

HEADQUARTERS MARINE CORPS



PREPOSITIONING PROGRAMS HANDBOOK



2d Edition



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

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JANUARY 2009

FOREWORD

The Marine Corps' Maritime Prepositioning Force (MPF) and Marine Corps Prepositioning Program – Norway (MCPN) have been operationally invaluable in supporting our Nation's interests across the world. These two unique programs provide the essential elements needed to support and execute crisis response, global reach, and forward presence. The Marine Corps' Prepositioning Programs enable the rapid deployment of Marine Air Ground Task Forces (MAGTFs) and/or augment individual Marine units forward deployed. These forces are uniquely capable of strengthening alliances, securing strategic access, and defeating hostile adversaries. MPF and MCPN are keystones in the Marine Corps' capability for setting the conditions for national security. The prepositioning of equipment and supplies to support MAGTFs from Marine Expeditionary Unit (MEU), Marine Expeditionary Brigade (MEB), to Marine Expeditionary Force (MEF) level employment, enables Marine forces to fulfill their role and responsibility as our Nation's force in readiness. Our prepositioning programs will continue to enable operations across the Joint Operational continuum – including shaping, deterrence, seizing the initiative, domination, stabilization, and enabling of civilian authorities. When combined with the forces and their equipment arriving in the fly-in echelon (FIE), prepositioning programs provide forward deployed equipment and supplies needed to sustain a MEB-sized MAGTF for 30 days of operations; thus reducing total strategic lift requirements.

Operations Desert Shield/Desert Storm (Southwest Asia), Restore Hope (Somalia), and Iraqi Freedom have proven the value 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 time and strategic lift required to complete force closure of powerful and integrated warfighting capabilities for employment by Combatant Commanders. In turn, the successes and lessons learned from our past operations ultimately drive improvements for the future.

Information contained within this handbook provides an overview of our prepositioning programs. When equipment and supplies from the Marine Corps' prepositioning programs are 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.



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MARITIME PREPOSITIONING FORCE (MPF) PROGRAM

“Speed and prepositioning are the primary means of overcoming the Tyranny of Distance” USTRANSCOM

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 was signed by President Carter and 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 MV BAUGH 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

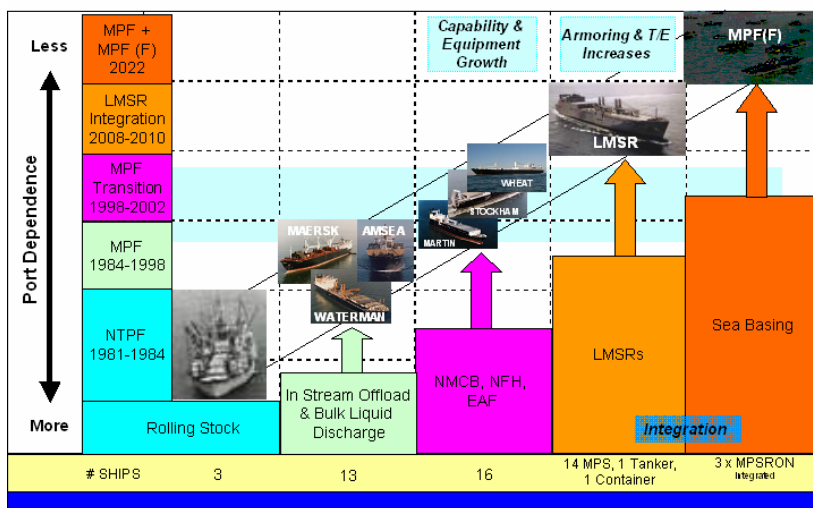
Note: Data provided as general ship capacity/capability. Actual numbers may vary and should be confirmed with the MPSRON Staff or MSC.

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 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, four MPS, reconstituted in Al Jubayl, supported Marines conducting peacekeeping and humanitarian assistance operations in Somalia during Operation Restore Hope (ORH). 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.

History and Growth



GROWTH OF MPF SUPPORTING INCREASED LIFT REQUIREMENTS

CAPABILITY GROWTH

In 1999, the first of three Enhancement ships (E-ships) was added to the original 13 vessels, 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	KEYSTONE	KEYSTONE	KEYSTONE
VESSEL NAME	USNS MARTIN	USNS STOCKHAM	USNS WHEAT
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 Maritime Prepositioning Force (Future) (MPF(F)) will function as an integral part of the

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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.

MPF Near-Term Recapitalization

The MPF program is currently in the process of integrating three large, medium-speed, roll-on/roll-off ships (LMSRs) into the MPF program. These three ships will replace the five Maersk ships which are reaching the end of their lease periods.



USNS SISLER

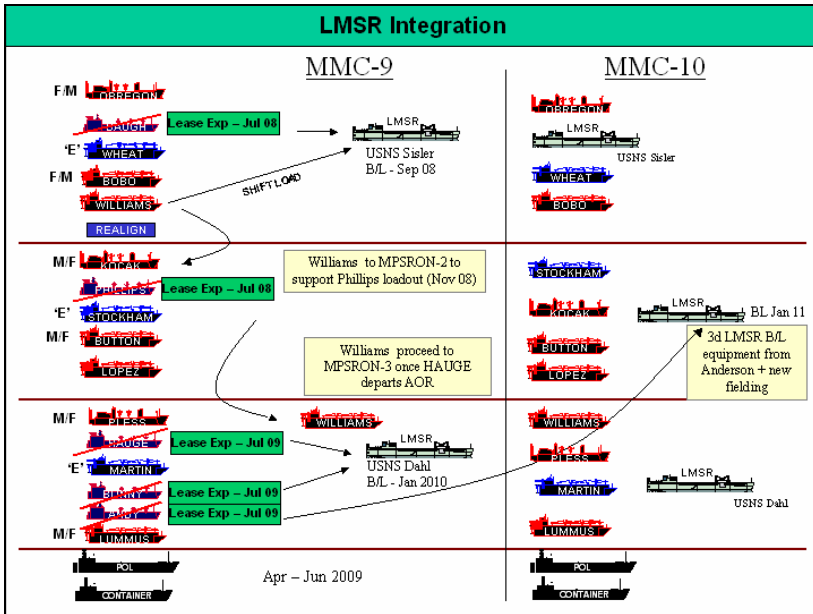
Recent operations in Iraq and Afghanistan have identified the requirement for combat systems that are heavier and larger than their predecessors. The LMSRs will provide significantly more capacity to accommodate the equipment growth. What's more, the LMSR's size, speed, and less restrictive embarkation space will provide the capability to conduct advanced MPF and seabasing exercises and experimentation.

In addition to the LMSRs, a container ship and tanker (T-AOT) will be integrated into the MPF. The primary cargo of the container ship will be ammunition and the primary cargo of the tanker will be Jet Fuel Propellant (JP) for use in tactical equipment and aircraft. Both will be considered "swing ships" and may be employed to support crises or contingencies in any Combatant Commander's (CCDR) Area of Responsibility (AOR). The remaining MPS currently under long term lease will be purchased in FY09 and FY10.

In summary, the near-term recapitalization will result in all MPS, with the exception of the container ship, being government owned, vice leased, yielding significant increases in equipment, containers, and sustainment

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capacities. The recapitalization plan will also result in cost savings for the program achieved through ownership efficiencies and efficiencies from operating ships that are more modern than the legacy MPS. Purchases of these ships will ensure continuing availability of ships with high military utility to Department of Defense (DoD). The container ship will continue to be chartered through MSC.



MPF(F)

Over the next two decades the MPF program will continue to transform. While MPF remains oriented to support major combat operations, the program will expand its flexibility to support emerging USMC and Navy concepts such as “The Long War,” “How We Fight,” and “Global Fleet Station.” The MAGTF will rely on assets from our global prepositioning capability to support security cooperation and lesser contingencies. To achieve these objectives, each MPSRON will integrate both legacy and future platforms to provide multiple combatant commanders with relevant capabilities in both permissive and anti-access environments.

