



# UNITED STATES MARINE CORPS

1ST MARINE EXPEDITIONARY FORCE, FMF  
BOX 555300  
CAMP PENDLETON, CALIFORNIA 92055-5300

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G4/OPS  
18 May 93

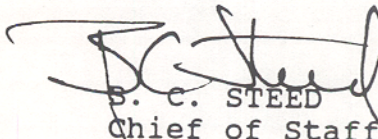
## I MARINE EXPEDITIONARY FORCE ORDER P4400.11

From: Commanding General  
To: Distribution List

Subj: MARINE EXPEDITIONARY UNIT (SPECIAL OPERATIONS CAPABLE)  
LOGISTICS STANDING OPERATING PROCEDURES (Short Title:  
MEU (SOC) Logistics SOP)

Encl: (1) Locator Sheet

1. Purpose. To publish standing operating procedures for MEU (SOC) Logistics.
2. Recommendation. Recommendations concerning the contents of this SOP are invited. Such recommendations will be forwarded to Commanding General, I Marine Expeditionary Force (Attn: G-4), via the appropriate chain of command.
3. Certification. Reviewed and approved this date.

  
S. C. STEED  
Chief of Staff

DISTRIBUTION: LIST I, II  
CG, FMFPAC  
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18 May 93

LOCATOR SHEET

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Location:

(Indicate the location(s) of the copy(ies) of this  
publication.)

ENCLOSURE (1)



MEU (SOC) LOGISTICS SOP

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporated Change



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CHAPTER 1

CONCEPT OF LOGISTICS SUPPORT

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## CHAPTER 1

### CONCEPT OF LOGISTICS SUPPORT

#### 1000. GENERAL

1. Parent organizations will provide logistic support to deploying elements/units in accordance with current I Marine Expeditionary Force (MEF) directives until final embarkation has been completed. Headquarters (HQs), I MEF will provide facilities/supplies for the Marine Expeditionary Unit (MEU) HQs upon its activation.
2. Upon final embarkation, the MEU Service Support Group (MSSG) is the single source of non-aviation logistic support and the LPH/LHA is the source of supply for aviation-peculiar supplies. Supplies beyond the capabilities of the MSSG will be requisitioned through the 1st Force Service Support Group (FSSG) specified in the initiating directives/Logistics Letter of Instruction (LOI). Aviation peculiar supplies will be requisitioned through normal Navy channels in accordance with NAVSOP 485.
3. The MEU will embark with and maintain a minimum of 15 days of supply (DOS) of all classes of supply providing the MEUs ship mix will accommodate those supplies. (Ammunition will be loaded in accordance with COMNAVSURFPAC 4080 which is based on 15 days of ammunition (DOA) for a notional MEU.) Those supplies in Landing Force Operational Reserve Material (LFORM) will be counted towards this requirement.



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CHAPTER 2

LOGISTICS PLANNING

2000. GENERAL. Careful logistics planning is required to provide equipment and supplies necessary to support the MEU in contingency and training plans. The MEU is constrained by shipping and by equipment and personnel availability. It is, therefore, unable to embark with the capability of executing all possible contingencies. The objective of the logistics planning is to maximize the capabilities and flexibility of the MEU. General guidance for logistics planning is contained in Commanding General (CG), III MEF OPLAN 320, and current edition of FMFPACO P3120.20, III MEF 03120.5, and COMNASVSURFPACINST 4790.3. These instructions provide general data concerning the computation of the WESTPAC MEU which will facilitate computation of logistic support requirements. Planning must commence early to:

1. Accurately identify lift requirements.
2. Identify deficiencies.
3. Validate computer-based information systems.
4. Provide logistic support requirements and shore basing requirements in designated training areas.

2001. STATUS OF ATTACHMENTS. Simultaneously with elements reporting for planning to the MEU, attachments will report for planning to their respective elements. Weekly situation reports will reflect the element as a whole, including data from each attachment.

2002. LOGISTICS MILESTONES. The milestone checklist in Appendix A of this order is not intended to be all inclusive. It contains the majority of significant events that apply to one or more elements. Milestone dates are considered to be target dates for orderly preparation for deployment. Since completion of many events is dependent on completion of previous events, each milestone which is not completed on time must be reported to the MEU HQs, with the reason for non-completion and a new target date. It is recommended that each element prepare a checklist early in the predeployment phase.

2003. DEPLOYMENT

1. Training plans must include maintenance recovery time in order to maintain equipment readiness. Additionally, while embarked, maintenance is difficult due to lack of space. This makes it necessary to coordinate with assigned ships to insure support such as maintenance areas, electricity, and fresh water is available at scheduled times.



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2. When directed in the initiating directive/LOI the Air Combat Element (ACE) may be shore-based to support the MEU. Guidance for shore-basing is contained in CINCPACFLTINST 4790.6 (Temporary Shore-basing of Embarked Helicopter Squadrons) and COMFAIRWESTPAC Operations orders 201 (SOP for Shore-basing).
3. During deployment, the MSSG is responsible for the requisitioning and delivery of ammunition from the supporting ASP to the using unit.
4. Aviation training ordnance will be handled in accordance with FMFPACO 8130.1B Paragraph 3c(4) requires MEUs to identify Class V(A) training requirements for WESTPAC, MIDPAC, and transit to WESTPAC to CG, 1st Marine Aircraft Wing (MAW); CG, 1st Marine Division (MARDIV); and CG, 3d MAW respectively at each pre-sail conference, info all concerned.
5. USMC/USN aviation ordnance handling team training aboard LPD class ships is addressed in COMNAVSURFPACINST 8023.1B.

### 2004. CONTINGENCY AMMUNITION

1. Guidance for the quantities, accountability, and reporting of the LFORM and Mission Load Allowance (MLA) embarked aboard amphibious ships is contained in COMNAVSURFPACINST 4080.1B/FMFPACO 4080.2B (Prepositioning of LFORM/MLA and other Contingency Materiel Aboard Amphibious Warfare Ships of the US Pacific Fleet).
2. Embarked LFORM/MLA will be considered as a credit against the levels of supplies to be embarked by MEU.
3. Duties, responsibilities, and reports required of the Commanding Officer of Troops embarked aboard LFORM-carrying amphibious ships are contained in enclosures (1) and (11) to COMNAVSURFPACINST 4080.1B/FMFPACO 4080.2B; duties, responsibilities, and reports concerning MLA are contained in enclosures (1), (6) and (11) thereto.



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SUPPLY

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CHAPTER 3

SUPPLY

3000. GENERAL. MEU Commanders are responsible for setting proper supply levels, other than as specified in this order and the orders, plans and directives of higher headquarters, plus any specific instructions as may be included in any activating/deployment directives.

3001. SOURCES OF SUPPLY. Sources of supply for the MEU will be as follows:

1. Prepositioned War Reserve Material Stocks (PWRMS) which may be embarked aboard amphibious shipping will be used only as authorized by the CG, I MEF in advance, based on guidance from the appropriate Force Commander and CMC/CNO. If committed to contingency/combat operations without receipt of such authority, MEU Commanders may utilize on hand PWRMS but will notify the MEF and FMFPAC Headquarters as soon as possible.
2. LFORM and Mission Load Allowance (MLA) usage is guided by the current editions of COMSURFPACINST 4080.1 and FMFPACO 4080.2. All messages relating to LFORM should include the following info addressees:
  - a. CG, FMFPAC//G4/AMMO//
  - b. CG, I MEF//G4/AMMO//
  - c. CG, 1st FSSG//G3/G4/AMMO//
3. The primary source of ground supply for the MEU during predeployment, deployment, and post-deployment will remain the 1st FSSG. Requisitions and status will be transmitted via the most expeditious means possible. Primary transmission via electronic or PROCOMM utilizing land telephone lines or INMARSAT link. Each of the MEU elements will maintain their supply data on mini-files while deployed. Landing Force Asset Distribution (LFADS), PC MODS, and PC SASSY are the prioritized choices for maintaining mini-files. Regardless of the system used, each unit must carry a backup of the selected system and an alternate system to backup the primary system. SASSY Phase II will not be used by deployed units. Secondary sources of supply while deployed include any DOD component support organization capable of providing support on a reimbursable basis within the area of responsibility (AOR) or transit area of the MEU. This may include the 3d FSSG, various Naval support activities in the Far East, the Admin Support Unit (ASU), Bahrain, and Army support activities in Southwest Asia. The MEU Commander will establish liaison with these secondary support activities to determine type and level of support available, as well as procedures used to obtain support. The controlling factor in determining the



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appropriate source of supply in a given situation will be the source's capability to provide the requested supplies within the required time frame.

