	Resource Sponsor	Budget PM/ Log Policy for Prepo/Attainment/Readiness/Tailoring	•	•	•	•	•	•	•
	LPV	Future Developments	MPF Future Log Ops Dev					•		
CMC (A)	ASL	Aviation Logistics	T/M/S for MPS	•	•	•	•	•	•	
CMC (P&R)	RFO/RPD	Program Funding	POM/Execution/Resource Distri		•			•		
Oslo, Norway	ODC	USMC Liaison	In-Country Liaison/ Coordination						•	
SUPPORTING ESTABLISHMENTS										
MCCDC	TFS	Force Integration	LMS Update	•				•		•
	AAO IPT	AO Requirements	Equipment Fielding Adjustments				•			
	EFDC	MPF-F	MPF Requirements/Transition					•		
MCSC	GTES/DDA	Class II/VII Fielding PM for Class V(W)	Life Cycle Management (Integrate Equipment Fielding Plan for MMC)					•	•	
LOGCOM	SCMC	Supply Chain Mgmt	Equipment Scheduling/Attainment	•				•		•
	BICMD	EA for LOGCOM for Prepo Attainment and Readiness	MPF Maint Cycle/MCPN	•	•	•	•	•	•	•
Norway	MEB Section	Storage/Readiness	Equipment Readiness and Distribution						•	•
OPERATING FORCES										
MARFOR	G-3/5	Ops/Plans	OPLANS, CONPLANS		•	•	•	•		•
	G-4/Comptr	Log Ops/Budget	Logistics Plans/Budget	•	•	•	•	•	•	
MEF	G-3	Exercises/Plans	Exercises, RSO&I		•	•	•			•
	G-4/ Comptr	Log Ops	Exercises/RAC Tm/ Budget	•	•	•	•		•	
	ALD	Aviation Logistics	AGSE		•	•	•			•
	MEB	Equipment Employment	Determine Equip Distribution and Arrival & Assembly Plan	•	•	•	•			•

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NAVY Program Sponsorship									
HEADQUARTERS									
CNO	N4/N42	Resource Sponsor	POM/Budget/Strategic Sealift	•	•	•	•	•	•
	N7/N753	Program Sponsor	NSE PM/Resource Sponsor	•	•	•	•	•	•
	N931	Medical Sponsor	NFH PM/Resource Sponsor	•	•	•	•	•	•
MSC	PM3	MPS Operations	MPS Logistics, Operations, Readiness	•	•	•	•	•	•
NWDC	Sealift	Doctrine	Doctrine Development	•	•	•	•	•	•
SYSCOMS									
NAVAIR	PMA	PM for Aviation Equip	IMRL Manager/ Resource Sponsor	•	•	•	•	•	•
NAVFAC	SRL	PM for NMCB/NSE	Navy TOA execution Life Cycle Management	•	•	•	•	•	•
NCBC PH	N3/5 N4	NCF Logistics	NMCB TOA Management	•	•	•	•	•	•
NSE	BICMD	Navy Rep to BICMD	Navy MMC Oversight	•	•	•	•	•	•
Fleet Hospital	FHSO	Hosp. Logistic Spt	Fleet Hospital Provider	•	•	•	•	•	•
OPERATING FORCES									
CPG/NBG	N00/N3/5	Ops/Plans/Exercises	NSE	•	•	•	•	•	•
1NCB-Seabees	N35	TYCOM Ops/Plans	POC for NMCBs	•	•	•	•	•	•
NAVCHAP	CO/Ops	Cargo Handlers	All Shipboard Crane Ops	•	•	•	•	•	•
NCW	N757/OPs	Coastal Warfare	Seaward Force Protection	•	•	•	•	•	•