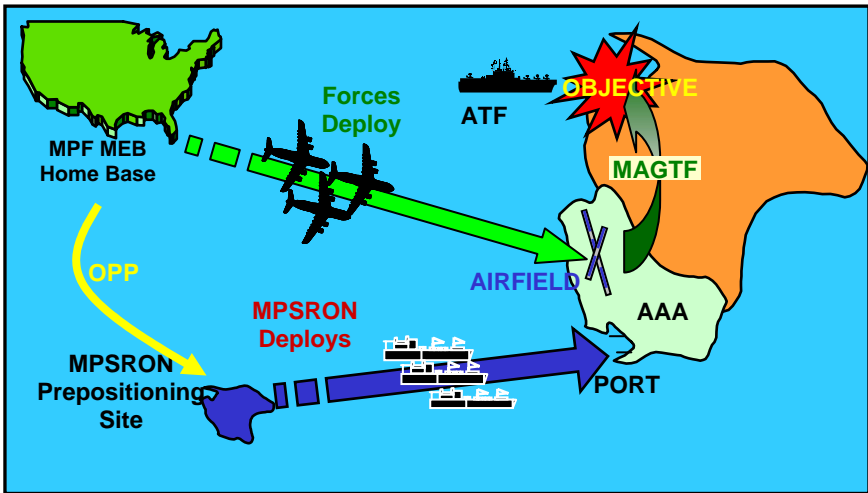
While the vision for MPF(F) integration is for a disaggregated capability it will maintain the ability to re-aggregate and reinforce the Assault Echelon (AE) during joint forcible entry operations.

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 and supplies 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 relatively secure location where it is distributed to MAGTF personnel. Once assembled, the force is considered ready for combat. In contrast, the MEF is combat loaded and prepared to execute forcible entry missions upon arrival in the objective area.

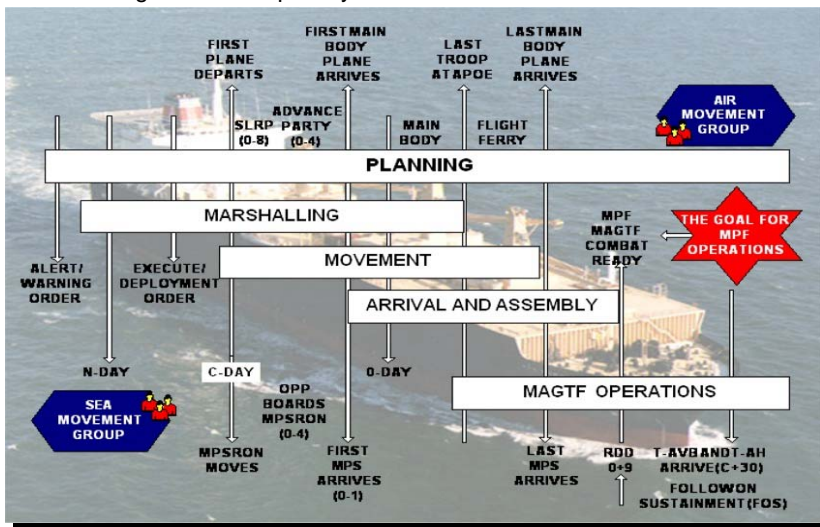


In-stream Offload Operations



Planning, Marshalling, Movement, Arrival & Assembly in order to conduct MAGTF Operations in the Objective Area

PHASES OF MPF OPERATIONS. Four overlapping phases occur during an MPF operation to employ and deploy an MPF MEB: Planning, Marshalling, Movement, and Arrival and Assembly. The fifth phase is Reconstitution. MAGTF operations are conducted following Arrival and Assembly while Reconstitution is doctrinally conducted upon the completion of combat operations or when enough equipment is returned to begin reconstituting the MPF capability.



PHASE I: PLANNING



Deliberate planning is conducted by Navy and Marine Corps operational, tactical, and supporting commands. The deliberate planning serves as the basis for crisis action planning, which is 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 MEU, the entire MPSRON supports a MEB, and all three MPSRONs support a 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 (AAA). 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: SLRP, OPP, Advance Parties, Mainbody, 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 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.

PHASE V: RECONSTITUTION

MPF reconstitution begins once the MAGTF operations end or the Marine Component and/or CDR determines it can begin without affecting 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 as demonstrated during ORH and OIF-II.



Tanks staged at Camp Fox

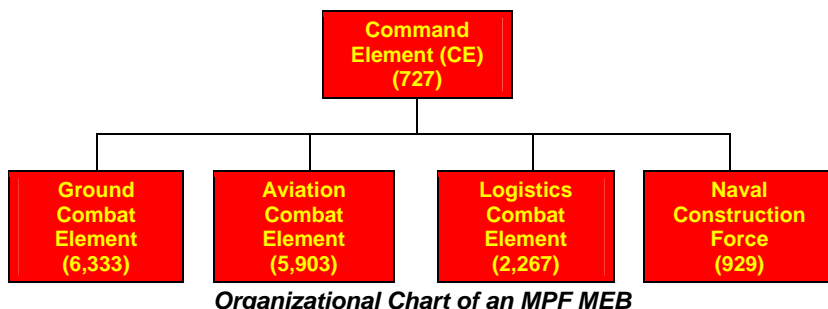


Port of Ash Shuaybah

Reconstitution in Kuwait 2003

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MARINE EXPEDITIONARY BRIGADE (MEB). The MPF MEB is over 16,000 Marines and Sailors strong, 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 components of the MPF MEB are described below. The MPF MEB Ground Combat Element (GCE) includes significant combat power consisting of tanks, artillery, amphibious assault vehicles, and light armored reconnaissance vehicles. The MPF MEB also contains a very robust Aviation Combat Element (ACE), Logistics Combat Element (LCE) and a Naval Construction Force (NCF).



MPF MEB COMPOSITION	
Components	Description
CE	Provided by the MEF headquarters. The deputy MEF commander is typically designated as the MEB commander.
GCE	Regimental Combat Team (RCT) composed of a regimental headquarters, three infantry battalions, an artillery battalion of five firing batteries, a tank battalion, two combat engineer companies, two amphibian assault companies, a light armored vehicle company, and reconnaissance units.
ACE	A composite Marine Aircraft Group (MAG) consisting of both Fixed Wing (FW)/ Rotary Wing (RW), and supporting units to provide all or part of the six functions of Marine Corps aviation based on the size and mission.
LCE	Combat Logistics Regiment (CLR), including direct support and general support battalions, task organized to provide the full range of tactical logistics functions necessary to accomplish the mission.
NCF	Naval Construction Regiment (NCR) Detachment and NMCB provide deliberate engineering support to the MAGTF, to include major horizontal and vertical construction, facilities repair, and other general engineering support. The NCF increases the strength and capability of the organization beyond a typical MEB.

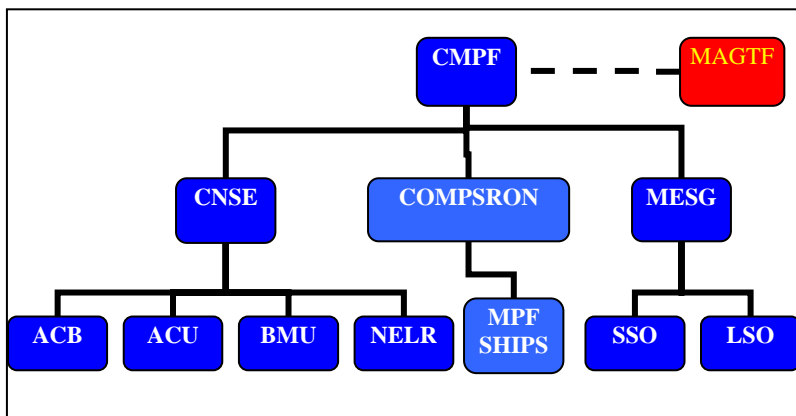
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MPF MEB FORCE LIST. A notional MPF MEB Force list is developed to determine baseline requirements for all classes of supply pre-positioned on MPF and in Norway.

