

## **APPENDIX D**

### **TAB C**

#### **NAVY MPF CHECKLIST**

##### **D.C.1 General**

The Navy support element (NSE) is composed of elements from the naval beach group (NBG), and the Navy Cargo Handling and Port Group (NAVCHAPGRU). The Commander NSE (CNSE) is the principal advisor to CMPF for ship-to-shore movement, debarkation, and beach party operations. The NSE deploys to the AAA via the SLRP, OPP, and advance party. The NSE ensures that all off-load equipment is operational, and that the required operators are in theater prior to the arrival of the MPSRON.

##### **D.C.2 MPSRON Tasks**

- a. Conduct Port Survey (See port survey guide below)
- b. Submit ESQD waiver request, if required
- c. Determine bunkering requirements
- d. Identify threat and requirements for seaward force protection
- e. Coordinate and publish voyage plan, considering constraints such as the proximity of claimed territorial waters, etc.
- f. Coordinate OPP/FAST/EOD embarkation including berthing and messing requirements, equipment storage, etc.
- g. Publish ship arrival sequence and berth plan in coordination with the MAGTF
- h. Send MOVREP/SORTS
- i. Review force protection plan and identify possible concerns
- j. Release coordinated squadron force protection message
- k. Procure staff support requirements (vehicles, phones, etc.)
- l. Coordinate communications requirements

##### **D.C.3 Naval Beach Group (NAVBEACHGRU) Tasks**

- a. Participates in planning the operation with assigned MPSRON and MAGTF
- b. Provides a Unit Movement Officer who coordinates the airlift of Navy personnel to the operating area with the MAGTF
- c. Conducts ship-to-shore movement, beach party operations, and debarkation operations
- d. Provides personnel for the SLRP (Appendix G)

- e. Provides the OCO for the off-load
- f. Provides the ship's debarkation and lighterage control officers
- g. Provides cooks, mess attendants, and medical personnel to augment the MPS crew delineated in contracts or letters of agreement
- h. Provides the OIC of the off-load preparation party (OPP)

#### **D.C.4 Beach Master Units Tasks**

- a. Personnel for the Navy Component of the OPP
- b. Beach Party Teams
- c. Beach Party headquarters element
- d. Personnel for communications and electronics maintenance repair

#### **D.C.5 Amphibious Construction Battalion (PHIBCB) Tasks**

- a. Plans for camp support, bulk fuel systems, transportation, repair and maintenance, and lighterage usage in coordination with NAVBEACHGRU
- b. Personnel for camp support, bulk fuel systems operation, transportation, repair and maintenance operations, and lighterage operations
- c. Personnel for SLRP and OPP
- d. An NSE DCU
- e. An NSE Logistics Movement Control Center (LMCC)
- f. Equipment support which may include four zodiac boats with packout boxes

#### **D.C.6 Assault Craft Unit Tasks**

- a. Personnel for ship-to-shore movement control
- b. Two crews per LCM 8 assigned to the operation
- c. Personnel for the Navy component of the OPP
- d. Repair personnel for lighterage repair elements

#### **D.C.7 Information Required for MPF Operations**

- a. Distances from—
  - 1. Beach to arrival airfield
  - 2. Beach to port area
  - 3. Port area to arrival airfield

4. Beach to camp area
  5. Port to camp area
  6. MPS anchorage to beach
- b. Acreage available for the camp area (minimum 13 acres) and soil type
- c. Type, condition and location of roadways
- d. Description of the beach areas including:
1. Frontage and depth
  2. Topographical data
  3. Surf conditions
  4. Area sufficient to operate water purification units
  5. Beach gradient
  6. Beach composition and traffic flow
- e. Description of the port facility to include—
1. Length and width of piers
  2. Depth of water alongside and in the approaches to the pier(s)
  3. Pier construction information to include—
    - a. Capability to handle ships displacing 45,000 to 55,000 tons
    - b. Fender arrangements and line handlers
  4. Container handling equipment available
  5. Channel information
  6. Availability of tugs for use with MPF shipping (including pilots)
  7. Tidal range
  8. Verification that area is clear of mines and obstructions
  9. Availability of suitable provisions
  10. Availability and description of launch services
  11. Availability of local medical/dental services for MPS crew
  12. Procedures for repatriation of MPS crew(s)

- f. Bulk fuel/potable water sources and supplies
- g. Availability of electrical power
- h. Force Protection requirements
- i. Description of anchorage area including—
  - 1. Location relative to beach landing area
  - 2. Depth of water and bottom type
- j. Availability of topographical and nautical charts and maps of operating area
- k. Weather conditions (present and forecasted)
- l. A designated safe haven
- m. Tidal Charts

