



DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, DC 20380

MCO 1543.14
C2I
29 Jun 93

MARINE CORPS ORDER 1543.14 W/CH 1, 2

From: Commandant of the Marine Corps
To: Distribution List

Subj: MATERIEL FIELDING PLAN FOR THE IMPROVED MILITARY
AMPHIBIOUS RECONNAISSANCE SYSTEM (IMARS), 35
HORSEPOWER (HP) OUTBOARD MOTOR

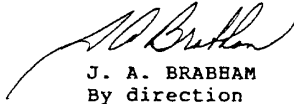
Encl: (1) Materiel Fielding Plan for the Improved Military
Amphibious Reconnaissance Systems, 35 Horsepower (HP)
Outboard Motor

1. Purpose. Enclosure (1) is provided as information and instructions concerning the fielding of the IMARS.

2. Information. The IMARS has been designed to propel the Combat Rubber Reconnaissance Craft with a safer, but as effective, outboard motor. The IMARS is a combination of the 35 hp Military Amphibious Reconnaissance System outboard motor and a pump jet. The pump jet takes the place of the propeller in order to provide the user with a safer outboard motor.

3. Action. The Commanders of each organizational element concerned shall ensure implementation of the provisions of this Order.

4. Reserve Applicability. This Order is applicable to the Marine Corps Reserve.


J. A. BRABHAM
By direction

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MCO 1543.14 Ch 1
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MARINE CORPS ORDER 1543.14 Ch 1

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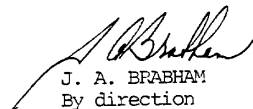
Subj: MATERIEL FIELDING PLAN FOR THE IMPROVED MILITARY
AMPHIBIOUS RECONNAISSANCE SYSTEM (IMARS), 35 HORSEPOWER
(HP) OUTBOARD MOTOR

1. Purpose. To direct pen changes to the basic Order.

2. Action

a. Enclosure (1), page 3, National Stock Number (NSN),
change to reflect 2805-01-361-8053.

b. Enclosure (1), page 3, Identification Number, change to
reflect 09737B.


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WASHINGTON, DC 20380-1775

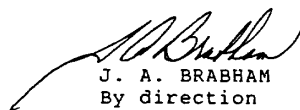
MCO 1543.14 Ch 2
CBGR
9 May 94

MARINE CORPS ORDER 1543.14 Ch 2

From: Commandant of the Marine Corps
To: Distribution List

Subj: MATERIEL FIELDING PLAN FOR THE IMPROVED MILITARY
AMPHIBIOUS RECONNAISSANCE SYSTEM (IMARS), 35 HORSEPOWER
(HP) OUTBOARD MOTOR

1. Purpose. To direct pen changes to the basic Order.
2. Action. Appendix A to Enclosure (1), page A-1, change T/E No "N1176" to "N1028" and Unit Title "HQ Co, Inf Regt, 2d MarDiv" to "Assault Boat Co, HQ Bn, 2d MarDiv."
3. Filing Instructions. File this Change transmittal immediately behind the signature page of the basic Order.


J. A. BRABHAM
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MATERIEL FIELDING PLAN
FOR THE
IMPROVED MILITARY AMPHIBIOUS RECONNAISSANCE SYSTEM
(IMARS), 35 HORSEPOWER (HP) OUTBOARD MOTOR

1. Introduction

a. Source of Requirement. The IMARS satisfies Required Operational Capability No. 1.09, Inflatable Boat, Small and the Silenced Propulsion System. The basic 35 hp outboard is an upgrade to the current 35 hp outboard being used. The pump jet has been developed as a result of several propeller accidents which have occurred in the Fleet Marine Force. Together, the outboard motor and the pump jet form the IMARS. The IMARS will power the Combat Rubber Reconnaissance Craft (CRRC) and carry combat loaded Marines for various distances and in various sea conditions, in a safe and efficient manner.