4. The source of supply for aviation elements while deployed will be the ship board Aviation Consolidated Allowance List (AVCAL). Requirements which cannot be filled by the AVCAL may be submitted by the ship to the nearest supply source. Lateral screening procedures from 1st MAW or 3d MAW sources may be utilized as appropriate. Requisitions should cite the ship's activity address code (AC) as the requisitioner, with the squadron's AC as the supplementary addressee. Resupply while afloat will be accomplished as part of the ship's normal procedures.

5. Resupply of the MEU when committed to contingency or combat operations will be coordinated by the supported Force Commander in accordance with published CON/OPLANS.

3002. COMPUTATION OF SUPPLY REQUIREMENTS. Computation of supply requirements for the MEU requires continuous and detailed coordination between the MEU Commander, his subordinate elements, and supporting activities. Determination of overall Class II, III, and IX requirements is based upon the range and density of the equipment embarked and the force listed units' Tables of Equipment. Consequently, this information must be provided in the Equipment Density List (EDL) format prescribed by the 1st FSSG no later than E-120.

3003. CLASS OF SUPPLY. The MEU will embark with the prescribed loads by class of supply as indicated below. Each class of supply represents anticipated requirements which fulfill operational requirements for the MEU while deployed.

1. Class I. Subsistence - Meal-Ready-to-Eat (MRE). The MSSG will embark with not less than 15 days for Class I (MREs), in addition to those quantities contained in the LFORM on assigned amphibious ships. When determining number of DOS of MREs to deploy for training, consideration should include required quantities of pouch bread and Fuel Bars/Flameless Ration Heaters. Requirements for other Class I type rations (e.g. Ration, Cold Weather, A, B, and/or T-rations) support are to be identified to the CG I MEF (Food Service Officer) during annual/quarterly Class I budget submissions/revisions.

2. Class II. General Supplies. The following general supplies will be stocked and carried by the indicated element:

a. Administrative/Blank Forms. Each MEU element will embark with their own 180 day operational deployment (OPDEP) block. This block will be replenished, if necessary, by requisitioning from the MSSG. The MSSG will deploy with a 90 day contingency stock above the normal MSSG requirement.



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b. Clothing Cash Sales Block. A 30 day clothing block of selected uniform articles may be held by the MSSG. This will be used following the guidelines established by the current editions of BO 10120.1 and must be specifically authorized by the MEU Commander. The first source of supply for military clothing will be the Navy and Marine Corps exchange outlet. When uniforms are purchased from the contingency block, payment must be made by check or cash. The Combined Individual Requisition and Issue Slip (NAVMC 604) will be completed in accordance with the current edition of MCO P10120.28.

c. Desert Clothing and Equipment. Every MEU deployed in support of the CINCCENT AOR will deploy with Desert Camouflage Clothing and equipment drawn from the 1st FSSG Training Allowance Pool (TAP). MEU elements will submit their requirements to the Commanding Officer, 1st Supply Battalion (TAP) via the Commanding Officer (S-4) of the MEU by E-90. All requests for Desert Clothing and Equipment will reflect the TAMCN, NSN, nomenclature, size and quantity. Desert Boots are not authorized for issue for training or routine deployments. Boots are held for contingency (PWRMS) purposes only and if required will be shipped as sustainment supplies.

d. Individual Equipment (782 Gear). Each MEU element will embark with a basic issue and 10 percent of their manning level, not to exceed Table of Organization strength, to support replenishment/replacement of lost, stolen, or damaged 782 gear. The MSSG will carry 50 complete sets, if space is available, for replacement as over-the-counter issue or cash sales.

### 3. Class III. Petroleum, Oils, & Lubricants (POL).

a. Bulk POL. Bulk POL will be distributed from LFORM. Requests to draw fuel which cannot be replenished by the ship while embarked must be submitted to the CG FMFPac. All requests to draw fuel must be passed to the amphibious squadron (PHIBRON) identifying the priority, quantity, and ship.

b. Packaged POL. A 15 day OPDEP block of selected packaged POL (55 gallon drum or smaller) will be embarked by the MSSG. This POL will be controlled and accounted for in the consumable Class III block and on the MSSG Loaded Unit Balance File (LUBF). All MEU elements will identify, procure, and deploy with adequate stocks to perform all preventative maintenance functions for the first 30 days of deployment. Care must be taken to ensure that annual preventative maintenance (PMS) for major principle end items (PEIs) are performed prior to deployment or deferred until post deployment to eliminate the requirement to carry large amounts of packaged POL. Special climactic POL requirements (hot weather) will be submitted to the MSSG by E-90.



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4. Class IV. Construction Materials. The MSSG will embark with a very limited amount of Class IV material (15 days). Each MEU element is required to embark with its own stock of concertina wire, sandbags, and engineer stakes. Issues from the MSSG to MEU elements will be on a temporary loan basis and will be returned or replaced after each training exercise.
5. Class V. The MEU will embark LFORM/MLA quantities in accordance with COMNAVSURFPAC 4080.
6. Class VI. Personal Demand Items. Non-military sales items are not required to be held by the MSSG. Health and comfort items are available through ship stores and local post exchanges.
7. Class VII. Major End Items. All Table of Equipment (T/E) items will be embarked by the owning unit, less those items specifically exempted by the CG, I MEF. The MSSG will embark with selected communication and ordnance Operational Readiness Float (ORF) assets to support the MEU.
8. Class VIII. Medical Supplies. (To be provided by the Medical Logistics Company, 1st Supply Battalion, 1st FSSG.)
9. Class IX. Repair Parts. The MSSG will deploy with a 30 day OPDEP consumable repair block and a secondary repairable block configured to support those equipment items embarked by the MEU elements. These blocks are built based on the EDLs submitted by each MEU element and usage determined during previous deployments. The MSSG will maintain their OPDEP blocks. An annual recomputation of the retained blocks will be accomplished prior to block replenishment as outlined in paragraph 3003 above.
  - a. Pre-Expended Bin (PEB) items may be carried in the Class IX block. However, it is necessary that each MEU element embark with sufficient PEBs to support themselves while deployed since the PWR generator package will not normally factor in PEB items. Each MEU element will provide a PEB listing to the MSSG at the same time the EDL is submitted.
  - b. The MEU will embark with a total of 15 days of dry cell batteries (contingency block) exclusive of a 10 day OPDEP block held by the MSSG. The OPDEP block will be issued only upon the approval of the MEU Commander. In addition, each MEU element will deploy with their own batteries for the first five days of deployment.
10. Class X. Nonmilitary Programs. As required.
11. Miscellaneous
  - a. Disaster relief items (blankets, body bags, etc.) must be considered and maintained by the MSSG as authorized by



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the MEU Commander.

b. Aviation logistics requirements for units deploying aboard ship are coordinated in accordance with COMNAVAIRPACINST 4790.2. Aviation units deployed aboard ships will take all equipment and supplies unless otherwise agreed during the predeployment discussions conducted in accordance with the COMNAVAIRPACINST.

3004. LOAD PLAN CHANGES. At E-125, MEU elements will identify to CG, I MEF any requested changes to COMNAVSURFPAC load plan. In addition, the MEU will specify when and where the MEU (SOC) contingency package is to be loaded.

3005. EQUIPMENT DEFICIENCIES. At E-120 MEU elements will identify and report equipment deficiencies not physically on hand by letter to this Headquarters (G-4) via the chain of command and the MEU Commander. Each intermediate commander will comment by endorsement on those management steps which are being taken to insure that the MEU elements will deploy with all allowance equipment. Updates will be submitted at 30 day intervals until deployment. At E-30 the respective MSCs will provide a listing of those equipment items which cannot be filled by internal redistribution.

