



Volume 4

2nd Quarter 2011

Issue 2

Engineers and Friends of Engineers,

Engineers are as busy as ever, not only meeting but exceeding every challenge that current operations demand. The austere environment and lack of infrastructure in Afghanistan make our engineer skills invaluable. This newsletter is filled with reports of the complex expeditionary engineering tasks that Marine Engineers are accomplishing at locations around the globe. The imaginative application of engineer skill sets is proving to be of vital importance to operational success.

This newsletter highlights how traditional doctrinal skill sets like bridging and road construction/repair may require a non-doctrinal approach to maintain battlefield mobility. 8th ESB has taken bridging to a new level using the Counter IED Culvert Denial System.

The Marine Corps Engineer Center is fully engaged with our Expeditionary Energy Office at HQMC. We welcome your comments, ideas and concerns regarding how we, as engineers, and as a Corps, can move toward operational energy independence.

We have a golden opportunity to show support for one of our own, Maj Randy Hebert, 1302(Ret.). If you are available to support the Walk to Defeat ALS event on September 17, 2011 in Emerald Isle, NC, then please do so. This event raises valuable funds to support the ongoing efforts to find a cure for this devastating disease.

Please engage the Marine Corps Engineer Center and submit articles for this newsletter, the Gazette or Leatherneck. Your input to this newsletter in particular will benefit our engineer community.

Semper Fidelis, Colonel Ramey



September 17 2011

Emerald Isle, NC

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1. 8th ESB Employment in OEF 10.2:

LtCol C.G. Downs Commanding Officer 8th ESB

1 Apr 2011

TALKING PAPER

Subject: 8th ENGINEER SUPPORT BATTALION EMPLOYMENT IN OEF 10.2

1. Purpose. To provide an executive level overview of 8th Engineer Support Battalion (ESB) for visiting General/Flag officers, members of the Senior Executive Service, and Congressional delegations during the conduct of the present OEF campaign.

2. Key Points:

The ESB exists to provide tactically agile and operationally responsive general support mobility, counter-mobility, survivability, horizontal and vertical construction, bulk fuel, water purification, mobile electric power, bridging, and explosive ordnance disposal capabilities to the Marine Air Ground Task Force (MAGTF).

Our Marines are providing these needed and tangible engineer effects throughout the depth and breadth of the battle space in support of all of Regional Command (SW). Additionally, the Battalion has executed a direct support battlefield distribution mission in support of three infantry battalions. While this mission set is typically associated with the core competencies of a combat logistics battalion (CLB), our organic motor-transport capabilities and capacities enable us to seamlessly execute this battlefield task in conjunction with our traditional engineer functions. The Battalion has conducted 62 combat logistics patrols moving over 24 million pounds of war materiel since November. At the same time, the Battalion has also conducted over 700 motorized security patrols in support of construction activities.

The Battalion's main effort is improving the tactical mobility of the ground combat element (GCE). We are building limited all weather roads in support of a regimental combat team in the Northern portion of the Helmand Province. At the same time, we

are also building and improving roads in support of two other infantry battalions in a central district within the Province. The Battalion has built over 51 Km of roads since arriving in theater.

Our Bridge Platoon has also emplaced and removed nine Medium Girder Bridges (MGB) in support of tactical maneuver and operational sustainment across the MAGTF's operational area. Our Construction Planning and Design Section has partnered with credentialed structural engineers from the U.S. Army Corps of Engineers Reachback Operation Center to validate our design and military load classification determinations for non-standard bridges the Battalion is building and emplacing in specific locations on the battlefield. These non-standard bridges enable the Command to retrieve and pre-position MGB in other portions of the AO to support the assured mobility requirements of the MAGTF's maneuver formations in the GCE.

The Battalion's construction efforts are providing cascading positive effects across the MAGTF's area of operations. Not only do these roads markedly ease tactical movement for the GCE, they also make it easier for the logistics combat element (LCE) to sustain maneuver formations. Equally significant, the Afghan people are seeing an immediate and personal impact in their daily lives every day and night that our Marines and our heavy equipment arrive in their neighborhoods.

Our combat engineers are also executing light vertical construction tasks required to support expeditionary operations in forward areas. They have also been busy providing a tutored and deliberately trained route sweep capability to support the battlefield movement of combat logistics patrols against the backdrop of a steady- and in some places growing- IED threat. One of these efforts is the fabrication and emplacement of culvert denial/counter-IED caps for emplacement during road repair and construction efforts. This effort has drawn great support from the battle space owners and significant interest from the Joint IED Defeat Organization (JIEDDO) and the Army Research Development and Engineering Command (ARDEC).

Our bulk fuel and utilities Marines are distributed in small detachments across the MAGTF battle space. In addition to their doctrinal general engineering tasks, we are also partnering with the GCE to assess and re-work many of the existing tactical power distribution systems emplaced at remote forward operating bases. These "Tiger

Teams” are in high demand and are training supported units on safety, preventive and corrective equipment maintenance, and efficient mobile electric power system employment. Utilities Marines have produced over 6 million gallons of water and provided the GCE with 160,000 showers and 130,000 lbs of laundry since TOA. The MAGTF commander has requested that 8th ESB teach these skills to the Afghan National Army. To date, the Battalion has present two 1-week periods of formal instruction to over 50 Afghan soldiers.

