

was a mistake because scarce trucks would be used to move the unit rather than supplies.⁵⁴⁷

On the division's right flank, the 8th Marines logistics train completed an all night road march to Phase Line Horse and sent MCSSD-28's truck detachment to supply fuel, water, and ammunition to the 1st Battalion, 8th Marines.* After waiting all night to move, MCSSD-28 drove 11 kilometers north, joined the logistics train at 0900, exhausted its remaining supplies, and spent the day replenishing itself. On arrival at Phase Line Horse, Lieutenant Colonel Head, the mobile commander, immediately dispatched the last of his meager stocks of water and fuel to the regiment's three infantry battalions, headquarters, and the prisoner of war compound, while again requesting resupply from the northern transfer point. At 1030, helicopters carrying ammunition from the DSC delivered munitions requested the day before. Needing more provisions, Head pressed the northern transfer point for replenishment and reiterated his G-day request for two AAVs and sent a new request for an M1A1 Tank. In response, Hering, the transfer point commander, having just received fuel and water as a result of Lieutenant Colmenares' nocturnal replenishment mission, informed Head that he could now pull supplies. At noon, MCSSD-28 sent all available liquid containers to the northern transfer point, which was now located 10 kilometers south of the mobile.⁵⁴⁸

To support the afternoon attack while replenishing at Phase Line Horse, Lieutenant Colonel Head attached his landing support detachment to the regimental logistics train which departed at 1300. As trucks returned from the morning resupply runs to the regiment, Head sent them to the northern transfer point for supplies and treated wounded Iraqis.⁵⁴⁹ At 1630, the MCSSD commander ordered the mobile to prepare to displace north to join the 8th Marines which had run out of fuel after its afternoon attack. Using a GPS borrowed from the 8th Marines, PLRS, maps and compasses, MCSSD-28 crept north in the darkness, sidestepped obstacles and built-up areas, and completed a 23-kilometer road march in the early hours of the fourth day of the war.⁵⁵⁰

Back at the Ponderosa, requests for support were coming in from the Tiger Brigade. On G-day, the 170 trucks of the brigade's forward logistics support element followed the assault battalions through the breach and set up a support area on the far side of the minefield.⁵⁵¹ On the Saudi side of the border, the 502d Support Battalion remained in place and passed a request to DSG-2 to push 100,000 gallons of fuel and 60 LVS loads of ammunition forward to the brigade.⁵⁵² DSG-2 forwarded the request to the DSC which dispatched its 970 refuelers and 35 LVSs to supply the needed fuel and ammunition.** Also on the 26th, the 8th Motor Transportation Battalion sent 30 LVSs to DSG-2 to move the organization into Kuwait.⁵⁵³

*The 8th Marines logistics train took eight hours to travel seven kilometers on the night of 25-26 February 91, because of "a route littered with mines, unexploded ordnance, and Iraqi firing holes." (8thMar ComdC Feb91, Sec II)

**During the four days of the ground war the Tiger Brigade burned a total of 80,000 gallons of fuel, shot 708 artillery rounds, and launched 276 MLRS rockets. (Tiger ComdC)

At the minefields, in the meantime, the 8th Engineer Support Battalion continued to clear mines in the obstacle belts, then moved forward to prepare Al Jaber Air Base for the establishment of the DSC's transfer point. In the minefields, the engineers continued to discover state-of-the-art plastic mines in lanes that had been previously cleared and extensively travelled on by hundreds of vehicles. Leaving Company B and Company C there, Lieutenant Colonel Skipper, the commanding officer of the 8th Engineer Support Battalion, ordered Captain Hatton's Company A and his Bravo command group to Al Jaber to establish the DSC's transfer point. Arriving at the air base, the engineers found the area littered with unexploded ordnance and wrecked and abandoned Iraqi vehicles. Skipper ordered Captain Stephen H. Negahnquet's explosive ordnance platoon to the air field. Negahnquet's teams immediately began clearing the area immediately to the west of Al Jaber so that the DSC could safely establish a new combat service support area.⁵⁵⁴

The 1st Marine Division Zone of Action

During this time in the 1st Marine Division area, at midnight on the 25th, the DSG-1 headquarters sent a message to the medical mobile to meet an ambulance carrying two wounded Marines from Task Force Grizzly, four kilometers south of the first obstacle belt between lanes 4 and 5. The medical mobile moved to the rendezvous point and waited for the wounded Marines. After standing by for 45 minutes for the ambulance to arrive, Ensign William C. Hancock, the offi-

A runway at Al Jaber Airbase is marred by two parallel lines of craters which prevented the immediate use of the airfield. Unexploded ordnance in the area delayed the DSC from establishing CSSA-3 until 27 February.

Photo courtesy of LtGen James A. Brabham, Jr.





Photo courtesy of LtGen James A. Brabham, Jr.

Demonstrating its versatility, MCSSD-17 refuels Supercobra helicopters near Al-Jaber Air Base in Kuwait on 27 February—G plus 2.

cer-in-charge of the medical mobile, unsuccessfully searched the surrounding desert for the lost medevac.⁵⁵⁵ Before dawn on the 26th, MCSSD-11, located 20 kilometers north of the rendezvous point, answered a call on the radio for “any station on the net” from the missing ambulance. The corpsmen were frantically looking for the medical mobile and were gravely concerned that the two wounded Marines were about to die after riding for more than six hours in the ambulance. Captain Burke, the MCSSD-11 commander, calmed the corpsmen, ordered them to stop their vehicle, and to verify their position. Burke then changed radio frequency, called for a helicopter medevac, switched his radio back to the corpsmen, and instructed them on the proper method for identifying themselves to and safely receiving the helicopter. Fifteen minutes after MCSSD-11 heard the distress call, a helicopter picked up the wounded Marines. After the medevac, Colonel Powell ordered the retransmission team and the medical mobile to DSG-1’s headquarters, which had moved near Al Jaber Air Base the previous day. After arriving at Jaber, Powell sent a smaller retransmission team to establish communications between DSG-1, CSSD-13, and the DSC at Khanjar.⁵⁵⁶

On the 26th, Task Force Ripper engaged large numbers of dug-in Iraqi infantry and armor, received artillery fire, and captured numerous Iraqis as the Marines neared Kuwait International Airport. Captain Winter intended to move MCSSD-17 forward and to resupply the task force. Before advancing, CSSD-10’s forward element rolled into MCSSD-17’s position and topped off the mobile. At about the same time, the 100 TOW II missiles, requested the night before, arrived by helicopter from CSSD-13. While Winter’s mobile digested its resupply, a Marine Corps UH-1 Huey helicopter circled and landed, with the pilot asking for the mobile to refuel his aircraft and his entire squadron of Super Cobras. Nonplussed, and enjoying the additional security provided by the attack helicopters, Captain Winter, who had served a tour with the wing, proceeded to pump

8,300 gallons of fuel into the 10 aircraft. At 1300, MCSSD-17 moved north 35 kilometers and found Ripper four hours later in an orchard west of Kuwait International Airport. MCSSD-17 immediately pushed water, fuel, MREs, and TOW missiles to the task force. After completing his immediate mission, Winter ordered all remaining water and fuel transferred to storage bags on the ground, called for resupply from CSSD-10, and sent his empty vehicles south to pull fuel and water.⁵⁵⁷

After midnight at MCSSD-11 on the 26th, Captain Burke sent First Sergeant Joseph M. Collins and Gunnery Sergeant Mark W. Fishback to find the emergency resupply convoy requested the day before from CSSD-10. At dawn Captain Burke dispatched the Bravo Train to distribute the last of MCSSD-11's fuel and water to the 1st Battalion, 1st Marines, and to the combat engineers. After the return of the Alpha Train from its second all-night combat resupply mission, Captain Burke prepared MCSSD-11 to move, but awaited for replenishment of his supplies. At 0800 on the 26th, First Sergeant Collins arrived with the CSSD-10 convoy that had departed OP-4 the day before, instead of the emergency resupply convoy. Over the next two hours, CSSD-10 transferred 20,000 gallons of fuel, 5,400 gallons of water, and ammunition to MCSSD-11's trucks. Just as the mobile was about to displace, CSSD-10's other emergency convoy arrived. Captain Burke left the empty trucks of the Bravo Train to trade with CSSD-10's full trucks, and told its commander, Lieutenant Osorno, to follow him by tracking his PLRS signal. MCSSD-11 then passed through the second obstacle belt and was rejoined by the Bravo Train.

At 1300, Captain Burke led MCSSD-11 which carried 41,200 gallons of fuel, 10,800 gallons of water, 32 pallets of MREs, and ammunition, into the Burqan oil field. The mobile rushed north through clouds of smoke from the burning oil wells to catch and resupply Task Force Papa Bear before it attacked toward Kuwait International Airport. At 1600 and after traveling 25 kilometers, MCSSD-

MCSSD-11 passes by burning oil wells enroute to its new position near Kuwait International Airport.

Photo courtesy of Maj Adrian W. Burke



11 found the task force staged for its final attack. Burke set up two lines of trucks which in 30 minutes distributed 20 pallets of MREs, 12,300 gallons of fuel, and 5,200 gallons of water to all the major elements of Papa Bear. In addition, MCSSD-11 pushed repair parts received from CSSD-10 forward to the logistics operations center, the 1st Tank Battalion, and the 1st Battalion, 1st Marines. While Papa Bear attacked, MCSSD-11 consolidated all remaining fuel and water and sent the empty tankers back to CSSD-10 for more loads. At 1730, the mobile moved 13 kilometers north to an abandoned trenchline and bunker complex which was hastily cleared and occupied by the light of the burning oil wells. This position was 11 kilometers southwest of the Kuwait International Airport. Captain Burke ordered his troops to dig in and dispatched patrols to protect the perimeter. The mobile spent the evening at a state of 25 percent alert and listened to the 1st Tank Battalion fight Papa Bear's final engagement of the war.⁵⁵⁸

On the 26th as well, Company A, 7th Engineer Support Battalion moved with Task Force Papa Bear towards Kuwait International Airport. In the afternoon, Captain Salinas, the company commander, transferred the elements of the company which had been traveling in wheeled vehicles, to the Task Force's logistics train and continued the advance in tracked vehicles as part of the combat engineer detachment. Major Musca, the detachment commander, set the engineer force in a circular defensive perimeter, three kilometers south of Papa Bear and three kilometers west of the 1st Tank Battalion. At 2230 the wind shifted and blew away clouds of smoke from the oil well fires, which now illuminated the engineers' position. Almost immediately, the detachment received Iraqi mortar, RPG, and automatic weapons fire from the direction of the airport road. The engineers returned fire and destroyed an Iraqi armored personnel carrier, a jeep, and a truck. Lance Corporal James E. Waldron of Company A, 7th Engineer Support Battalion, was killed when the assault amphibious vehicle he was under pivoted to fire and crushed him in the process. Captain John M. Allison, the detachment's deputy commander, was shot in the face as he tried to rescue Waldron. No other Marines were injured in this action.⁵⁵⁹

Upon arriving at MCSSD-17's position on the 26th, CSSD-10 immediately set up its security, planned its next move, and provided combat service support. To enhance local security, Lieutenant Colonel Kelly, the CSSD's commander, sent the security detachment to search bunkers in the area thoroughly and to pull machine guns from the abandoned Iraqi tanks that littered the region.⁵⁶⁰ In addition to resupplying MCSSD-17, CSSD-10 issued 15,000 gallons of fuel, 32 pallets of MREs, and 10,000 gallons of water to Task Force Shepherd and elements of the 11th Marines.⁵⁶¹ Kelly unloaded the engineer and medical detachments, but kept the remaining portion of the CSSD on trucks to move towards Kuwait International Airport.

