



**Volume 6**

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Engineers,

Fiscal Year 2013 is racing by and shortly all will be working hard to meet our end of the year obligations while trying to predict FY14 challenges. Although the financial future is unclear and we face looming force reductions, YOUR Marine Corps Engineer School (MCES) carries on the dignified effort of producing highly trained Marines and well prepared leaders! Our instructors and support personnel are steadfast in their mission - committed to sending the operational forces 'ready' MAGTF engineers. In order to continue this positive standing while always looking for ways to improve our fighting hole I request that all officers and SNCO's assist in reviewing and validating the tasks in the T&R Manual. TECOM has reviewed, edited and incorporated SME input into the draft engineer and utilities T&R manual, NAVMC 3500.12b, and has posted the revised Manual on the TECOM website for review and comments prior to final publication. In the coming months we will face force reductions and fiscal austerity prompting us to look hard at what we train but also how we train. Your input is important. Additionally, we need to do a better job at satisfying our class rosters for our Skill Progression Courses. Otherwise, they may fall victim to budget cuts. For more than 50 years, the Marine Corps Engineer School has been producing trained and qualified basic student, journeymen, chief and officer war fighters for the operational forces. Let's continue the legacy.

The MAGTF Engineer Center (MEC) personnel are committed to supporting the School and the Marine Corps as a source of expertise in engineer education, training, doctrine and requirements development. The Explosive Obstacle Branch of the MEC currently conducts the training for nine C-IED Master Lesson Files (MLFs), three of which constitute the only USMC Counter Remote-Controlled Electronic Warfare (CREW) training available in the Marine Corps. The Ground Board 1-12 endorsed the enduring requirement for C-IED Dtd training (currently assigned to MCES); however, TECOM does not plan to fund an enduring program with baseline, post-Overseas Contingency Operations (OCO) funds due to future constraints. MCES will retain Dtd lead while responsibilities for conducting Dtd training will be transferred to the OPFOR. In order to secure a viable way ahead, The Marine Corps Warfighting Lab (MCWL) C-IED Working Group will conduct an OPT in September with the OPFOR and Supporting Establishment stakeholders to validate enduring MAGTF Dtd training requirements and develop sustainable COA's to meet those requirements. By capturing the lessons learned from the last decade to ensure they are not lost as the MAGTF continues to operate in IED environments, we need to work towards institutionalize C-IED Dtd training that meets the threat of the future while preserving hard earned lessons from OIF/OEF.

I would like to first thank those of you that were able to support and participate in this year's Engineer Summit and EESG. I believe that we came away with some solid information and actionable items with which we can move forward as a community improving the Marine Corps as a whole. I especially thank LPE for setting up the event and taking the lead on important issues. The final AAR Message DTG 152128ZMAY2013 is out for review. All documentation (to include presentations, outbriefs, messages and attendance rosters) are posted on the LPE SharePoint at:

<https://ehgmc.usmc.mil/org/IL/LP/LPE/2013%20Engineer%20Summit/Fo rms/AllItems.aspx>

As we continue to work with I&L (LPE) we'll partner with them in order to move forward for those issues requiring a higher level of advocacy input.

Lastly, I would like to extend hardy congratulations to the Marines and units that have been selected for the MCEA awards. Great job and well done! I would also like to remember our engineers forward deployed throughout the globe supporting combat operations, security cooperation, exercises and daily training. You always make a difference with your dedication, selfless sacrifice and willingness to do our nation's labor where directed. May you be protected during your duties and may you continue to impress upon those we support our repute of excellence.

Semper Fi, Col J. J. Johnson  
CO Marine Corps Engineer School

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## 1. Engineers of the 26<sup>th</sup> MEU

### Engineers work to build forward operating base

Cpl. Michael Lockett 26th Marine Expeditionary  
VAZIANI AIR BASE, Republic of Georgia –

The Marines and sailors of the Black Sea Rotational Force 13 and the 26th Marine Expeditionary Unit are currently living at a forward operating base built and constructed by engineers with the U.S. Marine Corps and the Republic of Georgia Army.



Marines assigned to Combat Logistics Battalion (CLB) 26, 26th Marine Expeditionary Unit (MEU), construct a terrain model of Forward Operating Base Ward, Vaziani Airbase, Republic of Georgia, during exercise Agile Spirit 13, March 21, 2013. The 26th MEU is deploying to the 5th and 6th Fleets area of operations. The 26th MEU operates continuously across the globe, providing the president and unified combatant commanders with a forward-deployed, sea-based quick reaction force. The MEU is a Marine Air-Ground Task Force capable of conducting amphibious operations, crisis response and limited contingency operations.

Expanding on a basic berm already in place, engineers visited a variety of improvements on the FOB, including building an entry control point (ECP) and vehicle control point (VCP), fortifying the bunker at the mouth of the FOB, and expanding and improving the hygiene facilities on the premises.

“It was difficult, not having the machinery on hand,” said 1st Lt. Nicholas King, Combat Logistics Battalion (CLB) 26 engineering detachment officer in charge from Buffalo, N.Y.

Dealing with restrictions on the type equipment that could be utilized, the engineers had to go through local interpreters and contractors to get the facility built.

“Heightened security helps prevent security breaches and overlooks the ECP,” said Gunnery Sgt. Forrest Elge, CLB-26 engineering detachment chief from Seward, Alaska. “We’re teaching the

Georgians how to secure their own FOBs or combat outposts.” The engineers in charge of conducting the improvements arrived at the FOB, located outside Vaziani Air Base, a week ahead of the main body from the MEU and BSRF-13.

The Marines and Georgian engineers worked alongside each other to improve their FOB, learning how the other country did work. “They’re showing us how they do more with less; we’re trading techniques,” said Elge. “Despite the language barrier, we’ve been able to conduct a lot of training. They pick up what we teach them really quickly.”