Critical enablers for our formation are our Maintenance and Supply Platoons. The Battalion has just over 8,300 Principal End Items distributed among 17 responsible Officers. The equipment has deteriorated after two years of continuous operations in a highly kinetic environment. The men and women of these platoons have been working tirelessly to repair and improve our equipment set. They literally keep the 8th ESB machine up and running. During the last week of November, the Battalion possessed 190 dead-lined B and D TAMCN end items. On 1 April, there were 47. In the period between, our maintainers have opened over 1,900 EROs and requisitioned nearly \$6 million in repair parts. Our supply clerks have processed over 35,000 transactions. Materiel and operational readiness have markedly improved and enabled a sustained increase in operational tempo.

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2. Engineer Company, CLB-3 Employment in OEF:

LtCol Chris Downs, CO of 8th E S B

4 Apr 2011

TALKING PAPER

Subject: ENGINEER COMPANY, CLB-3,
EMPLOYMENT IN OEF 10.2

1. Purpose. To provide an executive level overview of CLB Engineers for visiting General/Flag officers, members of the Senior Executive Service, and Congressional delegations during the conduct of the present OEF campaign.

2. Key Points:

The Engineer Company in Combat Logistics Battalion 3 provides DS General Engineering Support to Regimental Combat Team 1. The Company is task organized per mission, with combat engineer, heavy equipment, motor transport, bulk fuel, utilities, and maintenance elements organic to it. The primary focus for operations has been general engineering, horizontal construction, and mobility, with road repair and culvert emplacement being the most common tasks. The Company has also conducted vertical construction and survivability missions in the form of patrol base builds and force protection improvements across the area of operations. It is capable of conducting counter-mobility and demolition operations, but these particular missions are largely handled by the adjacent engineer units from the Combat Engineer Battalion. The close proximity to RCT-1 allows for direct liaison with the regimental engineers, greatly enhancing the unit's ability to provide support to forward infantry battalions in accordance with regimental level priorities.

Specifically, the Company executed horizontal construction missions in the form of roughly 45 kilometers of road repair in the Garmsir and Nawa Districts, as well as aboard Fire Base Fiddler's Green and at the Military Entry Point at Camp Dwyer. The unit improved on previous work by adding 61,000 cubic yards of gravel and hundreds of meters of HESCO revetment, widening and strengthening key supply routes that had historic trouble with tactical vehicle rollovers. The Engineers from CLB-3 also worked at key intersections and canal crossings, emplacing 4 major steel, concrete, and ISO container culverts and 2 non-standard bridges, in addition to many smaller culverts. These projects provided much needed ground access to recently cleared areas following named operations in the Marjah, Nawa, and Garmsir Districts, and benefited the local villages and farmland as well. In addition to mobility improvements, significant effort was also expended on the construction of two platoon size positions, force protection improvements at a battalion size fire base, and winterization and drainage improvements at numerous other bases.

In support of enduring bulk fuel and bulk water missions, CLB-3 Engineers manned a total of 6 sites with upwards of 17 Marines at any given time, running fuel storage and distribution for

tactical vehicles and base support, and water purification for laundry, showers, and chow halls. Under CLB-3's watch, these enduring missions expanded with the addition of three shower points at company size patrol bases, a fuel point at a company size patrol base, and the assumption of bulk fuel liaison duties at Camp Dwyer. On average, CLB-3 Marines managed and distributed 400,000 gallons of water and 190,000 gallons of fuel per month across these sites.

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3. Combat Logistics Battalion-8's Engineer Company Employment in OEF 10.2:

Capt S. E. Dewey Engineer Company Commander

3 Apr 2011

TALKING PAPER

Subject: COMBAT LOGISTICS
BATTALION-8'S ENGINEER COMPANY
EMPLOYMENT IN OEF 10.2

1. Purpose. To provide an executive level overview of Engineer Company, Combat Logistics Battalion-8 (CLB-8) for visiting General/Flag officers, members of the Senior Executive Service, and Congressional delegations during the conduct of the present OEF campaign.

2. Key Points:

The Engineer Company within CLB-8 exists to provide combat and general engineering direct support to Regimental Combat Team-8 (RCT-8) and general support engineering to the Marine Air Ground Task Force (MAGTF). The Engineer Company accomplishes this by providing mobility, counter-mobility, survivability/force-protection, horizontal and vertical construction, bulk fuel, water purification, and mobile electric power support.

Our Marines are providing these essential and tangible engineer effects throughout RCT-8 and Regional Command (SW)'s battle space. The Engineer Company essentially acts as a "middle-weight" engineer force, bridging the gap between the capabilities of the relatively light Combat

Engineer Battalion formations, and the heavier, more deliberate engineer formations found within the Engineer Support Battalion and other Joint Engineer formations (Naval Construction Battalion, Air Force Engineer Units, and Army Corps of Engineers).

The Engineer Company is organized into two identical, reinforced combat engineer platoons with their own organic motor transport and heavy equipment assets. The company's headquarters platoon includes organic bulk fuel and utilities capabilities which currently provide for 5 bulk fuel sites and 3 water purification/hygiene sites throughout RCT-8's battle space.

The Engineer Company's main effort is increasing and improving the survivability of friendly fixed sites within RCT-8's battle space. The company accomplishes this by providing direct support to four infantry battalions, a reconnaissance battalion, and an artillery battalion. We are building and improving Combat Outposts (COPs), Patrol Bases (PB's), Observation Posts (OP's), and other fixed, friendly sites. In the nine weeks Engineer Company has been operating, we have completed nine COPS and PB's. All nine of these builds have been conducted in vicinity of the highly kinetic Sangin District of Helmand Province, and Engineer Company has operated while subject to regular direct fire and IED attacks by the enemy.