<u>DET/UNIT</u>	<u>MARINE</u>		<u>NAVY</u>	
	<u>OFF</u>	<u>ENL</u>	<u>OFF</u>	<u>ENL</u>
COMMAND ELEMENT				
TOTAL CE	129	577	9	12
GROUND COMBAT ELEMENT				
DET, HEADQUARTERS BN	6	141	0	0
DET, RECON BN	4	85	0	10
HQTRS CO INFANTRY REGT	23	161	2	4
INFANTRY BNS (THREE)	138	2535	9	198
ARTILLERY BN (REIN)	65	892	5	19
DET, AMPHIBIOUS ASSAULT BN	20	616	0	18
DET, COMBAT ENGINEER BN	12	367	0	13
DET, LIGHT ARMORED RECON BN	5	151	0	5
TANK BN	49	748	2	30
TOTAL GCE	322	5696	18	297
AVIATION COMBAT ELEMENT				
HQ, ACE	42	153	4	5
DET, MARINE AIR CONTROL GRP	95	1065	1	14
DET, MARINE WING SPT GRP	66	1244	11	68
MAG (FW)	225	1341	11	26
MAG (RW)	237	1271	5	19
TOTAL ACE	665	5074	32	132
LOGISTICS COMBAT ELEMENT				
LCE HQ	22	54	2	4
DET FWD CLR	23	546	0	0
DS CLB, DS CLR	16	421	0	0
DET, MAINT BN, GS CLR	6	159	0	0
DET, SUP BN, GS CLR	6	203	1	15
DET, MED BN, GS CLR	0	28	57	157
DET, ENGR SPT BN	15	529	0	3
TOTAL LCE	88	1940	60	179
NAVAL CONSTRUCTION FORCE				
NMCB	0	1	25	787
NCR	1	85	29	1
TOTAL NCF	1	86	54	788
MPF MEB TOTAL 16,159:	1205	13373	173	1408

Reference: MCBul 3501 (Jun 2008)

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 CE 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). 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 sealift 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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Navy Support Element (NSE): The Naval Beach Group (NBG) Commander is normally designated Commander, NSE. The NSE supports MPF operations by providing the personnel and materiel that will facilitate the offload and backload 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); Navy Expeditionary Logistics Regiment (NAVEXPLOGREG); and Beachmaster Unit (BMU).



Seabees Supporting Beach Operations and Construction Projects

NAVY SUPPORT ELEMENT	
Organizations	Critical Enablers for the conduct of MPF Operations
ACB	<ul style="list-style-type: none"> Construct, operate, and maintain Navy Lighterage assets, such as causeway ferries, warping tugs, and Roll-on, Roll-off Discharge Facility (RRDF). Construct and operate a 850 man NSE camp for one MPSRON 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
ACU	<ul style="list-style-type: none"> Operate and maintain assault craft for ship-to-shore movement and offload of MPF ships
NAVEXPLOGREG	<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
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 an MPSRON:

- Crews to support the operation of 6 Landing Craft, Mechanized (LCM-8s)
- Crews to operate 4 to 5 Amphibious Bulk Liquid Transfer Systems (ABLTS)
- Crews to man 20 barge ferries (24 hr Ops)
- Hatch teams to conduct Lift-on/Lift-off (LO/LO) operations
- Crews to build and operate a 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 Roll-On/Roll-Off (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 in-stream operations

Maritime Expeditionary Security Group (MESG):

Personnel, materiel, and equipment from a MESG provides 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.



MESG Forces supporting MPF operations

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MARITIME PREPOSITIONING SHIPS (MPS). Once the near-term recapitalization is completed, the MPF program will consist of eight original MPS, three MPF(Enhanced), two Watson Class and a Bob Hope Class LMSR, a container ship, and a Petroleum, Oil, Lubricants (POL) tanker.

ORIGINAL MPS



USNS BOBO, LOPEZ, LUMMUS,
WILLIAMS, BUTTON



SS OBREGON,
USNS KOCAK,
PLESS

E-SHIPS



USNS WHEAT



USNS STOCKHAM



USNS MARTIN

LMSR(S)



USNS SISLER, DAHL



USNS SEAY

CONTAINER SHIP

Picture not
yet available

TANKER



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SQUADRON PROFILE ¹					
SQUADRON			MPSRON - 1	MPSRON - 2	MPSRON - 3
MIRROR IMAGE LOADS	PRI		USNS BOBO*	USNS BUTTON*	USNS LUMMUS*
	ALT-1		SS OBREGON*	USNS KOCOK	USNS PLESS
	ALT-2			USNS LOPEZ	USNS WILLIAMS
ENHANCEMENT SHIPS			USNS WHEAT	USNS STOCKHAM	USNS MARTIN
LMSR			USNS SISLER	USNS SEAY ²	USNS DAHL
LOCATION			Mediterranean Sea	Indian Ocean (Diego Garcia)	Pacific Ocean (Guam/Saipan)
RANGE ³	SQFT	MAX	846K sqft	1,036K sqft	989K sqft
		MIN	712K sqft	876K sqft	885K sqft
	TEU	MAX	2,656	3,332	3,075
		MIN	1,675	2,409	2,241
MOGAS ⁴			24K gal	24K gal	28K gal
JP-5 Storage			2.48M gal	4.17M gal	4.20M gal
WATER STORAGE			287.8K gal	450K gal	447K gal
WATER PRODUCTION			87K gal/day	116K gal/day	128K gal/day
RANGE			10-12K NM		
Swing Ships ⁵			Container-Ship (T-AK) & Fuel Tanker Ship (T-OA5)		

* Flagship = Communications configured to support the COMPSRON staff.

Note 1: Individual MPS data compiled from MSC and BICmd based on loads. This chart shows planned squadron profile at the completion of MMC-9. Data provided as general ship capacity/capability. Actual numbers may vary and should be confirmed with the MPSRON staff or MSC.

Note 2: USNS SEAY to be transferred to the MPF program during MMC-10. Sqft and TEU capacity not adjusted for INLS displacement.

Note 3: LMSRs contain dual use space for vehicles and TEU storage creating a range of capability. Max sqft for vehicles will limit TEU capacity to minimum capacity. Max TEU capacity will limit vehicle sqft to minimum capacity.

Note 4: MOGAS stored in 4000 gal pods loaded on the weather deck.

Note 5: For planning purposes, the Container ship has a 1600 TEU capacity. The fuel tanker has a capacity of 9.8 M gallons.

Crane Type/Capability/Quantity/Location									
Ship	Gantry	Single	Single	Twin 95'	Twin 130'	Twin	Twin	Twin	Twin
	30 LT	39 LT	57 LT	113 LT	72 LT	35 LT	39 LT	50 LT	113 LT
BOBO		1-F					1-C/1-A		
KOCOK	1					1-A		1-F	
WHEAT			1						1
STOCKHAM									2
MARTIN									1
LMSR				1-F/2-C	1-F/2-C				

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

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IMPROVED NAVY LIGHTERAGE AND WATERCRAFT						
SHIP	Warping Tug	2+1 Cause Way Ferry	Roll-on Roll-off Discharge Facility	Utility Boat	LCM-8	Amphib Bulk Liquid Transfer System
MPSRON-1						
BOBO	1	3		1	1	1
WHEAT	1		1	1		
OBREGON	1	2		1	1	1
SISLER	1	3		1		
MPSRON-1	4	8	1	4	2	2
MPSRON-2						
BUTTON	1	3		1	1	1
KOCAK	1	2		1	1	1
LOPEZ	1	3		1		1
STOCKHAM	1		1	1		
SEAY (MMC-10)	1	3		1		
MPSRON-2	5	11	1	5	2	3
MPSRON-3						
PLESS	1	2		1	1	1
LUMMUS	1	3		1	1	1
WILLIAMS	1	3		1		1
MARTIN	1		1	1		
DAHL	1	3		1		
MPSRON-3	5	11	1	5	2	3
MPF Totals	14	30	3	14	6	8



In-Stream and RRDF operations

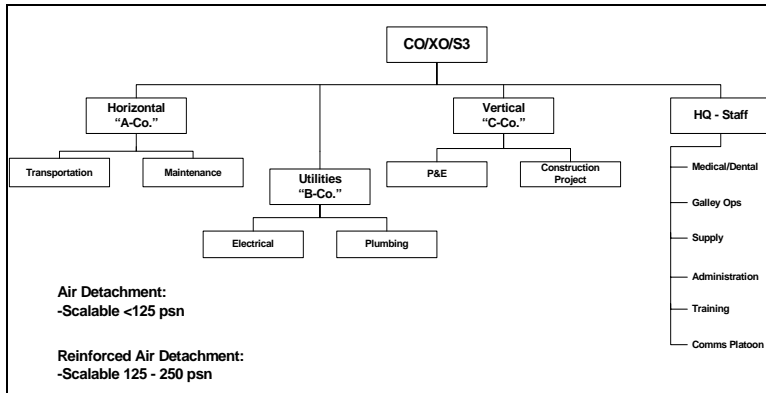
MPF ENHANCEMENT (MPF-E) CAPABILITIES



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

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NAVY 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 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; e.g., roads, airfields, and site preparation. Another company specializes in "vertical" construction; i.e., 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 unit.