POINTS OF CONTACT

USMC	USN
PROGRAM SPONSOR HQMC PP&O (POE-60) PENTAGON, WASHINGTON, D.C. (703) 692-4299/4317/4318	PROGRAM SPONSOR EXPEDITIONARY WARFARE DIV OPNAV N753 PENTAGON, WASHINGTON, D.C. (703) 693-9583
LOG RESOURCE SPONSOR HQMC I&L (LPO-2) NAVY ANNEX, WASHINGTON, D.C. (703) 695-9012	STRATEGIC LIFT RESOURCE SPONSOR OPNAV N4 (N422) CRYSTAL CITY, WASHINGTON, D.C. (703) 602-1747
AVN SPONSOR HQMC AVN (ASL-34) PENTAGON, WASHINGTON, D.C. (703) 693-9798	AVN SUPPORT EQUIPMENT SPONSOR NAVAIRSYSCOM PMA-260 (301) 757-6856
WEAPON SYSTEMS SPONSOR MARCORSYSCOM QUANTICO, VA. (703) 784-3775	NSE/LIGHTERAGE EQUIPMENT NAVAL FACILITIES ENG CMD NAVY YARD, WASHINGTON, D.C. (202) 685-9275
LOGISTICS SUPPORT SPONSOR LOGISTICS COMMAND OPERATIONS OFFICE ALBANY, GA. (229) 639-5004	NFH PROGRAM SPONSOR OPNAV N9 (N931) (703) 601-1715
BLOUNT ISLAND COMMAND OPERATIONS DIVISION JACKSONVILLE, FL Ops: (904) 696-5039 Log: (904) 696-5001 MCPN-N: (904) 696-5008	MPF SHIPS MILITARY SEALIFT CMD (PM-3) NAVY YARD, WASHINGTON, D.C. (202) 685-5529/5081 NMCB SPONSOR FIRST NAVAL CONSTRUCTION DIVISION VIRGINIA BEACH, VA (757) 462-8225

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TABLE VII: CONFERENCES AND REFERENCE PUBLICATIONS

MPF		
Conference Title	Frequency	Purpose
Program Review	Annually	Review General Program Issues.
Tailoring	Annually	Tailor the Prepositioning Objective (PO) for a specific MEF and MPSTRON
Budget/Exercise	Annually	Set the annual budget for MPF and plan Exercises
Program Oversight Working Group (POWG)	Quarterly	Members of the MPF POWG (DC, PP&O; DC, I&L; N75; N42) or their agents meet to resolve outstanding issues of the MPF Program

REFERENCES	
OPNAVINST 3000.18	MPF Program
MCO P3000.17_	Maritime Prepositioning Force (MPF) Planning and Policy Manual
NAVMC 2907	Maritime Prepositioning Force (MPF) Prepositioning Objective (PO)
MCBUL 3501	Force List for MPF MEB
MCWP 3-32	Maritime Prepositioning Force (MPF) Operations
TM 4790-14/2_	Logistics Support for Maritime Prepositioning Ships (MPS) Program Maintenance and Material Management

MCPN-N		
Conference Title	Frequency	Purpose
Executive Committee (EXCOM)	Semi Annually	Review General Program Issues. Locations alternate between Norway and U.S.
Prepositioning Equipment Management Group (PEMG) and Deployment/Employment Prepositioning Group (DEPG)	Semi Annually	Program working groups to review Prepositioned Equipment, Operational, and Deployment considerations

REFERENCES	
NAVMC 2926	Norway Air-Landed Marine Expeditionary Brigade (NALMEB) Prepositioning Objective (PO)
MCBUL 3502	Force List for Norway Air-Landed MEB
TM 4790-14/1_	Logistics Support for the Norway Air-Landed Marine Expeditionary Brigade (NALMEB) Geo-Prepositioning System
Terms of Reference (TOR)	Government of US agreement with Government of Norway
Prepositioning Arrangement (PA)	USEUCOM agreement with Ministry of Defense (MOD) Norway

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TABLE VIII: ACRONYMS AND ABBREVIATIONS