The Engineer Company's construction efforts are having tangible, life-saving effects across the RCT's area of operations. The patrol base and combat outpost construction missions provide the survivability and standard-of-living improvements that enable the small formations of young infantrymen living at these sites to thrive in this harsh environment, and protect them from the kinetic effects of the enemy. In the nine short weeks that Engineer Company has been operating, the physical measures emplaced throughout the battle space have withstood the bullets and high explosives the enemy has used, and saved the lives of the Marines using these positions.

The support that our Bulk Fuel Marines and Utilities Marines have provided so far has kept the warfighter supplied with both fuel for his vehicles and fresh water for his body. To date, Engineer Company has received, stored, and issued nearly 1,000,000 gallons of fuel at five separate sites. Our Utilities Marines have produced and stored over 400,000 gallons of purified water, also providing 7,000 showers and 50,000 lbs of laundry

since TOA. In addition, our Utilities Marines have formed into small teams, and transited the battle space, assessing, teaching, maintaining, and establishing tactical power distribution systems for the RCT. These small utilities teams have been in high demand, and are an integral part of the RCT's Utilities Campaign Plan to ensure that water and electrical resources throughout the area of operations are efficient and optimized.

In the near future, Engineer Company expects to continue employing its two engineer platoons in survivability / force-protection-type missions. In the RCT's battle space, military infrastructure is still relatively immature, and Engineer Company will continue establishing the fixed sites required by both ISAF and GiROA forces in order to establish security in areas previously unsecured by coalition forces. Additionally, Engineer Company is currently in the framing phase of a self-tasked mission of reducing the bottled water requirement of the RCT by maximizing military water production and distribution. When this goal has been met, it will save lives, money and equipment by reducing the thousands of purchased pallets of bottled water that are transported to the RCT via the LCE's combat logistics patrols along dangerous lines of communications.

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4. 8th Engineer Support Battalion Reporting from Helmand Province:

By Major R. Corl, Executive Officer

The Battalion continues to provide tactically agile and operationally responsive general engineering support to Regional Command –Southwest forces. Since the last update, the Battalion has conducted a multitude of engineering missions across the battle space and this update will showcase several which have proven to be instrumental in supporting the war fighter.

The hallmark of the Battalion's engineering capabilities was demonstrated by the repair and improvement of a limited all weather road from just north of the town of Nolay up to the Kajaki district border in support of two separate battalions. The mission consisted



of repairing and improving 18 kilometers of road, using 23,200 cubic yards of gravel. This gravel was moved by organic MTVR Dump Trucks with over 3,100 runs. The Battalion emplaced two complex drainage systems to allow over 33,000 gallons of water per minute to flow through the systems. Over 44,000 man hours and 16,000 equipment hours were used in the completion of this mission. The Marines of this Battalion



demonstrated keen initiative, drive, and planning capabilities enabling Regional Command-Southwest to open a corridor and ground line of communication (GLOC), markedly improving assured mobility of US forces. The opening of this route also provided an immediate and personal impact on the daily lives of the local nationals and positively affecting the atmospherics of the Upper Sangin River Valley. The repair and improvement of this vital route will play a dynamic role in supporting ground combat operations northeast of Camp Leatherneck and the Helmand River Valley.

Not forgetting the assured mobility of US forces in and around Marjeh to the south, the Battalion has been supporting the battalions with additional GLOCs as well. Overall these improvements totaled 37 kilometers. In addition to the road repair, over 45 culverts with the Battalion's in-house

designed counter-IED culvert denial system



were emplaced. In order to deny insurgents the ability to sabotage or rig explosives to emplaced culverts, this simple design has proven to be a capable TTP. Additionally, the Battalion improved the approaches to a key bridge in order to improve traffic flow, including the removal of two feet of "moondust" over a 70-meter distance. This improvement increased road stability and maintained the load bearing of the road. Included in this improvement was the repair of GLOC itself. These projects used approximately 56,000 cubic yards of gravel to shape, grade, level, hydrate, and compact the routes. In particular, the repair and construction of two routes leading to two Patrol Bases enabled a surface resupply; whereas before only air could resupply these patrol bases. The secondary effect on this project was a noticeable increase in local national atmospheric, as these routes



connected farmers to a more direct line to the local bazaar. [See photo 3 & 4] While the Battalion's main effort is improving the tactical mobility of the Ground Combat Element, we are not limited to the repair or construction of the seven-step limited all

weather roads. The Battalion has made standard the Non-Standard bridge design to enable its Medium Girder Bridge (MGB) assets to be placed in areas requiring tactical maneuver. The use of



the Non-Standard Bridge relatively quickly mitigates a lack of mobility corridors. With a load class of 60 MLC or more, these bridges can be used by every wheeled asset in the Marine Corp's inventory. These Non-Standard Bridges have



provided an immediate and positive influence on the local national populace.

The Battalion has been an instrumental stakeholder in the ability for Regional Command-Southwest forces to conduct combat operations. Utilizing its six tactical fuel farms, the Battalion provided a large combat service support role throughout the Area of Operations in support of 10 battalion sized formations. The Battalion has received, stored, and dispensed over four million gallons of fuel. The fuel farms issued fuel in over 21,000 instances and established a capacity to store 959,000 gallons. The Battalion also increased the bulk fuel capacity aboard three of its tactical fuel farms by a total of 103,000 gallons. The increased fuel storage and distribution capacity significantly enhanced the Battalion's fuel



availability and support for Regional Command-Southwest forces. The Battalion's Marines and Sailors continue to contribute daily to the fight in Helmand Province. From maintenance enabling the Battalion to run, to conducting Combat Logistics Patrols to our Utilities tiger teams out and about the battle space ensuring mobile electric power, the impact on both US and Coalition forces and the local population is evident. As we look to our turnover and redeployment back to Camp Lejeune, NC, the Battalion will continue to do "Whatever it Takes" to meet the needs of the MAGTF commander.