The Marines and Georgian engineers will continue to train in counter-mobility operations, obstacle planning and counter-IED operations. “The Marines have done a good job. The relationship between our engineers and the Georgian engineers has been excellent. I look forward to working with them in the future,” said King.

“It’s an honor to work with the Georgian engineer,” said Elge. “They’ve got a good basic understanding, and they’re enthusiastic to train and work with us.”

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## 2. 8th ESB Trains with Bermuda Engineers

### Engineers: different uniforms, identical mission

By Lance Cpl. Devin Nichols | May 13, 2013  
CAMP LEJEUNE, N.C. –

Exchanging words and laughter, one person speaks with a foreign accent while the other has a deep southern twang. Both the service members bear uniforms dedicating themselves to their country. However, these two share something similar – they are both engineers.

Marines with Bridge Company, 8th Engineer Support Battalion, 2nd Marine Logistics Group trained approximately 15 soldiers with the Bermuda Regiment, based out of the Islands of Bermuda, during Exercise Island Warrior at Engineer Point here, May 7 and 8.



Marines with 8th ESB, 2nd MLG demonstrate for soldiers with the Bermuda Regiment how to operate the MK III Bridge Erection Boats during Exercise Island Warrior aboard Camp Lejeune, N.C., May 8, 2013. After classes about the nomenclature and characteristics of the MK II BEB, the soldiers of the Bermuda Regiment went out on the water and performed practical applications under the supervision of Marine Corps operators. (Photo by LCpl Devin Nichols)

Soldiers from the Bermuda Regiment came from a 20.6 square-mile island, smaller than the city of Miami, to cross-train with different units aboard Camp Lejeune.



Soldiers with the Bermuda Regiment ask a Marine with 8th ESB, 2nd MLG questions about the MK III Bridge Erection Boats during Exercise Island Warrior aboard Camp Lejeune, N.C., May 7, 2013. The Bermuda Regiment soldiers come from the Islands of Bermuda. The main island is a 20.6 square-mile island where they have limited space to train. (Photo by LCpl Devin Nichols)



Soldiers with the Bermuda Regiment listen to instructions on how to use the MK III Bridge Erection Boats from Marines with 8th ESB, 2nd MLG during Exercise Island Warrior aboard Camp Lejeune, N.C., May 7, 2013. Bermuda Regiment gun assault pioneers, or engineers, mostly use their abilities for humanitarian tasks, but came abroad to expand their knowledge as engineers and learned how to build and move Improved Ribbon Bridges in the water. (Photo by LCpl Devin Nichols)

“It is a terrific experience coming here to get this training,” said Lance Cpl. Joshua C. V. Iris, a gun assault pioneer with the Bermuda Regiment. “Coming to the United States allows us to broaden our horizon and brings us better opportunities.”



LCpl Joshua C. V. Iris (left), a gun assault pioneer with the Bermuda Regiment operates a MK III Bridge Erection Boat during Island Warrior training aboard Camp Lejeune, N.C., May 8, 2013. Marines with 8th ESB, 2nd MLG instructed the Bermuda Regiment soldiers on how to use the MK III BEBs to move Improved Ribbon Bridges by using longitudinal and conventional rafting. (Photo by LCpl Devin Nichols)

“We come from an island where we have limited space to train,” said Iris. “I like having access to the tools needed to perform the tasks as an engineer here. The [Marines] have everything they need.”

Marines with 8th ESB gave classes and hands-on instructions to use the MK III Bridge Erection Boat, or MK III BEB, and how to use the boat to assemble and move Improved Ribbon Bridges, or IRBs.



Bermuda Regiment soldiers learned various ways to push the bridges in the water. The water current and wind distinguishes how the bridge will travel. Diverse types of rafting are used so IRBs can be moved upstream, parallel of the bridge or horizontally, to arrive to its destination.

“They are asking a lot of questions and they are very excited about learning the capabilities of these boats,” said Cpl. Erikon C. Rosamond, a Kosciusko, Miss., native and combat engineer with Bridge Co. “It is an honor to have another country come out here and train with us. It feels good to be able to pass the knowledge to others.”



The Hon. George D. R. Fergusson (center), Governor of Bermuda, poses with soldiers with the Bermuda Regiment and Marines with 8th ESB, 2nd MLG during Exercise Island Warrior aboard Camp Lejeune, N.C., May 7, 2013. Soldiers with the Bermuda Regiment received hands-on training from the Marines with 8th ESB on how to operate the MK III Bridge Erection Boats and to use them to construct and maneuver Improved Ribbon Bridges. (Photo by LCpl Devin Nichols)



MK III Bridge Erection Boats belonging to 8th ESB, 2nd MLG sit at Engineer Point aboard Camp Lejeune, N.C., May 7, 2013. Approximately 15 soldiers with the Bermuda Regiment were instructed by Marines with 8th ESB to practice longitudinal and conventional rafting using MK III BEBs when building and using Improved Ribbon Bridges. (Photo by LCpl Devin Nichols)

After classes about the nomenclature and characteristics of the MK III BEB, the soldiers of the Bermuda Regiment ventured onto the water and performed practical applications under the supervision of experienced Marine Corps operators.



Cpl Erikon C. Rosamond (left), a Kosciusko, Miss., native and combat engineer with Bridge Company, 8th ESB, 2nd MLG, teaches soldiers with the Bermuda Regiment the nomenclature and characteristics of the MK III Bridge Erection Boat during Exercise Island Warrior at Engineer Point aboard Camp Lejeune, N.C., May 7, 2013. Approximately 15 soldiers with the Bermuda Regiment came to enhance their engineer skills with the 8th ESB Marines. (Photo by LCpl Devin Nichols)

“My favorite part was the hands-on training with the boats and getting to use them,” said Iris. “This will benefit us when we go back because we are used to a limited amount of tasks, but now we know more.”