3006. REMAIN BEHIND EQUIPMENT. Prior to deployment (E-15), the MEU Commander will submit to this Headquarters (G-4) a listing for each element by TAMCN (or NSN if no TAMCN is assigned), nomenclature, quantity, and location of all allowance equipment to be left behind. All equipment not embarked will be stored by parent organizations in the appropriate configuration for delivery by airlift, if so required.

3007. FAD II. From E-90, Elements of the MEU are continually in Force Activity Designator (FAD) II as provided in the current edition of MCO 4400.16. As such, MEU elements are authorized to originate supply requisitions up to priority 02. At E-90 1st FSSG will load committed code 02 for all MEU elements in accordance with the current edition of UM 4400.126. The following schedule will be used in establishing ERO and requisition priorities:

1. E-90: Priority 02 for deficient mission essential T/E equipment and deadlining mission essential repair parts.  
Priority 02 for degrading mission essential repair parts.  
Priority 05 or 12, as appropriate, for non-mission essential T/E items and deadlining/degrading non-mission essential repair parts.
2. E-60: Upgrade to priority 02 non-mission essential T/E equipment deficiencies.
3. E-30: Upgrade all OPDEP back orders to priority 02.



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3008. DEPARTMENT OF DEFENSE ACTIVITY ADDRESS CODE DESIGNATOR (DODAAD). DODAAD Type Account Codes (TAC) 2 and 3 will not be changed and will continue to reflect 1st FSSG. In order to enhance supply support throughout the deployment, the MEU Commander should provide the 1st FSSG (Sassy Management Unit (SMU)) with the effected activity address codes of attached elements, identifying specific ship for each and its proposed itinerary. Approximately 30 days prior to embarkation, SMU operations section will conduct an LFADS download of Class I mainframe data for each of the MEU elements. Once deployed, supply requirements will be processed using the LFADS supply system. MEU ground elements will requisition supplies from the MSSG, which will forward requirements with the most expeditious means available. The preferred means is a data transfer package (SALTS or PROCOMM) in conjunction with an INMARSAT link.

3009. LFADS. Is the latest PC based supply system and is designed to meet the supply support requirements of a deployed MEU. The system provides the capability to conduct a stockage review, buy review, and a complete inventory module. All MEU elements must be fully trained in LFADS supply procedures. The 1st FSSG (G-3, Supply Support) will provide training as requested.

3010. GARRISON PROPERTY. Prior to deployment, all Garrison Property will be inventoried and turned over to a Responsible Officer designated by the parent command in accordance with directions provided by the applicable Base/Station Property Control Officer. Under extraordinary circumstances, the Base/Station Commander may authorize deploying units to embark items of garrison property, however this is discouraged and must be specifically approved in writing. Requests to deploy garrison property items will be submitted to the appropriate Base/Station Commander.



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CHAPTER 4

AMMUNITION

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CHAPTER 4

AMMUNITION

4000. TRAINING AMMUNITION

1. Ammunition to be fired in support of training will be provided from the units' training allowances.
2. Ammunition will be prepositioned as much as practical at anticipated training sites by a Marine Ammunition Requirement Support Order (MARSO).
3. Those assets required that are not available to be prepositioned will be identified by E-90 and to the MSSG for consolidation and forwarded to the CG I MEF (Attn: AC/S G-4) no later than E-75.
4. Ammunition expenditure reports will be submitted in accordance with standing garrison procedures prior to embarkation and upon completion of deployment.
5. The MSSG is responsible for the requisitioning and delivery of ammunition from the supporting ASP to the using unit.
6. Aviation training ordnance will be handled in accordance with FMFPACO 8130.1.

4001. CONTINGENCY AMMUNITION. See page 2-3, paragraph 2005 and page 3-5, paragraph 3004.e.



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CHAPTER 5

EMBARKATION

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CHAPTER 5

EMBARKATION

5000. GENERAL

1. School trained embarkation personnel will be assigned within all elements of the SOCAL MEU. Beginning with the detailed planning phase, embarkation officers will be relieved of all other duties which may interfere with their embarkation duties.
2. Units will be combat loaded within their assigned shipping to the maximum extent feasible. In view of the large amount of supplies and equipment to be embarked, load plans must reflect efficient use of all available space. A detailed, yet flexible, combat load must be developed since a number of landing plans may be employed from a single load plan. An additional consideration which facilitates efficient utilization of available shipping without sacrificing the principles of combat loading is that only partial, or selective unloading is normally accomplished during training exercises.
3. Embarkation planning will be in accordance with LFM-03, FMFPACO 4600.1, I MEFO P3000.1 and I MEFO P4600.1. Coordination with parallel Navy counterparts shall, when possible, be maintained by all Embarkation Team Commanders throughout the planning and execution of the embarkation and debarkation operations.
4. The milestones checklist, Appendix A, contains a listing of major milestones to be accomplished. Unit embarkation officers should prepare unit planning schedules/milestones to accomplish major events in a timely manner commencing with the determination of initial lift requirements at E-120.
5. The MEU Embarkation Officer will coordinate staging area and support requests at the BALS conference with the Phibron. Port Operations Group (POG) will be provided by 1st FSSG and their responsibilities and requirements will be identified by the MEU Embarkation Officer.
6. Embarkation will be in accordance with the MEU Embarkation Plan approved by this HQs (G-4 Strategic Mobility Officer (SMO)).

5001. EMBARKATION RESPONSIBILITIES

1. The MEU Commander, has overall responsibility for the embarkation planning and execution. His Embarkation Officer will coordinate embarkation matters with this HQs (G-4 SMO) as well as with Embarkation Officers of the MEU elements. The Embarkation Officer will be available during embarkation to provide appropriate guidance as needed.



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2. Upon embarkation, the MEU Commander is designated as the Embarkation Group Commander and assumes responsibility for all embarked MEU elements.

3. Duties of the Commanding Officer of Troops. At E-45, the Commanding Officer of Troops for each ship will be designated by the MEU Commander. Commanding Officers of Troops will be guided in the performance of their duties by LFM-03.

4. Duties of the Embarkation Team Commander (Team Embarkation Officer). Detailed duties of the Embarkation Team Commander are contained in LFM-03. The following additional guidance applies:

a. Submit, through the MEU Embarkation Officer, to the assigned ship, proposed detailed message load plans for review and approval.

b. Submit formal detailed load plans and documentation (ie. UPTT, PS&ER, SCM) utilizing CAEMS within 48 hours of embarkation to CG, FMFPAC (2) (Control Symbol FMFPAC ZN 442-39), CG, III MEF (1) (For Embo), this HQs (G-4, SMO), each ship and the PHIBRON. (Retain sufficient copies for use by the TACLOG during debarkation/backload or other operations.)

c. Ensure that all reports required by I MEFO 4600.1, MEFO P3000.1 and FMFPACO 4621.1 are submitted in a timely manner.

d. Attend all embarkation/debarkation planning conferences affecting overall loading of the ships on which the team is embarked.

e. Ensure to info CG I MEF G-4 SMO on all Equipment Personnel and Materials Reports (EPMRS) as this report gives I MEF a detailed picture of equipment/personnel embarked and space available.

### 5002. MARSHALLING AND STAGING

1. Vehicles and cargo will be marshalled in designated areas at each element home station, by the Embarkation Team, 24 hours prior to movement to designated staging areas at Naval Station, San Diego/Long Beach/Del Mar Boat Basin, Camp Pendleton, CA (in the case of Amphibious Assault Vehicles (AAVs) and preloaded landing craft).

2. Convoys will be formed with no more than 20 vehicles each and depart at no less than 20 minute intervals. All convoy requirements will be identified by the MEU at the transportation planning conference.



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3. Embark Team Commanders will identify cargo transportation and Material Handling Equipment (MHE) requirements to the MEU (S-4) for consolidation and submission to 1st FSSG (ATTN: Logistics Movement Control Center (LMCC)) at least thirty days prior to movement.

4. Transportation for personnel and baggage will be requested through the MEU (S-4) for consolidation and submission to 1st FSSG (ATTN: LMCC) at least thirty days prior to movement.

5. Responsibilities for all movement control/coordination agencies will be as outlined in I MEFO P3000.1.

6. Staging will be completed 24 hours prior to the commencement of embarkation.

7. Ships Platoon will embark at least 24-72 hours prior to loading as per agreement between COT and the individual ship or as required by ship's troop regulation.