AAA	Arrival and Assembly Area	BPT	Beach Party Team
ABLTS	Amphibious Bulk Liquid Transfer System	BSA	Beach Support Area
AACG	Arrival Airfield Control Group	BSSG	Brigade Service Support Group
AAFS	Amphibious Assault Fuel System	BUMED	Bureau of Medicine
AAOE	Arrival and Assembly Operations Element	C2	Command and Control
AAOG	Arrival and Assembly Operations Group	C4I	C2, Communications, Computers, and Intelligence
AAV	Amphibious Assault Vehicle	C4ISR	C4I Surveillance and Reconnaissance
ACB	Amphibious Construction Battalion	CAEMS	Computer-Aided Embarkation Management System
ACE	Aviation Combat Element	CALM	Computer-Assisted Load Manifest
ACO	Airfield Coordination Officer	CATF	Commander, Amphibious Task Force
ACU	Assault Craft Unit	CD	Counter Drug
ADAL	Authorized Dental Allowance List	CE	Command Element
ADCON	Administrative Control	CESE	Civil Engineering Support Equipment
AE	Assault Echelon	CFR	Code of Federal Regulations
AFOE	Assault Follow-On Echelon	CIC	Combat Information Center
AGSE	Aviation Ground Support Equipment	CIS	Care In Stores
AIS	Automated Information Systems	CLD	Critical Low-Density
ALD	Aviation Logistics Department; Available To Load Date	CLF	Combat Logistics Force
ALE	Airlift Liaison Element	CLZ	Cushion Landing Zone
AM-2	Airfield Matting	CM	Consequence Management
AMAL	Authorized Medical Allowance List	CMC	Commandant of the Marine Corps
AMC	Air Mobility Command	CMPF	Commander, Maritime Prepositioning Force
AMSEA	American Overseas Marine Corporation	CMR	Consolidated Memorandum Receipt
AO	Area of Operation	CMS	Communications Security Material System
AoA	Analysis of Alternatives	COA	Course of Action
AOC	Airlift Operations Center	COCOM	Combatant Commander
AOG	Airfield Operation Group	COE	Concept of Employment
AOR	Area of Responsibility	COMPSRON	Commander, MPS Squadron
APA	Army Prepositioned Afloat	CONPLAN	Contingency Plan
APF	Army Prepositioned Force	CONUS	Continental United States
APOD	Aerial Port of Debarkation	COS	Causeway Offshore Section
APOE	Aerial Port of Embarkation	COT	Container Operations Terminal
ARC	Aviation Refueler Capability	CRAF	Civil Reserve Air Fleet
ARG	Amphibious Ready Group	CSG	Carrier Strike Group
ASE	Aviation Support Equipment	CSNP	Causeway Section, Non-Powered
ASL	Aviation Support and Logistics	CSNP(BE)	Causeway Section, Non-Powered Beach End
ASO	Air Security Officer	CSNP(I)	Causeway Section, Non-Powered Intermediate
ASOC	Air Security Operations Center	CSP	Causeway Section, Powered
ASP	Ammunition Supply Point	CSS	Combat Service Support
ATF	Amphibious Task Force	CSSA	Combat Service Support Area
ATLASS	Asset Tracking For Logistics and Supply System	CSSD	Combat Service Support Detachment
BA	Basic Allowance	CSSE	Combat Service Support Element
BBL	Barrel (42 US gallons)	CUSP	Common User Service Pool
BICMD	Blount Island Command	DACG	Departure Airfield Control Group
BMU	Beachmaster Unit		
BOG	Beach Operations Group		
BOSG	Base Operations Support Group		
BPG	Beach Party Group		