In the afternoon, the CSSD commander drove north to scout a new site south of the Kuwait International Airport. While he was on his reconnaissance, the 1st Battalion, 25th Marines, requested that CSSD-10 evacuate the 7,000-8,000 enemy prisoners of war it was holding at Camp 4 near Al Jaber Air Base. Major Lucenta, CSSD-10's operations officer, replied that he only had two 5-ton trucks

available and could not support the request. Shortly afterwards, General Krulak arrived and inquired about the CSSD's ability to transport prisoners of war. Lucenta briefed the general that the only way he could evacuate prisoners was by shepherding them down the road with a 5-ton truck and its .50-caliber machine gun. After Krulak departed, Kelly returned to CSSD-10 having decided not to move the CSSD to the planned site since the division had advanced farther north than expected and that smoke from multiple oil well fires was poisoning the air in that area.⁵⁶² By the end of the day, CSSD-10, near Al Jaber, exhausted its stocks of MREs and had only 25,000 gallons of water and 15,000 gallons of fuel on hand. Accordingly, Kelly requested that the DSC push forward 100 pallets of MREs, 50,000 gallons of water, and 60,000 gallons of fuel from its new transfer point at Al Jaber Air Base.⁵⁶³

The Direct Support Command

The return of trucks from the artillery regiments in the previous days permitted General Krulak, on the 26th, to establish a transfer point at Al Jaber Air Base. Krulak intended to store a two-day supply of food, water, fuel, and ammunition for both divisions on the far side of the obstacle belts. In addition, the DSC's transfer point would perform limited medical, maintenance, and salvage operations. On the morning of the 26th, Colonel Gary S. McKissock, II MEF's G-4, still on loan to the DSC, led a convoy through the breach to Al Jaber and waited the remainder of the day while Captain Stephen H. Negahnquet's explosive ordnance disposal (EOD) platoon cleared unexploded munitions near the air base.⁵⁶⁴ Also arriving at Al Jaber were 75 Seabees from NMCBs -5 and -24 together with the advance party from I MEF headquarters. The Seabees intended to build General Boomer's forward command post and waited while DSC's EOD Marines labored to make the area safe. The next day, the Seabees returned to Saudi Arabia after I MEF canceled its plan to build a command post at Al Jaber.^{565*}

The Deluge of Enemy Prisoners of War

On the evening of the 26th, 8,000 Iraqi captives reached the prisoner of war compound at Kibrit by means of an evacuation system jury-rigged by Generals Brabham and Krulak. Three days earlier, Brabham had called Krulak and asked for help in transporting prisoners. Although the 1st FSSG commander was responsible for moving enemy prisoners of war (EPWs) from the minefields to CSSD-91, he lacked the means to carry out this assignment because the relocation to Khanjar had wrecked havoc on the vehicles of Saudi Motors/the Baghdad Express. Krulak agreed that the DSC would help when the trucks carrying artillery rounds returned from Kuwait. Much to General Krulak's surprise,

*150 Marines and sailors from MWSS-271 arrived on the 28th to establish a FARP to support helicopter operations. (MWSS-271 ComdC Jan-Jun91, Sec 2 and 3; MWSS-37 ComdC Feb91, Sec 3)

however, the next morning the 1st FSSG ordered the DSC to transport all prisoners north of Mishab to CSSD-91. The DSC commander then called Brabham to clarify the tasking, but knowing the maintenance problems with Saudi Motors, began scouring the DSC for transportation to accomplish the mission.* Krulak scrounged dump trucks from the 8th Engineer Support Battalion and a few 5-ton trucks from the 8th Motor Transport Battalion and sent them through the breach to haul EPWs to Kibrit. At Jubayl, General Brabham scraped together a convoy of buses and commercial Saudi vehicles, driven by clerks, dental technicians, and supply and maintenance personnel, and sent them north under the command of his aide.⁵⁶⁶

Upon learning earlier from General Keys when the ground war started that the deluge of surrendering Iraqis impeded combat operations, Krulak had ordered the DSC to begin immediately evacuating prisoners from the 2d Marine Division's zone of action. Accordingly, the DSC's assistant chief of staff for operations, Lieutenant Colonel John O'Donovan, ordered the 8th Engineer Support Battalion and the Headquarters and Services Battalion to build a compound rapidly at Khanjar to hold temporarily captured Iraqis until transportation could be arranged to CSSD-91. Within six hours, the DSC Marines: constructed a 10-acre facility surrounded by a berm and barbed wire; posted guards; stockpiled blankets, water, and MREs; and established medical services. While the camp was under construction, O'Donovan gathered volunteers, to include women Marines, as drivers and guards, and pressed into service buses and recovered Saudi Motors trucks. Off-duty staff non-commissioned officers from the DSC's combat operations center, like Gunnery Sergeant Douglas Hedges, led convoys of five to seven vehicles through the breaches and returned to Khanjar with loads of prisoners even before the 8th Marines crossed into Kuwait. By the end of the 26th, the DSC had shuttled 6,000 prisoners to Khanjar from the 2d Marine Division's zone.^{567**}

Elsewhere on the battlefield, the 1st Marine Division evacuated prisoners of war directly to Kibrit and around Jubayl, General Brabham gathered buses and sent them to Kuwait. By the 26th, the arrival of more buses from Jubayl allowed for EPWs to be evacuated directly from the 2d Marine Division zone to Kibrit without going through Khanjar. Also on the 26th, Lieutenant Colonel Woodson, the 8th Motor Transport Battalion's commanding officer, had retrieved enough trucks from supporting the artillery regiments to begin shuttling prisoners from Kuwait. At 1300, Woodson dispatched a 70-bed convoy into Kuwait.⁵⁶⁸

By the evening of the 26th, the 8,000 Iraqi prisoners who had arrived at Kibrit overwhelmed CSSD-91. The first thing to break down was the system for processing new prisoners. As planned, CSSD-91 gave newly arrived Iraqis a bottle of water, food, and a blanket, and then moved the captives directly into the holding pens. Soldiers and Marines sent the sick and injured to the medical facil-

*Gen Krulak described the capabilities of Gen Brabham's Saudi Motors/Baghdad Express at the beginning of the ground war as "clobbered." (Krulak comments)

**On the establishment of the Khanjar enemy prisoner of war camp Gen Krulak commented that, "We were basically doing the one thing that logisticians don't like to do and that is double handle anything... it was not smart." (Krulak comments)



Photo courtesy of Col Thomas S. Woodson

The 8th Motor Transport Battalion formed a convoy of LVSSs at Khanjar to pick up Iraqi prisoners in Kuwait. The trucks had just returned from hauling ammunition for the artillery.

ity. Because of the large number of prisoners, only Iraqi officers were interrogated. Most of the prisoners were glad to be safely away from the bombing and content with the relative comfort of the camp. Unfortunately on that day, a wind storm blew down the mess hall and interrupted the feeding and the state of contentment of the Iraqis. The lack of food almost caused a riot which Lieutenant Colonel Sparrow, CSSD-91's commanding officer, narrowly averted by shipping in MREs from GSG-2. In addition to the problems caused by the weather, the Iraqis kept breaking the fragile plastic pipes of the water distribution system and opted to by-pass the culturally-correct wooden heads and conveniently placed slit trenches to relieve themselves by the perimeter fence. As masses of prisoners arrived, Lieutenant Colonel Sparrow discovered that his three holding compounds were too large to manage the Iraqis who could not hear instructions from the camp public address system. Despite these problems, CSSD-91 personnel dumped lime on the fence-lines, continued to fix the water distribution system, and moved Iraqi prisoners south after their brief stay at Kibrit.⁵⁶⁹

G+3: 27 February 1991

In the I MEF sector on 27 February, the 2d Marine Division began the fourth day of the ground war by holding positions...To the east, the 1st Marine Division consolidated its area, clearing the last pockets of resistance from around Kuwait International Airport....⁵⁷⁰

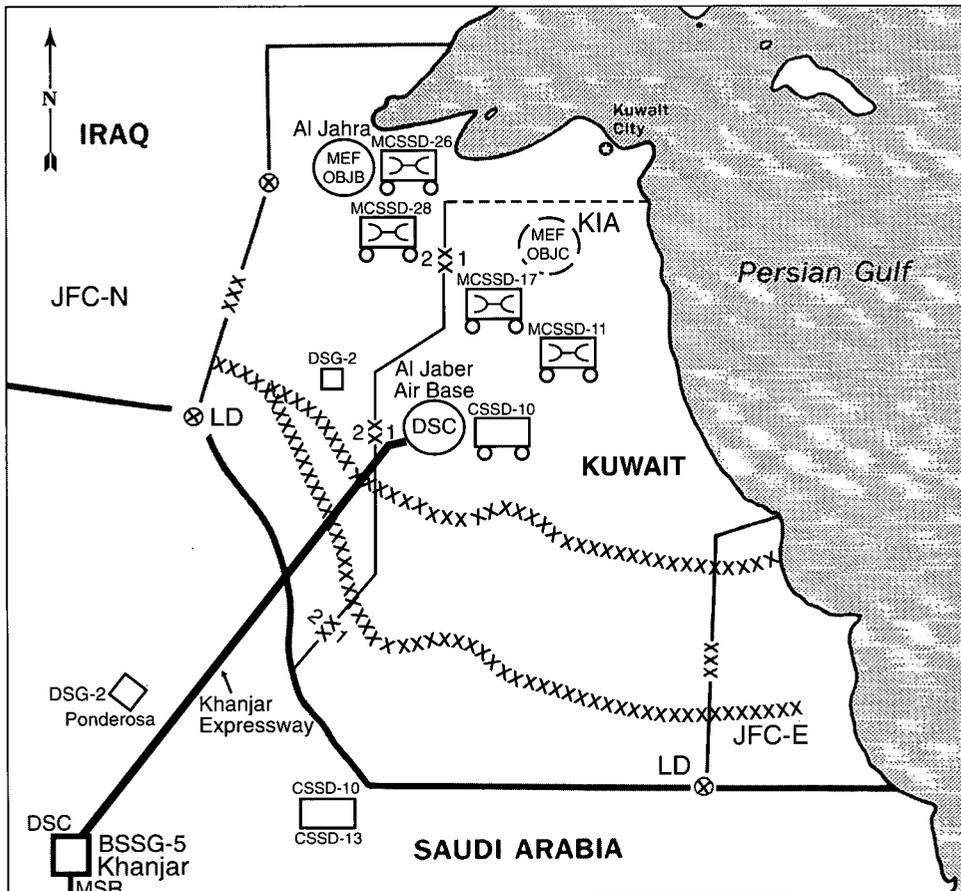
The 27th began with the 2d Marine Division on its objective at Al Jahrah which the Tiger Brigade had captured at 2000 the previous day. The 1st Marine Division was in position to capture Kuwait International Airport and General Myatt maneuvered Task Forces Shepherd and Taro into position to seize this final MEF objective. On the 26th, Task Force Grizzly completed clearing operations at

Al Jaber where the DSC established a transfer point to support the attacks on the final objectives and any subsequent actions. Both DSG-1 and DSG-2 planned to set up positions north of Al Jaber and near the MEF's northern objectives. Although the war was almost over, armed enemy remained a threat as the MCSSDs continued to support their assault task forces and regiments, closing in for the kill.

The 2d Marine Division Zone of Action

At 0100, MCSSD-28 passed through the positions of the 3d Battalion, 10th Marines, and joined the 8th Marines on the outskirts of Kuwait City. A fistful of emergency resupply requests greeted Lieutenant Colonel Head who quickly organized a hasty defense and dispatched supply convoys to replenish the depleted regiment. At 0800, enemy soldiers wandered into MCSSD-28's position and surrendered. Head ordered the military police to investigate a position, to the southeast, where the prisoners had originated. At the enemy position, the MPs discovered three abandoned T-62 tanks with engines running and loaded gun tubes pointing at the mobile. Nearby, a battle then erupted between the 3d Battalion, 23d Marines, and the Iraqis. As rounds from the battle impacted within the

DSC positions at the beginning of G+3: 27 February 1991



mobile's position, Head ordered the M88A1 tank retriever to neutralize the abandoned Iraqi tanks. The retriever moved towards the tanks, received fire from a nearby treeline, suppressed the enemy fires with its machine gun, and disabled the Iraqi armor. At 1030, five Marine casualties from the infantry battalion arrived at the mobile which called for a medevac through the 2d Marine Division headquarters. At 1400, MCSSD-28's graves registration team processed the remains of a Marine from the 3d Battalion, 23d Marines, and later, another from the 4th Tank Battalion. At 1830, a resupply convoy from DSG-2 delivered fuel, water, and MREs and departed with the two dead Marines and documents confiscated from Iraqi prisoners.⁵⁷¹

On the 27th, Lieutenant Colonel Hering moved DSG-2's transfer point 20 kilometers north of RPP Fournier to a position called the Ice Cube Tray, which became the focal point for combat service support operations in the 2d Marine Division's zone of action.* Located 15 kilometers from MCSSD-26 and -28, Hering pushed water, fuel, and MREs to the mobiles and was quickly joined by additional units.⁵⁷² First to arrive was the advance party of Collecting and Clearing Company C after coming under enemy fire on its road march.⁵⁷³ Later, the 8th Motor Transport Battalion's LVSs arrived with the first loads of DSG-2 as it relocated into Kuwait.⁵⁷⁴

Spread between the 2d Marine Division's zone of action and Al Jaber Air Base, the 8th Engineer Support Battalion established Combat Service Support Area 3 (CSSA-3) and continued its work in the minefields. Hulls' Company C maintained the breach lanes in the first line of mines and Hearnberger's Company B continued to labor in the second minefield. Danger still lurked in the breach as demonstrated when the HMMWV driven by Major Clifton D. Caldwell, the DSC's breach control officer, hit a mine. Caldwell was not harmed by the explosion, but the deeply planted anti-personnel mine that blew the rear axle off his vehicle was located at a spot in the road where a thousand vehicles had previously passed without incident.⁵⁷⁵ On the 27th, Captain Negahnquet's EOD Marines completed clearing the area near Jaber Air Base of unexploded ordnance which allowed the 8th Engineer Support Battalion's Bravo command element and Company A to build a 100,000-gallon fuel point, ammunition dump, the DSC's combat operations center, and a 40,000-gallon water point. Colonel McKissock's convoy quickly moved in and began stocking the new CSSA. Meanwhile, Lieutenant Colonel Skipper led a reconnaissance party that discovered a complex of 45 boobytrapped water wells in the area.** Captain Negahnquet's EOD Marines rapidly cleared the wells and Hatton's Company A began pumping water.⁵⁷⁶

The 1st Marine Division Zone of Action

Early on the 27th, Colonel Powell started DSG-1's morning operations.

*The Ice Cube Tray received its name from its grid-like appearance on the map.

**Maj William L. Poggi, Capt William M. Harrison, the battalion's sergeant major, and the chaplain accompanied LtCol Skipper on the water well reconnaissance. (Skipper comments)



Photo courtesy of LtGen James A. Brabham, Jr.

Tanks from the 1st Marine Division close in on the Kuwait International Airport.