5003. PRE-SAIL CONFERENCE. The Pre-sail Conference is held with the PHIBRON at approximately E-40. The purpose of the conference is to discuss with Navy counterparts items of mutual interest and to familiarize Marine personnel with ships to be embarked. Embarkation personnel will have proposed loading diagrams with the Landing Plan available for review and discussion.



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CHAPTER 6

MAINTENANCE

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## CHAPTER 6

### MAINTENANCE

6000. GENERAL. Maintenance procedures prior to deployment will be in accordance with normal garrison SOPs.

6001. SORTS. MEU elements will embark in a minimum SORTS equipment readiness conditions of C-2.

6002. FAD II. At E-90, FAD II designator will be assigned as delineated on page 3-5, paragraph 9.

6003. LTI. A one-hundred percent LTI of all equipment will be accomplished by the MEU Commander using his assigned elements prior to deployment. Discrepancies will be reported to respective Major Subordinate Commands (MSCs) commander for resolution and to this HQs (AC/S, G-4) if not resolved prior to E-30.

6004. REPLACEMENT ITEMS. At E-30, a list of those items in the maintenance cycle which are not expected to be repaired will be provided to the parent commands (G-4) to be considered for possible replacement. The list will be updated at E-15 and all required equipment transfers will be made by E-5.

#### 6005. MAINTENANCE STANDDOWN

1. A five-day maintenance stand-down will be scheduled during the last 30 days prior to deployment. One week prior to the stand-down, a maintenance conference will be hosted by the MEU to identify problem areas and to schedule necessary maintenance. Representatives of all MEU elements, and the 1st FSSG (G-3) will attend.

2. At E-30, the MSSG will minimize support maintenance activities, passing requests to the 1st FSSG (G-3 or 1st Maint Bn) elements to facilitate preparation for deployment.

6006. MIMMS OPERATIONS PROCEDURES. Detailed guidance for deployed Marine Integrated Maintenance Management System (MIMMS) is contained in the MIMMS Letter of Instruction for the MEU.



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CHAPTER 7

MOTOR TRANSPORT

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CHAPTER 7

MOTOR TRANSPORT

7000. SOFA. The Status of Forces Agreement (SOFA) stamp for military vehicle operation licenses (OF 346) and licensing for tactical equipment is controlled by MSCs. Classes and testing can be scheduled upon request. A SOFA stamp is necessary for drivers operating in Japan, Korea, and other countries. Requirements for licensing should be identified by E-120, with licensing completed by E-20. Additionally, it is advisable to ensure as many drivers as possible obtain an international drivers license which meets all licensing requirements within all countries.

7001. COMMERCIAL LICENSING. Licensing for commercial equipment is controlled by the Marine Corps Base (MCB)/Marine Corps Air Station (MCAS) Motor Transport Officer.

7002. U-DRIVE VEHICLE SUPPORT. Limited commercial U-drive vehicle support during the marshalling, staging, and embarkation stages will be available for administrative purposes. MEU elements will consolidate these requirements and submit them to Headquarters and Service Company (HQSVCOC), I MEF (ATTN: LOG/OPS).



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CHAPTER 8

HEALTH SERVICES

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## CHAPTER 8

### HEALTH SERVICES

8000. SOP. See the MEU Health Services SOP (I MEF Order P6000.1) for details.

8001. GENERAL. The purpose of this chapter is to provide the overall concept of operations and provide guidance for the development of a health services system in support of MEF operations. Prior to deployment all Marines/Sailors who will be embarked are to be qualified medically and dentally. All immunizations will have been administered. Required eye glasses, gas mask inserts, and medical warning tags will have been issued. All other administrative matters will be completed prior to deployment.

8002. HEALTH SERVICES SUPPORT. Health services support is provided primarily from a sea based mode, aboard ship. Landing Force (LF) health services personnel will augment and support shipboard medical departments while operating in the sea-based mode. LF health services support is tasked organized to meet the needs of the mission. All LF health services elements are capable of operations ashore. The relocation of health services units ashore will enhance the definitive care of casualties and permit economy of the forces. Task organized health services elements of the LF may be detached to support geographically remote ground and aviation forces.

8003. EVACUATION. Casualties ashore that cannot be returned to duty within the specified period, will be evacuated. The unit will evacuate the casualty to the collection/evacuation station where they will be triaged, stabilized and recorded. Casualties requiring additional care will be evacuated to next echelon of care. The Medical Officer, Medical Detachment Commander or Senior Corpsman present will have final authority in the determination of the need for evacuation. Individual weapons and equipment will be collected by the unit prior to the casualty being received by the collection/evacuation station. Prisoners will be evacuated under armed guard.

8004. PERSONNEL. Health Services and religious personnel will not be detailed (in combat areas) to duties, except medical, dental or religious in accordance with Naval Regulations Article 1063. Except in cases of emergency no Marine Corps personnel may be detailed to perform the duties of a hospital corpsman in accordance with Naval Regulations Article 1064.



# MEU (SOC) LOGISTICS SOP

## CHAPTER 9

### ENGINEERS

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CHAPTER 9

ENGINEERS

9000. PURPOSE. To provide engineering guidance and direction to the MEU (SOC). Detailed guidance is contained in Fleet Marine Force Manuals (FMFM) in the 13- series; in Operational Handbook 13 (OH-13); and in FMFM 4-4, Engineer Operations.

9001. FUNCTIONS. The four functional areas of engineering are mobility, countermobility, survivability and general engineering.

1. Mobility. A quality or capability of military forces which permits movement from place to place while retaining the ability to fulfill primary missions.

2. Countermobility. The reinforcement of the terrain through the construction of obstacles and emplacement of minefields to delay, disrupt and destroy the enemy.

3. Survivability. The degree to which a system is able to avoid or withstand a man-made hostile environment without losing its ability to accomplish its primary mission.

4. General Engineering. General, also called deliberate engineering, is the primary combat service support function performed by engineers. It includes both horizontal and vertical construction, utilities support, and bulk liquid operations.

9002. RESPONSIBILITIES

1. Commanding Officer. The MEU (SOC) commander is responsible for accomplishment of the engineer support mission. He will ensure the MEU (SOC) is adequately equipped and trained to support the overall MEU (SOC) mission.

2. MEU/Marine Air Ground Task Force (MAGTF) Engineer. When assigned, the MEU/MAGTF Engineer will be a special staff officer of the MAGTF Command Element. The MEU/MAGTF Engineer will be responsible for planning and coordinating the overall MAGTF engineering effort, and, with assisting the MEU/MAGTF commander in supervising the execution of training and operation plans.

3. MAGTF Subordinate Command (MSC) Engineers. The Ground Combat Element (GCE), ACE, and Combat Service Support Element (CSSE) Engineer Officers provide their commanders with engineering advice and counsel and plan and coordinate the execution of engineering efforts in support of approved OPLANs/OPORDs. In addition, they serve as a conduit through which the MEU/MAGTF Commander's direction and the MEU/MAGTF Engineer's guidance flow to operating elements.



9003. ENGINEER CAPABILITIES. Engineer capabilities listed below are general in nature, and applicable to engineer units. They fall within the four major functional areas of mobility, counter mobility, survivability, and general engineering.

1. Engineer Reconnaissance.
2. Obstacle Breaching.
3. Obstacle Installation/construction.
4. Specialized Demolitions.
5. Assistance with field fortifications/camouflage.
6. Beach preparation.
7. Helicopter landing site and zone preparation.
8. Development and maintenance of routes of communication.
9. Construction and maintenance of expeditionary airfields.
10. Technical assistance in engineer matters.
11. Construction and maintenance of standard and nonstandard bridges.
12. Survey control.
13. General (deliberate) engineer support.
14. Employment as infantry, or other tasks as mission dictates.
15. Bulk water production, storage, distribution (via hose line) and dispensing.
16. Bulk fuel receipt, storage, distribution (via hose line) and dispensing.
17. Electrical and hygiene support.

9004. OFFENSIVE OPERATIONS. Engineers help ensure uninterrupted movement of friendly forces to maintain momentum of attack.