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5. Engineer Training and Education Support to TECOM Communities of Interest (COI):

By Major D. O'Brien

Support to IMLOC

MCEC continues close support to the CMC and CG TECOM initiatives for advanced individual and collective training for LCE and GCE company-grade staff and commanders. During 1st and 2nd Quarter FY11, MCEC assisted in the development and execution of the pilot Intermediate MAGTF Logistics Operations Course (IMLOC) held from 14 February to 25 April 2011 at Marine Corps Combat Service Support Schools aboard Camp Johnson. IMLOC provides intermediate training and education for officers that will enable them to perform the duties and tasks of an LCE Operations Officer in the operating forces. The IMLOC Target Population Description (TPD) includes Captains in Military Occupational Specialties (MOS) 0402/1302/3002/6002/6602 who are assigned, or are pending assignment, to a logistics operations officer billet (MAJORS ARE ELIGIBLE).

MCEC produced 30 hours of instruction and practical application on capabilities and employment considerations for engineers within the MAGTF. Going forward, MCEC will provide curriculum and instructor support for the Logistics Operations Chiefs Course which is scheduled for 1 to 30 June at MCCSSS. The TPD for this course includes 1371 combat engineers E7 and above.

Support to EWS

This year, as it has for almost a decade, MCEC hosted 13 Captain engineer officers for one half of the EWS "Occupational Field Expansion Course" (OFEC). The ten-day course comprised over 40 hours of scenario based practical application and 28 hours of informal lecture given by MCEC staff as well as 11 guest lecturers. The guest lecturers represented a broad spectrum of engineering expertise from the Naval Construction Force, US Airforce Facilities Engineer Team, USACE Reachback Operations Center, Theater Construction Management System Office, MEF engineer equipment officer, 3rd CEB CO, FSMAO and a panel of current and post-command engineer battalion and CLB commanders.

Looking ahead to next year, MCEC will enhance its support to both the Fall and Spring iterations of OFEC. The enhancement will include curriculum development and instructor support during both OFEC windows. This effort will also include steps to formalize and standardize all the engineer training for Fall and Spring OFEC. Up to this point, the content and scope of each OFEC has changed from year to year. Currently, OFEC is not tied to T&R standards-based training, but is mostly responsive to input from current engineer battalion commanders and the advice of the EWS engineer Faculty Advisor.

1302 Career Progression Course

TECOM's new emphasis on advanced individual training via IMLOC and TMIC brings the training gaps in 1302 career progression training clearly into focus. The infantry and logistics communities have produced individual training standards and courses to train GCE and LCE operations officers and chiefs. However, by reviewing these standards and our own 1302 career progression standards (2000-level T&R tasks), it is clear that TMIC and IMLOC do not train 1302s to successfully perform as CEB/ESB operations officers.

Following this Spring OFEC, MCEC and EWS commenced a task review of all available engineer training standards and curricula comprising the

Combat Engineer Officers Basic Course, the US Army Engineer Career Captains Course, the Joint Engineer Operations Course, and EWS. Engineer curriculum and training standards that support the Marine Corps Tactics and Operations Group's (MCTOG's) Tactical MAGTF Integration Course (TMIC) and the Intermediate MAGTF Logistics Operations Course (IMLOC) were also reviewed.

The next step is to conduct an analysis to determine and validate the core competencies for CEB, MWSS and ESB Operations Officers and Chiefs. This process will mutually support the development of the 1302 career progression course as well as assist in validating curriculum supporting MCTOG and MCLOG OpsO and Ops Chiefs courses. If you are interested in reviewing materials developed for engineer OFEC or the IMLOC course send an email to the MCEC T&E Branch and request access to the the MCEC sharepoint site:

Support to Infantry, Logistics and the MEU Communities

MCEC continues engineer subject matter expertise (SME) support to communities of interest throughout TECOM. MCEC provided engineer SME support for the Infantry Training and Readiness (T&R) Company to Regimental-level Collective Training Event development in the areas of mobility and maneuver. These events will directly feed advanced collective training vis-à-vis MCTOG battle staff and individual training programs (Exercises Spartan Resolve/Advance and the Tactical MAGTF Integration Course) as well as advanced collective training at TTECG Enhanced Mojave Viper. These engineer-supported maneuver events will be available for review in the upcoming version of the Infantry T&R manual on the TECOM GTD website. MCEC provided engineer SME support for individual and collective event development during the Logistics (LOG) T&R conference, directly contributing to one 2000-level 0402 ITE "plan general engineer support," one 7000-level "provide engineer support" and one 8000-level event "provide engineer support to the MAGTF." These events can

be found in the latest version of the LOG T&R manual on the TECOM GTD website.

MCEC provided engineer SME support for the development of the new MEU unit-type T&R manual. This effort involved the identification of appropriate engineer and utilities collective training events for the MEU GCE and LCE to the MEU T&R Task Analyst. These events can be reviewed in the newly posted DRAFT MEU T&R manual on the TECOM GTD website.