Just after midnight, Powell led a convoy from CSSD-10's position near Al Jaber with food, fuel, and ammunition to the 1st Marine Division's forward command post, just south of Kuwait International Airport. After arriving, Powell sent the empty trucks back to CSSD-10 and remained at the division headquarters where he met with General Myatt. At dawn, Lieutenant Colonel Kelly dispatched CSSD-10's daily resupply convoys to MCSSD-11 and to MCSSD-17, including repair parts for Task Force Ripper. West of Kuwait International Airport, MCSSD-17 pushed 42 pallets of MREs, 21,000 gallons of water, and 37,000 gallons of fuel to Task Force Ripper, while MCSSD-17's commander, Captain Winter, pulled additional supplies from CSSD-10. In the trench line where MCSSD-11 stopped the night before, Captain Burke of CSSD-11 ordered an extensive search of the area which revealed an Iraqi Army command post, 12 bunkers of tank ammunition, and an armory. Burke ordered the weapons destroyed and drove four kilometers north to Papa Bear's logistics operation center to attend a meeting. While Burke was at the meeting, MCSSD-11 called for a medevac of 4 Marines, 14 wounded Iraqis, and 1 dead enemy soldier. The Marines would go by air and the Iraqis by ground transportation. After the meeting, Burke distributed ammunition, 24,700 gallons of fuel, 6,400 gallons of water, and 12 pallets of MRE to Papa Bear and the 5th Battalion, 11th Marines.⁵⁷⁷

At noon, CSSD-13 started DSG-1's afternoon operations by flying 385 rounds of artillery ammunition to the 3d Battalion, 12th Marines. Near Kuwait International Airport, CSSD-10's resupply convoy departed MCSSD-11's position with the dead Iraqi after completing its resupply mission.⁵⁷⁸ Captain Burke sent the 14 wounded prisoners to the CSSA-3 at Al Jaber by ground transportation where his trucks picked up MREs and returned to his position. At 1616, Colonel Powell, who had moved to Kuwait International Airport with the division forward command element, ordered Lieutenant Colonel Luszczynski, DSG-1's executive officer, to move the command post to join him at the airport. Just about the same time, Task Force Papa Bear passed the word to MCSSD-11 that Kuwait

International Airport was secure.⁵⁷⁹ By 1700, CSSD-10's supplies were becoming dangerously low, which forced Lieutenant Colonel Kelly to pull fuel and MREs from the DSC at Al Jaber and water from OP-4. Three hours later, Colonel Powell ordered CSSD-10 to move to the International Airport the next day and CSSD-13 to be ready to do the same in order to conduct arrival/departure air control operations and to support helicopter activities north and west of Kuwait City.⁵⁸⁰ Near midnight, Powell scheduled a meeting for the 28th and ordered his commanders to bring their ammunition inventories.⁵⁸¹

The Lost Convoy

Lieutenant Colonel Woodson's 70-LVS-bed convoy with the Iraqi prisoners got lost in the dark on the 26th and wisely waited until the morning before picking up 2,000 Iraqis. The prisoners sat on the open beds of the trailers and hung on to cargo straps spread across the bed to keep from falling off. After passing through the obstacle belts on their way back to Khanjar, General Krulak met the convoy and sent them directly to CSSD-91 at Kibrit in order to save time and effort. Back at Khanjar, Lieutenant Colonel Woodson had expected his convoy to return by the morning and drove north to find it. Enroute, he met Lieutenant Colonel O'Donovan, the DSC's assistant operations officer, who told him that General Krulak had sent the convoy directly to Kibrit. Woodson then dispatched his battalion's executive officer, Major Robert L. Songer, to find the convoy. As Songer neared Kibrit, he noticed that the road was mysteriously covered with thousands of empty milk containers. At CSSD-91, Songer found the convoy and discovered the answer to the riddle of the empty milk cartons. As the convoy carrying the Iraqis approached Kibrit, it stopped to allow the Iraqis to relieve themselves. A passing truck carrying milk cartons slowed down to look at the Iraqis who leaped onto the milk truck and raided its cargo. The convoy drivers quickly restored order and loaded the Iraqis back on the LVSs, but not before the thirsty prisoners consumed most of the milk on the truck.⁵⁸²

The LVSs of the 8th Motor Transport Battalion near Kibrit with their loads of Iraqi prisoners.

Quilter, *With 1 MEF*



G+4: 28 February 1991

The final day of the ground offensive found I MEF in defensive positions outside Kuwait City.⁵⁸³

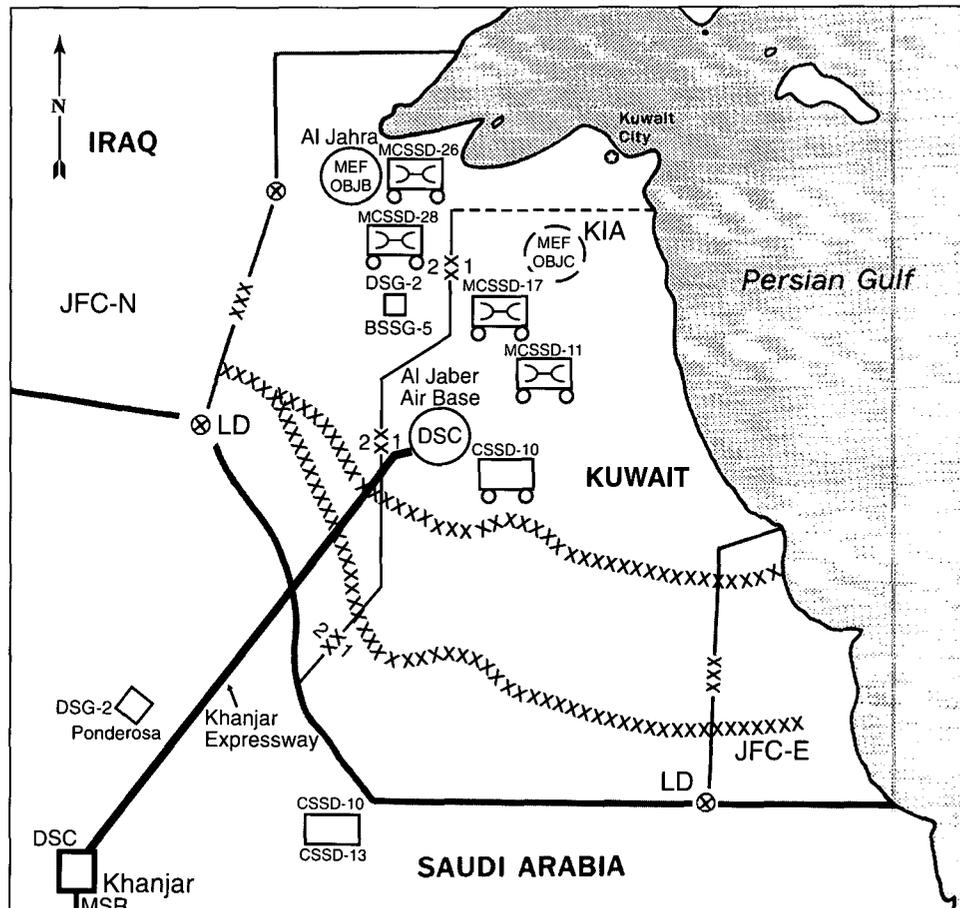
The 1st Marine Division Zone of Action

At 0400, Colonel Powell called General Krulak to brief him on DSG-1's planned activities. Krulak told Powell that the war was over. The DSG-1 commander spent the remainder of the day repositioning CSSDs, supporting the 1st Marine Division, and starting DSG-1's return to Saudi Arabia. At 0830, Lieutenant Colonel Kelly led CSSD-10 from near Al Jaber to a position along the runway at Kuwait International Airport. Kelly set up a collecting and clearing company and a refuelling point.⁵⁸⁴ To replenish supplies, the DSC pushed 100 pallets of MREs to CSSD-10 which in turn pulled water and fuel from the DSC at Al Jaber. With CSSD-10 at Kuwait International Airport, Colonel Powell ordered Captain Ritchie to keep CSSD-13 at OP-4.⁵⁸⁵ As Powell positioned his CSSDs, MCSSD-17 pushed supplies to the 3d Battalion, 11th Marines; the 3d Battalion, 12th Marines; and Task Force Shepherd, while MCSSD-11 resupplied the 1st Battalion, 1st Marines, and the 5th Battalion, 11th Marines. Captain Burke delivered his ammunition inventory to Colonel Powell at Kuwait International Airport and sent a convoy with all palletized munitions to GSG-2 at Ras Al Mishab.⁵⁸⁶

The 2d Marine Division Zone of Action

At 0500 on the 28th, guides from the three infantry battalions of the 8th Marines arrived at MCSSD-28 to lead resupply convoys to their battalion positions. After the morning resupply, the MCSSD spent the remainder of the day pulling supplies from DSG-2 and scheduling resupply missions for 1 March. As the ceasefire took effect, MCSSD-28 improved its positions and fell into a normal resupply routine with the 8th Marines and DSG-2. At the Ice Cube Tray, LVSs from the DSC and DSG-2, which finally trickled back from the 10th Marines and the Tiger Brigade, continued to move the organization into Kuwait. After dropping off its cargo, the 8th Motor Transport Battalion used 13 of its LVSs to move Collecting and Clearing Company C to Al Jaber Air Base.⁵⁸⁷

At RRP-26, MCSSD-26 coexisted with unexploded ordnance and supported the 6th Marines. The day before, Lieutenant Colonel Wittle ordered his command to dig in and to remove the numerous unexploded artillery projectiles and cluster bomblets that lay about the area. On the 28th, a HMMWV belonging to the engineer officer, First Lieutenant Brian S. Bartholf, hit a cluster bomb which damaged the vehicle without injuring the occupants. Despite the dangers of unexploded ordnance, MCSSD-26 pushed 26,600 gallons of water, 79 pallets of MREs, and 35,900 gallons of fuel to the 6th Marines on the 27th and 28th. In addition, MCSSD-26 dispatched four maintenance contact teams to repair equip-



DSC positions at the beginning of G+4: 28 February 1991

ment, treated 45 patients including 13 Iraqis, medevaced five Marines, and processed one dead Iraqi soldier.⁵⁸⁸ On the 28th, Colonel Livingston visited RRP-26 and expressed his appreciation to a formation of all the Marines and sailors of MCSSD-26, for the superb combat service support they had given the 6th Marines.^{589*}

Brigade Service Support Group 5

During the ground war, BSSG-5 supported the far-flung operations of the 5th MEB which landed to reinforce I MEF. On the 24th, the MEB arrived at Mishab and sent a battalion to Al Wafra to conduct a raid. BSSG-5, commanded by Lieutenant Colonel Robert E. Lupton, unloaded USS *Juneau* and *Mobile* and on the 25th, sent a small mobile carrying fuel, water, and MREs to Al Wafra to resupply the raid force.⁵⁹⁰ Reaching Kibrit on the evening of the 25th, the BSSG commander discovered that the 5th MEB had moved to Khanjar.⁵⁹¹ The next morning, Lupton headed for CSSA-2 and directed the BSSG to follow him. At the

*At Col Livingston's request, the 2d Marine Division included MCSSD-26 in its message requesting the award of the Combat Action Ribbon. (Warker comments)



Photo courtesy of LtGen James A. Brabham, Jr.

5th MEB Marines attack towards Al Wafra in Kuwait. In the background can be seen fires from the burning oil wells.

DSC, he found Brigadier General Peter J. Rowe, the 5th MEB's commanding general, and together, they decided to deploy the BSSG to the Ponderosa where it could support the MEB's prisoners of war and rear-area security operations. BSSG-5 arrived at Khanjar late on the 26th and early the next morning moved to the Ponderosa where Lupton learned that DSG-2 was moving into Kuwait. Knowing that the 5th Marines, the MEB's ground combat element, was operating near the Ice Cube Tray, Lupton decided to advance into Kuwait with DSG-2. Moving in a 100-truck convoy, the BSSG arrived near the Ice Cube Tray at 2200 on the 27th, established local security, and set up a combat service support area.⁵⁹²

The next morning, Lieutenant Colonel Lupton met with Colonel Randolph A. Gangle, the 5th Marines Commanding Officer, at Al Jaber Air Base. Gangle told Lupton that the 5th Marines had received a new mission to sweep the Al Wafra Forest area in Kuwait. The 5th Marines S-4 then requested resupply and three mobiles to accompany the regiment on a circuitous road march south into Saudi Arabia, east to Kibrit, and north into Kuwait to conduct clearing operations. Lupton rushed back to his camp near the Ice Cube Tray and moved BSSG-5 to Al Jaber where at 1520, he established a replenishment point to top off the regiment's vehicles. BSSG-5's bulk-liquid carriers replenished at DSG-2's Ice Cube Tray location and then departed with the three mobiles to Al Wafra. Afterwards, Lupton led the remaining portion of BSSG-5 back into Saudi Arabia and east towards Mishab to set up a base camp.⁵⁹³

Conclusion

*The logistics trade is an essential element of the art of war.*⁵⁹⁴

At the end of February, I MEF held all of its objectives, Kuwait was free, and Saddam Hussein was “back in his box.” To ensure that he would not reinvade Kuwait, the 2d Marine Division consolidated its defenses around Al Jahra and the 1st Marine Division strengthened its positions at Kuwait International Airport. The DSC continued to provide combat service support from Khanjar and Al Jaber Air Base to DSG-2 at the Ice Cube Tray and CSSD-10 at Kuwait International Airport, while MCSSDs remained with their regiments and task forces. It was an effective system that could remain indefinitely in Kuwait, extend further to the north, or incrementally downsize while U.S. forces departed the region.