1. Planning for offensive operations shall include engineering to assist in changing the dimension of the battlefield to support the mission and commanders intent. Both combat and general engineering will assist the offensive. Although not always self-mobile, engineers must be employed close enough to forward formations to effectively respond to requirements. Heavy



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engineering missions, to include airfield construction and aviation and force beddown, must be planned early to ensure success.

2. During the amphibious assault, combat engineers support the assault element. Navy units of the Naval Support Element (NSE) remove or reduce underwater obstacles below the high waterline at the beach. Landing force personnel breach obstacles inland of the high waterline. In the surfzone or tidal range, commanders of the landing force and amphibious task force come to an understanding of priority of effort, and define responsibilities; agreements to be reflected in the OPLAN or OPORD.

3. Countermobility is enhanced by flank denial, which includes installation of obstacles and mines. Engineers can help canalize enemy forces into killing zones by assisting in the minefield emplacement effort, and by terrain analysis and engineer reconnaissance. When properly employed, the engineer "element" can enhance mission accomplishment. The key is early involvement of engineers in the development of missions -- and in the analysis of missions assigned by higher headquarters.

9005. GENERAL ENGINEERING. Horizontal and vertical construction, mobile and commercial electric power, water and fuel support, hygiene and NBC support fall within the purview of logistics and engineering. The MEU/MAGTF and NSE provide general engineering support to the force when employed with appropriate personnel and equipment.

9006. DEFENSIVE OPERATIONS. Engineers in defensive operations impede the mobility of the enemy (countermobility) and assist in the preparation of fighting positions (survivability). The primary engineer efforts are:

1. Preparing potential counterattack routes.
2. Preparing routes to alternate positions.
3. Assist in preparation of traffic circulation plan.
4. Assist in preparation of alternate or supplemental positions.
5. Preparing landing zones.
6. Recommending and supervising the strengthening and construction of obstacles.
7. Assisting in installation and recording of minefields.
8. Technical assistance in installing wire entanglements, roadblocks, and other countermobility obstacles.
9. Preparing demolition charges at critical points.



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10. Managing class IV engineer materials.
11. Anti-armor and direct fire weapon positions.
12. Armored vehicle positions.
13. Command post hardening.
14. CSS position hardening.
15. Crew-served weapon and individual fighting position improvements.
16. Developing, constructing, improving or hardening LOCs.
17. Route clearance.
19. Water purification, storage, distribution.
20. Storing and dispensing bulk fuel.
21. Landing zone preparation.
22. Bridge installation.
23. Expeditionary airfields.

9007. RETROGRADE OPERATIONS. Retrograde operations include both tactical and general engineering tasks. Mobility and countermobility engineering support are critical as tactical considerations, and vehicle/equipment assembly, washdown, and personnel beddown prior to re-embarkation are general engineering tasks of importance to the retrograde. Early planning for retrograde is essential, and it is best to form a team for retrograde separate from the combat support establishment.

9008. MSR MAINTENANCE. Long distance maneuver calls for extensive main supply route (MSR) development, construction and maintenance. The MEU/MAGTF will be capable of MSR development and maintenance to ensure mission accomplishment. Commanders must be made aware of the limitations of proposed/possible MSRs, prior to assigning land lines of communication. Movement of heavy cargo (e.g. fuel, water, ordnance, tracked vehicles) has a significant impact on road networks. Where no roads are available, or when roads have to be constructed, weather (rain/snow) is a critical consideration. Supporting an attack via a muddy road invites disaster, and should be forecasted and avoided if possible.

9009. AVIATION ENGINEER SUPPORT. Focus of main effort may go to the ACE -- especially if enemy armor is to be initially countered by air-to-ground munitions. In this regard, the beddown of ACE aircraft and the development and installation of airfields can become a critical engineering support mission. The



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MEU/MAGTF Engineer will plan for ACE support beyond organic ACE capability based upon the OPLAN/OPORD and the commander's intent, and revise OPLAN/OPORD accordingly or via fragmentary order (FRAGO).

9010. ENGINEER PLANNING. The MEU/MAGTF and subordinate command engineers will include engineer support in all support planning documents. Engineering is necessary in varying degrees from the smallest training mission to full-scale operations. The hierarchy of plans include, but is not limited to:

1. SMEAC Tactical Orders. Verbal or written, the engineering aspects of situation, mission, execution, administration, and command/communication orders grow in importance as mission complications set in. Normally the engineers attached to combat formations provide engineering input to support command decisions.
2. NOPLAN. Absent a specific OPLAN or CONPLAN, commands will exercise what JOPES calls a "NOPLAN" scenario. When major commands are tasked to react to a crisis situation, they use formal crisis action planning steps; which include engineer estimates, analysis of mission, and supporting plan development. As time permits, the engineer planning steps grow in detail until they resemble formal OPLAN development, discussed in following sub-paragraphs.
3. CONPLAN. Concept Plans are developed by major commands when they consider combat or contingencies to be likely, but not quite deserving of full OPLAN development. CONPLANS include engineering estimates, civil engineering support, and broad concepts of operation which will call for rapid development of specific engineer planning at execution of combat or support for the contingency.
4. OPLAN. The Operation Plan is a formal document describing, among other things, the major commands (and supporting commands) plan for execution of combat or support of a contingency. Engineer planning is detailed and included in several sections of OPLANS. Breaching, mobility and countermobility, and minefield operations is included in the operations annex of OPLANS. General engineering, hygiene, electrical, utility, and bulk liquid operations are included in either separate appendices or within the logistics annex to the OPLAN. An OPLAN -- if adequate to the mission at execution -- may be turned into the "OPORDER" via addition of a cover letter or implementing letter or naval message.
5. OPORDER. An operation order varies in size, complexity, and thickness, depending on mission. Often Unified or Specified Commands (CINCs) have CONPLANS or OPLANS for likely contingencies, and if the contingency arises, the OPLAN is converted into an OPORDER by issuance of an execution order.



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Engineer portions of OPORDERS include the same items of an OPLAN, but vary with sense of urgency and are time sensitive due to the necessity to execute on a known or forecasted time line.

6. Engineer Planning Documents. FMFMs in the 13 series, and OH 13 contain details of engineer planning documents.

a. Logistics Annex. The Logistics Annex -- prepared by the command's S-4 -- includes a general description of logistics and general engineering requirements. The functions of logistics -- inclusive of engineering -- are broken down by classes of supply and functional areas. The annex will have an appendix prescribing in detail those items necessary to be highlighted or further defined, (e.g. POL supply, civil engineer support, and HNS). A specific "engineer" appendix will be required when the mission calls for that level of engineering detail dictated by the mission.

(1) Engineer Plan. When called for, the Engineer Plan is included as an appendix to the Logistics Annex. It uses the SMEAC "five paragraph order" format, and includes engineer units or organizations available, describes the manner engineer support is to be provided, and coordinating details necessary to ensure operational support, administrative matters, and civil engineer support requirements are planned. If civil engineering is addressed in the Engineer Plan, it need not be included in a separate CESP.

(2) Civil Engineer Support Plan. At fleet or theater-level -- and potentially at the MAGTF Commander Joint Task Force (CJTF/JTF) level -- a Civil Engineer Support Plan is required. It may be required at the MEF (FWD)/brigade-level. The CESP will be an appendix to the Logistics Annex, and will include an analysis of the civil engineering support required and available from foreign countries, and plans for addressing a real or anticipated shortages.

(3) POL Supply Appendix. A Petroleum, Oil, and Lubricants (POL) Supply Appendix to the Logistics Annex is required to provide the force with detailed guidance and direction for POL supply. It will include provisions for reporting product quantities, specific resupply procedures, and at major command level, include Tabs "A" for a projection of the bulk fuel requirement to support the force through C/D + 180, and Tab B for host nation (HN) capabilities, HN product reliability, and HN product inventory to include refining capacity.

b. Operations Annex. The Operations Annex -- prepared for the command's S-3 -- includes engineering support required to accomplish the operational mission.



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(1) Breaching Plan. The breaching plan is a specific, detailed plan for one portion of the assault operation. Its purpose is to ensure the rapid breaching of vehicle lanes for the prompt passage of assault vehicles. OH 13 provides details and an example of a breaching plan.