Some examples of the many missions that can be accomplished by the Seabee Battalion are support of the Expeditionary Medical Facilities (EMF) 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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EXPEDITIONARY MEDICAL FACILITIES (EMF). An EMF is loaded aboard the MPF enhancement ships of each MPSRON. Once off-loaded, the EMF provides comprehensive medical support of a theater hospitalization capable facility (level III). The EMF is available to support Marine Corps missions as directed by the CCDR or Naval Component Commander (NCC). Although primarily designed for setup and operations ashore, the EMF, or its elements, may also be operated aboard selected ship types. Medical personnel who assemble and operate the EMF are deployed from various Navy medical commands and flown into theater during a contingency.



***Navy EMF
Rota, Spain***



***Navy EMF
Facility Laydown***



***Navy EMF
Kuwait***



***Navy EMF
Iraq***

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EXPEDITIONARY MEDICAL FACILITY 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
	<ul style="list-style-type: none"> • 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.
	<ul style="list-style-type: none"> • Self-contained for daily operations
	<ul style="list-style-type: none"> • Requires external support for displacement
	<ul style="list-style-type: none"> • Requires links to external supply sources
Organic Base Support	<ul style="list-style-type: none"> • Staff and Patient Admin
	<ul style="list-style-type: none"> • Food Service
	<ul style="list-style-type: none"> • Blood Management
	<ul style="list-style-type: none"> • Laundry
	<ul style="list-style-type: none"> • 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 system 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-feet by 12-feet and 2-feet by 6-feet aluminum panels with four interlocking edges that permit 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 FW/RW aircraft and three theater lift aircraft.

- 1.6M square feet AM-2
- Two sets of aircraft arresting gear, one set designated for FIE
- Two Optical Landing Systems, one set designated for FIE
- One set of ALS

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-N)

PURPOSE. MCPN-N is a DoD directed program for the storage, maintenance, 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 Norway Air-Landed Marine Expeditionary Brigade (NALMEB) Program. In 1982, a Basic Support Agreement between the Minister of Defence (MOD), 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 the end of the Cold War, there has been significant improvement in the security posture across Europe. However, the usefulness of the program for supporting forward deployed forces, cold weather training, and training in the European theater, continues to be relevant today.



One of the Storage Facilities in Norway

OPERATIONS. In 2004, the Commandant of the Marine Corps directed a NALMEB bottom-up review and redesignated the program as MCPN-N to signify its change in focus as a global responsive capability.

MCPN-N continues to support a notional MEB-sized MAGTF. The primary considerations for the equipment/supplies (E/S) stored in MCPN-N are as follows: mission essential, transportable via strategic sealift, airlift, and rail movement, suited for extended storage.

The storage facilities to support the prepositioned assets are located in the Trondheim region of central Norway in six caves and two storage facilities/Air Stations. These facilities (671K square feet of storage area) were built between 1985-89 using NATO infrastructure funds.

Per the 2005 MOU Governing the Prestockage and Reinforcement of Norway signed by SecDef and MOD, the Government of Norway provides the logistics infrastructure to support the withdrawal, movement, and

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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.

HQMC provides program guidance and oversight for MCPP-N and manages the program through the bilateral organizations as set forth in the Terms of Reference (TOR). The TOR is an agreement between the U.S. Marine Corps and Norwegian MOD and sets forth the structure, functions, and responsibilities of specific agencies/organizations in the support of MCPP-N.

Executive Agents

- BICmd is the executive agent for Ground Equipment stored in Norway.
- 2d MAW is the executive agent for Aviation Support Equipment (ASE) stored in Norway.
- Marine Corps Systems Command (PM AMMO) is the executive agent for Munitions stored in Norway.

Storage Sites

Harsh climate prevents outdoor storage/maintenance. In-rock (cave) for all Ground Equipment and Supplies. Dehumidified storage buildings for ASE.

Ground Equipment		Gross SqFt	Net SqFt*
Frigaard	Equipment/supplies	247,435	226,171
Tromsdal	Equipment/supplies	286,016	254,900
Bjugn	Equipment/supplies	140,458	123,623

Aviation Support Equipment

Vaernes Garrison	R/W reception site	97,359	TBD
Oerland Main Airstation	F/W reception site	27,448	TBD

Ammunition

Hammernesodden	Ground	36,151	20,677
Hammerkammen	Ground	36,690	8,966
Kalvaa	Air/Ground	55,841	34,832

Net Storage space determined by NDLO/MEB based on sqft lost due to aisles, structures, and support space.
Gross SqFt for Storage Operations per MCO 4450.14









Rail operations for Out-of-Norway use.

APPENDIX A

AVIATION LOGISTICS SUPPORT

ASE prepositioned for the MPF Program is primarily composed of Aviation Ground Support Equipment (also known as 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 that will support operations already in progress prior to the download of the MPSRON. 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 Marine Wing Support Squadrons (MWSS).

FIE (FF/FISP)	MPS	T-AVB
		
		
<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>	<i>Support Equipment for the ACE also comes from the MPS.</i>	<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>

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 FW/RW aircraft will be flight ferried 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.

AVIATION LOGISTICS SUPPORT SHIP (T-AVB)

Although not a prepositioning asset, two T-AVB vessels (SS WRIGHT and SS CURTISS) 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 will be 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-AVB vessels are in the Ready Reserve Force (RRF) and can be activated in five days by the Maritime Administration. These two ships are solely 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 to execute the T-AVB mission. Both vessels have a top speed of 23 knots, 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 homeports 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 B

BLOUNT ISLAND COMMAND (BIC)

BICmd is subordinate to Marine Corps Logistics Command and is located on the north side of Jacksonville, Florida on the St. Johns River. BICmd plans, coordinates, and executes the repair, replacement, stock rotation, and load planning efforts for the U.S. Marine Corps prepositioning programs which includes MCPP-N and 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 during which the E/S are inspected, repaired, replaced, and/or rotated. The process is completed when 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 maintenance is conducted at the depots or other locations. Replacement items are sent to BICmd based on the requirements and the backload schedule for that MPS. During this same period, the MPS will undergo its own maintenance cycle at contracted shipyards within CONUS. The ship returns to BICmd upon completion of its shipyard maintenance, is backloaded, and returns to its assigned AO.

APPENDIX C

PROGRAM OVERSIGHT WORKING GROUP

1. Background. The MPF program is a combined Navy and Marine Corps afloat prepositioning program established to support the global positioning of MAGTF and Naval equipment and supplies in three interchangeable MEB sets located strategically around the world. The MPF program requires an over-arching Navy and Marine Corps Program Oversight Working Group (POWG) that collectively addresses the programmatic aspects of service policy and procedures that impact the operational capability of the MPF to support Geographic CCDRs.

2. Mission. The MPF POWG is a forum that reviews, coordinates, and develops solution proposals for Navy and Marine Corps service level issues that impact the MPF program. In addition, the POWG advises Navy and Marine Corps leadership on policies and resources required to address program deficiencies. The POWG will develop plans of action and milestones to implement changes in policy, programs, and procedures, and monitor overall program development. In general the MPF POWG will leverage the collective expertise of members to maintain and advance the MPF program.