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6. The Improved Ribbon Bridge (IRB) **Marine Corps Systems Command,** **Ground Transportation and Engineer** **Systems**

MSgt T. A. Putnam Proj Officer, Bridging, PM Engr Systems

The Marine Corps' currently fielded Standard Ribbon Bridge (SRB) has a maximum Military Load Class of 70 tons (MLC-70) for tracked vehicles and (MLC-90) for wheeled vehicles, under caution crossing conditions, and is becoming logistically unsupportable. The load bearing capacity is marginal to support fielded heavy equipment, e.g., a fully combat loaded M1-A1 main battle tank weighing 70 tons. The Marine Air Ground Task Force (MAGTF) has a compelling need for an upgraded capability.

The answer to this compelling need is the Improved Ribbon Bridge (IRB). The IRB provides Marine Expeditionary Forces with the capability to overcome wet gap obstacles too wide to be breached or too deep to be forded by combat vehicles. Additional components of the IRB consist of the MK III Bridge Erection Boat (BEB) and the BEB Cradle.

The Improved Ribbon Bridge (IRB) is a floating wet gap bridge capable of carrying a MLC 80 (tracked) or 100 (wheeled) ton vehicle in stream currents up to 10 feet per second (5.9 miles per hour). The Rafting Set Ribbon Bridge provides a MLC 80/100 rafting capability to ferry vehicles and personnel across wet gaps.

A Bridge Set consists of 12 interior and 5 ramp bays. A Raft Set is 5 interior and 2 ramp bays. A Ramp Bay is 22 feet, 4 inches long unfolded. It is 28 feet, 3 inches wide and weighs approximately 14000 pounds. A Ramp bay provides over 14 and half feet of roadway with. This allows for two way traffic and about two and a half feet of walkway width. An Interior Bay is 22 feet, 7 inches long

and 28 feet, 2 inches wide and also weighs 14000 pounds. An Interior Bay unfolded provides over 14 feet of roadway width. The Interior Bay also provides for two way traffic and a walkway.

Currently, all Improved Ribbon Bridges are under administrative deadline. The ADMINISTRATIVE DEADLINE message indicates that the IRB (interior and ramp bay) are defective due to the LVS or LVSR not being compatible. This status is under review and a modification of the message for restricted and limited use is expected to be released in the coming weeks. This will allow for a controlled launch only.

The Marine Corps began fielding of the IRB in 2007. A total of 15 Bridge Sets and 10 Raft Sets will be fielded by 2nd Quarter FY13.

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7. Engineer Advocacy Branch:

Submitted by LtCol John Osborne

Recently published references:

USMC 2011 American Petroleum Institute (API) Award Winners (MARADMIN 211/11)
<http://www.marines.mil/news/messages/Pages/MARADMIN211-11.aspx/>

DTG 301703Z Mar 11: "UPDATED CAT III BUFFALO MINE RESISTANT AMBUSH PROTECTED (MRAP) AND THE VEHICLE MOUNTED MINE DETECTOR (VMMD) HUSKY/LICENSING REQUIREMENTS"

TM 11275 -- Tactical Engineer Equipment Licensing Manual is in the final staging staffing through the HQMC process and should be published in the near future.

Force Structure Review

The Force Structure Review Report is available through USMC.mil (direct link below), and is also hung on the Engineer Advocacy Branch SharePoint on the left side under the "Force Structure Review" folder.

http://www.marines.mil/unit/hqmc/cmc/Documents/FSR_Final_14Mar11_ExecSum.PDF

Unfortunately, discussions are still limited to the broad concepts highlighted in this

document. Detailed unit/structure discussions remain on-hold pending a release from the non-disclosure statements instituted as part of the Force Structure Review Group (FSRG) and Total Force Structure Division (TFSD) FSRG DOTMLPF Working Group. Additional information and details will be provided via existing engineer distribution lists and on the Engineer Advocacy Branch SharePoint site as they become releasable.

Engineer and EOD Roadmap:

The roadmap is in MCATS for O-6 Review with a suspense of 29 Apr 2011, and is also available on the on the Engineer Advocacy Branch SharePoint. Once the Engr/EOD Roadmap is signed, we will roll quickly into the next phase of the effort which will be an Advocate Campaign Plan (ACP). Per MCO 3900.15B, an Advocate Campaign Plan (ACP) is the means by which an advocate describes "the advocate's approach for preparing his or her area of responsibility to meet future MAGTF missions and responsibilities." The ACP is the primary means by which an advocate registers demands in the Expeditionary Force Development System (EFDS) – the critical step in ensuring gap mitigation efforts are prioritized and resourced. The ACP will also provide critical guidance for the development of engineer capabilities as the USMC implements the recommendations of the Force Structure Review Group (FSRG). The ACP will develop and document the detailed analysis needed to provide input to Phase I of EFDS and support prioritization of Marine Corps engineer and EOD POM-14/FYDP initiatives. The ACP will consist of a series of assisted SME Workshops during the summer/fall 2011 to review conduct a holistic review of METs, capabilities, and gaps and develop recommendations and priorities. Details will be released in a message as they are available.

Engineer Community Information Portal:

Use to Engineer Advocacy Branch SharePoint to keep up to date on new and developing information on our community at <https://ehqmc.usmc.mil/org/IL/LP/LPE/default.aspx>. The intent is for the Engineer Advocate Branch (LPE) SharePoint site to be the one stop shop for MAGTF Engineers to stay in touch and up-to-date. It will provide access to documents as well as links to other engineer organizations for access to their authoritative data (MCSE/MCEC, PP&O DCE Proponent, AVN Engineer Proponent, CD&I, MARCORSSCOM, Joint Engineers, USAES, etc.) The site is a work in progress and we are open to

suggestions to make it as useful as possible. Recommend all get access, and check periodically and when needing specific info. For access, e-mail Jackie Carmon or your normal [Engineer Advocacy Branch POC](#).