b. Points of Contact

| <u>Name</u> | <u>Command/Telephone</u> |
|---------------|---|
| GySgt Scriven | PROJECT OFFICER IMARS MARCORSYSCOM (IC) 2033 BARNETT AVENUE SUITE 315 QUANTICO VA 22134-5010 DSN: 278-3472 COML: (703) 640-3472 |
| Maj Thompson | ILS OFFICER IMARS MARCORSYSCOM (IC) 2033 BARNETT AVENUE SUITE 315 QUANTICO VA 22134-5010 DSN: 278-2234 COML: (703) 640-2234 |
| Judy Mathis | INVENTORY MANAGER IMARS MARCORLOGBASES (CODE 835-1) ALBANY GA 31704-5000 DSN: 567-6534 COML: (912) 439-6534 |

ENCLOSURE (1)

MCO 1543.14
29 Jun 93

Tom Linden

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Bill Arnold

NAVY EQUIPMENT INVENTORY SUPERVISOR
SPCC
MECHANICS BURG PA 17055
DSN: 430-3207
COML: (717) 790-3207

Brian Fahey

NAVY PROVISIONER
SPCC
MECHANICSBURG PA 17055
DSN: 430-3709
COML: (717) 790-3709

c. Fielding Methodology

(1) General Fielding Plan. The IMARS is being fielded vertically as shown in appendix A, the units with the highest need will receive the IMARS first. See appendix B for the Schedule of Events.

(2) Method of Fielding. The IMARS is being force fed to the units as a complete item. The assembly of the pump jet to the outboard motor will be accomplished prior to delivery.

d. Replaced Systems/Equipment. The IMARS replaces the Military Amphibious Reconnaissance System (MARS) outboard motor, Table of Authorized Materiel Control Number (TAMCN) C5305.

2. System Description. Figure 1-1 provides a drawing of the IMARS.

a. Administrative Information

(1) Nomenclature. IMARS Engine, 35 hp, Outboard Motor

ENCLOSURE (1)

- (2) TAMCN. C5262IIB
- (3) Stores Account Code (SAC). 3
- (4) National Stock Number (NSN). 2805-01-361-8053
- (5) Unit of Issue. Each
- (6) Unit Cost. \$4,500 (est.)
- (7) Support Cost. N/A
- (8) Petroleum, Oil, and Lubricants. Unleaded Gas, 5 gal/hr; 2 Stroke Outboard Motor Oil, 1/2 gt/hr
- (9) Equipment Density. Normal
- (10) Readiness Reporting. Yes
- (11) Identification Number. 09737B

b. Physical Characteristics

| | <u>Operational Configuration</u> | <u>Storage/Shipping Configuration</u> |
|------------------------|----------------------------------|---------------------------------------|
| (1) Length | 23 in | 23 in |
| (2) Width | 14 in | 14 in |
| (3) Height | 57 in | 57 in |
| (4) Square | 2.3 ft ² | 2.3 ft ² |
| (5) Cube | 10.7 ft ³ | 10.7 ft ³ |
| (6) Weight | 119 lbs | 119 lbs |
| (7) Stowage | 2.3 ft ² | 2.3 ft ² |
| (8) Power Requirements | N/A | |

c. Operational Characteristics. The IMARS gives the Marine Corps the capability to insert and extract personnel from the shore with the CRRC more safely, and without degrading the overall performance of the MARS outboard motor or CRRC. The IMARS can be operated in any environment in which the MARS outboard motor previously has been used.

ENCLOSURE (1)

MCO 1543.14
29 Jun 94

d. Associated/Related Systems/Equipment. The IMARS will interface with the CRRS, TAMCN C5901.

3. Logistics Support

a. Maintenance Support. The maintenance concept for the IMARS requires first through fourth echelon maintenance. Organizational (first and second echelon) level maintenance is to be performed by the owning units. Intermediate (third and fourth echelon) level maintenance is to be completed by the FSSG. The specific maintenance tasks are provided in the IMARS TM's. Maintenance personnel should determine which echelon of maintenance is need for each of the maintenance tasks by referring to the Source, Maintenance, and Recoverability codes in the repair parts section and the Maintenance Allocation Chart sections of the TM's.