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### 3. 8th ESB Helps with Hurricane Relief

#### Marines help with hurricane relief

Lance Cpl. Scott W. Whiting Marine Corps Base Camp Lejeune



Cpl Smith Thenor, a Marine with 8th ESB, 2nd MLG starts the engine to a water pump in order to remove water from a flooded building while conducting humanitarian operations in Far Rockaway, N.Y., Nov. 4. Approximately 86 Marines from the unit were deployed to New York to help pump water from flooded areas of the state. (Photo by LCpl Scott W. Whiting)

FAR ROCKAWAY, NY. - Approximately 86 Marines from 8th Engineer Support Battalion, 2nd Marine Logistics Group arrived in New York recently with high-powered pumps, engineering equipment and various other military-grade resources to assist locals who lost their homes due to Hurricane Sandy.

The vicious storm ripped through much of the coast, including parts of Queens and much of Far Rockaway. Many of the areas' low-income housing was either blown away, burned or flooded beyond repair, leaving people who live there without electricity, food or even a roof over their heads in some cases.

The Marines were sent to support United States Northern Command with Defense Support of Civil Authorities missions related to the hurricane, in order to salvage any homes.

After arriving late Nov. 3 the team hit the ground running early the next day, sending out their first group of combat engineers

and water support technicians to pump water out of a block of apartment complexes in Far Rockaway.

Many of the buildings' basements were flooded and required water removal immediately. Marines answered the call by setting up powerful, gas-powered pumps to extract the water from the buildings and into the drainage systems in the streets.



Marines with 8th ESB, 2nd MLG hook hoses up to a pump in order to extract water from a flooded basement of a building while conducting humanitarian operations in Far Rockaway, N.Y., Nov. 4. Approximately 86 Marines with 8th ESB, 2nd MLG were deployed to New York to help with relief of Hurricane Sandy by pumping water out of flooded buildings. (Photo by LCpl Scott W. Whiting)



Sgt Justin Armstrong, a Marine with 8th ESB, 2nd MLG, and GySgt Justin Gober, a Marine with 8th ESB, 2nd MLG, examine the depth of a basement in order to pump water out into the street while conducting humanitarian operations in Far Rockaway, N.Y., Nov. 4. Approximately 86 Marines with 8th ESB, 2nd MLG were deployed to New York to help with relief of Hurricane Sandy by pumping water out of flooded buildings. (Photo by LCpl Scott W. Whiting)

Residents of the apartments received the Marines' efforts with optimism. Some watched as the engineers worked, some took pictures, and other residents offered coffee and food to the Marines.

The Marines assigned to the humanitarian operation found out about the assignment just days before they left, but they were more than happy to volunteer and support the cause.

"Basically, our command told us they needed a certain number of Marines in a couple (Military Occupational Specialties) to go to New York, and I wanted to be a part of the efforts in helping the people here," said Sgt. Justin Armstrong, a combat engineer with 8th ESB, 2nd MLG. "Even though we had less than two days to prepare, all of us wanted to come and do what we could to aid the residents who lost so much in the storm."

The feeling resonated throughout the group of Marines.

"I'm just happy I got the opportunity to do something that will benefit these people in need," said Sgt. Ryan Ewing, a water support technician with 8th ESB, 2nd MLG.

"I'm just happy I got the opportunity to do something that will benefit these people in need," said Sgt. Ryan Ewing, a water support technician with 8th ESB, 2nd MLG.



Marines with 8th ESB, 2nd MLG get ready to start a gas-powered pump to remove water from a flooded basement while conducting humanitarian operations in Far Rockaway, N.Y., Nov. 4. Approximately 86 Marines from the unit were deployed to New York to help pump water from flooded areas of the state. (Photo by LCpl Scott W. Whiting)

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#### 4. 6th ESB Goes Back to the Basics

##### Combat Engineers Maintain Brilliance in the Basics

By Cpl. John M. McCall | 4th Marine Logistics Group | June 18, 2013

BATTLE CREEK, Mich.

Combat engineers are required to be proficient in a number of skill sets that include demolition, construction, route clearance, and bridging. As jacks of all trades, these engineers must perform a wide variety of jobs that can range from setting up a bridge to operating the boat that delivers the bridge.

Marines with 6th Engineer Support Battalion took part in a two-week field training exercise here June



Marines with Bridge Companies A, B and C, 6th ESB pose atop a medium girder bridge during a training exercise here, June 11. These Marines worked together late into the night in order to complete the project in a single day. (Photo by Cpl John M. McCall)

1-14. The training focused on refreshing many of the basic-engineering skills taught at engineer school. Some of the training events were a demolition range, a machine gun course, chainsaw instruction, concrete pouring, boat licensing, and building assault bridges. Bridge Companies A, B, and C were in attendance to train together as one unit.



Marines with 6th ESB assemble a medium girder bridge during a training exercise here, June 11. Marines participated in a two-week training exercise that covered basic combat engineer capabilities such as: demolition, construction and bridging. (Photo by Cpl John M. McCall)

“This exercise has been very useful for us,” said Cpl. Nathan Wilson, a combat engineer with Bridge Co. B, from Folsom, Penn. “It gives us hands-on experience that we can use later on in real life scenarios. Now that we have all of the companies out here working together, we can learn from each other and help foster good unit cohesion.”

Bridge companies provide an extremely unique advantage to any military unit on the battlefield. Their ability to create a safe passageway across natural obstacles can mean the difference between success and failure during a major operation. In order to be as effective as possible, engineers

practice their specialty often.