Program Management in the AOR (PMAOR) – FREE Webinar

The Project Management in the AOR Course is designed to provide military engineers deploying in the AOR just-in-time training on base development, program and project planning, project approval and contract management. There is no cost to participate; however, you must register in advance and you must have a .mil email address.

SAME will provide the next Project Management in the AOR distance webinar. This webinar will focus on COR Responsibilities and Reachback capabilities as well as Planning and Process in the AOR. You MUST have a .mil email address to participate and this webinar, but there is no charge to Military participants.

May 10 1000-1400
May 11 1000-1300

Joint Engineer Operations Course (JEOC):

JEOC is a blended course consisting of both a distance learning (dL) phase and a resident phase designed for educating and preparing for engineer officers, senior noncommissioned officers, warrant officers, and government civilians for operational assignments in the joint environment. JEOC was developed by engineers for engineers to better prepare Engineer operational planners to serve within joint, interagency, intergovernmental, and multinational (JIIM) environments. The major focus of the course is to introduce students to joint doctrine, planning, and engineer operations, and the type of engineer staff positions and associated products engineers are required to develop. Do not contact the Fort Leonard Wood team directly.

Contact (703) 695-9022, for USMC quotas. Upcoming course offerings include:

JEOC 11-03 – Resident Phase: 13-17 Jun 2010 at Wright Patterson AFB, OH (AFIT)
JEOC 11-04 – Resident Phase: 25-29 July 2011 at Port Hueneme, CA (CECOS)
JEOC 12-01 – Resident Phase: 31 Oct - 4 Nov 2011 at MCB Quantico

Marine Corps Engineer Association (MCEA)

Awards:

The annual MCEA Award writes-ups are fast becoming due. The submission details can be found in MCO 1650.41C and MARADMIN 100/11 of 10 Feb 2011, specifically the write-up is intended to be an electronic submission, no mailed copies required or desired. Ensure all nominations are submitted to the POC NLT 30 APRIL 2011. POC is Col (ret.) Ken Frantz.

CHIEF's CORNER

Manpower updates from MSgt Britton Potter (1361/1371/46XX Monitor):

1. Second quarter of FY11 orders will continue to be issued just not at a rate as in the past.
2. The PMOS is now closed to all first term Marines for the rest of FY11.
3. There's 1371's that have no staffing goals, so these Marines will be rolled into the OpFor over time and the community will re-align these billets. All G-1's have been notified of the changes in unit staffing

The GySgt board is getting ready to convene, here are some of the short falls

1. No pictures,
2. Not PME complete, never been to any PMOS school or course other than Basic Combat Engineer.
3. Bad performances; RFC's from SDA's, NJP's in grade or within the last two years, DUI's, BCP.

Engineering and Construction Camp:

Marine Corps Engineers and the Society of American Military Engineers (SAME) are working toward a potential USMC-hosted Engineering and Construction Camp.

Lessons in engineering and construction, as well as leadership and teamwork, would be mainstays of a SAME/Marine Corps Engineering and Construction Camp at Court House Bay, Camp Lejeune North Carolina. The camp encourages students to pursue careers in engineering, and gives an introduction to the work of military

engineers and the Marine Corps community. During the one-week camp, students participate in hands-on construction activities under the supervision and guidance of Marine Corps SNCO/NCO and Navy leaders, and SAME Post members.

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8. Congratulations Honor Graduates of Utilities Courses QUARTERLY HONOR GRAD ROSTER:

UC 2-11: GySgt Wyatt S. Robertson - 1MLG
7th ESB CPCA

AEEEST 1-11: Sgt Peter B. Morales –
MACG-48, MTACS-48 GREAT LAKES IL
BE 2-11: LCpl Jeffery Hernandez - 3D CAB,
Okinawa Japan

BE 3-11: LCpl Christian J. Ibarra - MWSS
473 4th MAW San Diego, CA

BWST 1-11: LCpl Jaime J. Jojola – MWSS
371 MWSS 37 Yuma, AZ

BWST 2-11: PFC Randy N. Sauceman -
Reserve Sub Station, Fort Worth, TX

BEEEST 1-11: LCpl Frankie C. Mosley – 9th
Comm Bn 1 MHG CPCA

BEEEST 2-11: LCpl Sean M. Kuehl – 4th
CEB, Baltimore, MD

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9. Marine Corps Engineer Association News:

By Col Ken Frantz, USMC (Ret)-MCEA President



2011 MCEA AWARDS: MarAdmin 100/11 has been released with this year's call for your subject nominations, which are due no later than 30 April, 2011. The MCEA awards program was established in 1995 to recognize the outstanding engineer achievements of individual Marines and Marine Corps and Navy organizations. There are a total of 22 award categories encompassing all aspects of the engineer/Bulk Fuel and EOD military occupational fields. The below pertinent & useful references can be found on our

website, Awards Page at:

<http://www.marcorengasn.org/modules/AwardsPage>

MARINE CORPS ORDER 1650.41C

MARADMIN

COMMANDERS CHECK LIST

PERSONAL DATA FORM

SAMPLE INDIVIDUAL NOMINATIONS

SAMPLE UNIT NOMIATIONS

The awards will be presented on 27 Oct, 2011 at the Crowne Plaza Hotel, San Diego, CA. in conjunction with our annual gathering. For more details including a look at the itinerary, registration form and contact information go the MCEA website: 2011 reunion page. HOPE TO SEE YOU THERE!

What is it? The MCEA is a HQMC sanctioned, tax-exempt, nonprofit organization (IRS 5013(c) (19), incorporated in NC, in 1991.