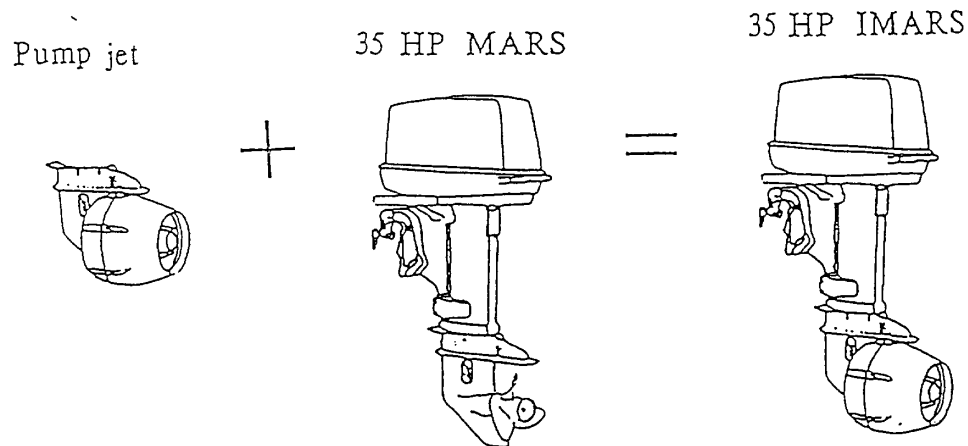


Figure 1-1.--Improved Military Amphibious Reconnaissance System (IMARS).

ENCLOSURE (1)

(1) First Echelon. First echelon maintenance includes the basic care, cleaning, inventory, and before, during, and after preventive maintenance actions as per the TM's. Specific maintenance actions include rinsing and running the IMARS in fresh water after it is operated in salt water. Any sand or other form of debris should also be cleaned from the IMARS prior to storage.

(2) Second Echelon. Second echelon maintenance is to be completed by designated maintenance personnel which have attended the prescribed training courses. The maintenance tasks include, but are not limited to, minor component/part replacement, minor adjustments, inspection, test of the outboard motor, and replacement of lubricants.

(3) Third Echelon. Third echelon maintenance tasks are to be completed by the intermediate maintenance activity (IMA). Specific tasks include, but are not limited to, replacement of secondary repairable items, disassembly and reassembly of the outboard motor, and pump jet detailed adjustments and alignment.

(4) Fourth Echelon. Fourth echelon maintenance tasks are to be completed by the IMA. The maintenance actions include, but are not limited to, replacement of all of the items on the IMARS, repair to subassemblies, and adjustment to the original manufacturer specifications.

(5) Fifth Echelon. N/A

(6) Maintenance and Supply Procedures. All maintenance and supply procedures will follow the guidelines as defined in MCO 4790.2 (Marine Corps Integrated Logistics Maintenance Management System (MIMMS) Field Procedures Manual), TM 4700-15/1 (Equipment Records Procedures), MCO P4400.150 (Consumer-Level Policy Manual), and other directives which are appropriate within the MIMMS and the Supported Activities Supply System (SASSY).

b. Contractor Support Requirements

(1) Depot Support. Provisioning of the outboard motor portion of the IMARS is complete. Provisioning of the pump jet portion of the IMARS is in process, and after it is complete, requisitions should be submitted to Ships Parts Control Center (SPCC), Mechanicsburg, PA (N35) via Commander, Marine Corps Logistics Bases (COMMARCORLOGBASES), Albany, GA (835-1). The COMMARCORLOGBASES and SPCC, Mechanicsburg will record the data

ENCLOSURE (1)

and then process the requisition. In the interim, a supply support contractor will be online to assist in processing of pump jet supply requisitions, with the exception of the II MEF units. II MEF units will be supported by an Interim Support Package (ISP).

(2) 15P. The 15P is unique for II MEF. The SASSY Management Unit (SMU) will be provided a "block" of repair and component parts needed to sustain the pump jet portion of the IMARS during interim support. In the interim, II MEF owning units are to submit supply requisitions to the SMU. The SMU will then fill the requisition directly from the 15P. The replenishment of 15P is the responsibility of the SMU. The use of the 15P will cease after provisioning is complete.