Leaving the Gulf with Good Order and Discipline: 1 March-10 October 1991

Introduction and BSSG-5

*I knew my headquarters was about to turn into an administrative meat grinder. We had to start moving forces and equipment home—a happy but gigantic and complicated task—Gen H. Norman Schwarzkopf*⁵⁹⁵

While the 5th MEB conducted the last combat mission in Kuwait, I MEF’s planners switched their attentions to leaving the Gulf region. The defeat of Saddam Hussein made the world a safer place, but not a safe place. Crises brewed in Liberia, Yugoslavia, Ethiopia, Somalia, and northern Iraq, which might require Marine Corps units now in the area. To respond to unknown and emerging situations, I MEF needed to retrieve equipment, supplies, and ammunition spread over three Middle Eastern countries and then clean and fix all items before loading the materials on ships and aircraft. Although I MEF’s priority was to send units home, its main focus was to reconstitute the Maritime Prepositioning Force (MPF). As retrograde operations began, BSSG-5 wrapped up its support of the 5th Marines in Kuwait.

After a night road march from Al Jaber Air Base to Ras al Mishab, BSSG-5 established a camp to support the 5th Marines clearing operations in the Al Wafra Forest of Kuwait. On 1 March, one of BSSG’s three mobiles returned to Mishab from Al Wafra and at 1500 the next day, the 5th Marines requested 13,000 gallons of fuel, 3,000 gallons of water, 16 pallets of MREs, and a variety of repair parts. Using all available transportation, Lieutenant Colonel Lupton, the BSSG commander, dispatched the requested MREs and water, 70 percent of the parts, and 3,000 gallons of fuel. The resupply convoy arrived at Al Wafra on 3 March, just as the regiment ran out of fuel. The next day, the 5th Marines sent the empty

mobiles to Mishab where BSSG-5 began to load the 5th MEB on amphibious shipping. On 12 March, BSSG-5 returned to its ships after 16 days on land, began planning for a possible operation in Ethiopia, which did not occur, and sailed away from the Persian Gulf on board Amphibious Ready Group 3.^{596*}

First in First Out; Last in Last Out: 1 March-22 April 1991

At the beginning of March, the units that had first deployed to the Gulf started to leave. Commands that arrived in August and September 1990, such as the 1st Marine Division, the 1st MEB from Hawaii, the 3d MAW, the 3d NCR, and the 1st FSSG, began departing. Not forgetting about Saddam Hussein, General Boomer ordered the remaining units to maintain the Kuwait defenses and to assist I MEF's departure. Accordingly, the 2d Marine Division stayed in Kuwait and the 2d FSSG took over the support of the MEF as the 1st FSSG returned to Southern California. To reconstitute Marine Corps capabilities, Boomer ordered that the vast amount of equipment and supplies remaining around Khanjar and Kibrit be moved to the ports of Mishab and Jubayl. While the "last-in" units guarded the border and cleaned up the battlefield, I MEF's personnel strength shrank from 84,498 on 28 February to 19,743 on 16 April.⁵⁹⁷

Deactivation and Home

Very few Marines or sailors in I MEF had more time in the Gulf than those of DSG-1. On 1 March, Colonel Powell turned DSG-1 over to his executive officer, Lieutenant Colonel Lusczynski, and flew to the United States to attend a planning conference for the reconstitution of the Maritime Prepositioning Force. Before Colonel Powell's plane was in the air, Lieutenant Colonel Kelly returned to the United States on emergency leave.⁵⁹⁸ Major Lucenta, the operations officer, took command of CSSD-10 at Kuwait International Airport, while Major Rice, the executive officer, sent people and equipment from OP-4 to Manifah Bay. The next day, MCSSD-11 moved to Kuwait International Airport and then relocated to CSSD-141's old Desert Shield location at Manifah Bay. From there, MCSSD-17, together with a detachment of engineers from CSSD-10, supported the 1st Marine Division's preparations to return to the United States.

On the 4th, MCSSD-11's and DSG-1's headquarters moved from Kuwait International Airport to Manifah Bay and started the deactivation process. On the way, Captain Burke refueled Task Force Papa Bear for the last time.⁵⁹⁹ Two days later, all personnel from the 2d FSSG and a reserve ammunition detachment were added to the roles of CSSD-13 and transferred to the DSC. On the 9th, CSSD-10, MCSSD-11, and MCSSD-17 deactivated and Lieutenant Colonel Lusczynski pooled all personnel and equipment for final processing before returning them to

*After departing Saudi Arabia, BSSG-5 participated in disaster relief operations in Bangladesh. For details see Charles R. Smith, *U.S. Marines in Humanitarian Operations: Angels from the Sea, Relief Operations in Bangladesh, 1991*. (Washington D.C., Hist&MusDiv, HQMC, 1995)



Photo courtesy of LtGen James A. Brabham, Jr.

Convoys carrying supplies and equipment arrive at the port of Jubayl to begin I MEF's retrograde from the Persian Gulf.

their parent units. The remaining personnel and equipment from CSSD-10 moved to Manifah Bay, while a small detachment, commanded by First Lieutenant Clarke D. Henderson, briefly remained at Kuwait International Airport. The DSG-1 headquarters moved to Camp 3 near Jubayl, where it returned all remaining personnel and equipment to their parent commands and deactivated after conducting more than six months of combat service support operations in the desert.⁶⁰⁰ Both Colonel Powell and Lieutenant Colonel Kelly returned to Saudi Arabia and developed tables of organization and equipment for a combat service support element that would support the MPF reconstitution.^{601*}

At Mishab, Colonel Hampton's GSG-2 briefly supported port operations and then deactivated. On 4 March, Hampton sent equipment to Jubayl as the first step in leaving the port of Mishab to the DSC. Port operations consisted of helping load the 5th MEB on amphibious shipping and 1st Marine Division equipment on U.S. Army coastal craft. Equipment and supplies began to arrive from remote locations and CSSD-91 emptied its holding pens, deactivated, and sent its remaining prisoners to Mishab. GSG-2 held the prisoners until the U.S. Army took custody of the Iraqis and transported them to their own facilities. On 10 March, Colonel Hampton relinquished command of Mishab after nearly three months of operations in which GSG-2 supported I MEF's ground attack and 9,000 U.S. military personnel operating in the northeastern part of Saudi Arabia.⁶⁰²

During the first half of the month, General Krulak's DSC supported the 2d Marine Division in Kuwait and the 1st Marine Division's retrograde to Saudi Arabia, and began the unenviable task of cleaning-up I MEF's equipment, the staging areas in Saudi Arabia, and the battlefield in Kuwait. Punsters dubbed the clean-up, "Operation Desert Shaft."⁶⁰³ On 8 March, Colonel Woodhead, the DSC's chief of staff, ordered Lieutenant Colonel Skipper, the commanding officer of the 8th Engineer Support Battalion, to Jubayl to set up I MEF's vehicle

*Gen Krulak called Col Powell "A Great, Great Marine." (Krulak comments)



Photo courtesy of Maj Adrian W. Burke

The Marines and sailors of MCSSD-11 pose for a final picture before deactivation. Although hard to see, MCSSD-11's Marines and sailors are either standing on or displaying an item of equipment that represents their support function.

washdown site. The next day Hearnberger's Company B relocated from Kuwait to Jubayl and established a site with decontamination units, floodlights, and 3,000 gallon water tanks. The 8th Engineer Support Battalion's rapid action allowed cleaned equipment to depart Saudi Arabia by air.^{604*} On 10 March the DSC moved to Mishab and a week later, General Krulak redesignated the DSC as the 2d FSSG and reclaimed his battalions as the 1st FSSG returned to the United States. Ten days later, Krulak moved his headquarters to GSG-1's old location at Jubayl and replaced the 1st FSSG as the only force service support group in the Gulf region.**

To support the 2d Marine Division, DSG-2 remained in Kuwait through March until early April and then deactivated. On 2 March, it had closed the transfer point at the Ice Cube Tray, moved to Al Jaber Air Base, took over the DSC's transfer point there, and had continued to support the 2d Marine Division.⁶⁰⁵ The following day, Colonel Donnelly had relinquished command to Lieutenant Colonel Hering and returned to the United States on emergency leave.*** Over the following week, the DSG detached the supply, maintenance, and engineer sections and Collecting and Clearing Company A.⁶⁰⁶ In early April, the 2d Marine Division returned to Saudi Arabia and left the 8th Marines as the only Marine combat force protecting Kuwait. Accordingly, DSG-2 returned to Saudi Arabia, left MCSSD-28 in Kuwait to support the 8th Marines, and deactivated. During its three-month existence, DSG-2 issued 1,519,350 gallons of water, 1,034,451 gal-

*Col Skipper commented that the 7th Engineer Support Battalion and the 1st FSSG staff assisted Company B to set up the wash down site. (Skipper comments)

**After GSG-1 was deactivated, Col Pankey became the 1st FSSG's G-4 and was responsible for acquiring additional areas from the Saudis to wash and stage equipment. Pankey quickly obtained four large areas which he used for I MEF operations and later parcelled out to the U.S. and British armies for their retrograde activities. (Pankey comments)

***BGen Krulak relieved Col Donnelly of his duties and he did not return to Saudi Arabia after his emergency leave. (Krulak comments)



Photo courtesy of LtGen James A. Brabham, Jr.

Engineers from the 8th Engineer Support Battalion wash a five-ton truck and a 400-gallon water trailer at Jubayl.

lons of fuel, and 2,992,796 MREs. It filled 644 orders for repair parts, and treated 286 medical cases.⁶⁰⁷ After the ground war, MCSSD-26 stayed at RPP-26, detached its TOW and graves registration sections, and provided combat service support to the 6th Marines. After the infantry regiment returned to Saudi Arabia, Lieutenant Colonel Wittle, on 1 April, moved his mobile to Ras Al Mishab where it disbanded. In MCSSD-26's short existence it pumped and hauled 620,364 gallons of fuel and 981,050 gallons of water, filled more than 500 orders for repair parts, treated 369 patients, and drove 66,583 miles.⁶⁰⁸

As hostilities ended, from March forward, Navy Captain Johnson focused his Seabees' efforts on construction projects to support I MEF's departure from the Gulf and on sending his four battalions home. On 1 March, Johnson moved the regimental headquarters and NMCB-40 to the Port of Jubayl. Four days later, NMCB-5 moved to Jubayl, but temporarily left a detachment at Qaraah to maintain the roads. In mid-March NMCB-40's sailors departed Saudi Arabia, while their equipment followed over the next month on the MVs *Hauge*, *Obregon*, and *Bobo*. On 12 April, NMCB-5's personnel departed Saudi Arabia and were followed two weeks later by their equipment on board the MV *Lopez*. At Mishab, NMCB-70 built 120 new ammunition cells and two buildings for munitions cleaning and packing and at Shaikh Isa, NMCB-70's detachment relocated to Jubayl. On the 22d, Captain Johnson relinquished command of the 3d NCR to Captain W .A. Waters, USN, and departed Saudi Arabia. At Khanjar, NMCB-24 left a detachment and moved to the Industrial City of Jubayl where it refurbished the 2d Marine Division camp and loaded ships with equipment from NMCBs 5 and 40.^{609*}

During March and April, MWSG-37 temporarily continued operations in Kuwait, shut down its northern locations, fell back on the southern air bases, and began leaving the Persian Gulf. From Jubayl Naval Air Facility, MWSS-374 sent

*On 2 April, the Khanjar detachment rejoined the battalion at Jubayl.