MCEA Purpose/Bylaw highlights:

- Promote Marine Corps engineering in combat engineer, engineer equipment, utilities, landing support (shore party), bulk fuel, topographic and construction engineering, drafting, and Explosive Ordnance Disposal (EOD)
- Renew and perpetuate fellowship of retired, former and current US Marines who served with Marine Corps Engineer units and sister service members who served in support of Marine-Air-Ground Task Force (MAGTF) Units
- Preserve the memory of those who served
- Promote an accurate historical record of the contributions of Marine Corps engineers
- Foster solidarity of Marine Corps engineers
- Keep members current with the Marine Corps engineer community
- Annually recognize superior achievement of active duty and reserve establishment Marine Corps EOD, engineer individuals and organizations, as well as Naval Construction Force Units
- Provide Financial Assistance to Marines, their next of kin or other deserving personnel

MCEA Eligibility. All former and current Marine Corps engineers, EOD and sister service members who served with Marine Corps Air Ground Task Force (MAGTF) engineers or in support of MAGTFs and US Marine Corps Base and Station billets.

Membership Benefits:

- Very affordable dues for yearly, multi-year & lifetime membership! 100% of dues and contributions are tax deductible.
- Access to members' roster and capability to locate and reconnect with Marines and Sailors from former units
- Annual reunion with opportunity to interact with veterans as well as active/reserve duty personnel, corporate members and "Best of the Best" award recipients and their families
- Availability of the MCEA Financial Assistance Fund
- Subscription to MCEA newsletter
- Notification of employment opportunities especially in the DOD and civilian engineering community
- Capability to interact daily with other members via email and receive updates from MCEA
- Unlimited access to website and special "members only" section
- Access to history, lineage and other information about USMC engineer units
- Availability of unique MCEA Ship's Store items
- Exclusive assistance from Ingenieur Executive Company for job and contract placement
- Discounts on Military Historical Tours, Inc
- Special partner-association pricing on Marine Corps Association membership
- Discount prices on Society of American Military Engineers courses

MCEA Assistance Fund. The MCEA Assistance fund was established to provide financial assistance to members, their Next of Kin or anyone who served with MAGTF Engineers - essentially open to all service personnel. Contributions to this fund as well as the MCEA General Fund are tax deductible and also qualify the contributor to be recognized in our Fellows Program.

Bottom Line: MCEA provides an opportunity to reconnect and maintain communication with Marine Corps engineers, the Marine Corps family and to recognize outstanding performance of individual Marines and engineer and Seabee organizations.

Check out our website: www.marcorengasn.org for all the information as well as order from our Ships store; notice our new Engineers UP tee shirts!

Next reunion and awards banquet is in San Diego, CA 26-28 Oct, 2011.

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10. SAME 2010 Awards Announcement:



The Society of American Military Engineers

Dedicated to National Defense

NEWS

SAME Honors USMC Engineers

ALEXANDRIA, VA— Capt. Todd A. Peterson, USMC, and Gunnery Sgt. Eric J. Gonzalez, USMC, have been named Marine Corps Engineer Officer of the Year Award and Marine Corps Engineer Senior NCO of the Year, respectively, by the Society of American Military Engineers (SAME) and the Marine Corps Engineer Association (MCEA). The awards will be presented May 25, 2011, during an honors luncheon at the SAME 2011 Joint Engineer Training Conference & Expo (JETC) in Grapevine, Texas.

U.S. Marine Corps Engineer Officer of the Year Award Capt. Todd A. Peterson, USMC

Capt. Todd A. Peterson, USMC, is being honored with the U.S. Marine Corps Engineer Officer of the Year Award for his heroic achievement while serving as Company Commander, Delta Company, First Combat Engineer Battalion, Regimental Combat Team 3, Marine Expeditionary Brigade-Afghanistan, in support of Operation Enduring Freedom from January 2009 to November 2009.

In support of decisive operations Capt. Peterson planned, coordinated and directed 160 prioritized engineer projects. On Aug. 20, Capt. Peterson personally came under enemy fire while supervising the construction of Patrol Base Darvishan, near the city of Koshtay. Disregarding his personal safety, he led a group of Marines across open terrain, established an overwatch at the entry control point, suppressed an elevated enemy position and directed his Marines to successfully repel the coordinated attack while sustaining no casualties. By his decisive leadership, courage under fire and devotion to duty, Capt. Peterson upheld the highest traditions of the Marine Corps and the United Naval Service.

U.S. Marine Corps Engineer Senior NCO of the Year Award Gunnery Sergeant Eric J. Gonzalez

In recognition for his exemplary service, Gunnery Sergeant Eric J. Gonzalez, USMC, is being honored for the performance of his duties as Platoon Sergeant, Explosive Ordinance Disposal Company, 8th Engineer Support Battalion, Combat Logistic Regiment 2, 2nd Marine Logistics Group from April 2009 to March 2010.

During this period, Gunnery Sergeant Gonzalez's leadership acumen and devotion to duty guaranteed the success of both the forward deployed and force generation elements of the company. He designed and orchestrated a rigorous pre-deployment training package that prepared his Marines for combat operations both physically and mentally, and personally lead his team on 113 combat missions, including the clearance or reduction of 47 improvised explosive devices and the destruction of more than 3,689-lbs of explosives while filling the billet of a section leader, a position normally held by an officer. Gunnery Sergeant Gonzalez has proven himself a consummate professional in all aspects of his profession. His constant willingness to place himself in danger to ensure the safety of others is a direct reflection of his superb leadership ability and courageous determination. Gunnery Sergeant Gonzalez's effective leadership and devotion to duty reflect great credit upon him and uphold the highest traditions of the Marine Corps and the United Naval Service.