(3) Interim Contractor Support. In the interim, until provisioning and maintenance training is complete (approximately twelve months), contractor support will be provided by Serv-Air, Inc., Special Operations Forces Support Activity, Blue Grass Army Depot, Lexington, Kentucky. Serv-Air's primary function will be in the form of supply/replenishment and intermediate level maintenance support of the pump jet portion of the IMARS.

(a) Interim Contractor Supply Support (ICSS). ICSS is being provided for twelve months from Serv-Air, until SPCC, Mechanicsburg, PA and MARCORLOGBASES, Albany, GA can complete the provisioning process on the pump jet. Using units should submit supply requisitions to Serv-Air as per 51 09737A during the interim and then to SPCC, Mechanicsburg, PA via MARCORLOGBASES, Albany, GA after ICSS is complete. The transition from the Serv-Air to SPCC, Mechanicsburg, PA will be announced via naval message from COMMARCORLOGBASES, Albany, GA. Although ICSS is available for the pump jet, units should use the Contractor Operator Parts Depot (COPAD) as a way of replenishing the outboard motor portion of the IMARS. The COPAD program currently contains many of the spares needed for the IMARS. The procedures for using COPAD are provided in TM-09737A-14&P. Any part which cannot be requisitioned via COPAD should then be requested from SPCC, Mechanicsburg, PA (N35).

(b) Interim Contractor Maintenance Support (ICMS). Interim maintenance support will be provided only on the pump jet portion of the IMARS. The engine, or MARS portion of the IMARS, can be supported through the normal Marine Corps maintenance process. In the interim, maintenance support will be provided by the contractor on all intermediate level (third and fourth echelon) maintenance needed to maintain the pump jet portion of the IMARS. Organizational maintenance will be provided by the owning unit. A pump jet needing repair must be removed from the ENCLOSURE (1)

29 Jun 93

IMARS prior to shipment. As per SI 09373A, a copy of the Equipment Repair Order describing the failure must also be shipped with the pump jet. Pump jets needing repair can be packaged and shipped to the following address during ICMS:

SERV-AIR INC.
SPECIAL OPERATIONS FORCES SUPPORT ACTIVITY
BLUE GRASS ARMY DEPOT BLDG #3
LEXINGTON KY 40511-5126

c. Manpower, Personnel, and Training

(1) Personnel Requirements. The IMARS will not cause any impact on current manpower and personnel. The current Table of Organization will be used to support the IMARS.

(2) Training Requirements

(a) Contractor Training. Two contractor/factory training courses were provided on the maintenance of the IMARS on various occasions prior to the initial date of fielding. One course was provided by Outboard Marine Corporation (OMC) on the MARS portion of the IMARS and the other course was provided by Applied Combustion Technology (ACT) on the pump jet.

(b) Maintenance Training. The OMC and ACT courses provided comprehensive instructions on the maintenance of the MARS engine and pump jet, respectively. Both courses will be given to the Marine Combat Engineer School (MCES) in order that they can start their formal course during fourth quarter of fiscal year 1993. The course will provide instruction on TM procedures, theory of two cycle motors, test equipment, troubleshooting, and the use of MIMMS to support the motor.

(c) Operator Training/Licensing. Operator training and a subsequent operator's license will be issued by Landing Force Training Command Atlantic (LFTCLant), Landing Force Training Command Pacific (LFTCPac), and the Amphibious Reconnaissance School/Course after the completion of the coxswain course (Military Occupational Specialty 8111).

(d) Funding. Funding for the courses are the responsibility of the owning unit. The dates, frequency of the course, and the student class size will be provided by MCES and the LFTC's.

(3) Training Support Items. N/A

ENCLOSURE (1)

MCO 1543.14
29 Jun 93

d. Supply Support

(1) Provisioning. The provisioning is being accomplished by SPCC, Mechanicsburg, PA in conjunction with COMMARCORLOGBASES on the pump jet. All the necessary repair parts are listed in the repair parts section of the TM and includes either a part number or NSN.