#### **D.C.8 SLRP**

Ideally, the SLRP is flown to the designated off-load site 8 to 9 days prior to the arrival of the main body or MPSRON. The SLRP conducts surveys of the arrival and assembly area (AAA) and liaisons with appropriate organizations (U.S. and Host Nation). Results of the analysis are sent to MAGTF, NSE, and MPSRON commanders to allow them to modify plans, restructure, and tailor the main body prior to deployment or arrival. Characteristics of the SLRP include—

- a. Approximately 66 MAGTF and 11 NSE personnel, and 1 representative each from the CMPF and establishing authority staffs. See appendix G
- b. OIC who is the senior Marine Officer
- c. Navy personnel report to the MAGTF from commencement of marshalling until the CNSE arrives at the discharge site
- d. NSE SLRP which normally acts as the MPSRON SLRP
- e. Identifying (in an area where HNS is poor or nonexistent) those items the MPF must provide, either organically or from resources outside the objective area (e.g., MPF may need to provide its own tugs, pilots, navigation aids).
- f. Tab D provides additional information that concerns SLRP tasks and organizations

#### **D.C.9 OPP**

- a. Preparation of lighterage, hose reels, MAGTF equipment, supplies, containers and cranes for off-load
- b. OPP should be onboard the squadron's ships at least 96 hours prior to MPS arrival at the discharge site
- c. OPP (for a 4-ship operation) consists of approximately 300 MAGTF and 100 NSE personnel
- d. Senior Navy officer is the OIC of the OPP and becomes the OCO upon arrival at the off-load site
- e. OPP disbands either when work is completed or the MPSRON arrives in the AAA, or as directed. OPP members join organizations participating in other aspects of the off-load such as the AAOG, USMC debark teams or the NSE

f. Appendix G contains additional information including a notional table of organization (T/O).

#### **D.C.10 USMC Debarkation Teams**

The USMC debarkation teams are MAGTF personnel, who report to the OCO during the off-load and provide the following. See figure D.A.1.

- a. Support for the NAVCHAPGRU detachment by operating equipment and assisting in the hook-up of spreader bars and slings during off-load
- b. Personnel assigned to debarkation teams. Most are provided from the OPP upon its disestablishment
- c. Tab F contains additional information concerning the debarkation teams.

#### **D.C.11 Force Protection**

All NSE personnel will have appropriate clothing, weapons, and ammunition. Security personnel are equipped and trained to provide beach and camp security for all NSE assets and personnel. The NSE Defense Unit Commander (DUC) coordinates these efforts. The NSE defense unit is activated by the CNSE when the threat warrants. The following conditions apply:

- a. Security personnel are assigned to the defense unit by the DUC
- b. Personnel will have Seabee military skills training, and have minimal impact on the off-load operation
- c. Security personnel, designated by the defense unit commander, will make continuous rounds of NSE assets
- d. The DUC increases security activities as required
- e. Emergency beach security: Hostile acts against the NSE necessitate the reduction or securing of off-load operations. The DUC may request additional security personnel while the emergency exists from the CNSE or the LSO. Additional measures may include manning LCM-8 boats with armed NSE personnel
- f. The defense unit commander reports to the Force Protection Officer (FPO) via the LSO as appropriate