3. Objective. The MPF POWG coordinates the actions of Marine Corps and Navy service headquarters, supporting establishments, and operating forces to most effectively support the Maritime Prepositioning Force requirements of the Geographic CCDRs.

4. Scope. The MPF POWG is established under the cognizance of the Deputy Commandant for Plans, Policies and Operations (PP&O), in coordination with the Deputy Commandant for Installations and Logistics (I&L); Deputy Chief of Naval Operations, Fleet Readiness and Logistics (N4); and the Deputy Chief of Naval Operations for Integration of Capabilities & Resources (N8). It is a forum for sharing information and incorporating decisions that impact the MPF. This forum will facilitate the open discussion of issues across the spectrum of the MPF program from current acquisitions, fielding, readiness, and operations, to future ship developments, and transition plans.

5. Membership and Organization

a. POWG Chairs (O-6 Level). The branch head, Expeditionary Policies Branch (POE), HQMC serves as executive chair of the POWG in coordination with the branch heads from the following organizations: Logistics Policies and Operations (LPO), HQMC; Head, Sealift Programs and Policy Branch (N422), OPNAV; and Amphibious Warfare Branch (N853), OPNAV. The executive chair will approve POWG agendas prior to convening, determine the appropriate tier level participation, and receive outbriefs from the lead Action Officer (AO) at the end of each AO level POWG session.

b. AO POWG. An AO POWG is comprised of action officers from the organizations shown in enclosure (1). AO POWGs are organized

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into three tier levels of participation. The AO POWG will meet once per quarter to review pending issues and address new issues for information and follow-on actions. The Head, Prepositioning Program Section (POE-40), will serve as the POWG secretariat to schedule meetings, coordinate agendas, maintain minutes, and schedule/coordinate Executive Steering Groups (ESG). AO POWG Tiers are listed in the following table:

Maritime Prepositioning Force Program Oversight Working Group Organizational Matrix			Action Officers			Chair /Co-chair	ESG		
			Tier 1	Tier 2	Tier 3				
			Core Grp	Spt Est	Op For				
Organization	Department	Role / Responsibility	Tier						
Marine Corps Program Sponsorship									
CMC(P)	PO, POE	Plans, Policies, Operations	X			X	X		
CMC(L)	LP, LPO	Logistics Ops& Policy, Equipment, Budget	X			X	X		
	LPC, LPE, LFS, LPV	Medical Plans, Engr Advocate, Food Services, Naval Logistics		AR					
CMC(A)	ASL	PO Requirements, T/M/S for MPF		X					
CMC(P&R)	PA&E	Programs & Resources		X					
CMC (CD&I)	SID/LID/MID	MPF(Future), Log Integration, MAGTF Data		X					
CG, MCCDC	TFSD	TO&E, AAO, TFSMS		AR					
	SID: (CDB)	Doctrine Development - MCWP 3-32		AR					
CMDR, MCSC	Equip PMs, PM Ammo	Equipment Fielding, Class V Planning		X					
CMDR, MCLC	LOGCOM	Log Support, Depot Maintenance, Regeneration		AR					
	BICmd	Maintenance Cycle		X					
Operating Forces									
COMMARFOR	G-3,4,5 ALD	OPLANS, CONPLANS			X				
CG MEFs	G-3,4,5 ALD	Exercises, RSO&I, Budget			X				
Navy Program Sponsorship									
CNO (N4)	N42	POM / Budget	X			X	X		
CNO (N8)	N85	Program Management	X			X	X		
CNO (N9)	N93	Medical Management		X					
MSC	PM3	MPS Operations		X					
NWDC	Sealift	Doctrine Development		AR					
SYSCOM									
NAVAIR	PMA	Determine IMRL		X					
NAVFAC	EXPO	Navy TOA Execution		X					
NFELC	N3/5 N4	TOA Management		X					
BIC Navy Rep	BIC	Navy MMC Oversight		X					
Navy Medical Log Com	PML-500	Medical Issues		X					
Operating Forces									
NAVFORs	N-3,4,5	OPLANS, CONPLANS			X				
ESG 2/3	N-3,4,5	Readiness, resources, manning, training			X				
NBG		NSE			X				
NECC	N43	Readiness, resources, manning, training			X				
1 NCD	N35	Construction			X				
NAVELSG	Ops	Cargo Handling			X				
MESF	N857/Ops	Maritime Security			X				

APPENDIX D

SEABASING

Seapower is a distinct asymmetric advantage of the United States. The incorporation of a MPF(F) Squadron into the existing MPF Program is an important enabler for joint seabasing and will build on the success of the legacy Maritime Prepositioning Force program. MPF(F) will provide support to a wide range of military operations with improved capabilities such as at-sea arrival and assembly, selective offload of specific mission sets, and long-term persistent sea-based sustainment. From the sea base, the squadron will be capable of prepositioning a MEB's critical equipment and sustainment for delivery - without the need for established infrastructure ashore.



A scalable employment option that will provide Combatant/Joint Force Commanders a highly flexible, operational and logistics support capability that enables it to rapidly reinforce the AE of a MEF and contribute to the support of Joint Forces. When operating in a threat environment, MPF(F) will be protected by other Naval, Joint, or Combined forces. MPF(F) will support the arrival and assembly of MAGTF units and associated Navy elements. It will also provide support for persistent operations through sustainment and replenishment, with the ability to reconstitute and redeploy forces in support of follow-on missions.

As each ship of the MPF(F) squadron is delivered, it will incrementally enhance existing MPF capability with increasingly greater "sea-basing" capability. MPF(F) squadron Initial Operational Capability (IOC) will be achieved when the first big deck amphibious ship (LHA(R) or LHD), T-AKE(F), MLP and LMSR(F) are embarked with prepositioned assets and deployed. IOC is projected to occur in FY 2017. MPF(F) Full Operational Capability (FOC) is projected to occur in FY 2022.

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TABLE I MPF & MCPP-N EQUIPMENT AND SUPPLIES

This table provides the Prepositioning Objective (PO) of the major equipment aboard the MPF and MCPP-N programs upon completion of MMC-9 (2010)