Photo courtesy of Maj Peter M. Warker

MCSSD-26 strikes its colors in Kuwait before returning to Saudi Arabia and deactivation.

a detachment to Kuwait International Airport to relieve the Marines of MWSS-271 which arrived with the 1st Marine Division during the war.⁶¹⁰ Between 2 and 13 March, the MWSS-374 detachment refueled 130 helicopters per day, repaired buildings, and provided morale-boosting hot food and showers to the 3d MAW's Marines restoring operations at the airport. On 14 March, 98 Marines from MWSS-271 at Tanajib replaced the MWSS-374 detachment, which returned to Jubayl Naval Air Facility where preparations for departure were underway. Three days later, MWSS-273 arrived at Jubayl Naval Air Facility from Lonesome Dove and Ras al Mishab. By 4 April, with MWSS-273 in place, MWSS-374 departed Saudi Arabia.⁶¹¹ Ten days later MWSS-273 sent its advance party to Marine Corps Air Station, Beaufort, South Carolina, while the remainder of the squadron recovered, cleaned, inspected, and loaded equipment and AM2 matting on ships until mid-May.⁶¹²

At the beginning of March, MWSS-271 was spread among Tanajib, Kibrit, OP-4, Al Jaber Air Base, and Kuwait International Airport. During the month, MWSS-271's Marines helped move MAG-26 from Lonesome Dove and MAG-16 from Tanajib and pulled 800,000 square feet of AM-2 matting off the sand at Tanajib and Kibrit. On the 14th, Lieutenant Colonel Richard H. Zegar, the squadron commander, sent Marines to Kuwait International Airport and a week later dispatched seven crash and fire rescue personnel to Mishab to help recover a crashed Saudi C-130 Hercules aircraft. At the end of the month and after recovering detachments from Mishab and Kuwait, MWSS-271 began moving to Shaikh Isa to relieve MWSS-373, which until 17 March had built staging and washdown areas and refueled aircraft, and then prepared for departure. As MWSS-271 arrived, MWSS-373 departed with the last of its Marines leaving on 17 April.⁶¹³ Five days later, Lieutenant Colonel Zegar relinquished command of MWSS-271 to Major Roger E. Penrod, who then closed Tanajib. By the end of the month, the squadron was at Shaikh Isa Air Base, Bahrain.⁶¹⁴

At King Abdul Aziz Naval Air Station, MWSS-174 prepared the facility to return to the Saudis and departed the Gulf. Prior to handing over the airport, Lieutenant Colonel Chessum, the squadron commander, ordered that all bunkers and strongback tent frames be disassembled, the wood neatly stacked, the soccer stadium cleaned, all fighting holes filled, and berms and bunkers leveled. On 1

April, the squadron's advance party departed Saudi Arabia, while the remainder of its Marines cleaned equipment which was moved to the port, inspected, and accepted by the 2d FSSG, which would later load the equipment on MPS ships. On 24 April, MWSS-174 returned to Hawaii and left MWSS-273 at the Jubayl Naval Air Facility and MWSS-271 at Shaikh Isa, as the two remaining MWSSs in Southwest Asia.⁶¹⁵

A Marine Corps Shame

At the beginning of March, the DSC was faced with retrieving the huge amount of equipment and ammunition abandoned on the battlefield by rapidly departing units. A large percentage of the deserted equipment came off the ships of the MPS squadrons and was left behind by units that myopically viewed the care and return of their gear as someone else's responsibility. For example, General Krulak discovered a tank near a minefield and thought that it had been hit by enemy fire. After examining the tank and noting no battle damage, Krulak reasoned that the tank had broken down. When a mechanic tried to start the vehicle, the engine turned over smoothly. The using unit merely left the tank behind in its haste to leave Saudi Arabia. In addition to weapons there were deserted forklifts, bulldozers, and trucks.* Another problem was the huge amount of ammunition that littered Kuwait and Northern Saudi Arabia. As the ground war progressed, rapidly advancing artillery batteries had found it easier to leave ammunition in the sand than to reload it on trucks. General Krulak called the abandonment of equipment and ammunition a "Marine Corps Shame."^{616**} To clean up after the divisions, the DSC initiated a battlefield hunt for deserted equipment and supplies. Using both helicopters and ground vehicles, the DSC staff searched every known position and route of advance in order to locate, mark, and plan for the recovery of orphaned materials. The DSC's recovery plans called for a larger version of Operation Roundup which the 1st FSSG's maintenance detachment conducted the previous October.⁶¹⁷

Operation Desert Cleanup

In addition to the material abandoned in Kuwait, most of the 15 days of supply stocked at Khanjar, the Ponderosa, and OP-4 remained at those locations. As the rear elements of both divisions departed, the 3d MAW abandoned Lonesome Dove, and Saudi Motors cleaned out Kibrit. This left the unglamorous,

*On one occasion, the DSC Marines found a buried HUMMWV when they saw its antennae poking through the sand. (Krulak comments) Maj Songer, the executive officer of the 8th Motor Transport Battalion, twice discovered LVs that were flipped over by a wrecker so that minor parts could be cut from the vehicles and used as repair parts. (Songer intvw, 19 Mar96)

**Gen Krulak also called the abandonment of the MPS equipment "a tremendous lesson learned." To prevent this problem from occurring again, the Advanced Logistic Officer Course has implemented a case study that addresses the retrieval of MPS equipment and the methods for instilling a sense of responsibility in its operators. (Krulak comments)



Photo courtesy of Col Thomas S. Woodson

The staff members of the 8th Motor Transport Battalion pose for their picture. LtCol Thomas S. Woodson, the battalion commander, is seated in the center of the first row.

but necessary, burden of reclaiming all things of value to the battalion. As I MEF Marines, flushed with triumph, relaxed, took showers, boarded airplanes, and returned to well-deserved victory parades, the 8th Motor Transport Battalion, which had operated at surge capacity since early February, began another grueling period in which it hauled more tonnage and drove more miles than it had before the war.

During the first half of March, Lieutenant Colonel Woodson focused his battalion on cleaning out sites around Khanjar and supporting the 2d Marine Division in Kuwait. Woodson's first priority was to move the ammunition left at OP-4, the Ponderosa, and the numerous abandoned artillery sites scattered along the border and in Kuwait. Many of the battalion's drivers who had hauled ammunition into battle with the artillerymen, helped find the old battery positions. During the war, significant amounts of ammunition and equipment had bounced off the beds of trucks because of frayed cargo straps, strained banding, tired drivers, and washboard roads. The 8th Motor Transport drivers policed up the ammunition and equipment laying along the road and shipped it to Mishab.

By mid-March, trucks and drivers which had transferred to DSGs-1 and -2 for the ground war returned to the 8th Motor Transport Battalion. The return of his vehicles gave Lieutenant Colonel Woodson 400 trucks and the wherewithal to move the huge amount of ammunition and supplies that remained at Khanjar. The battalion dispatched 10 trucks every hour with ammunition and containers to the port of Mishab as well as continuing to carry supplies to the 2d Marine Division in Kuwait. The lack of materials-handling equipment, the Achilles heel of transportation, limited the amount of cargo hauled as truck drivers sat idle, while too few forklifts, cranes, and RTCHs slowly loaded trucks at desert sites and unloaded them at Mishab. By 25 March, the 8th Motor Transport Battalion moved all of the ammunition from Khanjar and then concentrated on hauling the remaining containers and cargo. The U.S. Army helped by picking up excess fuel. On 8

April, Woodson's battalion emptied Khanjar and moved into the 7th Motor Transport Battalion's camp at Mishab. From the port, the battalion continued to support MCSSD-28 and the 8th Marines in Kuwait, supervised the remnants of Saudi Motors, and cleaned supplies and equipment until early May.⁶¹⁸

With more and more equipment and supplies arriving from the field, the 8th Engineer Support Battalion's washdown operations mushroomed. By 4 April, Lieutenant Colonel Skipper's Marines managed four washdown sites in the Jubayl area that could clean up to a thousand items per day. The sites used 20,000 gallon fuel bags, 600 gallon-per-minute pumps, crimped hand-service nozzles, and chlorinated reclaimed water to wash every item before it left Saudi Arabia. The engineers laid out a total of 24 amphibious assault fuel systems and three water systems at the four sites. After cleaning, U.S. Army customs agents and Department of Agriculture Customs inspectors checked each item before the Marines loaded it on either a ship or an airplane.⁶¹⁹

Marine Force Southwest Asia: 21 April-10 October 1991

Marine Forces Southwest Asia (MARFORSWA) was established by the Commandant of the Marine Corps on 21 April 1991 The commander, MARFORSWA, was assigned the mission of control and support of the reconstitution . . . for the Maritime Prepositioning Force (MPF) —MARFORSWA Command Chronology

21 April-24 June 1991

On 21 April 1991, Marine Force Southwest Asia (MARFORSWA) activated, replaced I MEF, and began coordinating Marine Corps operations in the Persian Gulf region. Major General Norman E. Ehlert, a naval aviator who served two tours in Vietnam, commanded MARFORSWA. The new organization initially consisted of the 2d FSSG; the 2d Marine Division (Rear), commanded by the division's logistics officer, Colonel Morris O. Fletcher; the 3d Marine Aircraft Wing (Rear), led by Colonel Coop; the newly arrived Blount Island Command (Forward), commanded by Colonel William H. Harris; and the 3d NCR (Rear). During May and June, the lead elements of a Special Purposes Marine Air Ground Task Force (MAGTF) arrived in Saudi Arabia and replaced the units that fought in Desert Storm. As the desert war veterans departed and new forces arrived, MARFORSWA focused on reconstituting the MPF.

The mission of the Blount Island Command (Forward) was to reconstitute 12 of the 13 ships of the MPF by restoring MPSRon-2 to a status of fully mission capable and MPSRon-1 and -3 to a lesser condition of mission capable.* Colonel Harris led the 88 members of the Blount Island Command, who planned and

*The 13th ship of the fleet, the MV *Lummas* was refurbished at Blount Island during the autumn of 1991. The MV *Fisher* was renamed the MV *Phillips* on 8 April 1991. (Blount Island Command [Forward] ComdC Aug91, Sec 2 and Ms. Marlene Venz, Military Sealift Command, Comment File)



Photo courtesy of CWO5 Thomas M. Sturtevant

A forklift loads some of the 750 pallets of package petrol and lubricant at Khanjar for transportation to the port.

directed the MPF reconstitution efforts executed by the 2d FSSG; a task-organized Naval Cargo Handling and Port Operations Group (NAVCHAPGRU); contract workers from the Bendix Field Engineering Corporation and DYNCORP, who prepared aviation support and ground material equipment for shipping, and teams of civil servants from Naval Weapons Stations Concord, California, and Charleston, South Carolina, who packed ammunition containers. This eclectic force of Marines, sailors, U.S. Government employees, and civilian contractors worked 24 hours a day to adhere to the loading schedule, competed for resources with residual Desert Storm commands, and successfully loaded three Maritime Prepositioning Ships before the end of June.

An aerial view encompasses one of the four mammoth washdown sites operated by the 8th Engineer Battalion at Jubayl. The engineers used 20,000-gallon water bags to store the water used to clean equipment and supplies prior to leaving Saudi Arabia.

Photo courtesy of LtGen James A. Brabham, Jr.





Photo courtesy of LtGen James A. Brabham, Jr.

Containers are lined up at the Port of Jubayl to be loaded on board shipping.

On 18 May, 20 Marines from the 3d FSSG on Okinawa arrived at Jubayl and were immediately joined by 121 Marines and sailors from the 1st FSSG in California and another 404 from the 3d FSSG. Landing with the last group from Okinawa was Colonel Paul M. Lee, Jr., a supply officer with a master's degree in materiel management from the Naval Postgraduate School, Monterey, California. Lee commanded the Combat Service Support Element (CSSE) of the Special Purpose MAGTF, which had the missions of assisting the Blount Island Command to reconstitute the MPF and of replacing the 2d FSSG.⁶²⁰ As designed earlier by Colonel Powell and Lieutenant Colonel Kelly, the CSSE consisted of headquarters and services, engineer, landing support, maintenance, motor transport, and supply detachments. During June, the 2d FSSG (Rear) at Camp Lejeune sent 405 augmentees to the CSSE and the 1st FSSG dispatched an additional 311 logisticians to Saudi Arabia. These reinforcements increased the size of the CSSE to 1,519 Marines and sailors. Colonel Lee dispersed his detachments to similar units in the 2d FSSG to ensure continued smooth operations and turn over when the FSSG departed. In addition, Lee sent a detachment, commanded by Major Michael L. Collier, to Mishab to work under the command of the 2d FSSG.⁶²¹

Between 13-14 May, the Security Detachment, 3d Marines, arrived from Hawaii to guard MARFORSWA, but also helped with the logistics burden. Lieutenant Colonel David A. Debruyne commanded 479 volunteers and individuals from the 1st Marine Brigade who had not served in the Gulf and represented some 75 different military occupational specialties. Debruyne organized his command into two companies, each having two platoons, and deployed the force to sites in Saudi Arabia and Bahrain. As camps closed, Lieutenant Colonel Debruyne sent personnel to the CSSE to assist operations. On 14 June, he sent 30 Marines to Mishab to help clean ammunition, later increased the number to 159, and dis-

patched personnel to help load MPF ships and work at FASP-2, near the Cement Factory Ridge.