(2) Replenishment. The IMARS is a SAC 3 and Type 1 item. Owning units must either have onhand the number of IMARS as indicated on their Table of Equipment, or have the difference on order. Upon expiration of ICSS or ISP (II MEF only) for the pump jet, replacement parts should be requisitioned from SPCC, Mechanicsburg, PA (N35) and intermediate level maintenance completed by the FSSG.

e. Support Equipment

(1) Special Tools. The following special tools are needed to support the IMARS. They are also listed in Section III, Tools and Test Equipment, portion of the TM's:

| <u>Nomenclature</u> | <u>Part Number (PIN)</u> | <u>Maintenance Echelon (MIE)</u> |
|-----------------------------------|------------------------------|--------------------------------------|
| Wheel, Test Propeller | 434505 | 2 |
| Removal Tool, Twist Grip | 390767 | 2 |
| Ring, Ignition Locating | 334994 | 2 |
| Puller, Bearing | 432130 | 3 |
| Wrench, Special | 334350 | 3 |
| Installer, Bearing | 335820 | 3 |
| Installer, Seal | 335821 | 3 |
| Installation Tool, Grommet | 304148 | 3 |
| Plate | 318122 | 3 |
| Tool, Wrist Pin Bearing Align | 336660 | 4 |
| Compressor Ring, Standard | 326591 | 4 |
| Compressor Ring, Oversized | 330223 | 4 |
| Remover, Upper Crankshaft Seal | 387780 | 4 |
| Installer, Upper Crankshaft Seal | 321539 | 4 |
| Alignment Fixture, Connecting Rod | 396749 | 4 |

(2) Common Tools. All the common tools needed to maintain the IMARS are listed in Section III, Tools and Test Equipment section of the TM's.

(3) Special Purpose Test Equipment (SPTE). There is no SPTE needed to support the IMARS.

ENCLOSURE (1)

(4) General Purpose Test Equipment (GPTE). All the GPTE needed to support the IMARS is listed in Section III, Tools and Test Equipment section of the TM's. All of these tools listed in Section III of the TM are part of the Outboard Engine Maintenance Kit, TAMCN K4521. The specific GPTE needed are as follows:

| <u>Nomenclature</u> | <u>P/N</u> | <u>M/E</u> | <u>NSN</u> |
|------------------------------|------------|------------|------------------|
| Multimeter, Digital | 8024B | 2 | 6625-01-131-8586 |
| Gauge, Compression Tester | MT308KT | 2 | 4910-01-092-8437 |
| Tachometer, Engine | 67-100T | 2 | 6680-00-070-2597 |
| Timing Light, Inductive | MT-1221 | 2 | 6625-01-194-3483 |
| Wrench, Torque 0-150 ft lbs | TER175FU | 2 | 5120-01-286-5561 |
| Wrench, Torque 30-200 in lbs | TER24FUA | 2 | 5120-01-253-0503 |
| Gauge, Float | 324891 | 2 | 5120-01-218-4342 |
| Analyzer, Ignition | ST-75C | 2 | 4910-01-101-8796 |
| Probe, Temperature | 80T-150U | 2 | 6625-01-085-1580 |
| Pressure Tester | 5-34 | 2 | 4910-01-132-9147 |
| Tester, Fuel Line, Vacuum | 390954 | 3 | 4910-01-322-3436 |
| Tester, Fuel Inject | MT3IIJB | 3 | 4910-01-202-2210 |

(5) Test Program Sets. N/A

(6) Other Support Equipment. The following General Support Equipment items are needed to support the IMARS during maintenance at each Organizational Maintenance Activity and IMA. The Manufacturers Commercial and Government Entity (Mfg CAGE) and quantity (qty) required are provided as additional information.

| <u>Nomenclature</u> | <u>Mfg CAGE</u> | <u>P/N</u> | <u>M/E</u> | <u>NSN</u> | <u>QTY</u> |
|----------------------|-----------------|------------|------------|------------------|------------|
| Test Tank | 58765 | 1500* | 2,3,4 | N/A | 1 |
| Engine Stand | 58765 | CRL-6* | 2,3,4 | N/A | 1\5 |
| Engine Dolly | 58765 | TD-1* | 2,3,4 | N/A | 1\5 |
| Welding Machine, Arc | 40608 | 250* | 3,4 | 3431 00 467 9243 | 1 |

* Note: Any brand name or equivalent item can be used instead.

f. Technical Publications

(1) Maintenance. The following TM's provide operation and maintenance procedures and component parts and repair parts lists to support the IMARS. The outboard motor portion of the IMARS is supported by TM 08509B-14&P, 35 hp Outboard Motor Models AM-35D and AML-35D, Publication Control Number (PCN) 18408509000. The pump jet portion of the IMARS is supported by TM 09737A-13&P, IMARS 35 hp Outboard, PCN 18409737000.