“Bridging is a perishable skill. It is not something that can be learned overnight,” said Capt. Christopher Scannell, the company commander for Bridge Co. A. “In order to build one of these bridges, you need a tremendous amount of teamwork and preparation. Even though we have some extremely proficient Marines in our company, continuous training like this is necessary to keep them ready.”



Cpl Colin Smith, a combat engineer with Bridge Co. C, from Memphis, hands out pieces of equipment to build a medium girder bridge during a training exercise here, June 11. The process of putting together an MGB can take upwards of 30 Marines and nearly a day to assemble properly (Photo by Cpl John M. McCall)

These three Reserve bridge companies make up more than half of the Marine Corps’ bridging assets. There is only one other bridge company, and it is made up of active-duty Marines. The ability to quickly create a functioning supply route has been a tool for success during many combat operations in Iraq and Afghanistan.



Marines with 6th ESB make adjustments to the underside of a medium girder bridge during a training exercise here, June 11. The base of the bridge must be able to hold massive amounts of weight when it is used to create routes across impassable terrain. (Photo by Cpl John M. McCall)

“While I was in Afghanistan, our unit had the only engineers available in our area of operations,” added Scannell, a Brooklyn, Mich., native. “We executed a variety of missions that ranged from non-standard bridge repair to constructing forward operating bases. Even though engineers are predominantly used for their construction and route clearance capabilities, bridging is something that comes up and engineers need to be prepared for it.”

The United States military presence has begun to downsize its numbers in Afghanistan and many Reserve units have seen cuts to some units as well. Company K of 3rd Battalion, 23rd Marine Regiment was recently decommissioned, and as a result, Marines were given the opportunity to either move into a different job field or find another unit to join. Fortunately, a need for more combat engineers allowed Co. K Marines the opportunity to become certified combat engineers and be a part of 6th ESB’s newest bridge company, Co. C.

“We were actually slated to deploy to Afghanistan, but three months



before our mobilization date we were informed that we would be turned into a new bridging company,” said Cpl. Colin Smith, a combat engineer with Bridge Co. C, from Memphis. “It was a little unsettling at first, but most of the Marines came around to the idea of moving on to a different job field.”

Some of Co. K’s Marines had been infantrymen for years, which made them uncertain as to whether their future would include being a Marine.

“The news was a real surprise to most of us, especially for me since I’ve been in the infantry field for 10 years,” said Staff Sgt. Brian Simpson, a platoon sergeant with Bridge Co. C, from Jackson, Tenn. “Once all of our options were laid out and the information was given to us, I felt much more confident about the decision to change our company’s mission.”



Photo Marines with 6th ESB use a team-lift technique to move a 300 pound piece of bridge equipment during a training exercise here, June 11. Many of the pieces used to put together a medium girder bridge require more than one Marine to effectively move them. (Photo by Cpl John M. McCall)

Riflemen of Co. K made the most of their time with their fellow bridging Marines through various training events offered at the exercise.

“It has been a little difficult learning the many tricks of the trade in engineering, but I really enjoyed working with these Marines,” said Sgt. Steven Chandler, an infantryman with Bridge Co. C, from Memphis. “This exercise has given us real hands-on experience with actual equipment that we will use down range. We have successfully put up six

bridges so far thanks to the excellent instruction from the other bridge companies.”

Chandler is one of a handful of Marines with Bridge Co. C who are waiting to begin formal engineer training and learn their new trade.

There were a handful of different bridges put up that can be used in different real-life scenarios. One of these bridges is called the improved ribbon bridge, which is made up of connected floating platforms used to ferry equipment across large bodies of water. Small military tugboats, known as bridge erection boats, push and pull the floating structure to its destination.

“I was only trained on a few bridges up until this point. Now, I’ve been exposed to all of these bridging assets at our disposal,” said Pfc. Cody Ness, a combat engineer from Niles, Mich. “This (the IRB) is one of the most important bridge capabilities that we have. By being able to get this all set up quickly, we will be able help all of the Marines that need a route opened up.”



Marines with 6th ESB transport bridge equipment across a lake using an improved ribbon bridge during a training exercise here, June 11. The IRB uses a series of floating platforms to safely transport heavy equipment, supplies and troops across a large body of water. (Photo by Cpl John M. McCall)

With such a unique skill, these Marines continually train in preparation for any unexpected conflicts that may arise.

“We take a lot of pride in what we do,” said Lance Cpl. Caleb Curtiss, a combat engineer from Grand Rapids, Mich. “When it comes down to it, having reliable routes of mobility can save lives in a combat situation.”

With a successful training exercise under their belts, 6th ESB's bridge companies have built a solid foundation for the use of their skill set. The knowledge that each Marine has gained from this exercise will be taken back to their home training sites and used to stay sharp.

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## 5. Bulk Fuelers Recognized by the American Petroleum Institute

### Bulk Fuel Company recognized as petroleum professionals

By Lance Cpl. Devin Nichols | 2nd Marine Logistics Group | June 17, 2013

CAMP LEJEUNE, N.C. –



Guidon bearers with 8th ESB, 2nd MLG post during an award ceremony for Bulk Fuel Company, 8th ESB, 2nd MLG aboard Camp Lejeune, N.C., June 13, 2013. Bulk Fuel Company won the runner-up for American Petroleum Institute Award for excellence in fuel management award for their ability to manage all fuel responsibilities. (Photo by LCpl Devin Nichols)

Bulk Fuel Company, 8th Engineer Support Battalion, 2nd Marine Logistics Group received the runner-up American Petroleum Institute Award for excellence in fuel management for the second consecutive year here Thursday, June 13.

The company surpassed almost all tactical bulk fuel units within the Department of Defense as the runner-up for the tactical bulk fuel unit of the year.

First place was awarded to the best two units from the DoD.

“This is the second year in a row that Bulk Fuel Company has been the runner-up in this competition,” said Lt. Col. Ferdinand F. Llantero, the commanding officer for 8th ESB, 2nd MLG.”