The Aviation Command Element (ACE), MARFORSWA arrived at the end of May, relieved the last of the MWSS Marines, prepared ammunition for transportation, turned over bases to the Saudis, and loaded ships. On 8 June, Major Robert B. Finney replaced Major Bradley A. Corr, who briefly commanded the 110 Marines and sailors of the ACE. On 15 June, the ACE Marines loaded the SS *Cape Carthage*, which was the first ammunition ship loaded in Bahrain, at Mina Suliman. In Saudi Arabia, the ACE Marines relieved MWSS-273, whose rear party departed Jubayl Naval Air facility on 27 May.^{622*} The ACE then proceeded to return Jubayl Naval Air Facility, the ammunition supply point at Ras Al Ghar, and King Abdul Aziz Naval Air Station to the Royal Saudi Navy.⁶²³

In late April and early May, most of the remaining Seabees departed from Saudi Arabia and left a small party to load aircraft and ships at Jubayl until mid-June. On 25 April, NMCB-24 departed and, on 8 May, was followed by most of the personnel from NMCB-74. The latter battalion left a 110-man "delay party" which loaded airplanes and ships with the last of the Navy's equipment. On 8 May, the Seabees loaded equipment on three U.S. Air Force cargo aircraft destined for Turkey to support Operation Provide Comfort in Northern Iraq.^{**} Over the next month, NMCB-74's sailors loaded the MVs *American Condor*, *Cape Horn*, and *Oslo Polar*. On 13 June, the delay party departed Saudi Arabia and thus ended the Seabees tremendous contribution in the Gulf war. From August 1990 until June 1991, naval construction battalions had completed 6 million square feet of aircraft parking, built 9.9 million square yards of ammunition storage, erected camps for 37,500 people, set up mess halls that fed 100,000 people, maintained 400 kilometers of road, laid out two airstrips, and executed a variety of other projects which supported I MEF's victory in Kuwait.⁶²⁴

Between 21 April and 23 June, the 2d FSSG loaded ships and airplanes, and departed the region. In a nine-week period, the 2d FSSG packed 16 Military Sealift Command ships with unit equipment, started filling two ships with ammunition at Mishab, and help the Blount Island Command load the first three MPS ships, the MVs *Baugh*, *Phillips*, and *Hauge*. The 8th Engineer Support Battalion sheathed with wood the walls of three bulk cargo configured ships, so that they could carry palletized ammunition and blocked and braced ammunition on board the ships.^{625***} In less than two months, the 2d FSSG loaded 126,961 short tons of cargo on ships and 6,143 tons and 14,478 passengers on aircraft. On 6 May, the

*MWSS-271 turned over Shaikh Isa to Marine Logistics Squadron 16 on 16 May and departed for the United States. (MWSS-271 ComdC, Jan-Jun91, Sec 3)

**For the history of Marine Corps humanitarian operations during Operation Provide Comfort see LtCol Ronald J. Brown, USMCR, *Humanitarian Operations in Northern Iraq, 1991: With Marines in Operation Provide Comfort* (Washington, D.C.: Hist&MusDiv, HQMC, 1995)

***The 8th Engineer Support Battalion handled so much ammunition that its Marines and sailors began referring to themselves as the 8th Ammunition Support Battalion. In addition to loading ships, Capt Hulls' Company C repacked 232 containers and operated the night shift at FASP-2. (Skipper comments)

8th Marines and MCSSD-28 returned to Saudi Arabia and ended the Marine Corps deployment in Kuwait. The termination of operations in Kuwait allowed Lieutenant Colonel Woodson to move the remaining portion of the 8th Motor Transport Battalion from Mishab to Jubayl and to depart the Gulf. On the 31st, General Krulak replaced General Ehlert and started a 23-day tenure as the commanding general of MARFORSWA. On 1 June, the 8th Engineer Support Battalion washed the last of the 25,000 pieces of equipment that it cleaned since early March, and returned to Camp Lejeune 13 days later.^{626*} With Colonel Lee's CSSE in place, the 2d FSSG reduced its strength and on 23 June, General Krulak relinquished command of MARFORSWA to Brigadier General Gary E. Brown, an infantry officer who served two tours in Vietnam. The next day, Krulak departed Saudi Arabia and was immediately followed by the FSSG's rear party.⁶²⁷

24 June-10 October 1991

General Brown took over a logistic-heavy organization of 2,236 Marines and sailors consisting of a command element; the ACE; the Security Detachment, 3d Marines; the CSSE; and the Blount Island Command (Forward). Over the next 108 days, Colonel Lee's CSSE assisted the Blount Island Command reconstitute the remaining nine ships of the MPF, provided combat service support to MARFORSWA, and ended the Marine Corps participation in Desert Storm. Colonel Lee's Marines reworked ammunition at Mishab and at FASP-2 as well as loaded ships at Mina Suliman, Jubayl, and Mishab.

On 23 June, Major Collier took charge of the 286 Marines and sailors of the CSSD at Mishab, who identified and disposed of unserviceable ammunition as well as cleaned, palletized, and loaded the munitions on ships. A week later, 24 civilians from the Naval Weapons Station, Concord, California, arrived to help load ammunition. On 8 July, the ground combat element sent teams of Marines to operate a washdown site, which operated 24 hours a day. From the end of June until 4 September, the CSSD loaded 48,502 short tons of ammunition on the SS *Cape Bon* (30 June), SS *Brij* (3 August), SS *Alten Bells* (20 August), SS *Gulf Trader* (23 August), and MV *Jean Lykes* (4 September), and its explosive ordnance technicians demolished 5,881 short tons of unserviceable ammunition. After the departure of the *Jean Lykes*, Major Collier sent personnel and equipment to Jubayl and closed Mishab on 18 September.⁶²⁸

Around the Jubayl area, the CSSE cleared the ammunition out of FASP-2, loaded nine Military Sealift Command ships, and assisted the Blount Island Command reconstitute the nine MPF ships. Captain Paul R. Wilson's landing support detachment loaded ships at Al Jubayl and Mina Suleiman and also passengers and cargo on board aircraft. Captain Daniel W. Elzie's engineer detachment blocked and braced ammunition on ships, stored fuel and water, operated generators, and destroyed unserviceable ammunition. Between 1 July and 10 October,

*In its three months of retrograde operations, Capt Negahnquet's EOD platoon destroyed 154,3388 rounds of enemy ordnance, cleared 102 enemy vehicles, and destroyed 975 tons of U.S. unserviceable ammunition. (Skipper comments)



Photo courtesy of CWO5 Thomas M. Sturtevant

Vehicles wait to be loaded on ships at the Port of Jubayl.

First Lieutenant Julia A. Smith's motor transport detachment, using mostly commercial trucks, moved 102,476 short tons of cargo, 981,595 gallons of water, and 385,524 gallons of fuel. Major Michael J. Motes' supply detachment constructed 367 medical supply blocks, built 667 shipping boxes, loaded 62 40-foot containers with rations, and filled 330 containers with construction materials and spare parts. Major Henry Willis' maintenance detachment closed 1,626 work orders, deployed 44 contact teams to fix equipment, and then pitched in with working parties and drove vehicles to the pier. Captain Hector L. Melendez' headquarters and services detachment managed contracts, operated messhalls, ran computer systems, closed down the Marine Corps exchanges, and operated the Military Customs/Agricultural Section. Between July and October, the customs inspectors deployed 152 contact teams to inspect 2,779 vehicles, 2,125 containers, and 55,137 pallets of ammunition. The inspectors took over the washrack at FASP-2 and increased the daily throughput from 200 ammunition pallets to 900.⁶²⁹

Both the ACE and the Security Detachment conducted retrograde logistics operations. On 20 August, the ACE completed packing the MV *Hanjin Jemma* and SS *Aide* at Mina Suliman, and returned Shaikh Isa to Bahrainian control. At the Port of Jubayl, ACE personnel prepared ammunition for the SS *Aide* which loaded munitions in Saudi Arabia until 2 September. Two days later, the ACE departed Saudi Arabia without its commander, Major Finney, who remained with MARFORSWA until 10 October as an aviation planner.⁶³⁰ As installations closed and the security requirement decreased, Lieutenant Colonel Debruyne sent personnel back to Hawaii. On 4 September, 30 Marines departed Saudi Arabia and were followed by 338 more Marines on the 18th. The remaining members of the security detachment guarded the main camps in Jubayl until MARFORSWA departed Saudi Arabia.⁶³¹

On 10 October, Brigadier General Brown disestablished MARFORSWA, departed Saudi Arabia, and ended the Marine Corps deployment to the Persian



Photo courtesy of LtGen James A. Brabham, Jr.

A Marine customs inspector signs off on an item. Between July and October 1991, officials inspected 2,779 vehicles, 2,125 containers, and 55,137 pallets of ammunition prior to loading them on board ships.

Gulf. Departing with General Brown were the 109 Marines of the CSSE who returned to either the 1st, 2d, or 3d FSSG. Between April and October, MARFORSWA loaded 12 MPS ships and 34 Military Sealift Command Ships with 292,411 short tons of equipment and cargo and 112,334 short tons of ammunition. In addition to ships, the command loaded 17,723 personnel and 6,683 short tons of cargo on 173 aircraft.⁶³²

Conclusion

"I can only say that I have never worked with or observed a more dedicated group of Marines and Sailors in my Life."⁶³³

Between August 1990 and October 1991, The Marine Corps quickly sent forces to the Persian Gulf, freed Kuwait, and rapidly reconstituted its capabilities to respond to other crises. The MPF and Marines afloat gave the Marine Corps the ability to respond rapidly, while the professionalism of its combat service support forces gave the Corps the capability to accomplish its mission. The 1st and

2d FSSGs unloaded ships and aircraft and pushed supplies and services to the ground and aviation combat elements. Generals Brabham and Krulak welded together a general and direct system that extended from Kuwait to Bahrain. To defeat Saddam Hussein, General Krulak's Marines and sailors moved with the ground attack, while General Brabham used every conceivable means of transportation to push supplies forward. The five squadrons of Colonel Coop's MWSG-37 provided direct support to the 3d MAW's helicopters and fixed-wing air groups and the Seabees of Captain Johnson's 3d NCR built facilities from Bahrain to Kuwait. Not resting on the laurels of victory, the 2d FSSG recovered the Marine Corps' ammunition capability and, together, with the Blount Island Command, began reconstituting the MPF. Replacing the FSSG, the Combat Service Support Element of Marine Forces Southwest Asia completed the rebuild of the MPF, departed Saudi Arabia, and ended the war of logistics.

Notes

Unless otherwise noted the material in this section is derived from: CG 7th MEB\CG I MEF (Fwd) Situation Reports 001-021 for the period 12Aug-3Sep90, hereafter 7th MEB Sitrep(s) 001-021; CG 7th MEB\CG I MEF (Fwd) Logistics Status Reports 002 and 005-016, for the period 19Aug-2Sep90, hereafter, 7th MEB Logstat(s) 002 and 005-016; CG 1st FSSG, Situation Reports 003-007, 009-016, and 018, for the period 16-31Aug90, hereafter 1st FSSG SitRep(s) 003-007, 009-016, and 018; DSG-1 ComdC, 8Aug-3Sep90, hereafter DSG-1 ComdC; MWSS-373 ComdC, 1Jul-31Dec90, hereafter MWSS-373 ComdC; MWSS-374 ComdC Jul-Dec90, hereafter MWSS-374 ComdC; 7th MEB ComdC 1Jul-3Sep90, hereafter 7th MEB ComdC; 4th MEB ComdC Jul-Oct90, hereafter 4th MEB ComdC; CO Naval Construction Battalions, U.S. Pacific Fleet, ltr to CNO, Subj: Naval Construction Force Support of Operation Desert Shield\Desert Storm, dtd 23 Jan92, hereafter "Naval Construction Force Support"; Marine Corps Research, Development, and Acquisition Command, TM 11240-15/4A, *Motor Transport Characteristics Manual*, 29Mar91, hereafter TM 11240-15/4A; Marine Corps Research, Development, and Acquisition Command, TM 11275-15/3C, *Engineer Equipment Characteristics Manual*, 29Mar91, hereafter TM 11275-15/3C; Capt Adrian Burke intvw, 9Dec90 (Oral HistColl, MCHC, Washington, D.C.), hereafter Burke intvw, 9Dec90; CG MCCDC, FMFM 4-1, *Combat Service Support Operations*, 12Jul93, hereafter, FMFM 4-1. All command chronologies, unless otherwise noted, are located in the Marine Corps Historical Center, Washington, D.C.

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633. Krulak, "CSS in the Desert," p. 25.

Appendix A

CSS Command Relationships

*Copy of concept paper prepared by Col John A. Woodhead III,
Chief of Staff, 2d FSSG, in November 1990*

There are several variations to command relationships that could be applied to FSSGs in the Persian Gulf:

1. The Vietnam “solution,” whereby one FSSG would be OPCON to the other, thereby forming a very large command similar to the force logistics command of that time frame. Unfortunately, the result would be the same—a monolith, unresponsive to either the ACE or GCE, and, by necessity, controlled by MARCENT.

2. The assignment of zones of action where each FSSG would support the MSCs in its zone. One of the FSSGs would have control of the IFASC and all automated systems, while both would be competitors in the theater logistics structure.

3. Another option would have an FSSG headquarters afloat with the 4th and 5th MEBs. This option would not be the most effective use of the C3 inherent in the FSSG headquarters. The BSSGs with 4th and 5th MEBs are relatively small and the concept of operations already detailed for use if the MEBs are committed has their support coming from the FSSG in country. If an FSSG headquarters were needed for an amphibious operation, a small staff from either FSSG could move aboard ship prior to the operation and provide the recurring C3 for the two BSSGs. It should be noted that under current ships loading, there is no room for even a “suitcase” FSSG headquarters.