ENCLOSURE (1)

MCO 1543.14
29 Jun 93

(2) Supply. To assist in the supply support of the IMARS, SL-3-09737A provides a list of components which make up the IMARS, and SI-09737A-14/1 provides instruction on how to use the ICSS process.

g. Commuter Resources Support. N/A

h. Facilities

(1) Existing Facilities. The IMARS will be supported by the same facilities which are currently being used for the MARS outboard motors.

(2) New Facilities. No new facilities are needed to support the IMARS.

(3) Interim Facilities. No interim facilities are needed to support the IMARS.

i. Packaging, Handling, Storage, and Transportation

(1) Packaging. There are no specific packaging requirements for the IMARS.

(2) Handling. There are no special handling procedures for the IMARS.

(3) Storage. All debris and salt water should be removed from the IMARS prior to storage. The IMARS can be stored vertically on the transom of an inflated CRRC or a storage rack or horizontally on a hard surface.

(4) Transportability. The IMARS will be able to be transported by air, rail, ship, and highway, worldwide. Because the IMARS will always contain some fuel within its fuel lines, the appropriate transportation forms and procedures concerning the air shipment of flammable items need to comply with MCO 4030.19E (Preparing Hazardous Material for Military Air Shipments). If an IMARS is not transported on the transom of the CRRC, then it should be shipped inside a wooden embarkation box.

j. Warranties. The IMARS will have a one year commercial warranty. If a defect occurs during the warranty, the owning unit will follow the procedures provided in MCO 4105.2.

ENCLOSURE (1)

4. Actions Required To Place Equipment In Service

a. Gaining Commands

(1) Prior to Placing the IMARS Into Service

(a) Place the IMARS on administrative deadline until all of the other actions in this section are complete.

(b) Ensure all the necessary Test, Measurement, and Diagnostic Equipment is onhand prior to performing any maintenance on the IMARS.

(c) Ensure all the technical publications are onhand.

(d) Ensure maintenance personnel have attended the necessary training as described in paragraph 3c(2).

(e) Request approval to place the IMARS into service from the COMMARFORLANT; COMMARFORPAC; or CG, MARRESFOR, as appropriate.

(2) Materiel Defects Reporting. If any of the contents of the IMARS arrived damaged or missing, a SF 368 Quality Deficiency Report (QDR) should be completed in accordance with MCO 4855.10A and submitted to COMMARCORLOGBASES (808-1), Albany, GA. Additionally, if any part of the IMARS becomes defective from other than normal use, a QDR should also be submitted.

(3) Retrograde of existing equipment. Upon receiving the IMARS, owning units are to turn in all 35 hp MARS outboard engines (TAMCN C5305) to their unit level supply for disposition.

(4) Obtaining Supporting Consumables. All Petroleum, Oil, and Lubricants will be procured with using units Operation and Maintenance funds.

b. Amphibious Reconnaissance School/Course. Incorporate the use of the IMARS, specifically the pump jet portion, in lesson plans and instructions as appropriate.

c. Commanders, MARFORLANT/MARFORPAC and CG, MARRESFOR. Grant approval to the using units to place the IMARS into service after the contents of section 3203, paragraph 3b of MCO P4105.3 have been met.

ENCLOSURE (1)

MCO 1543.14
29 Jun 93

d. COMMARCORLOGBASES, Albany, GA. Assist in the life cycle management of the IMARS. Provide disposition instructions for the retrograde of the 35 hp MARS outboard engines (TAMCN C5305).

e. SMU. Manage the 15P for II MEF and restock the 15P during the interim supply support process.