NOMENCLATURE	TAMCN	MPF	MCPP-N*	TOTAL
COMBAT SYSTEMS				
HMMWV/ECV ARMT CARRIER	D1159	189	63	252
	D0030			
HMMWV/ECV TOW CARRIER	D1125	144	24	168
	D0032			
LW HOWITZER	E0671	90		90
M198 HOWITZER	E0665		18	18
AAV-C7 (RAM/RS)	E0796	27	-	27
AAV-P7 (RAM/RS)	E0846	288	-	288
AAV-R7 (RAM/RS)	E0856	12	-	12
LAV-AT	E0942	12	-	12
LAV-C2	E0946	3	-	3
LAV-25	E0947	42	-	42
LAV-LOG	E0948	9	-	9
LAV-MORTAR	E0949	6	-	6
LAV RECOVERY	E0950	3	-	3
TANK RECOVERY (HERCULES)	E1378	21	-	21
TANK M1A1	E1888	174	-	174
MOBILE COMMUNICATIONS				
RADIO SET, AN/MRC-148	A0067	180	-	180
RADIO SET, AN/MRC-142	A1955	21	-	21
RADIO SET, AN/MRC-145	A1957	195	-	195
RADIO SET, AN/VRC-88D	A2074	184	-	184
RADIO SET, AN/VRC-89D	A2075	30	-	30
RADIO SET, AN/VRC-91D	A2077	60	-	60
RADIO SET, AN/VRC-92D	A2078	30	-	30
RADIO SET, AN/VRC-88A	A2167	400	-	400
RADIO SET, AN/VRC-90	A2169	138	-	138
RADIO SET, AN/TRC-170(V)	A2179	24	-	24
MATERIAL HANDLING EQUIPMENT				
KALMAR	B0392	42	3	45
CRANE 25 TON	B0038	24	8	32
CRANE 7 1/2 TON	B0446	36	12	48
FORK LIFT 10K (EBFL)	B2561	138	46	184
FORK LIFT 5K (LRTF)	B2566	72	24	96
FORK LIFT 10K (TRAM)	B2567	37	37	74
MOBILE ELECTRICAL POWER				
FLOOD LIGHT/ W B0891 GEN	B0640	141	47	188
GENERATOR 3 KW	B0730	318	90	408
GENERATOR 10 KW (STAND ALONE)	B0891	84	28	112
GENERATOR 10 KW (400 HZ)	B0921	9	3	12
GENERATOR 30 KW	B0953	207	69	276
GENERATOR 60 KW (400 HZ)	B1016	15	5	20
GENERATOR 60 KW	B1021	87	29	116
GENERATOR 100KW	B1045	56	20	76
EARTH MOVING EQUIPMENT				
EXCAVATOR, COMBAT (M9 ACE)	B0589	18	-	18
ROAD GRADER	B1082		6	24
SCRAPPER	B1922	12	4	16
BULLDOZERS MC1150	B2460	36	12	48
BULLDOZERS D7	B2462	15	6	21
LOADER SCOOP	B2464	15	5	20
BACKHOE LOADER	B2483	21	7	28
MTVR DUMP TRUCK	D1073	45	18	63
COMPRESSED AIR FOAM MOBILE	B0625	6	-	6
FIRE SUPPRESSION SYS, MOBILE	B0626	18	2	20
TRK FIREFIGHTING, AIRCRAFT	D1064	24	8	32
BULK FUEL AND WATER STORAGE/MOVEMENT ASSETS				
500 GAL FUEL PODS	B0570	168	56	224
TAFDS	B0675	15	5	20
FORWARD AREA WATER SUPPLY	B0676	21	7	28
AMPHIB ASSAULT FUEL SYS (1.2 M GAL)	B0685	14	4	18

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NOMENCLATURE	TAMCN	MPF	MCPP-N*	TOTAL
HERS	B1135	18	6	24
SIXCONS (FUEL)	B2085	288	44	332
SIXCONS (WATER)	B2086	501	167	668
TANK 50K GAL (WATER)	B2631	54	18	72
TANK 20K GAL (WATER)	B2632	48	16	64
WATER TANK 3K GAL (WATER)	B2130	217	93	310
TWPS	B2605	60	20	80
970 REFUELER (6K FUEL)	D0215	64	26	90
WATER TRAILER (400 GAL)	D0880	330	87	417
MOTOR TRANSPORT				
MTVR CARGO SHORT BED	D0198	319	147	466
	D0003	506	-	506
	D0004	132	-	132
LVS POWER UNIT (Note 1)	D0209	327	58	385
LOWBOY SEMI-TRLR	D0235	45	15	60
TRAILER CARGO 105	D0860	594	49	643
LVS-MK 14 CONTAINER	D0876	176	35	211
LVS-MK 15 WRECKER	D0877	12	2	14
LVS-MK 16 5TH WHEEL	D0878	45	15	60
LVS-MK 17 TRLR POWERED 20T	D0879	34	-	34
LVS-MK 18 SELF LOADER	D0881	60	20	80
MTVR LONG BED	D1062	53	53	106
	D0005	84	-	84
	D0006	22	-	22
HMMWV-A2/ECV	D1158	375	463	838
	D0022	98	-	98
	D0033	190	-	190
	D0034	756	-	756
TRK AMBUL 4 LITTER/2 LITTER	D1001	87	-	87
	D1002	51	6	57
TRACTOR TRAILER	D1134	13	22	35
	D0013	54	-	54
MTVR WRECKER	D1213	22	22	44
	D0015	44	-	44
NUCLEAR, BIOLOGICAL, CHEMICAL				
LTWT DECON SYSTEM	B1291	147	15	162
APRON PROTECTIVE	C2010	588	415	1,003
M291 DECON KIT (U/I is Box=20 per)	C2075	2,178	-	2,178
DECON SYS	C2083	16,506	2,604	19,110
M256 DEC KIT	C2101	1,080	-	1,080
CHEMICAL OVERBOOTS	C2130	43,533	-	43,533
CHEMICAL GLOVES	C2150	43,533	-	43,533
JLIST NBC SUITS (DESERT)	C2305	14,511	-	14,511
JLIST NBC SUITS (DESERT)	C2306	14,511	-	14,511
JLIST NBC SUITS (WOODLAND)	C2307	29,022	-	29,022
JLIST NBC SUITS (WOODLAND)	C2308	29,022	-	29,022
WATER TEST KIT	C2375	201	153	354
DS2 50# DRUM	K4267	-	384	384
SUPPLIES				
MRES (CASES)	S0030	72,960	10,000	82,960
TENT CMD POST (DESERT/CAMO)	C0044/5	308	231	539
GP TENT SYS, GP MODULAR	C3413	1,200	910	2,110
LIGHTWT MAINT ENCLOSURE (LME)	C6415	426	161	587
LUMBER 1x4 (Board Feet (BF))	J3090	1,408	-	1,408
LUMBER 10x10 (BF)	J3090	1,600	-	1,600
LUMBER 2x4 (BF)	J3090	12,266	-	12,266
LUMBER 2x6 (BF)	J3090	10,480	-	10,480
LUMBER 2x12 (BF)	J3090	2,976	-	2,976
LUMBER 3x12 (BF)	J3090	119,874	-	119,874
LUMBER 4x4 (BF)	J3090	16,340	-	16,340
PLYWOOD 3/8" (Sheets)	J3090	100	-	100
PLYWOOD 1/2" (Sheets)	J3090	1,068	-	1,068
PLYWOOD 3/4" (Sheets)	J3090	260	-	260
PLYWOOD 5/8" (Sheets)	J3090	300	-	300
*MCPP-N PO under review and will be tailored in 2009. Note 1: LVSR will be fielded and replacing certain LVS variants beginning in 2009				
Actual MPSRON quantities may be adjusted during Tailoring. Validate attainment quantities on-line through MCPIC website.				







TABLE II
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 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 2 MPS in each MPSRON with MEU equipment sets and designated primary and alternate flag ship:

➤ Class IX (Repair Parts)	➤ Food Set
➤ Water Set ¹	➤ Security Set
➤ Habitability Set	➤ Medical Set
➤ Fuel Set ¹	➤ Navy Expeditionary Log 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 and Fuel Capability Sets are on original MPS (BOBO, KOCAC Class).

	MPSRON-1	MPSRON-2	MPSRON-3
Primary MEU Equipment Set	 USNS BOBO	 USNS BUTTON	 USNS LUMMUS
Alternate MEU Equipment Set	 SS OBREGON	 USNS KOCAC	 USNS PLESS

MEU Equipment Spread for MPF

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Capability Sets																							
MPS	NBG Module	NAVEXPLOGREG (Note 1)	Medical Set	Security Set	Food Set	Electrical/Power Set	Fuel Set (HERS)	Fuel Set (ERS)	Fuel Set (TAFDS)	Fuel Set (AAFS)	Habitability Set	Water Set	RRDF Set	Navy Fleet Hospital EMF Set	NMCB Basic Module - Note 2	NMCB Heavy Module	NMCB Core Module	EAJ Set	Class IX Block	MEU Equipment Set	Flag/Alt Flag Configured		
	MPSRON-1 (MMC-9)																						
	SS OBREGON	X	1	1	X						2	X	X	2	2	2	2	X	X	X	X	X	
	USNS BOBO	X	1	1	X						2	X	X	2	2	2	2	X	X	X	X	X	
	USNS SISLER										2				1	X	X						
	USNS WHEAT																						
	MPSRON-2 (MMC-10)																						
	SS KOCAL	X	1	1	X							2	X	X	2	2	2	2	X	X	X	X	X
	USNS BUTTON	X	1	1	X							2	X	X	2	2	2	2	X	X	X	X	X
	USNS LOPEZ				X	1						2			X	X	1	1					
	USNS SEAY					1	1								X	X	1	1					
	USNS STOCKHAM					1	1	1	1	1													
MPSRON-3 (MMC-9)																							
SS PLESS	X	1	1	X							2	X	X	2	2	2	2	X	X	X	X	X	
USNS LUMMUS	X	1	1	X							2	X	X	X	X	X	X	X	X	X	X	X	
USNS WILLIAMS				X	1						2			X	X	X	X						
USNS DAHL					1	1								X	X	X	X						
USNS MARTIN					1	1	1	1	1														

Note 1: All MPS have a Hatch Boxes consisting of slings/nets to support in-stream offloads/lifts.