4. The assignment of FSSGs by mission. One FSSG would be assigned the mission of direct support of the ground combat elements while the other would be assigned the general support mission for MARCENT and a reinforcing mission to the other FSSG. (This FSSG could also provide the CSSDs for the ACE and run the port.) In applying this variation, one of the FSSGs could replace the other’s elements either in the current Division’s area or in the port area. (one FSSG become the direct support group and the other become the general support group). This variation might have a negative impact on support for a short period of time but would be the strongest and most responsive over the long run. A variation of this concept that would ease any impact might be to do the following:

Take advantage of the inherent task organization capability of the FSSG. Based upon what (was in the Gulf region) and what 2d FSSG

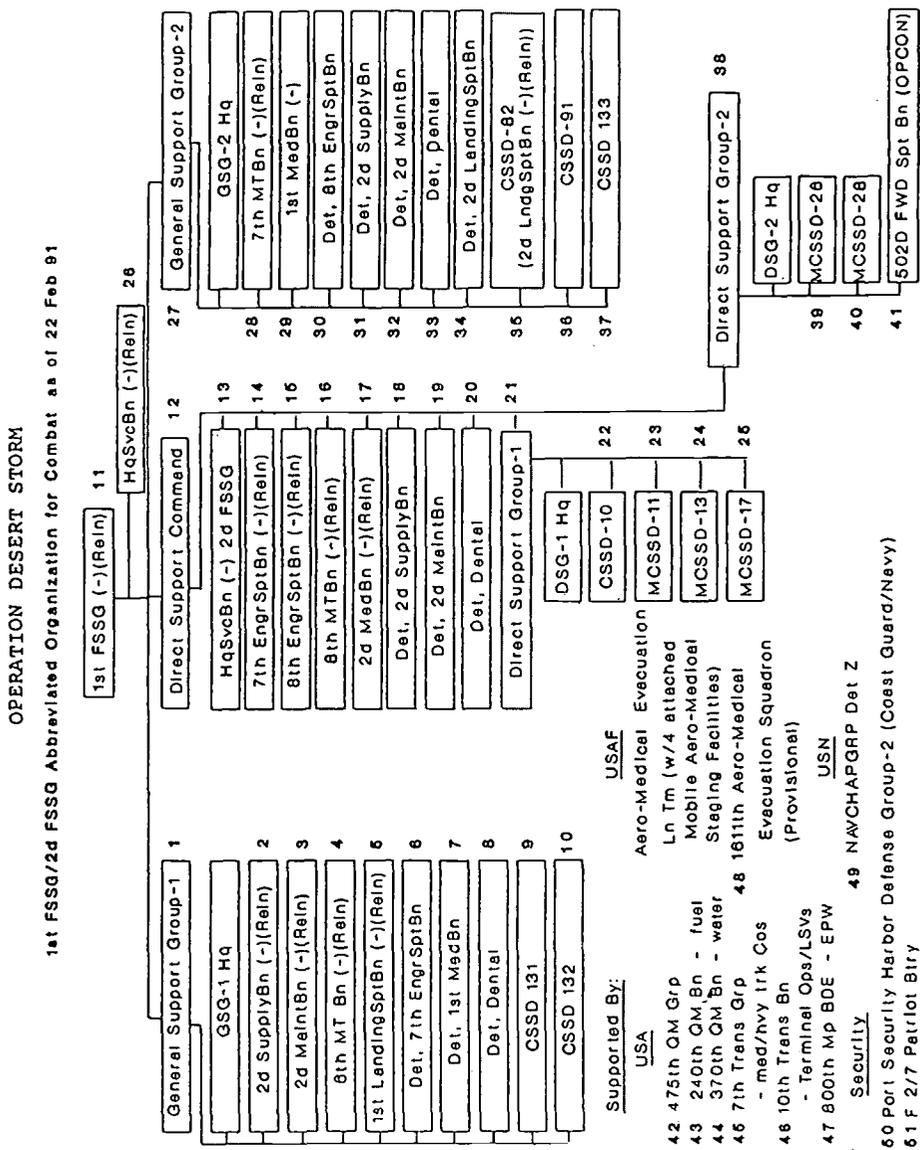
would deploy with, the available C3 would be as follows—nine Battalion Hqs, three BSSG nucleus headquarters, and an MSSG nucleus headquarters. Each FSSG will have its own Headquarters and Service Battalion to provide C3 for the Group. If the four battalions (Supply, Maintenance, Medical, and Dental) which have general support functions, along with appropriately sized detachments of the other battalions were “chopped” to the general support/reinforcing FSSG, it would have the total C3 required to accomplish its mission. Similarly, the Engineer, Motor Transport, Landing Support Battalions and the CSSE nucleus headquarters, and appropriately sized detachments could be “chopped” to the direct support FSSG supporting the GCEs. This approach would give each FSSG a clear mission with clearly defined responsibilities. The GS/Rein FSSG would accumulate and push forward the supplies and run the port while the DS FSSG would provide the direct support to the two Divisions, through direct support CSSDs that possess the necessary C3 required for offensive operations. This approach is not new! This approach is the method that is used to support back-to-back CAX's where the CSSE is a composite from both 1st and 2d FSSGs.

The bottom line is that the Marine Corps will have approximately two complete MEFs committed to (the Gulf) and any attempt to support that large a force with one FSSG is doomed to failure. In the type of maneuver warfare that we may very well conduct, C3 is as important to the CSSE as it is to the GCE or ACE. Unfortunately, that C3 does not exist in (the Gulf) now and certainly not in the quantity necessary to support two MEF's. By bringing in 2d FSSG and employing them in variation #3, you can form the type of responsive CSS structure that will be effective in both the defense and offense.

Appendix B

1st FSSG/2d FSSG Organizational Chart

Operation Desert Storm, 22 Feb 1991



Appendix C

Command and Staff List

Building Blocks of 1st Force Service Support Group (Aug-Sep90)

Brigade Service Support Group 7	Col Alexander W. Powell
Combat Service Support Detachment 71	Capt Guido G. Aidenbaum
	Maj Allen Coulter
Combat Service Support Detachment 72	Capt Kerry K. Feldman
Combat Service Support Detachment 73	Capt Adrian W. Burke
Brigade Service Support Group 5	LtCol Ernest G. Beinhart III
Combat Service Support Detachment 31	Maj Thomas J. Nielsen

1st Force Service Support Group (Sep90-Apr91) BGen James A. Brabham, Jr.

Headquarters Support Group/Battalion	LtCol Henry T. Hayden
Direct Support Command (Dec90-Mar91)	BGen Charles C. Krulak
Headquarters and Service Battalion	LtCol James E. Vesely
2d Medical Battalion	LCdr William G. Brown, USN
7th Engineer Support Battalion	LtCol David L. John
8th Engineer Support Battalion	LtCol Charles O. Skipper
8th Motor Transport Battalion	LtCol Thomas S. Woodson
Detachment 2d Supply Battalion	Maj Joseph F. Tracey
Detachment 2d Maintenance Battalion	Capt Benjamin R. Braden
Detachment 2d Landing Support Battalion	Capt Paul R. Yorio
Direct Support Group 1	Col Alexander W. Powell
Combat Service Support	
Detachments 111/10	LtCol Richard L. Kelly
Combat Service Support Detachment 141/	
Mobil Combat Service Support Detachment	Capt Adrian W. Burke
Combat Service Support Detachment 13	Capt William H. Ritchie III
Mobile Combat Service Support Detachment 17	Capt Edward J. Winter
Combat Service Support Detachment 142*	Capt Nello E. Dachman
Direct Support Group 2	Col Thomas P. Donnelly, Jr.
Mobile Combat Service Support Detachment 26	LtCol David L. Wittle
Mobile Combat Service Support Detachment 28	LtCol James W. Head

*CSSD-142 redesignated as Ammunition Company, 2d Supply Battalion, GSG-1 in Dec 1990.

General Support Group 1	Col Thomas E. Hampton
	Col Paul A. Pankey
2d Maintenance Battalion	Col Marlin D. Hilton
2d Supply Battalion	LtCol Grant M. Sparks
6th Motor Transport Battalion	LtCol Larry D. Walters
1st Landing Support Battalion	Maj Michael W. LaVigne
Detachment, 7th Engineer Battalion	Maj Jerry W. Datzman
Detachment, 1st Medical Battalion	LCdr Jackie H. Parks, USN
Dental Detachment	Capt Robert A. Brunhofer, USN
Combat Service Support Detachment 131	Maj Allen Coulter
	Capt Ritchie L. Rodebaugh
Combat Service Support Detachment 132	Capt Guido G. Aidenbaum
	Capt Tom D. Barna
General Support Group 2 (Dec90-Mar91)	Col Thomas E. Hampton
Headquarters and Service Detachment	Maj James A. V. Hart
7th Motor Transport Battalion	
2d Landing Support Battalion	LtCol David B. Kirkwood
1st Medical Battalion	Cdr Gary C. Breeden, USN
Maintenance Detachment	Capt John M. Carter
Engineer Detachment	CW03 Clement Adams
	Capt John D. Hochstetler
Supply Detachment	Capt John G. Hergert
Combat Service Support Detachment 82	LtCol David B. Kirkwood
Combat Service Support Detachment 91	LtCol Linden L. Sparrow
Combat Service Support Detachment 133	Capt Eric R. Junger
Marine Wing Support Group 37 (Dec90-Apr91) Col Robert W. Coop	
Marine Wing Support Squadron 174	LtCol James P. Chessum
Marine Wing Support Squadron 271	LtCol Richard H. Zegar
Marine Wing Support Squadron 273	LtCol William L. Riznychok
Marine Wing Support Squadron 373	LtCol Stephen D. Hanson
Marine Wing Support Squadron 374	LtCol Stephen G. Hornberger
	LtCol Brian E. Dyck
Commander Mobil Construction Battalions Forward 3d Naval Construction Regiment (Aug90-Mar91) Capt Michael R. Johnson, USN	
Naval Mobil Construction Battalion 4*	Cdr James T. Corbett, USN
Naval Mobil Construction Battalion 5	Cdr David F. Walsh, USN

*NMCB-4 departed Southwest Asia in December 1990 and did not participate in Desert Storm.

COMBAT SERVICE SUPPORT

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Naval Mobil Construction Battalion 7*
Naval Mobil Construction Battalion 24
Naval Mobil Construction Battalion 40
Naval Mobil Construction Battalion 74

Cdr Gary M. Craft, USN
Cdr James McGarrah, USN
Cdr John R. Doyle, USN
Cdr William P. Fogarty, USN

*NMCB-7 departed Southwest Asia in December 1990 and did not participate in Desert Storm.

Appendix D

List of Abbreviations and Glossary

A6-E Intruder, Grumman—A two-seat all-weather bomber featuring five weapon attachments points, each with a 3,600-pound capacity. Typical weapon loads include: 28 500-pound bombs in clusters of six or three 2,000-pound general purpose bombs. The Intruder has a cruising speed of 412 knots.

AAVs—Amphibious Assault Vehicles. AAVP7A1 (Personal), AAVC7A1 (Communications), AAVR7A1 (Recovery)

ACE—Aviation Command Element

ACR—Armored Cavalry Regiment

AH-1W Super Cobra, Bell Helicopter Textron—Two-crew attack helicopter with a cruising speed of 147 knots. Armaments include a 20mm turreted cannon, four external wing stations firing TOW/Hellfire (point target/antiarmor) missiles, and Sidewinder (antiair) and Sidarm (antiradar) missiles. During Operation Desert Storm these helicopters destroyed 97 tanks, 104 armored personnel carriers and vehicles, 16 bunkers, and 2 antiaircraft artillery sites without the loss of any aircraft.

AMALs—Authorized Medical Allowance Lists

ARCent—U.S. Army Component of U.S. Central Command

AV-8B Harrier, McDonnell Douglas—Single-seat aircraft providing a capability to attack and destroy surface and air targets, escort helicopters, conduct close and deep air support, and provide combat air patrols. Cruise speed ranges from subsonic to transonic.

BGen—Brigadier General

BSSG—Brigade Service Support Group

C-130 Hercules, Lockheed—Four-turboprop, medium-lift tactical transport airplane. The C-130 provides in-flight refueling, aerial delivery of troops and cargo, emergency resupply, an airborne Direct Air Support Center, and additional support.

CAAT—Combined Anti-Armor Teams

CAX—Combined Area Exercises

CEC—Civil Engineer Corps

CH-46E Sea Knight, Boeing Vertol—Medium-lift, tandem rotor, twin-engine, two-pilot transport helicopter capable of carrying 25 troops or 4.5 tons over a 50-mile radius, known to Marines as a “Frog.”

CH-47 Chinook, Boeing Vertol—A heavy-lift helicopter used by the U.S. Army and allied forces, commonly called a “Hook.”

CH-53D Sea Stallion, Sikorsky—Medium-lift helicopter used in transporting equipment and supplies during the ship-to-shore movement of an amphibious assault and subsequent operations ashore. A three-crew member aircraft capable of 130 knots and operations in adverse weather conditions.

CH-53E Super Sea Stallion, Sikorsky—Heavy-lift, single-main-rotor, triple-engine, two-pilot cargo helicopter capable of lifting 55 troops or 16 tons, with aerial refueling capability, also called an “Echo.”

CinC—Commander-in-Chief

ComCBPac—Commander, Naval Construction Battalions Pacific Fleet

CSSA—Combat Service Support Area

CSSD—Combat Service Support Detachment

CSSOC—Combat Service Support Operations Center

CUVC—Commercial Utility Cargo Vehicle

DMAC—Division Mechanized Assault Course

DSC—Direct Support Command

DSG—Direct Support Group

EA6B Prowler, Grumman—Airborne Command and Control (C2W) support to Fleet Marine Forces to include electronic attack (EA), tactical electronic support (ES), electronic protection (EP), and high speed antiradiation missiles (HARM). Maximum speed reaches .99 mach, with a cruising speed of .72 mach.

EOD—Explosive Ordnance Disposal

EPWs—Enemy Prisoners of War

FA-18 Hornet, McDonnell Douglas—Single-seat fighter/bomber exceeds speeds of mach 1.8. Armaments include air-to-air missiles, air-to-ground bombs, and a M61 20mm six-barrel gun.

FARP—Forward Arming and Refueling Point

FASP—Forward Ammunition Storage Point

FOB—Forward Operating Base

FROGs—Free-Rockets-Over-the-Ground

FSSG—Force Service Support Group

GPS—Global Positioning System. A satellite navigation system providing highly accurate, continuous three-dimensional positioning for a using unit.

GSG—General Support Group

HEAT—High Explosive Anti-Tank Round

HMH—Marine Heavy Helicopter Squadron

HMLA—Marine Light Attack Helicopter Squadron

HMM—Marine Medium Helicopter Squadron

HMMWV—High-Mobility Multi-Purpose Wheeled Vehicle. These vehicles carry troops and light cargo, and can be armed with TOW missiles or machine guns.