(2) Obstacle/Barrier Plan. Barrier planning begins at the MEU/MAGTF CE level or higher, and includes input from the lowest echelons and is often iterative in development; the details of the enemy barriers and obstacles being known over time through surveillance, reconnaissance, and intelligence sources. The S-3 has primary responsibility for obstacle/barrier planning, and the special staff engineer (when assigned) advises the Commander via the S-3 of the best means whereby obstacles and barriers are to be addressed. OH 13 provides details and an example of the Obstacle/Barrier Plan.

(3) Obstacle Plan. Contingencies may call for an Obstacle Plan, absent a requirement for an Obstacle/Barrier Plan. The purpose of the plan is to place or construct obstacles to deny the enemy an area or to canalize the enemy into killing zones covered by protective fires. OH 13 provides details and an example of the Obstacle Plan.

(4) Beddown Plan. Although not always required, beddown of the force may require a detailed Beddown Plan. The plan uses the SMEAC five-paragraph order format, and may require maps and map-overlays to provide details as to location and size of facilities required. Depending on the contingency, aircraft beddown may require expeditionary airfield construction or airport facility (runway, taxiway, parking ramp) expansion. If the focus of main effort is on the ACE -- especially in anti-armor defense -- aviation asset and aircraft beddown may take precedence over other less critical engineering efforts. If the force deployed is dependent on host nation facilities, or must exist in a quasi-tactical environment for extended periods, beddown of the force -- to include encampments, semi-permanent facilities, and long-term support structures -- may become a priority; and require addressing in the Beddown Plan.

9011. SHIP-TO-SHORE BULK FUEL. Each MEU (SOC) or MEU must have the capability to accept bulk fuel ship-to-shore from the Navy's Amphibious Assault Bulk Fuel System (AABFS). The USMC's Amphibious Assault Fuel System (AAFS) (TAMCN B0685) is the doctrinal system to receive fuel from the Navy AABFS. The AAFS has a 600,000 gallon-plus storage capability, and is a larger system than is normally required to support a MEU/MEU (SOC); therefore, a partial AAFS is embarked with each MEU/MEU (SOC) to allow receipt of bulk fuel ship-to-shore, and storage and dispensing of the product. Each MEU/MEU (SOC) will embark with a partial AAFS, consisting of the following subsystems:



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<u>SUBSYSTEM</u>	<u>QUANTITY</u>
Adapting Assembly, Fuel	1
Beach Unloading Assembly	1
Drum Unloading Assembly	1
Fuel Dispensing Assembly	1
Tank Farm Assembly	1

a. The partial Assault Amphibian Fuel System (AAFS) will be assigned a local TAMCN for control purposes.

b. The partial AAFS will have at least a 120,000 gallon storage capability, and adequate fuel receipt and transfer capability based upon the MEU/MEU (SOC) mission.

9012. ACE BULK FUEL. Each MEU/MEU (SOC) ACE will embark with at least one Helicopter Expedient Refueling System (HERS) (TAMCN B1135). When the MEU/MEU (SOC) mission calls for large quantities of aviation fuel, the partial AAFS must issue fuel via the HERS, SIXCON, or other aviation systems using filter separators and fuel quality monitors immediately prior to receipt at aircraft.



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CHAPTER 10

FOOD SERVICE

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CHAPTER 10

FOOD SERVICE

10000. CLASS I. The MSSG will embark with not less than 15 DOS of Class I, (MREs), less those quantities contained in the LFORM on assigned amphibious ships. When determining number of DOS of MREs to deploy for training, consideration should include quantities required of Pouch Bread and Fuel Bars/Flameless Ration Heaters.

10001. BUDGETING

1. Budgeting for Class I (subsistence) supplies is done in two phases. Phase one, normally during February consists of planning and budgeting for MREs, Ration Cold Weather (RCW), Fuel Bar Trioxide (FBTs), Flameless Ration Heaters (FRHs), and Pouched Bread. Phase two, normally during August consists of planning and budgeting for all other types of rations and subsistence (ie. A, B and T Rats.).

2. CG, I MEF (G-4 FSO) compiles all MSCs budgetary requirements. Therefore it is essential that Commanders at all levels provide input during annual budget submission and quarterly update/revision.

10002. OPERATIONS. Field food service operations differ significantly from garrison operations, primarily due to the varying types of rations and equipment used, as driven by geographical environments. Normally buildings, equipment, and manpower are limited in field operations. In addition, the tactical situation and the commander's desire are other primary factors.

10003. HOST NATION SUPPORT (HNS). If a HNS agreement is in effect, required quantities of subsistence needed/available will be coordinated through the executive agent/primary provider in the area of operation. Generally, these bulk subsistence items consist of milk, bread, and produce used to augment "B" ration menu. Units anticipating the need for HNS must notify the respective Force HQ to ascertain if a current HNS agreement is in effect. Subsistence provided by host nation, must be inspected by US Army or Navy veterinary personnel.



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CHAPTER 11

RETURN PROCEDURES

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## CHAPTER 11

### RETURN PROCEDURES

#### 11000. GENERAL

1. Return procedures are essentially the reverse of deployment procedures. However, problems may arise due to difficulties in communication and control of afloat units separated from SOCAL. Detailed planning is required to insure a smooth, efficient return of deployed units.
2. At returned date (R)-60, CG, I MEF (G-4) will request planning information from deployed units. Normally, the MEU will coordinate responses and provide consolidated support requests. The following items will be included in redeployment planning message:
  - a. Bachelor billeting requirements, by grade and unit.
  - b. Deadline vehicle report.
  - c. CONEX and non-convoyable vehicle count.
  - d. Line 4 and line 5 pallet count.
  - e. Personnel requiring transportation (to include advance and rear parties).
  - f. Identification of staging areas at San Diego/Long Beach and off-load points at Camp Pendleton/COMCABWEST.
  - g. Messing requirements.
  - h. Pierside crane and MHE requirements.
  - i. Tractor Trailer requirements.
3. Response to the initial redeployment planning message will be due to I MEF by R-30.
4. The MEU Commander, through the Parent Commands in conjunction with this HQs (G-4), is responsible for the orderly return of MEU elements until all personnel and equipment are debarked and returned to the control of their parent organizations.
5. By R-12, parent organizations will provide to the MEU HQs, (info CG, I MEF) office space locations, billeting, and dining facility plans, and identification of anticipated problems which may be encountered in connection with the return of their subordinate organizations/units.



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6. Billeting and messing of ships platoons and rear parties should be arranged with respective PHIBRON ships prior to the MEUs arrival.
7. The MEU will establish debarkation control points at Aerial Ports of Debarkation/Sea Ports of Debarkation (APOD/SPOD) and assist MEU elements through stations to control debarkation and movement in coordination with the port and home stations. Convoy control will be coordinated by the MEU through the LMCC.
8. 1st FSSG will provide radio and radio operator support at control points and pierside, as directed.
9. Customs, agriculture inspections, and clearances will be coordinated by the PHIBRON accompanying the MEU. However, close coordination is required by all concerned to insure the timelines of clearance schedules and to provide for clearances for helicopter units off-loaded prior to arrival of shipping at the port.



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CHAPTER 12

AIRLIFT OF REMAINING EQUIPMENT

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CHAPTER 12

AIRLIFT OF REMAINING EQUIPMENT

12000. GENERAL. In the event of a contingency which necessitates augmenting the deployed MEU with any or all of its equipment which was not embarked and which was stored at home station, the following procedures will apply:

12001. PREDEPLOYMENT PREPARATION OF EQUIPMENT. Prior to embarkation, each element of the MEU will be responsible for preparing its equipment for subsequent air shipment. Equipment not embarked (as reported in accordance with paragraph 5001.g) will be maintained by parent organizations. Upon request, it will be identified by TAMCN (or NSN), nomenclature, quantity, box/pallet number, dimensions, weight, applicable hazardous cargo category, and storage location. Motor transport/engineer items of equipment may be maintained by the parent organizations in the Combat Ready Storage Program (CRSP). To facilitate the rapid air delivery of the equipment to the deployed MEU, however, all equipment will be prepared for air shipment in accordance with FMFM 4-6 (Movement of Units in Air Force Aircraft).