SAME was established in 1920 and serves to promote and facilitate engineering support for national security by developing and enhancing relationships and competencies among uniformed services, public and private-sector engineers, and related professionals. For more information on SAME, visit www.same.org. For more information on JETC, visit www.same.org/JETC.

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11. Walk to DeFeet ALS

This year marks the 6th Emerald Isle Walk to DeFeet ALS™ mark your calendars, 17 September 2011 is the day. With well over 1,500 people that walk or run each year hundreds of thousands of dollars have been raised to support those who are living with ALS and their families, as well as supporting cutting edge research to find a cure. The Walk to DeFeet ALS in Emerald Isle has occurred each year since 2001. In it's inaugural event Walk to DeFeet ALS in Emerald Isle raised over \$126,000. In 2005 Walk to DeFeet ALS raised over \$150,000. In 2006 the event raised a state record \$156,000. Every year Walk to DeFeet ALS raises money that brings much needed support to those afflicted with the disease by assisting in providing for their personal care as well as helping to move forward the global research effort to find a cure. Some medications have been found to slow the progression of ALS, but a cure has not yet been found. You may question how your contribution of a few dollars will make a difference. Your contribution combined with others makes a significant impact in the immediate comfort of a person afflicted with ALS as well as strengthens their hope that a cure will be found.



Randy Hebert before ALS

Why should I walk?

One reason to walk is to help find a cure. ALS is Amyotrophic Lateral Sclerosis, also known as Lou Gehrig's disease. In an ALS patient the nerve cells (neurons) waste away or die; they no longer send messages to muscles. The condition slowly progresses and eventually results in an inability to move the arms, legs, and body. When the muscles in the chest area stop working, it becomes hard or impossible to breathe. ALS does not affect the senses (sight, smell, taste,

hearing, touch) and does not affect a person's ability to think or reason. In advanced stages of ALS a person is literally trapped inside their own body. They still think, see, smell, hear and feel but cannot move and cannot speak.

Another reason to walk is to help families battling ALS. Funds raised, at events like The Emerald Isle Walk to



Randy Hebert in 2009.

DeFeet ALS, help ALS families in need throughout North Carolina. Although our military men are well taken care of by the VA, they and their families have not stopped helping others. One such family is the Hebert family; Randy, Kim, Nicole and Kyle. Randy Hebert, a Marine veteran, and over 200 others like him, were exposed to chemicals during the 1991 Persian Gulf War. In 1995 Major Randy Hebert, now retired, was diagnosed with ALS resulting from those chemicals. He and his family are an amazing testimony to the grace of God. Their tenacious fight against ALS has brought hope to many. Randy's indomitable spirit and brilliant mind are as alive as ever, even though to look at him you wouldn't know it. He has lost all muscle function and has a ventilator to help him breath. He communicates with eye movement. Your support could bring the dollar that finds the cure.

Col Ramey, CO of the MCEC stated, "This is a golden opportunity to show support for one of our own, Maj Randy Hebert (Ret.). If you are available to support the Emerald Isle Walk to Defeat ALS event on September 17, 2011, then please do so. This event raises valuable funds to support the ongoing efforts to find a cure for this devastating disease." You can register a team, join a team, register yourself or make a donation online by going to www.CatfishChapter.org. Specific event information is available at that website also. "Walk because you can."

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Purpose of the *Operational Engineer*

To provide a useful forum for open discussion and free exchange of ideas relating to the U.S. Marine Corps Engineer Community and its capabilities that will be published quarterly for the benefit of the entire Marine Corps Engineer community. Thoughts, suggestions, and ideas from the operating forces are essential to achieving this purpose.

SUBMISSION POLICY

- **Commentary on published material:** Submit promptly. Comments normally appear as letters 3 months after published material. Be brief.
- **Feature articles:** Normally 750 to 1,000 words, dealing with topics of major significance. Ideas must be backed by hard facts. Evidence must be presented to support logical conclusions. In the case of articles that criticize, constructive suggestions are sought. Footnotes are not necessary, but a list of any source materials used is helpful. The Marine Corps Engineer School will call upon the operational units to provide specific commentary on issues that have relevance to the education of the occupational field.
- **Ideas and Issues:** Short articles, normally 200-300 words. This section can include the full gamut of professional topics so long as treatment of the subject is short, concise, and professional.
- **Letters:** Limit to 100 words or less. As in most newsletters, letters to the editors are an important clue as to how well or poorly ideas are being received. Letters are an excellent way to correct factual mistakes, reinforce ideas, outlining opposing points of view, identify problems, and suggest factors or important considerations that have been overlooked in previous articles. The best letters are sharply focused on one or two specific points.
- **Suggestions:** Write the way you speak. Organize your thoughts. Cut out excess words. Short is better than long.

How to submit your input: Submissions may be sent via email (preferred) or regular mail. If regular mail is used we request that you include a hard copy of the manuscript and a disk with the manuscript in Microsoft Word format. Photographs and illustrations must be in TIFF, JPG or EPS format (300dpi, 5x7 inches, color preferred) and must not be embedded in the article. Please attach photos and illustrations in a separate file. You may include the text of the article where the photos are to be placed. Include the authors full name, mailing address, telephone number, and e-mail address.

Regular mail to: *The Operational Engineer*, Marine Corps Engineer Center, PSC Box 20069, Camp Lejeune, NC 28542-0069.