SgtMaj George W. Young Jr., the sergeant major for 2nd MLG speaks to Marines from 8th ESB during an award ceremony for Bulk Fuel Company, 8th ESB, 2nd MLG aboard Camp Lejeune, N.C., June 13, 2013. Bulk Fuel Company won the runner-up for American Petroleum Institute Award for excellence in fuel management award for two consecutive years. (Photo by LCpl Devin Nichols)



Members of 8th ESB, listen to remarks from BGen Edward D. Banta, the CG of 2nd MLG, after being named the runner-up for the American Petroleum Institute Award for excellence in fuel management aboard Camp Lejeune, N.C., June 13, 2013. The award was established in 1988 to highlight the accomplishments of petroleum professionals. (Photo by LCpl Devin Nichols)

The award was established in 1988 to highlight the accomplishments of countless Marine petroleum professionals who demonstrate their pride, professionalism and support for the war fighter.

“This is a reflection of your entire battalion from the leadership on down,” said Brig. Gen. Edward D. Banta, the commanding general for the 2nd MLG. “The ability to manage your fuel responsibilities, planning, execution and employment really pulls in everybody.”



Rowdy C. Griffin, the technical director for Naval Supply Systems Command, reads the American Petroleum Institute Award for excellence in fuel management aboard Camp Lejeune, N.C., June 13, 2013. Bulk Fuel Company, 8th ESB, 2nd MLG was named the runner-up after competing against tactical bulk fuel companies throughout the entire Marine Corps. (Photo by LCpl Devin Nichols)



Bulk Fuel Co. deployed to Twentynine Palms, Calif., where they installed fuel farms with storage capacities exceeding 1.7 million gallons to reduce travel time for refueling the ground combat element. They also operated and maintained 19 forward operating bases as part of their pre-deployment training to Afghanistan during Enhanced Mojave Viper.



BGen Edward D. Banta (center), the CG of 2nd MLG, awaits to present Bulk Fuel Company, 8th ESB, 2nd MLG the American Petroleum Institute Award for excellence in fuel management aboard Camp Lejeune, N.C., June 13, 2013. The award is presented to the best bulk fuel units for their ability to manage all fuel responsibilities. (Photo by LCpl Devin Nichols)

Enhanced Mojave Viper prepares military members for the environment while deployed to Afghanistan. The 35-day course ranges from classes on cultural, combined-arms missions and convoy simulations.

“They were undermanned, as only a platoon, but they still carried out a company-sized mission,” said Llantero.

After the training in Twentynine Palms, Bulk fuel Co. trained soldiers in Colorado on the procedures for refueling the MV-22 Osprey and aided in Task Force Push in New York following Hurricane Sandy.



Rowdy C. Griffin, the technical director for Naval Supply Systems Command, shakes the hand of a representative of Bulk Fuel Company, 8th ESB, 2nd MLG after presenting the American Petroleum Institute Award for excellence in fuel management aboard Camp Lejeune, N.C., June 13, 2013. Bulk fuel Company, 8th ESB has been the runner-up for the award for two consecutive years. (Photo by LCpl Devin Nichols)



BGen Edward D. Banta (center), the CG of 2nd MLG, congratulates 8th ESB, 2nd MLG after an awards presentation for the American Petroleum Institute Award for excellence in fuel management aboard Camp Lejeune, N.C., June 13, 2013. Bulk Fuel Company, 8th ESB competed against tactical bulk fuel companies throughout the DoD, earning them the award for runner-up as tactical bulk fuel unit of the year. (Photo by LCpl Devin Nichols)

Bulk fuel units from the Air Force, Army, Marine Corps, Navy and Coast Guard submitted a nomination to an awards board showcasing their achievements during the last year. There are several categories of awards aimed at recognizing both individual service members and units as a whole.

“To receive this award is a good feeling,” said Llantero. “An achievement for that company is an achievement for the entire battalion.”

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## 6. 7th ESB Officer is Bulk Fuel Officer of the Year

### 7th ESB Marine recognized as Bulk Fuel Officer of the Year

By Cpl. Kenneth Jasik | 1st Marine Logistics Group | May 03, 2013

CAMP PENDLETON, Calif. –

Bulk fuel Marines keep the war machine moving. Without the fuel they provide, planes, helicopters, tanks, Humvees and other military vehicles simply wouldn't move. For his dedication to perfection, one bulk fuel officer with Bulk Fuel Company, 7th Engineer Support Battalion, 1st Marine Logistics Group, was recognized by the American Petroleum Institute as the 2012 Fuel Officer of the Year.

Chief Warrant Officer 2 Daren D. Richardson, 37, from Columbia, S.C., was named the officer who best demonstrated pride, professionalism and support of warfighters in the bulk fuel field.



CWO 2 Daren D. Richardson, a platoon commander with Bulk Fuel Company, 7th ESB, 1st MLG, was recognized by the American Petroleum Institute as the 2012 Fuel Officer of the Year. Richardson, 37, from Columbia, S.C., was named the officer who best demonstrated pride, professionalism and support of warfighters in the bulk fuel field. (Photo by Cpl Kenneth Jasik)

“His work ethic is unparalleled,” said Chief Warrant Officer 2 Jennifer A. Enno, executive officer, Bulk Fuel Co. “His dedication to the Marines and his dedication to training is unmatched.”

Throughout most of 2012, Richardson was deployed to Afghanistan as the Regional Command Southwest fuels officer.

“As a chief warrant officer two, he was filling a chief warrant officer three position,” said Enno, 33, from Springfield, Ill. “He was responsible for the strategic oversight of bulk fuel for both air and ground units in RC Southwest.”

Out of the six regional commands in Afghanistan, the Marine-led RC(SW) had the most consistent numbers for fuel accountability.