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DCD	Data Collection Device	F/W	Fixed-Wing Aircraft
DCO	Debark Control Officer	GBL	Government Bill Of Lading
DCU	Debark Control Unit	GCCS	Global Command and Control System
DEPG	Deployment/Employment Prepositioning Group	GCE	Ground Combat Element
DMLSS	Defense Medical Logistics Support System	GDSS	Global Decision Support System
DMS	Defense Message System	HA/DR	Humanitarian Assistance/Disaster Relief
DoD	Department of Defense	HAZMAT	Hazardous Material
DODIC	Department of Defense Identification Code	HDCU	Harbor Defense Command Unit
DOS	Days of Supply or Days of Sustainment	HERS	Helicopter Expeditionary Refueling System
DRMO	Defense Reutilization and Marketing Office	HET	Heavy Equipment Transporter
DTS	Defense Transportation System	HMMWV	High Mobility, Multi-Purpose Wheeled Vehicle
EAD	Earliest Arrival Date	HN	Host Nation
EAF	Expeditionary Airfield	HNS	Host Nation Support
EBFL	Extended Boom Forklift	HNSA	Host Nation Support Agreement
ECE	Executive Coordination Element	HSV	High Speed Vessel
ECG	Executive Coordination Group	HW	Hazardous Waste
ECO	Embarkation Control Office	IBU	Inshore Boat Unit
ECT	Embarkation Control Team	ICODES	Integrated Computerized Deployment System
EDL	Equipment Density List	IMA	Intermediate Maintenance Activity
EEL	Essential Elements of Information	ISO	International Organization for Standardization
E/L	Equipment List	JTF	Joint Task Force
EMCC	Enroute Movement Control Center	LARC-V	Lighter, Amphibious Resupply Cargo
EOD	Explosive Ordnance Disposal	LAV	Light Armored Vehicle
ERP	Equipment Reception Point	LCM-8	Landing Craft, Mechanized
ERS	Expeditionary Refueling System	LME	Lightweight Maintenance Enclosure
E/S	Equipment and Supplies	LMSR	Large, Medium Speed RO/RO
E-Ship	Enhancement Ship	LO/LO	Lift-on/Lift-off
ESG	Expeditionary Strike Group	LSO	Landward Security Officer
ESQD	Explosive Safety Quantity Distance	LVS	Logistics Vehicle System (USMC)
EWTG	Expeditionary Warfare Training Group	MAGTF	Marine Air-Ground Task Force
EXCOM	Executive Committee	MAB	Marine Amphibious Brigade
FAD	Force Activity Designator	MAG	Marine Air Group
FAP	Fleet Assistance Program	MALS	Marine Aviation Logistics Squadron
FAST	Fleet Antiterrorism Security Team	MARCORLOGCOM	Marine Corps Logistics Command
FDP&E	Force Deployment Planning and Execution	MAW	Marine Aircraft Wing
FF	Flight Ferry	MCAS	Marine Corps Air Station
FH	Fleet Hospital	MCMC	Marine Corps Maintenance Contractor
FID	Foreign Internal Defense	MCPP-N	Marine Corps Prepositioning Program – Norway
FIE	Fly-In Echelon	MCW	Meals, Cold Weather
FISP	Fly-In Support Package	MEB	Marine Expeditionary Brigade
F/L	Force List	MEF	Marine Expeditionary Force
FM	Force Module	MEU	Marine Expeditionary Unit
FMCC	Force Movement Control Center	MF	Mobile Facilities
FOB	Forward Operating Base	MHE	Material Handling Equipment
FOS	Follow-On Sustainment	MMC	MPF Maintenance Cycle
FOSAMS	Fleet Optical Scanning Ammunitions Tracking System	MNS	Mission Needs Statement
FPO	Force Protection Officer	MPE/S	MPF Equipment and Supplies
FPOC	Force Protection Operations Center		
FSSG	Force Service Support Group		

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MPF	Maritime Prepositioning Force	OPORD	Operation Order
MPF(E)	MPF (Enhanced)	OPP	Offload Preparation Party (MPF/NALMEB)
MPF(F)	MPF (Future)	OTH	Over the Horizon
MPS	Maritime Prepositioning Ship	PCO	Primary Control Officer
MPSRON	Maritime Prepositioning Ships Squadron	PCS	Primary Control Ship
MREs	Meals, Ready-to-Eat	PEI	Principle End Item
MROC	Marine Requirements Oversight Council	PEMG	Prepositioning Equipment Management Group
MSC	Military Sealift Command	PHIBCB	Amphibious Construction Battalion
MSSG	MEU Service Support Group	PHIBRON	Amphibious Squadron
MTMC	Military Traffic Management Command	PHIBGRU	Amphibious Group
MTVR	Medium Tactical Vehicle Replacement	PID	Plan Identification Number
MV	Motor Vessel	PIR	Priority Intelligence Requirements
MWSS	Marine Wing Support Squadron	PO	Prepositioning Objective
NALMEB	Norway Air-Landed Marine Expeditionary Brigade	POD	Port Of Debarkation
NAR	Notice of Ammunition Reclassification	POE	Port Of Embarkation
NAVAIDS	Navigational Aids	POG	Port Operations Group
NAVCHAPGRU	Navy Cargo Handling and Port Group	POL	Petroleum, Oil, and Lubricants
NAVFOR	Naval Forces	POW	Prisoner of War
NBC	Nuclear, Biological, and Chemical	POWG	Program Oversight Working Group
NBG	Naval Beach Group	PP&O	Plans, Policy & Operations
NCA	National Command Authority	PPE	Personal Protective Equipment
NCB	Naval Construction Brigade	PSU	Port Security Unit
NCC	Navy Component Command	PWR	Prepositioned War Reserve
NCF	Naval Construction Force	PWRM	Prepositioned War Reserve Material Quality of Life
NCHB	Navy Cargo Handling Battalion	RAC	Readiness Acceptance Check
NCHF	Navy Cargo Handling Force	RBE	Remain-Behind Equipment
NCR	Naval Construction Regiment	RDD	Required Delivery Date
NCW	Naval Coastal Warfare	RDJTF	Rapid Deployment Joint Task Force
NCWG	Naval Coastal Warfare Group	RFI	Ready For Issue
NEAT	Naval Embarked Advisory Team	RLST	Reconstitution Liaison Support Team
NEO	Non-Combatant Evacuation Operation	RLT	Regimental Landing Team
NEW	Net Explosive Weight	ROLMS	Retail Ordnance Logistics Management System
NFH	Naval Fleet Hospital	RO/RO	Roll-On/Roll-Off
NMCB	Naval Mobile Construction Battalion	ROS	Reduced Operational Status
NMS	National Military Strategy	ROWPU	Reverse Osmosis Water Purification Unit
NSE	Navy Support Element	RRDF	Roll-On/Roll-Off Discharge Facility
NTPF	Near Term Prepositioning Force	RRF	Ready Reserve Force
NTF	Naval Task Force	RFF	Request for Forces
OCE	Officer Conducting the Exercise	RSO&I	Reception, Staging, Onward Movement, And Integration
OCO	Offload Control Officer	RTCH	Rough Terrain Container Handler
OCU	Offload Control Unit	RTFL	Truck, Forklift, Rough Terrain
OIC	Officer In Charge	R/W	Rotary-Wing Aircraft
OIF	Operation Iraqi Freedom	SAR	Search and Rescue
OLS	Optical Landing Systems	SASSY	Supported Activities Supply Systems
OMFTS	Operational Maneuver from the Sea	SDACC	Self-Deploying Aircraft Control Center
OPCON	Operational Control	SDDC	Surface Deployment and Distribution Center
OPLAN	Operation Plan	SDTE	Swiftly Defeat the Enemy
OPNAV	Office of the Chief of Naval Operations		