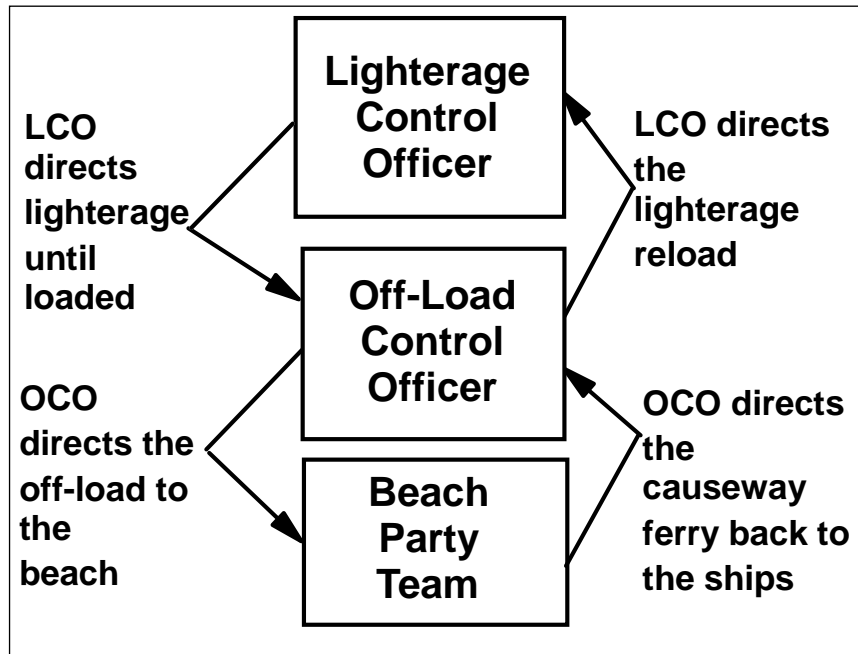


Figure D.C.-1 Debarkation Teams

## D.C.12 Ship-To-Shore Movement

### D.C.12.1 OCO Coordination

The OCO is responsible for ship-to-shore movement of cargo onboard MPS. The OCO coordinates the STS with: See figure D.A.-2

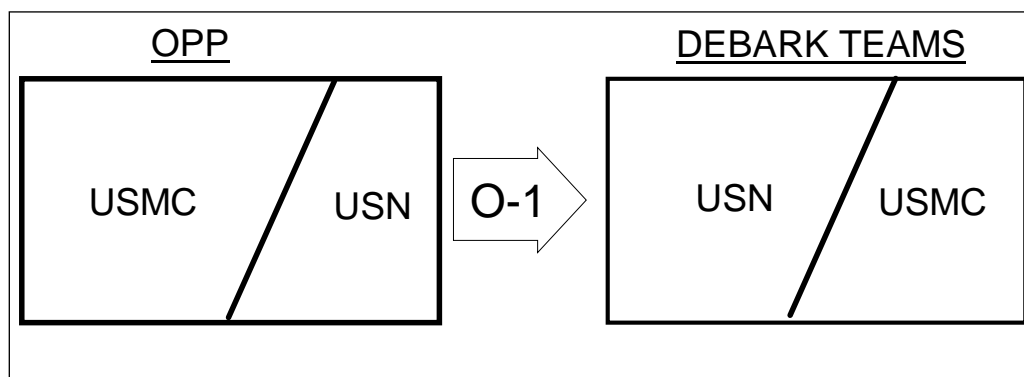
- a. Beach Party elements ashore
- b. Debarkation officers assigned to each ship
- c. Two ship-to-shore watch teams
- d. USMC debarkation teams on each ship
- e. Lighterage Control Officers

### D.C.12.2 OCO Responsibilities

The OCO Officer responsibilities include—

- a. Control of off-load and subsequent movement ashore using off-load plans, promulgated by the MAGTF Commander and modified by the MAGTF arrival and assembly operations group (AAOG)
- b. Directing the lighterage embarked aboard MPS or assigned from support shipping

- c. Passes temporary lighterage control to each debarkation officer or to the beach party teams while lighterage is en-route to or at its destination (for on-load or off-load)
- d. Transfer will take place on the designated off-load coordination net
- e. Conducts lighterage control communications on the ship-to-shore net
- f. Ensures that communications between each ship's lighterage control officer (LCO) and lighterage are conducted on the appropriate MPS off-load net
- g. Ensures communication nets required during ship-to-shore movement are appropriate for the number of ships participating in the off-load



**Figure D.C.-2. OPP-Debarcation Transition**

## **D.C.13 PORT SURVEY GUIDE**

### **D.C.13.1 General**

- a. Location (include longitude/latitude)
  - 1. Country
  - 2. City
  - 3. Map reference (series, sheet, edition, date, nautical chart number)
- b. Port capacity estimate (who performed/when/assumptions)
- c. Port regulations
- d. Port authority (names/titles/addresses)
- e. Port agents (names/titles/addresses)
- f. Port harbor control (name/title/address/frequency/channel/call signs)

- g. Current tariffs
- h. Location of nearest town/airport/military installations
- i. Topography and climate (description of key features within 25 miles and seasonal climate)
- j. US consul (name/location/address)
- k. Local agent's name/location/address or USN logistics supply support information.

#### **D.C.13.2 Laws**

- a. National/local laws that impact operations (noise, quiet hours, protected animals/plants, environmental issues including trash, garbage, sewage)
- b. Claimed territorial/international water limits
- c. Diplomatic/country clearance submission requirements

#### **D.C.13.3 Harbor**

- a. Harbor Type
- b. Harbor approach routes
- c. Channel location, orientation, depth, width
- d. Currents
  - 1. Prevailing direction
  - 2. Speed in channel
- e. Tidal range
- f. Breakwaters
- g. Navigational aids
  - 1. Lighthouse/beacon
  - 2. Buoyage system
  - 3. Buoys
  - 4. Fog horns
  - 6. Range markers
  - 7. Others
- h. Traffic separation scheme (if any)
- i. Ship movement restrictions: 24 hrs/day, daylight only (if any)