“Regional Command Southwest had the best reporting rating throughout Afghanistan,” said Richardson. “For 10 months out of my time out there, we had a perfect reporting rating.”

Richardson is honored to be recognized by the API.

“It gives me a sense a pride because this award is awarded based off your performance,” said Richardson. “I was excited. It means you’ve been selected amongst your peers, and you’ve been selected as the top officer. And there is very good competition. It’s noteworthy, and it gives you a sense of accomplishment.”

The Marines Richardson works with are proud of him being named Bulk Fuel Officer of the Year, and believe it is a fitting title.

“He’s very deserving,” said Enno. “He’s a great peer to have, and I’m very proud of him. He definitely deserves the recognition.”

Richardson says the honors from the API would not have been possible without the hard work of the Marines under his charge.

“Everything was thanks to the Marines within the major subordinate commands,” he said. “The job they did helped us out because they were the guys actually out there on the ground doing the right thing and reporting everything properly. I’d like to thank all the Marines who were out there. They made this possible.”

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## **7. MAGTF Engineer Center (MEC)**

MCES and the MEC hosted the 2013 Engineer Summit and Engineer Executive Steering Group (EESG) from 10-12 Jun. Led by LPE, the Summit was well attended by representatives from all MEFs and supporting organizations, including several stakeholders who dialed in to participate. The opening speaker was BGen Banta, CG 2<sup>nd</sup> MLG. LPE provided a brief on the advocacy process, and led discussions of critical engineer issues broken out across DOTMLPF-C with the plenary audience on Day 1. Plenary discussions were concluded early on Day 2, with participants separating into breakout groups by elements of the MAGTF (CEB, ESB, MWSS, and

Engineer Chiefs). The breakout groups independently developed priority lists of issues that were later presented in plenary, with respective issues being further prioritized into a proposed Engineer Community Priorities List (ECPL) Top 11 list for elevation to the O-6 level EESG. The EESG validated the proposed ECPL priorities, then provided guidance on the way forward and intended level of advocacy effort for each issue. The full Engineer Summit and EESG After Action Report is captured in AMHS message DTG 251801ZJun13, with the final brief and LPE Community Issues tracker located on the LPE website at :  
<https://ehqmc.usmc.mil/ORG/IL/LP/LPE/2013%20ENGINEER%20SUMMIT/FORMS/ALLITEMS.ASPX>

Outside of the Engineer Summit, the MEC has continued to provide dedicated support to LPE, the operating forces, and multiple elements of the supporting establishment on a variety of issues of great significance to the engineer community. The MEC has taken positive action in this quarter with the Engineer/Utilities T&R manual, multiple equipment related requirements, and important updates to engineer doctrinal pubs. More details on some of these efforts can be found in following articles, and the monthly MEC Project Tracker which is hung on the MCES website at <http://www.mces.marines.mil/Units/MAGTFEngineerCenter.aspx>. Of note, in June MEC support to the community across DOTMLPF and as the USMC DtD lead was formally codified in the MCES mission statement at TFSD. This validates over five years of effort to ensure that the MEC model is sustained at MCES per the vision in the Engineer Roadmap, and may help MEC structure endure in the face of possible future decrements. Additionally, the EOH branch continues to teach thousands of Marines, mostly non-engineers, in Defeat the Device (DtD) MLFs. Determining post-OEF DtD training continuum remains a top priority given the major fiscal, structure, and organizational changes currently occurring across the Corps. While almost everyone throughout DoD agrees that IEDs will be a persistent threat, no C-IED policy or service-level enduring training requirements outside of CENTCOM theater entry standards yet exists. Per CG TECOM decision in November 2012, MCES DtD (MLF) training will not be funded past the sunset of OCO in FY14, with the OPFOR to assume all C-IED sustainment training. Unless changed, this eventual loss of funding will negatively impact MEC capability and capacity to execute not only DtD training, but our other support responsibilities as well. In an effort to help find a future solution, personnel from the MEC attended a TECOM IPT near Quantico immediately following the Engineer Summit focused on further analysis of enduring USMC C-IED requirements, and development of a sustainable training continuum. The IPT conducted Problem Framing in advance of an OPT to be held in mid-September to help determine enduring C-IED requirements and viable COAs for institutionalization of DtD training post-OEF. The OPT will be inclusive of key operating force stakeholders and members of the supporting establishment. The IPT Summary message dated 271922ZJun 13 may be found on AMHS, and will be hung on the MEC page noted above. Look for an OPT calling message sometime in August.

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## **8. 2d CEB After Action Report OEF 12.2**

April 1 2013

This AAR is not yet available for public release. The link is provided below for those who have authorization to access it.

To view this AAR follow these steps:

1. Go to the MCCLL website; <https://www.mccll.usmc.mil/>
2. Enter "2d CEB" into the search window.
3. Scroll down to 2d Combat Engineer Bn After Action Report, First 100 Days 2013-04-01
- 4.

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## 9. 7th Engineer Support Battalion Improving Borders and Marines

Marines with the 7th ESB built a concrete road along the U.S.-Mexico border that will support closely coordinated international counternarcotics efforts.

By 1ST LT. Nicolas R. Martino, USMC

From March to June 2012, Marines with the 7th Engineer Support Battalion (ESB) constructed a 0.5-mi, 12-ft wide concrete road in support of the United States Border Patrol's efforts to curtail illegal international immigration and interdict transnational criminal activities in the Western Hemisphere. The concrete road cuts through an area parallel to the Mexican border called Bunker Hill, located in Imperial Beach, CA.

To train Marines without the advantage of recurring deployments, 7th ESB sent two platoons to the Mexican-U.S. border to build the concrete road. The multimonth project would provide an arduous training environment to improve each Marine's critical thinking process related to horizontal engineering and swiftly enhance the Border Patrol's mobility.