12002. AIRLIFT PREPARATION. In the absence of the deployed elements, their parent organizations (MSCs) will be responsible for the final airlift preparation of equipment, to include those items maintained in CRSP and the preparations of 463L pallets. Coordination of these efforts will be provided by this HQs (G-4 SMO).

12003. AIR SHIPMENT. Coordination of the air shipment of remaining equipment and supplies, to include airlift and ALCE support requests, will be effected by this HQs (G-4 SMO).

12004. SUBMISSION OF AIRLIFT REQUESTS. In the absence of the deployed elements, their parent organization will submit airlift requests to this HQs (G-4, SMO) in accordance with FMFM 4-6 and FMFPACO 4630.6D.



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## APPENDIX A

### MEU DEPLOYMENT LOGISTICS MILESTONES

A - ACTION  
C - CONSOLIDATION  
I - INPUT  
X - COORDINATION  
R - RECEIPT INFO/COPY

<u>EVENT NUMBER</u>	<u>TARGET DATES</u>	<u>MILESTONES</u>	<u>MEU CE</u>	<u>BLT</u>	<u>HMM</u>	<u>MS</u>
1	ONGOING	CONFIRM TASK ORGANIZATION TABLE OF EQUIPMENT	I	I	I	I
2	E-270	MEU DEPLOYMENT READINESS REVIEW MEETING.	A			
3	E-230	MEF PROMULGATES I MEF LOI FOR DEPLOYMENT AND APPROVAL OF EQUIP LIST TO MSC'S AND MEU.	A			
4	E-180	MEU MSC'S CHOP TO MEU.	I	I	I	I
5	E-160	PROVIDE EQUIPMENT DENSITY TO MSSG (DEPLOYED UNITS SECTION - FSSG)	R	I	I	I
6	E-160	MSSG SUBMITS CLASS VIII REQUIREMENTS TO MED LOG CO, 1ST MED BN VIA CG, 1ST FSSG	I			A
7	E-160	IDENTIFY SCHOOLS REQUIRED AND REQUEST QUOTAS.	A			
8	E-120	LOGISTICS CONF W/MSSG, BLT, ACE, AND MEU.	A	A	A	A
9	E-120	UPGRADE REQUISITIONS FOR MISSION ESSENTIAL T/E ITEMS AND DEADLINING MISSION ESSENTIAL REPAIR PARTS; ESTABLISH RDD.	A	A	A	A
10	E-120	IDENTIFY LICENSING REQUIREMENTS.	R	A	A	A
11	E-120	SUBMIT REQUEST FOR CLOTHING BLOCK TO FSSG.				A
12	E-120	PROVIDE INITIAL MDSS II PRINT OUTS TO MEU S-4.	X	A	A	A



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13	E-120	R/O RECOMPUTATION FOR CLASS IX AND SECREPS RETURNED TO THE SMU.		I	I	C
14	E-120	ORDER MOUNT OUT, PALCON, AND QUADCON BOXES AS REQUIRED.	A	A	A	A
15	E-120	SUBMIT MRE REQUIREMENTS TO MSSG.	I	I	I	A
16	E-120	BLT/MSSG RUAF LOADED	X	I	I	I
17	E-120	MEU S-4/MMO COORD WITH MISCO FOR DEPLOYED MIMMS PROCEDURES.	A			
18	E-120	ENSURE FSSG REQUISITIONED CLASS V(W) LFORM FROM NWS SEAS BEACH (FALLBROOK ANNEX).	I	I	I	A
19	E-120	COMPTROLLER FOR RA/PE FUNDING PROCEDURES.				
20	E-120	LOGISTICS CONFERENCE BLT, MSSG, & HMM WITH RESPECTIVE ATT.	A	X	X	X
21	E-120	ATT SUBMIT BLANK FORM REQUIREMENTS TO THEIR RESPECTIVE BLT, MSSG & HMM.	C	C	C	C
22	E-120	SUBMIT DESIRED LTI SUPPORT REQUIREMENTS TO MSC'S VIA THE CHAIN OF COMMAND.	C	A	A	A
23	E-120	COMPLETE LTI OF EQUIPMENT UPON CHOP TO THE MEU.	A	A	A	A
24	E-120	BLT/HMM AND ATTACHMENTS WILL BEGIN USING THE BILLET ERO IN CONJUNCTURE WITH THE DEPLOYMENT JON.		C	C	
25	E-120	PARENTS UNIT OF BLT/HMM ATTACHMENTS ARE TO MAKE LM2 REDUCTIONS OF THE AUTHORIZED AND POSSESSED COLUMNS OF THEIR LM2 REPORT TO REFLECT THE TEMPORARY LOAN OF ASSETS. THIS IS TO BE DONE DURING THE SAME TIME FRAME IN WHICH THE BLT/HMM ADDS THOSE ASSETS.		C	C	
26	E-120	BLT PUBLISH THE DEPLOYED ERO MATRIX THAT WILL BE USED TO SUPPORT THE INFANTRY BATTALION AND IT'S ATTACHMENTS. DIVISION GUIDANCE CONCERNING MAKE UP OF THE MATRIX WILL BE PROVIDE TO EACH BLT ON AN INDIVIDUAL BASIS.		A		R



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27	E-120	IDENTIFY EMBARKATION MATERIAL DEFICIENCIES TO MEU S-4.	C	A/I	A/I	A/I
28	E-120	REQUEST SCLP'S/TROOP REG FROM PHIBRON FOR ASSIGNED SHIPS.	A			
29	E-100	DETERMINE LIFT REQUIREMENTS AND AGAINST LIFT AVAILABILITY. PROVIDE INITIAL ASSIGNMENT TO SHIPPING (I.E. SQ FT, CUBE, WT, ETC.).	A	I	I	I
30	E-100	IDENTIFY CLASS V (A) AND (W) TRAINING REQUIREMENTS (REFER FMFPACO 8130.1B & MCO P8011.4_).	C	A	A	A
31	E-90	INITIAL PRE-LOAD CONFERENCE WITH PHIFRON.	A	I	I	I
32	E-90	SUBMIT COLD WEATHER/DESERT CLOTHING AND EQUIPMENT REQUIREMENTS TO 1ST FSSG.	A	A	A	A
33	E-90	IDENTIFY CLASS V TRAINING ASSET REQUIREMENTS TO CG I MEF (G-4).	A	I	X	I
34	E-90	SUBMIT REQUESTED CHANGES TO SECREP BLOCK.	I	I	I	A
35	E-90	MSSG CONDUCTS DETAILED PREDEPLOYMENT LOGISTICS CONFERENCE.	I	I	I	A
36	E-90	SUBMIT DSSC BOM REQUIREMENTS TO DSSC, CAMPEN.	A	A	A	A
37	E-90	SUBMIT PACKAGED POL REQUIREMENTS.	I	I	I	A
38	E-90	REPORT EQUIPMENT DEFICIENCIES TO I MEF.	I	I	I	I
40	E-90	ASSIGN LIAISON OFFICERS AT MSSG AND BLT. ESTABLISH LIAISON BETWEEN BLT AND MSSG.		A		A
41	E-80	SUBMIT MESSAGE TO PHIBRON REQUESTING STAGING ARE AT SAN DIEGO/LONG BEACH, INFO NAVSTA AND PHIBGRU THREE.	A			
42	E-80	ASSIGN NSE AUGMENTATION MSG PER FMFPACO 4621.1.	A			