- j. Turning basin: Location, size, depth
- k. Pilots, pilot procedures required including boarding method
- l. Tugs, availability of harbor tug boats (by size)
- m. Harbor bottom composition
- n. Dredging
  - 1. Frequency, date of last operation
  - 2. Scope/effectiveness
  - 3. Description of port's dredge
    - o. Location of reefs/sand bars/mud flats or any other obstacle to shipping
- p. Launch service availability
- q. Harbor activity (large shipping, fishing boats, pleasure craft)
- r. Accidents (location of major accidents, cause/result)
- s. Authorization for water production in the harbor
- t. Hydrographic survey date (if unavailable, consider Navy Seals support)
- u. Procure local harbor charts if available
- v. Special pier fittings, positioning, instructions, or alterations required

#### **D.C.13.4 Anchorage**

- a. Location
- b. Radius (for each)
- c. Depth
- d. Current speed and direction
- e. Exposure (current/tide/wind)
- f. Bottom type and holding characteristics
- g. Nearby obstacles
- h. Navigational markers/aids
- i. Ammunition restrictions/net explosive weight (NEW) distances
- j. Amount of local harbor traffic
- k. Distance to the beachhead for instream off load and/or bulk water and fuel delivery

**D.C.13.5 Piers/Quay**

- a. Number and types of vessels that piers can accommodate at one time
- b. Current use of pier berthing
- c. Characteristics
  - 1. Construction type
  - 2. Length/width
  - 3. Height above water (low and high tide, tidal range)
  - 4. Dunnage available
  - 5. Availability and condition of cleats, dolphins, bollards, etc.
- d. Capacity (wheeled vehicles, tracked vehicles)
- e. Fenders (type/size/condition/location)
- f. Depth immediately alongside
- g. Depth and orientation of approach/egress areas
- h. Services available (potable water/electricity-include type/fuel/trash and garbage disposal)
- i. Specialized facilities available for the discharge of RO/RO vessels (ramps or reinforce pier surface capable of supporting a ship ramp)

**D.C.13.6 Port Facilities**

- a. Port equipment repair facilities
  - 1. Location, size and capabilities
  - 2. Type of equipment
  - 3. Number and ability of repairmen
  - 4. Availability and system of procuring repair parts
  - 5. Cranes
- b. Ship repair facilities
  - 1. Number and type of dry dock and repair facilities
  - 2. Quality of work and level of repairs that can be made
- c. Fire response station
  - 1. Number and location
  - 2. Capability

- 3. Water-based capability (tugboats with fire hoses)
- d. Other buildings on terminal
  - 1. Size and location
  - 2. Current use
  - 3. Characteristics
- e. Adequate lighting for night operations
- f. Bunker capability/availability
  - 1. IFO (180/380)
  - 2. DFM/MGO
  - 3. DESC contract in place or commercial stem
- g. Stevedoring capability
  - 1. Number of gangs available
  - 2. Number of shifts able to work
- h. Trash removal capability
- i. Hazmat disposal facility
- j. SLOP barge/truck availability
- k. Sewage disposal capability

#### **D.C.13.7 Security**

- a. Size and availability of the port security force (land and water coverage)
- b. Sources of security (military or private)
- c. Physical security methods (fences, controlled access, camera, electronic surveillance, alarms, etc.)
- d. Host nation/SOFA restrictions

#### **D.C.13.8 Weather**

- a. By calendar quarter:
  - 1. Types of weather conditions encountered in the area
  - 2. Prevailing wind direction
  - 3. Percentage of time wind speed within 1-6 knots, 7-12 knots, and over 17 knots
  - 4. Amount of precipitation
  - 5. Temperature (minimum, maximum daily)

6. Percentage of time that surf is within 0-4 feet, 4-6 feet, 6-9 feet, and over 9 feet

7. Percentage of time that swells are within 0-4 feet, 4-6 feet, 6-9 feet, and over 9 feet

- b. Frequency, duration and density of fog and dust (including sand storms)
- c. Effects of weather on the terrain, navigation, logistic operations
- d. Tide table
- e. Table of daylight, moonlight, and darkness
- f. Direction and speed of current
- g. Water temperature
- h. Anticipated number of days that weather could inhibit port operations in excess of 24 hours.
- i. Coordinate access to weather forecasts from harbor masters office

**D.C.13.9 Communications**

- a. Existing telephone service (condition, land lines or microwave transmissions, cellular phone capacity/availability)
- b. Radio (frequencies allowed for use)
- c. Location and size (kilowatts) of local radio and television stations