ENCLOSURE (1)

LIST OF ALLOWANCES AND DELIVERY SCHEDULES

ACTIVE FORCES

| T/E | UNIT | No. | UNIT | FY 93 | Qtr |
|-----------|------------------------------------|--------------|--------------|----------|----------------------------|
| <u>No</u> | <u>TITLE</u> | <u>Units</u> | <u>ALLOW</u> | <u>1</u> | <u>2</u> <u>3</u> <u>4</u> |
| 5980 | Phib Recon Scol, LFTCLant | 1 | 30 | 30 | |
| 5981 | Phib Recon Crse, LFTCPac | 1 | 30 | 30 | |
| N/A | NSDTC, Panama City, FL | 1 | 8 | 8 | |
| 7450 | TBS | 1 | 3 | 3 | |
| 7540 | MC Engr Scol | 1 | 10 | 10 | |
| N4618 | For Recon Co, 1st SRIG | 1 | 36 | 36 | |
| N4718 | For Recon Co, 2d SRIG | 1 | 36 | | 36 |
| N4818 | (Det) For Recon Co, 3d SRIG | 1 | 18 | 18 | |
| B1432 | A Co (REIN), Recon Bn, 1st MEB | 1 | 18 | 18 | |
| M4001 | ORF, 1st FSSG | 1 | 4 | | 4 |
| M4002 | ORF, 2d FSSG | 1 | 4 | | 4 |
| M4003 | ORF, 3d FSSG | 1 | 4 | | 4 |
| N1412 | Recon Co, 1st Inf Regt, 1st MarDiv | 1 | 18 | | 18 |
| N1412 | Recon Co, 5th Inf Regt, 1st MarDiv | 1 | 18 | | 18 |
| N1422 | Recon Co, Recon Bn, 2d MarDiv | 2 | 18 | | 36 |
| N1432 | Recon Co, 4th Inf Regt, 3d MarDiv | 1 | 18 | | 18 |
| N1432 | Recon Co, 9th Inf Regt, 3d MarDiv | 1 | 18 | | 18 |
| 7441 | MARCORSSYSCOM | 1 | 6 | 6 | |

| T/E | UNIT | No. | UNIT | FY 94 | Qtr |
|-----------|-----------------------------------|--------------|--------------|----------|----------------------------|
| <u>No</u> | <u>TITLE</u> | <u>Units</u> | <u>ALLOW</u> | <u>1</u> | <u>2</u> <u>3</u> <u>4</u> |
| N1166 | HQ Co, Inf Regt, 1st MarDiv | 2 | 60 | 60 | 60 |
| N1028 | Assault Boat Co, HQ Bn, 2d MarDiv | 2 | 60 | 60 | 60 |
| 5980 | Phib Recon Scol, LFTCLant | 1 | 30 | | 30 |
| 5981 | Phib Recon Crse, LFTCPac | 1 | 30 | | 30 |
| N4918 | 31st MEU | 1 | 36 | | 36 |
| N4637 | H&S Co, 1st Radio Bn | 1 | 16 | | 16 |
| N4637 | H&S Co, 2d Radio Bn | 1 | 12 | | 12 |
| N/A | PWR | 1 | 16 | | 16 |

RESERVE FORCES

| T/E | UNIT | No. | UNIT | FY 93 | Qtr |
|-----------|--------------------------------|--------------|--------------|----------|----------------------------|
| <u>No</u> | <u>TITLE</u> | <u>Units</u> | <u>ALLOW</u> | <u>1</u> | <u>2</u> <u>3</u> <u>4</u> |
| N1442 | Recon Co, Recon Bn, 4th MarDiv | 5 | 6 | 8 | 22 |
| M4623 | For Recon Co, MARRESFOR | 2 | 12 | 4 | 20 |

Total 749

Appendix A to
ENCLOSURE (1)

SCHEDULE OF EVENTS

| | |
|---|---------------|
| Began Fielding | 1st Qtr FY 93 |
| Initiating Service Date | 1st Qtr FY 93 |
| Initial Operational Capability | 1st Qtr FY 93 |
| Provisioning Project of the Pump Jet Complete | 2nd Qtr FY 94 |
| Full Operational Capability | 4th Qtr FY 94 |