*Building a road in support of the U.S. Border Patrol engaged 7th ESB Marines who were looking for an opportunity to improve, refine and implement techniques they learned while on a seven-month combat deployment to Afghanistan PHOTOS COURTESY 7TH ESB, USMC*

### OPTIMIZE TRAINING

7th ESB was coming off a seven-month combat deployment to Afghanistan and was looking for a method to improve, refine and implement techniques and training learned while forward deployed, seeing that force drawdowns were cancelling any future combat deployment.

While deployed, the Marines had performed flawlessly, constructing roads throughout Helmand Province. But without future predeployment training and subsequent combat deployment operations, sustainment of 7th ESB's advanced horizontal construction skills would be difficult. Devising other ways to maintain their ability, proficiency and motivation was uppermost in every leader's mind. In addition to sustaining basic engineering capabilities, it is necessary to build upon the skills that young Marine engineers are taught at their primary occupational specialty school to be ready for any contingency as mobility enablers in expeditionary environments.

A unique, highly productive way to overcome training shortfalls would be by soliciting training through projects of Joint Task Force North (JTF North). Tasked to support our nation's federal law enforcement agencies in the identification and interdiction of suspected transnational threats within and along the approaches to the continental U.S., JTF North's mission incorporates an occasional engineering project that directly supports our nation's federal law enforcement agencies and international relations. In the case of 7th ESB, the Border Patrol at Imperial Beach required engineering support specifically to maintain the closely coordinated U.S. and Mexico international counternarcotics efforts.

## CHALLENGING TERRAIN

This JTF North project would be executed and utilized by 7th ESB as a remedy to counter foreseeable engineer training shortfalls. The location, known as Bunker Hill, is home to World War II-era bunkers that separate the east and west sides of the Border Patrol's surveillance area. Due to steep slopes and treacherous landscape, the newly constructed fence line that fortified the old border fence did not connect parallel east-west black top roads on either side of the hill. The project would be to connect the blacktop roads with a 12-ft concrete road, replacing existing all-terrain vehicle trails that ran over Bunker Hill.

Because the location made it extremely difficult for agents to respond to an incident, by replacing trails with a 12-ft wide concrete road the tactical mobility and day-to-day operations of the Border Patrol would be significantly enhanced. This would improve observation, reaction time and homeland security efforts.

## PROJECT EXECUTION

Following numerous site surveys, coordination with JTF North, Border Patrol and private contractors, 7th ESB accepted the project and was tasked to complete the first two of three phases.

**Phase I.** Scheduled for a six-week effort working six days a week, the work consisted primarily of earth moving as more than three-quarters of the project was designed on native soil with slopes varying between 50 percent to 75 percent. Due to strict guidelines and design specifications, the task organized platoon was augmented with drafters, surveyors, truck drivers and electricians, in addition to the primary heavy equipment organization. Contrasting with 7th ESB's previous combat road construction on relatively level surfaces, Bunker Hill provided the assignment's most challenging aspect since the design called for slopes from 17 percent to 25 percent.



*The steep slopes on the west side of Bunker Hill presented a significant challenge as the slump of the concrete varied from three to five.*

Operating commercial equipment much larger than standard Marine Corps equipment on the slopes challenged the team's heavy equipment operating skills. More than 30,000-yd<sup>3</sup> of earth was moved in 2,000 equipment hours. In addition to meeting designed slope and roadway width, a precise soil compaction of at least 90 had to be achieved. Compaction is not new to Marines, but having compaction tested and scrutinized was. Utilizing native soil, the team hydrated the soil at a separate location and transported the moistened soil in 9-yd<sup>3</sup> lifts. Following the earthwork completion, electricians excavated an 1,100-ft-long by 3-ft-deep trench, and laid 3-in conduit to house more than 10,800-ft of electrical wire to enable installation of 40-ft steel light poles to illuminate the roadway.

**Phase II.** To commence the concrete pour, a separate task organized platoon was brought in, replacing heavy equipment operators with combat engineers. The platoon developed a battle rhythm to alternate prep and pour days throughout the six-day workweek. Prior to a "pour day," each 40-ft segment of road had to be framed and reinforced with wire mesh. The majority of the

platoon had never used a concrete pump truck before nor the 80-lb steel pipes. Moreover, the steep slopes on the west side of Bunker Hill played a significant challenge as the slump of the concrete varied from three to five.

Pouring the concrete thicker prevented it from running downhill. Every Marine pitched in as part of the pour and finishing teams, regardless of skill set. To pour the 483-yd<sup>3</sup> of concrete needed consumed three of the six weeks allotted for Phase II. The Marines of 7th ESB then accelerated beyond the Phase II end-state, completing installation of one 40-ft light pole and installing wiring and ground work for two more before turning over light pole installation to a U.S. Army unit for Phase III.

## **ENHANCE AND SUPPORT**

From heavy equipment operator to combat engineer, every Marine increased proficiency while working on this road project. Each engineer was challenged with new and different situations. The mission commander had to prioritize activities, juggle civilian contractors and act as JTF North liaison. Small unit leaders had to meet daily critical tasks and timelines. Each member of the team had to take on roles with variables unique to what they had experienced before. Most importantly, the physical and mental demands of this project provided 7th ESB with the advanced skill training without a recurring combat deployment cycle.

Though a mile onto U.S. soil, the assignment played a critical role in the international effort to combat transnational criminals operating throughout the Western Hemisphere, and will prepare these Marines for future missions around the globe.

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*1st Lt. Nicolas R. Martino, USMC, was Mission Commander, Charlie Company, 7th ESB*

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## **10. Doctrine: What's In It For Me?**

By Joe Baes

Marine Corps doctrinal publications will do nothing for you...unless you open the book and read it.