H&SG—Headquarters and Support Group

HST—Helicopter Support Team

IFASC—Interim Forward Automated Services Center

JFC-E—Joint Forces Command East

KC-130, Lockheed—The aerial refueller version of the Lockheed Hercules C-130.

LAI—Light Armored Infantry

LAAWs—Light Anti-Armor Weapon

LAVs—Light Armored Vehicles. LAV-AT (Anti-Tank), LAV-25 (25mm Chain

Gun), LAV-L (Logistics), LAV-M (Mortar), LAV-CC (Communications), LAV-R (Recovery)

LCUs—Utility Landing Craft

LtGen—Lieutenant General

LVS—Logistics Vehicle System

M110A2 8” Self-Propelled Howitzers—The crew of five (commander, driver, and three gunners) can normally fire one round every two minutes; includes a 12.7mm M2 HB antiaircraft machine gun.

M109A3 155mm Towed Howitzers—The M126 155mm howitzer can fire one round per minute under normal conditions.

M60A1 Tank—Crew consists of a driver, commander, and gunner. Armaments include a 105mm M68 rifled tank gun firing eight rounds per minute, a M85 12.7mm machine gun, and a 7.62 mm M73 machine gun.

M60 Tank with M9 Bulldozer Blade—”Blade” Tank.

M88A1 Tank Retriever—Recovery vehicle for main battle tanks capable of completely lifting a 155mm M109A1 self-propelled howitzer.

MAG—Marine Aircraft Group

MAGTF—Marine Air Ground Task Force

MajGen—Major General

MarCent—Marine Corps Command Component of the U.S. Central Command

MARFORSWA—Marine Forces Southwest Asia

MCSSDs—Mobile Combat Service Support Detachment

MedLog—Medical Logistics

MAW—Marine Aircraft Wing

MEB—Marine Expeditionary Brigade

MEF—Marine Expeditionary Force

MEU—Marine Expeditionary Unit

MHE—Material-Handling Equipment

MLRS—Multiple Launch Rocket Systems

MOPP—Mission Oriented Protective Posture. Protective equipment for chemical attack consisting of a suit made of charcoal-activated cloth, overboots, gloves, and a gas mask with hood. There are four MOPP levels, depending upon the threat of a chemical attack, and each prescribes which items are to be worn. Level 1 consists of wearing the suit (trousers and jacket) and carrying the boots, gloves, and mask with hood. Level 2 adds the overboots to be worn, with the gloves and mask with hood still carried. At level 3 the mask with hood is worn. Level 4 requires the wearing of the entire outfit, including the gloves.

MP—Military Police

MPF—Maritime Prepositioning Forces

MPS—Maritime Prepositioning Ships. A Marine Corps concept under which ships have been preloaded with combat equipment and supplies and then forward deployed.

MPSRons—Maritime Prepositioning Ships Squadrons

MREs—Meals Ready to Eat

MSC—Military Sealift Command

MSSG—Marine Expeditionary Unit Service Support Group

MV—Motor Vessel

MWSG—Marine Wing Support Group

MWSS—Marine Wing Support Squadron

NAVCHAPGRU—Naval Cargo Handling and Port Operations Group

NBCB—Naval Base Construction Battalion

NCR—Naval Construction Regiment

NMCB—Naval Mobile Construction Battalion (Seabees)

NSE—Navy Support Element

ORF—Operational Readiness Float

OV-10 Broncos, Rockwell—Two-seat, multi-purpose, counterinsurgency and night surveillance aircraft with a maximum speed at sea level of 250 knots.

PLRS—Position Locating and Reporting Systems. This UHF radio network provides precise position locations of subordinate units. The system consists of a master unit with a visual display, and user units which can be manpacked or mounted in vehicles. The master unit continuously updates the location of each user.

POG—Port Operations Group

QEP—Quick Exchange Program

RCT—Regimental Combat Team

RTCH—Rough Terrain Container Hauler

ROWPUs—Reverse Osmosis Water Purification Units

SASSY—Marine Corps Automated Supply Support System

SBT—Support Breach Team

SOC—Special Operations Capable

TAVBs—Maintenance and Aviation/Support Ships.

TOWs—Tube-launched, optically tracked, wire-guided antitank missile systems. An antitank missile which can be used by infantrymen, or mounted on vehicles such as the LAV, the BFV, or the HMMWV.

UH-1N Huey, Bell Helicopter/Textron—Twin-turbine engine utility helicopter capable of carrying up to 14 passengers at maximum sea-level cruising speed of 100 knots.

USCentCom—U.S. Central Command

VMA—Marine Attack Squadron

VMAQ—Marine Electronic Warfare Squadron

VMFA—Marine Fighter Attack Squadron

VMGR—Marine Aerial Refueller Transport Squadron

VMO—Marine Observation Aircraft Squadron

Appendix E

Chronology of Significant Events

2 August 1990 through 10 October 1991

2 Aug—Iraq invades and occupies Kuwait. The United States Government orders two carrier battle groups to the Persian Gulf.

6 Aug—The United Nations authorizes economic sanctions against Iraq. MajGen John I. Hopkins, Commanding Officer of the 7th Marine Expeditionary Brigade (7th MEB), orders Brigade Service Support Group 7 (BSSG-7) to “stand-up” its wartime table of organization and to marry up with Maritime Prepositioning Ships Squadron 2 (MPSRon-2, Diego Garcia) at the Port of Al Jubayl, Saudi Arabia.

7 Aug—United States Central Command (CentCom) orders a brigade of the 82d Airborne Division, elements of the Air Force’s 1st Tactical Wing, and two squadrons of Maritime Prepositioning Ships to Saudi Arabia.

10 Aug—The Commander-in-Chief Atlantic Fleet (CincLantFlt) orders the 4th MEB from Camp Lejeune, North Carolina, to the Persian Gulf.

11 Aug—BSSG-7 arrives in Saudi Arabia to prepare the Port of Al Jubayl for unloading MPSRon-2.

14 Aug—The 7th MEB, from the Marine Corps Air-Ground Combat Center at Twentynine Palms, California, is the first Marine combat organization to arrive in the Persian Gulf.

15 Aug—Three ships of MPSRon-2 reach the port of Al Jubayl. The Marines of the rations section begin issuing MREs (meals ready to eat) to the 7th MEB.

16 Aug—Military Airlift Command (MAC) begins flying missions to Jubayl Naval Air Facility.

17-22 Aug—BSSG-4 departs with 1,464 Marines and sailors from Moorehead City, North Carolina.

21 Aug—BSSG-7 increases to 2,841 Marines and sailors in country.

22 Aug—All 21 officers and 426 enlisted Marines and sailors of Marine Wing Support Squadron 374 (MWSS-374) were in Saudi Arabia.

24 Aug—Twenty McDonald Douglas AV-8B Harrier jets of the Marine Attack

Squadron 311 (VMA-311) arrive at King Abdul Aziz Naval Air Station, approximately 50 kilometers southeast of Jubayl.

25 Aug—The 7th MEB announces its readiness to defend Jubayl, a week prior to expectations.

26 Aug—Combat Service Support Detachment 73 (CSSD-73) reaches a strength of 90 Marines and sailors. The unit is deployed to the junction of the coastal highway and the road leading to Manifah Bay, making them the closest to the Kuwait border.

26-30 Aug—Four ships from MPSRon-3 (Guam) arrive in Al Jubayl.

28-30 Aug—Members of the Commander Naval Construction Battalions Pacific Fleet (ComCBPac) command element reach Saudi Arabia.

3 Sept—BGen James A. Bradham assumes command of the 1st Force Service Support Group (1st FSSG).

8 Sept—MWSS-174 joins 1st Force Service Support Group (FSSG) and Regimental Combat Team 3 (RCT-3) at Ras Al Ghar Naval Base awaiting deployment to forward locations.

13 Sept—Marine air-ground task force (MAGTF), from Okinawa, docks at Jubayl.

29 Sept—Naval Mobile Construction Battalion 40 (NMCB-40), and GSG-1 (General Support Group 1) engineers begin construction of Forward Ammunition Storage Point 2 (FASP-2). Along with FASP-1, CSSD-111 and -141, FASP-2 gave the 1st Marine Division the wherewithal to engage Iraqi forces.

17 Oct—GSG-1's air-delivery platoon parachutes supplies to CSSD-141 for the first time.

30 Oct—The size of I Marine Expeditionary Force (MEF) increases to 31,391 Marines and sailors of whom 8,511 belonged to 1st FSSG, ComCBPac Foxtrot Delta, and the three MWSSs.

8 Nov—President Bush opts for an offensive capability, ordering an additional 150,000 troops to the Persian Gulf.

14 Nov—Secretary of Defense Richard Cheney grants the Marine Corps the authority to call up 15,000 Reservists.

19 Nov—NMCB-40 completes the 1st Marine Division mess hall at Abu Hadriyah, in time to host President Bush for Thanksgiving dinner.

29 Nov—U.N. Security Council Resolution 678 authorizes the use of “all necessary means” to remove Iraqi forces from Kuwait if these forces do not leave by 15 January 1991.

1 Dec—The 5th MEB commanded by BGen Peter J. Rowe departs southern California for Southwest Asia.

11 Dec—I MEF increases by 58 percent when air flow reinforcements start bringing an average of 945 Marines and sailors and 222 short tons of cargo every day for the remainder of the month.

22 Dec—BGen Charles C. Krulak, Commanding Officer of the 2d FSSG, activates the Direct Support Command (DSC), establishing a direct support pipeline to the ground combat element.

6-15 Jan—DSC’s engineers build a sprawling complex of more than 40 square kilometers at Kibrit, directly west of Al Mishab, as a defensive measure against Iraqi air and artillery attack.

12 Jan—Congress approves the President’s use of military force against Iraq.

15 Jan—The U.N. deadline for the Iraqi withdrawal from Kuwait passes.

17 Jan—Desert Shield ends, and Desert Storm begins when CentCom orders the air war to begin.

17-19 Jan—Iraqis respond to U.S. air bombardment by shooting FROG (free-rockets-over-the ground) missiles at Mishab.

23 Jan—The DSC sent CSSD-91 (prison camp) its first three occupants who were processed, held, and shipped south by the U.S. Army.

29 Jan—A brigade from the Iraqi 5th Mechanized Division captures the Saudi border town of Khafji, trapping two reconnaissance teams from the 1st Marine Division. BGen Krulak orders a 100 percent alert, focusing on the defense of Kibrit. The Marines of CSSD-91 blow up their weapons and fall back on Kibrit to avoid capture.

30 Jan—The 4th Marines, Task Force Grizzly, commanded by Col James A. Fulks, rushes to Qaraah with the mission of defending the border area from further Iraqi aggression.

31 Jan—Saudi and Qatari forces capture Khafji and rescue the 12 reconnaissance Marines from the 1st Marine Division.

2 Feb—U.S. Navy aircraft mistakenly bomb S Battery, 5th Battalion, 11th

Marines, 30 kilometers north of Qaraah, killing one Marine and wounding two others.

3-7 Feb—A Marine Explosive Ordnance Disposal (EOD) team clears Kafji where it destroys a total of 4,000 pieces of ordnance and removes 80 armored vehicles.

9-20 Feb—DSC moves from Kibrit to Khanjar, approximately 160km northwest of Kibrit, in massive supply buildup.

14 Feb—As of this date, the active-duty end-strength of the Marine Corps was 200,248, including Reservists on active-duty. It was the first time active-duty end-strength exceeded 200,000 since fiscal year 1971.

23 Feb—I MEF logistically ready to begin its advance on Iraqi positions in Kuwait.

24 Feb—I MEF began its assault at 0400, aimed directly at al-Mutl'a Pass, and the roads leading from Kuwait City. I MEF faced the stongest concentration of enemy defenses in theater, penetrating the first obstacle belt. Serial I's Marines from Mobile Combat Service Support Detachment 26 (MCSSD-26) exchanged fire with enemy, and captured the commanding general of the *14th Infantry Division (Commando)*.

25 Feb—I MEF advances against limited resistance during the ground offensive. Iraqis engage Task Force Papa Bear in a 10-minute battle around the regimental headquarters followed by a three-hour assault on the 1st Tank Battalion.

26 Feb—Task Force Ripper engages large numbers of dug-in Iraqi infantry and armor, receives artillery fire, and captures numerous Iraqis as it reached Kuwait International Airport. Company A, 7th Engineer Support Battalion, moves toward Kuwait International Airport, where the engineers came under Iraqi fire. Eight thousand Iraqi prisoners of war reach the compound at Kibrit.

27 Feb—The 1st Marine Division consolidates its area and clears the last pockets of resistance around Kuwait International Airport.

28 Feb—A cease-fire takes effect. I MEF had a strength of 92,900 at the end of Operation Desert Storm.

4 Mar—MCSSD-11's and Direct Support Group 1's (DSG-1) headquarters are moved from Kuwait International Airport to Manifah Bay, initiating the deactivation process.

8 Mar—Khanjar is completely emptied and moved to Mishab.

21 Apr—Marine Forces Southwest Asia (MARFORSWA) is established by the Commandant.

6 May—The 8th Marines and MCSSD-28 return to Saudi Arabia, and end the Marine Corps deployment to Kuwait.

10 Oct—BGen Gary E. Brown disestablishes MARFORSWA, and departs Saudi Arabia, ending the Marine Corps deployment to the Persian Gulf.

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