Note 2: During MMC-10, the NMCB Capability Sets (Core, Heavy and Basic) will be transformed from a legacy P25 to a SMART P25 configuration that includes Command and Control, Equipment Maintenance, Seabee Sustainment & Construction, Construction Augmentation, and Navy Regiment Support capabilities.

TABLE III
MPF STRATEGIC AIRLIFT SORTIES

The MPF MEB will require strategic airlift to fly in the remaining equipment sets and capabilities needed to support the CCDRs' mission requirements. The strategic lift numbers provided below support a notional MPF MEB force structure. Actual requirements depend on execution timeline and strategic sealift available to support the overall deployment timeline.

Airlift Requirement ¹	C-5	C-17	CRAF ²	Total
Marine Air-Ground Task Force (MAGTF) Elements				
CE	2	40	2	44
GCE	4	54	13	71
LCE	2	63	7	72
ACE	2	87	15	104 ³
NMCB	1	5	2	8
Advance Parties	0	5	2	7
TOTALS	11	257	41	309
Naval Forces Supporting MPF Operations				
NSF	3	14	6 ⁴	23
Advance Parties		1		
TOTALS	14	272	47	332
¹ Strategic airlift supports the notional FIE requirements of an MPF MEB assigned to one MPSRON. 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 RW aircraft, which normally do not self-deploy. ⁴ Includes Navy Expeditionary Medical Facility (EMF), a GCC asset.				

The FIE delivers the personnel, 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 CCDR, Joint Force Commander, and AMC as required.

TABLE IV
CONFERENCES AND REFERENCE PUBLICATIONS

MPF		
Conference Title	Frequency	Purpose
Program Review	Annually	Review General Program Issues
Equipment Fielding Integration Symposium	Annually	Synchronize New Equipment Fielding with the MMC schedule
Tailoring	3 Times per Year	Tailor the Prepositioning Objective (PO) based on a MPF MEB T/E
Budget/Exercise	Semi-Annually	Set the annual budget for MPF and plan Exercises
Program Oversight Working Group (POWG)	Quarterly	Members of the MPF ESG POWG (PO, LP, N85; 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 and Geo-Prepositioning Prepositioning Objective (PO) for MPF and MCPP-N programs
MCBUL 3501	Force List for MPF MEB
MCWP 3-32	Maritime Prepositioning Force (MPF) Operations
TM 4790-14/2_	Logistics Support for Maritime Prepositioning Force (MPF) Program Maintenance and Material Management

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

REFERENCES	
TM 4790-14/1_	Logistics Support for MCCP-N
Memorandum of Agreement (MOA)	Government of US agreement with Government of Norway
Prepositioning Arrangement (PA)	USEUCOM agreement with Ministry of Defence (MOD) Norway
Terms of Reference (TOR)	The TOR sets forth the organizational structure, functions and responsibilities of specified agencies/organizations in support of MCCP-N.

TABLE V
ACRONYMS AND ABBREVIATIONS

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

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CUSP	Common User Seralift Pool	FOSAMS	Fleet Optical Scanning Ammunitions Tracking System
DACG	Departure Airfield Control Group	FPO	Force Protection Officer
DCD	Data Collection Device	FPOC	Force Protection Operations Center
DCO	Debark Control Officer	FW	Fixed-Wing Aircraft
DCU	Debark Control Unit	FW/RW	Fixed Wing/Rotary Wing
DMLSS	Defense Medical Logistics Support System	GBL	Government Bill Of Lading
DMS	Defense Message System	GCCS	Global Command and Control System
DoD	Department of Defense	GCE	Ground Combat Element
DODIC	Department of Defense Identification Code	GDSS	Global Decision Support System
DOS	Days of Supply or Days of Sustainment	HA/DR	Humanitarian Assistance/Disaster Relief
DRMO	Defense Reutilization and Marketing Office	HAZMAT	Hazardous Material
DTS	Defense Transportation System	HDCU	Harbor Defense Command Unit
EAD	Earliest Arrival Date	HERS	Helicopter Expeditionary Refueling System
EAF	Expeditionary Airfield	HET	Heavy Equipment Transporter
EBFL	Extended Boom Forklift	HMMVV	High Mobility, Multi-Purpose Wheeled Vehicle
ECE	Executive Coordination Element	HN	Host Nation
ECG	Executive Coordination Group	HNS	Host Nation Support
ECO	Embarkation Control Office	HNSA	Host Nation Support Agreement
ECT	Embarkation Control Team	HQTRs	Headquarters
EDL	Equipment Density List	HSV	High Speed Vessel
EEI	Essential Elements of Information	HW	Hazardous Waste
EFV	Expeditionary Fighting Vehicle	I&L	Installations & Logistics
E/L	Equipment List	IBU	Inshore Boat Unit
EMCC	Enroute Movement Control Center	ICODES	Integrated Computerized Deployment System
EMF	Expeditionary Medical Facility	IMA	Intermediate Maintenance Activity
EOD	Explosive Ordnance Disposal	IMRL	Individual Materiel Readiness List
ERP	Equipment Reception Point\	IOC	Initial Operational Capability
ERS	Expeditionary Refueling System	ISO	International Organization for Standardization
E/S	Equipment and Supplies	JTF	Joint Task Force
E-Ship	Enhancement Ship	LARC-V	Lighter, Amphibious Resupply Cargo
ESG	Expeditionary Strike Group; Executive Steering Group	LAV	Light Armored Vehicle
ESQD	Explosive Safety Quantity Distance	LCE	Logistics Combat Element
EWTG	Expeditionary Warfare Training Group	LCM-8	Landing Craft, Mechanized
EXCOM	Executive Committee	LME	Lightweight Maintenance Enclosure
FAST	Fleet Antiterrorism Security Team	LMSR	Large, Medium Speed RO/RO
FDP&E	Force Deployment Planning and Execution	LO/LO	Lift-on/Lift-off
FF	Flight Ferry	LSO	Landward Security Officer
FH	Fleet Hospital	LVS	Logistics Vehicle System (USMC)
FID	Foreign Internal Defense	LVSR	LVS - Replacement
FIE	Fly-In Echelon	MAB	Marine Amphibious Brigade
FISP	Fly-In Support Package	MAG	Marine Air Group
F/L	Force List	MAGTF	Marine Air-Ground Task Force
FM	Force Module	MALS	Marine Aviation Logistics Squadron
FMCC	Force Movement Control Center	MAW	Marine Aircraft Wing
FOB	Forward Operating Base	MCAS	Marine Corps Air Station
FOC	Full Operational Capability	McBUL	Marine Corps Bulletin
FOE	Follow-On Echelon	MCLC	Marine Corps Logistics Command
FOS	Follow-On Sustainment		