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SE	Support Equipment	TAMCN	Table of Authorized Material Control Number
SINCGARS	Single-Channel Ground and Airborne Radio System	TAP	Training Allowance Pool
SL-3	Stock List 3 (component listing)	TAV	Total Asset Visibility
SLE	Sealift Liaison Element	T-AVB	Aviation Logistics Support Ship
SLOC	Sea Line of Communication	TCAIMS	Transportation Coordinator's Automated Information for Movement System
SLRP	Survey, Liaison, and Reconnaissance Party	T/E	Table of Equipment
SLWT	Side-Loadable Warping Tug	TERI	Table of Equipment Ready To Issue
SMO	Strategic Mobility Office(r)	TEU	Twenty Foot Equivalent Units
SMU	SASSY Management Unit	T/M/S	Type/Model/Series (Aviation)
SOA	Speed of Advance or Sustained Operations Ashore	T/O	Table of Organization
SOFA	Status-of-Forces Agreement	TPFDD	Time-Phased Force and Deployment Data
SOP	Standard Operating Procedure	TSB	Transportation Support Battalion
SOW	Statement of Work	TSC	Theater Security Cooperation
SPMAGTF	Special Purpose MAGTF	TYCOM	Type Commander
SPOD	Seaport of Debarkation	UAA	Unit Assembly Area
SPOE	Seaport of Embarkation	UIC	Unit Identification Code
SS	Sea State or Steamship	ULN	Unit Line Number
SSC	Small Scale Contingency	ULSS	User's Logistics Support Summary
SSO	Seaward Security Officer	UMCC	Unit Movement Control Center
SSOC	Seaward Security Operations Center	USMC	United States Marine Corps
STS	Ship-To-Shore	USNS	United States Naval Ship
T/A	Table of Allowance	USTRANSCOM	United States Transportation Command
TAA	Tactical Assembly Area	UTC	Unit Type Code
TAAT	Technical Assistance and Advisory Team	V(A)	Aviation Ammunition
TACON	Tactical Control	VBSS	Visit, Board, Search, and Seizure
TAFDS	Tactical Airfield Fuel Dispensing System	VFR	Visual Flight Rules
T-AH	Hospital Ship	V(W)	Ground Ammunition
T-AK	Vehicle Cargo Ship (MPS)	WD	Win Decisive
TALCE	Tanker Airlift Control Element	WHNS	Wartime Host Nation Support
		WPS	World Port System
		WRS	War Reserve System



MV BOBO In Dry Dock For Hull Repairs.

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