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43	E-75	IDENTIFY TENTATIVE CLASS I, III, IV, A TO CG, I MEF.				
44	E-75	ENSURE FLAGSHIP REQUESTS DELIVERY OF MEU MAP PACKAGE FOR EMBARK ABOARD FLAGSHIPS.	A			
45	E-60	REQUEST LFORM MDSS II DATA FROM FSSG.				A
46	E-60	SUBMIT REFINED MDSS II DATA TO MEU S-4 FOR CONSOLIDATION.	A	I	I	I
47	E-60	REVIEW LIFR REQUIREMENTS (CLASS VII PLUS A LIST OF TOTAL SQ FR, WT, # OF PALATES BY SUPPLY CLASS.	A	I	I	I
48	E-60	OBTAIN SOFT STAMPS FOR GOVT VEHICLE LICENSED OPERATORS.	A	A	A	A
49	E-60	MSSG CONDUCTS DETAILED PREDEPLOYMENT LOG CONFERENCE WITH SUPPORTED UNITS.	C	I	I	A
50	E-60	PUBLISH MEU LANDING PLAN.	A	I	I	I
51	E-60	PREPARE/ISSUE AUTH FOR NON-TEMP STORAGE HOUSEHOLD GOODS.	A	A	A	A
52	E-60	SUBMIT INTERIM REQUESTS FOR RO/ROP CHANGES.	I	I	I	A
53	E-60	MSSG DRAWS MILITARY CLOTHING BLOCK FROM MCB, CAMPEN				A
54	E-60	UPGRADE NON-MISSION ESSENTIAL T/E DEFICIENCIES TO PRIORITY 02.	C	I	I	I
55	E-60	DRAW CLASS II BLOCK FROM DSSC (BLANK FORMS)	A	A	A	A
56	E-60	INDUCT ALL REQUIRED ITEMS FOR CALIBRATION FOR WHICH TESTING LIMITS EXPIRE PRIOR TO OR DURING DEPLOYMENT.	A	A	A	A
57	E-60	RECONCILE MINI-FLIES (CMRS) WITH ATTACHMENTS TO VERIFY SERIAL #'S.	A	A	A	A



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58	E-60	COORDINATE TRAINING WITH MSSG IN AREAS OF MESSAGE EDITING PROCESSING SYSTEMS (MEPS) DEPLOYED SUPPORT PROCEDURES, INTER-SHIP SUPPORT, SPECIAL A ASSISTANCE SUPPORT, RECONCILIATION WHILE DEPLOYED AND IN OTHER AREAS DEEMED NECESSARY. COMPLETE BY E-30	A	A	A	C
59	E-50	SUBMIT ORGANIZATION FOR EMBARK AND ASSIGNMENT TO SHIPPING MSG TO PHIBRON (FMFPACO 4621.1_ FORMAT).	A			
60	E-45	SUBMIT ORF BLOCK REQUIREMENTS (MSU).	I	I	I	C
61	E-45	MSSG PICK-UP POL AND BATTERY BLOCK FROM SMU.	X			A
62	E-45	REQUEST PRE-EMBARK PLANNING RPTS FROM PHIBRON. (REFER FMFPACO 4621.1).	A			
63	E-40	INITIAL PRE-LOAD CONFERENCE WITH PHIBRON (TEAM EMBARK OFFICERS TO ATTEND).	C	A	A	A
64	E-35	SUBMIT REQUEST FOR REPLACEMENT OF DEADLINES COMBAT ESSENTIAL EQUIPMENT TO PARENT ORGANIZATION.		A	A	A
65	E-35	COMPLETE LTI OF EQUIPMENT.	X	A	A	A
66	E-35	CONDUCT MAINTENANCE STAND DOWN CONFERENCE.	A			
67	E-30	SHIP TEAM EMBO'S REPORT DISCREPANCIES TO SHIP'S SLCP'S TO I MEF G-4 (PRELIMINARY HABITABILITY INSPECTION).	A			
68	E-30	PUBLISH EMBARK PLAN. PUBLISH ANNEXES, AS APPROPRIATE, IN ACCORDANCE WITH LFM-03.	A			
69	E-30	SUBMIT INITIAL TRANSPORTATION REQUIREMENTS TO MEU S-4.	A	I	I	I
70	E-30	EXCHANGE EQUIPMENT IN MAINTENANCE CYCLE NOT EXPECTED TO BE REPAIRED BY E-DAY.	A	A	A	A



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71	E-30	LOG SUPPORT CONFERENCE TO DISCUSS TRANSPORT ARRANGEMENTS FOR VEHICLES AND CARGO AT POE.	A	A	A	A
72	E-30	SUBMIT LISTING OF T/E EQUIPMENT TAKEN/STORED FOR ALL MEU ELEMENTS TO I MEF G-4.	A	I	I	I
73	E-30	MSSG SUPO DRAWS \$100 FROM MCX FOR MANAGEMENT OF CASH SALES BLOCK.				A
74	E-30	UPGRADE OPDEP REQUIREMENTS TO PRIORITY 02.				I
75	E-30	IDENTIFY SECREP SHORTFALLS.	X			A
76	E-30	MSSG PICKS-UP CLASS VIII SUPPLIES FROM MEDLOG CO, 1STFSSG (THIS INCLUDES AMAL/ADAL'S AND OPERATING STOCK TO SUPPORT SICK CALL BLOCKS AND INDIVIDUAL 1ST AID KIT REQUIREMENTS).	X			A
77	E-30	SUBMIT T/E SHORTFALLS TO I MEF G-4.	C/A	A	A	A
78	E-30	SUBMIT COLD WEATHER/DESERT EQUIPMENT SHORTFALLS TO I MEF G-4 FOR AFOE STOCKS; IF APPLICABLE.	C/R			A
79	E-25	TEAM EMBARK OFFICERS SUBMIT MSG LOAD PLANS TO MEY S-4 IAW I MEFO P4600.3 AND FMFPACO 4621.1	C	A	A	A
80	E-20	SUBMIT MSG LOAD PLANS FOR RELEASE.	A			
81	E-20	MSSG DRAWS ORF BLOCK.	A			
82	E-20	REPLACE EQUIPMENT REMAINING IN MAINTENANCE CYCLE.	A	A	A	A
83	E-15	SUBMIT FINAL TRANSPORTATION REQUESTS TO MEU S-4.	C	A	A	A
84	E-15	REPLACE EQUIPMENT REMAINING IN MAINTENANCE CYCLE.	A	A	A	A
85	E-15	SUBMIT T/E LEAVE BEHIND GEAR FOR ALL ELE\MENTS TO I MEF G-4.	C	I	I	I



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86	E-15	UPDATE RUAF OF MEU AND PARENT ORGANIZATIONS (MIMMS/MARES).	A	A	A	A
87	E-10	SUBMIT ANNOTATED COPIES OF UNDELIVERED ORDER LISTING AND OUTSTANDING OBLIGATIONS LISTING PROVIDED TO PERFORM VALIDATION OF APPROPRIATE FILES.	A	I	I	I
88	E-10	SUBMIT SHIP LOAD PLANS TO APPROPRIATE AGENCIES UTILIZING CAEMS.	A	A	A	A
89	E-5	UPDATE RUAF OF MEU AND PARENT ORGANIZATIONS (MIMMS/MARES).	A	A	A	A
90	E-4	CEASE ALL PREDEPLOYMENT MIMMS INPUT.	A	A	A	A
91	E-DAY	EMBARKATION OPERATIONS.	A	I	I	I
92	E+2	TEAM EMBARK OFFICERS SUBMIT 2 COPIES OF CORRECTED LOAD PLANS TO MEU AGENCIES.	C/A	I	I	I
93	E+4	MEU EMBO COMPLIES AND DISTRIBUTES LOAD TO APPROPRIATE AGENCIES.	A			
94	R-30	SUBMIT OFF-LOAD SUPPORT REQUIREMENTS TO CG, I MEF G-4, INFO DIV/WING/FSSG.	A	I	I	I
95	R-15	SUBMIT LESSONS LEARNED TO SUBSEQUENT MEU DEPLOYMENT.	A			
96	R-1	DEBARKATION AT DELL MAR (DMBB) AND ACU-5 RAMP (AAV'S/PRELOADED LANDING CRAFT/HELO'S).	A	A	A	A
97	R-DAY	DEBARKATION AT SAN DIEGO/ LONG BEACH RETROGRADE TO CAMPPEN/EL TORO.	A	A	A	A
98	R+5	MSC'S COMPLETE LTI'S AS NECESSARY.	A	A	A	A
99	R+20	RETURN CLASS IX BLOCK TO SMU.				A
100	10 MAR	SUBMIT NEXT FY ANNUAL TRAINING ALLOWANCES (MCO 8011.43).	A	I	I	I



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101	QTR/END OF EACH OPERAT'N	SUBMIT CLASS V(W) EXPENDITURE RPT (UNCLASS MSG) .	A	I	I	I
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