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MCMC	Marine Corps Maintenance Contractor	NEAT	Naval Embarked Advisory Team
MCP-P-N	Marine Corps Prepositioning Program – Norway	NECC	Navy Expeditionary Combat Cmd
MCW	Meals, Cold Weather	NELR	Navy Exp Log Regiment
MEB	Marine Expeditionary Brigade	NEO	Non-Combatant Evacuation Operation
MEF	Marine Expeditionary Force	NEW	Net Explosive Weight
MESF	Maritime Expeditionary Security Forces	NFH	Navy Fleet Hospital
MESG	Maritime Expeditionary Security Group	NMCB	Naval Mobile Construction Battalion
MEU	Marine Expeditionary Unit	NMS	National Military Strategy
MF	Mobile Facilities	NSE	Navy Support Element
MHE	Material Handling Equipment	NTF	Naval Task Force
MLG	Marine Logistics Group	NTPF	Near Term Prepositioning Force
MMC	MPF Maintenance Cycle	NVCB	Navy Seabees
MNS	Mission Needs Statement	OCE	Officer Conducting the Exercise
MOA	Memorandum of Agreement	OCO	Offload Control Officer
MOD	Ministry of Defence	OCU	Offload Control Unit
MPE/S	MPF Equipment and Supplies	OIC	Officer In Charge
MPF	Maritime Prepositioning Force	OIF	Operation Iraqi Freedom
MPF(E)	MPF (Enhanced)	OLS	Optical Landing Systems
MPF(F)	MPF (Future)	OMFTS	Operational Maneuver from the Sea
MPS	Maritime Prepositioning Ship	OPCON	Operational Control
MPSRON	Maritime Prepositioning Ships Squadron	OPLAN	Operation Plan
MREs	Meals, Ready-to-Eat	OPNAV	Office of the Chief of Naval Operations
MROC	Marine Requirements Oversight Council	OPORD	Operation Order
MSC	Military Sealift Command	OPP	Offload Preparation Party
MSSG	MEU Service Support Group	ORF	Operation Restore Hope
MTMC	Military Traffic Management Command	OTH	Over the Horizon
MTVR	Medium Tactical Vehicle Replacement	PA	Prepositioning Arrangement
MV	Motor Vessel	PCO	Primary Control Officer
MWSS	Marine Wing Support Squadron	PCS	Primary Control Ship
NALMEB	Norway Air-Landed Marine Expeditionary Brigade	PEI	Principal End Item
NAR	Notice of Ammunition Reclassification	PG	Plans Group
NAVAIDS	Navigational Aids	PHIBCB	Amphibious Construction Battalion
NAVCHAPGRU	Navy Cargo Handling and Port Group	PHIBGRU	Amphibious Group
NAVEXPLOGREG	Navy Expeditionary Logistics Regiment	PHIBRON	Amphibious Squadron
NAVFOR	Naval Forces	PID	Plan Identification Number
NBC	Nuclear, Biological, and Chemical	PIR	Priority Intelligence Requirements
NBG	Naval Beach Group	PMG	Program Management Group
NCA	National Command Authority	PO	Prepositioning Objective
NCB	Naval Construction Brigade	POD	Port Of Debarkation
NCC	Navy Component Command	POE	Port Of Embarkation
NCF	Naval Construction Force	POG	Port Operations Group
NCHB	Navy Cargo Handling Battalion	POL	Petroleum, Oil, and Lubricants
NCHF	Navy Cargo Handling Force	POWG	Program Oversight Working Group
NCR	Naval Construction Regiment	POWs	Prisoners of War
		PP&O	Plans, Policies & Operations
		PPE	Personal Protective Equipment
		PSU	Port Security Unit
		PWR	Prepositioned War Reserve
		PWRM	Prepositioned War Reserve Material
		QOL	Quality of Life
		RAC	Readiness Acceptance Check
		RBE	Remain-Behind Equipment
		RCT	Regimental Combat Team
		RDD	Required Delivery Date















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RDJTF	Rapid Deployment Joint Task Force	SSO	Seaward Security Officer
RFF	Request for Forces	SSOC	Seaward Security Operations Center
RFI	Ready For Issue	STS	Ship-To-Shore
RLST	Reconstitution Liaison Support Team	T/A	Table of Allowance
RLT	Regimental Landing Team	TAA	Tactical Assembly Area
ROLMS	Retail Ordnance Logistics Management System	TAAT	Technical Assistance and Advisory Team
RO/RO	Roll-On/Roll-Off	TACON	Tactical Control
ROS	Reduced Operational Status	TAFDS	Tactical Airfield Fuel Dispensing System
ROWPU	Reverse Osmosis Water Purification Unit	T-AH	Hospital Ship
RRDF	Roll-On/Roll-Off Discharge Facility	T-AK	Vehicle Cargo Ship (MPS)
RRF	Ready Reserve Force	TALCE	Tanker Airlift Control Element
RSO&I	Reception, Staging, Onward Movement, And Integration	TAMCN	Table of Authorized Materiel Control Number
RTCH	Rough Terrain Container Handler	TAP	Training Allowance Pool
RTFL	Truck, Forklift, Rough Terrain	TAV	Total Asset Visibility
RW	Rotary-Wing Aircraft	T-AVB	Aviation Logistics Support Ship
SAR	Search and Rescue	T/E	Table of Equipment
SASSY	Supported Activities Supply Systems	TERI	Table of Equipment Ready To Issue
SDACC	Self-Deploying Aircraft Control Center	TEU	Twenty Foot Equivalent Units
SDDC	Surface Deployment and Distribution Center	T/M/S	Type/Model/Series (Aviation)
SDTE	Swiftly Defeat the Enemy	T/O	Table of Organization
SE	Support Equipment	TOR	Terms of Reference
SINCGARS	Single-Channel Ground and Airborne Radio System	TPFDD	Time-Phased Force and Deployment Data
SL-3	Stock List 3 (component listing)	TSB	Transportation Support Battalion
SLE	Sealift Liaison Element	TSC	Theater Security Cooperation
SLOC	Sea Line of Communication	TYCOM	Type Commander
SLRP	Survey, Liaison, and Reconnaissance Party	UAA	Unit Assembly Area
SLWT	Side-Loadable Warping Tug	UIC	Unit Identification Code
SMO	Strategic Mobility Office(r)	ULN	Unit Line Number
SMU	SASSY Management Unit	ULSS	User's Logistics Support Summary
SOA	Speed of Advance or Sustained Operations Ashore	UMCC	Unit Movement Control Center
SOFA	Status-of-Forces Agreement	USMC	United States Marine Corps
SOP	Standard Operating Procedure	USNS	United States Naval Ship
SOW	Statement of Work	USTRANSCOM	United States Transportation Command
SPMAGTF	Special Purpose MAGTF	UTC	Unit Type Code
SPOD	Seaport of Debarkation	VBSS	Visit, Board, Search, and Seizure
SPOE	Seaport of Embarkation	VFR	Visual Flight Rules
SS	Sea State or Steamship	V(W)	Ground Ammunition
SSC	Small Scale Contingency	WD	Win Decisive
		WHNS	Wartime Host Nation Support
		WPS	World Port System
		WRS	War Reserve System

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TABLE VI MEDALS OF HONOR

The ships of the MPF program are named after Medal of Honor recipients.

	<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><i>FRANCE</i></p>		<p>SGT MATEJ KOCAK For extraordinary heroism while serving with the Sixty-sixth Company, Fifth Regiment, Second Division, in action in the Viller-Cottertes section, south of Soissons, France, 18 July 1918.</p> <p><i>FRANCE</i></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><i>HAITI</i></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><i>IWO JIMA</i></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><i>IWO JIMA</i></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><i>KOREA</i></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><i>KOREA</i></p>		<p>1STLT GEORGE K. SISLER (USA) For conspicuous gallantry and intrepidity at the risk of his life and above and beyond the call of duty. 1st Lt. Sisler was the platoon leader/adviser to a Special United States/Vietnam exploitation force. Republic of Vietnam. 7 February 1967.</p> <p><i>VIETNAM</i></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><i>VIETNAM</i></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><i>VIETNAM</i></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><i>VIETNAM</i></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><i>VIETNAM</i></p>
	<p>SERGEANT WILLIAM W. SEAY (USA) For conspicuous gallantry and intrepidity in action at the risk of his life as a driver with the 62d Transportation Company at Ap Nhi, Republic of Vietnam, 25 August 1968. Ambushed while on a resupply mission, his heroism and gallantry in action while repelling the enemy assault cost him his life</p> <p><i>VIETNAM</i></p>		<p>SPEC FOUR LARRY G. DAHL (USA) For conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty while serving as a machine gunner on a gun truck near An Khe, Binh Dinh Province, Republic of Vietnam, 23 February, 1971.</p> <p><i>VIETNAM</i></p>

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