Ask yourself this question, "Have I read the publications associated with my MOS or the publication associated with my current position?"

Most Marines don't "have the time" to read the books pertaining to their job because they are too busy performing day to day operations. But, if you take the time to read "your" pubs and the higher order pubs, you will have a better understanding of how it all works together.

Marine Corps Doctrinal Publications. There are four categories of doctrinal pubs within the Marine Corps.

1. Marine Corps Doctrinal Pub(MCDP) = How we think. Per MCO 5600.20P, MCDPs are higher order doctrine containing fundamental and enduring principles regarding warfighting and the guiding doctrine for the conduct of major warfighting activities.
2. Marine Corps Warfighting Pub(MCWP) = How we operate. More narrowly focused than MCDPs, pubs promulgated as MCWPs contain the doctrine and tactics, techniques and procedures (TTP) utilized by the Marine Corps in the prosecution of war or other assigned missions. Provides TTP for successful MAGTF Operations. Written to the officer and SNCO level.
3. Marine Corps Reference Pub (MCRP) = How we do it. MCRPs are pubs containing general reference and historical material, or more specific/detailed TTP than MCWPs.



These are written to address the small unit or individual Marine level. They provide system, platform or individual TTP.

4. Marine Corps Interim Pub (MCIP) = Temp pub (2 yr life span). The purpose of MCIP is to rapidly disseminate new TTP, based on findings from lessons learned, training and experimentation. MCIPs will expire after 2 years (or earlier, if superseded by a new or revised MCWP or MCRP). The 2-year period is intended to allow for in-depth validation and incorporation of information into MCRPs/MCWPs during their regularly scheduled review cycle. The DC CD&I makes MCIPs available to units via the publication distribution systems (hardcopy, electronic, and CD), to ensure commonality across the Marine Corps. They are written to provide needed information to Marines while doctrine is being developed.

Where can I find information on doctrine?

Marine Corps Doctrine Web Site. [www.doctrine.quantico.usmc.mil](http://www.doctrine.quantico.usmc.mil).

Marine Corps Engineer School Doctrine Web Site:  
[www.mces.marines.mil/Units/MAGTFEngineerCenter/DoctrineBranch.aspx](http://www.mces.marines.mil/Units/MAGTFEngineerCenter/DoctrineBranch.aspx)

There are two links on the doctrine home page: Engineer Doctrine Placemat and the Doctrine Branch Update. You can find the most up to date engineer doctrine information with these links. (CAC required)

Quiz time:

1. What is the number for the doctrinal publication for your MOS?
2. What is the higher order pub for your MOS?
3. When is the last time you read or referenced an MCWP or MCRP?

I challenge you to take the time to read one publication related to your MOS and share that information with another Marine.

"You don't have to know all the answers, just where to find them".

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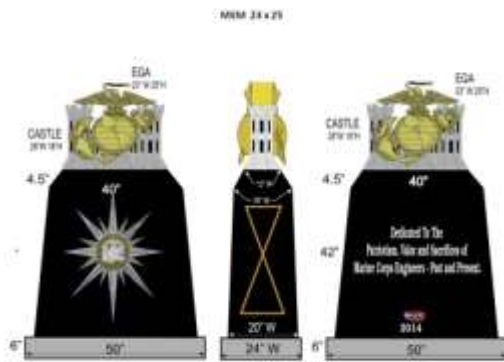
## 11. MCEA News:



From your MCEA President;

1 July 2013

There are few things as satisfying as embarking on a well-planned mission or project, and I'm elated to report to you that our MCEA Engineer Monument is launched and well down the path to dedication in the spring of 2014. I had the opportunity, recently, with Jim Marapoti, MCEA founder, past president and monument project officer, to visit our selected contractor in Hubert, North Carolina. You would be pleased at the professionalism, craftsmanship, and artistic ability that this organization displayed. Jim and I viewed the drawings, the mock-ups, and many examples of excellent previous work. I wish you could have been there. Our Monument is in great hands and I know you will be pleased with the final product. There is, however, one glitch in this effort going forward.



That glitch is the lagging level of fiscal support from our membership. You should be proud to know that your Executive Committee has donated at the one hundred percent level and its donations account for over forty percent of the funds received to date. That's leadership by example, which is what we've all learned is the best type. However, we've only had 70 other individual and corporate members contribute so far. I am not suggesting that you should give till it hurts but I am suggesting that we need to give until it helps. The contract and other administrative costs should be approximately \$65,000 and we've received \$26,478 to date. Still a long ways to go, but we'll not slow down until our monument is complete, the formal dedication is held on the tentative date of 14 May, 2014 and all bills are paid.

This is our monument; this is our gift to the future, and our song of praise and remembrance in stone to the Marine Corps Engineers and related occupational fields of the past, present, and future. **The Engineer Monument Project is the single most important project the MCEA has undertaken to date and needs to receive our utmost priority and support.** Your donation is tax deductible.

Note: Make check payable to "MCEA", annotate Monument Fund in the "for line" and mail to:  
MCEA  
807 Carriage Hills Blvd.  
Conroe, Texas 77384

If you are using your credit card or PayPal account, make your contribution via our MCEA website: <http://www.marcorengasn.org/modules/Monument/index.htm>

Additionally, we have had a change of venue for our upcoming reunion in Florida. As a result of a renovation project, our first choice venue would not be completed in time. Nothing else has changed. This may in fact be a fortuitous change because of the venues proximity to the DisneyWorld complex. Make your reservation soon to take advantage of the reduced room rates! See you there. <http://www.marcorengasn.org/modules/2013Reunion/index.php>

Semper Fidelis,

*Helmut*

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## 12. Engineers and Robots:

By GySgt Samson and Mr. "Scotty" Moore

As robots become more common place on the battlefield it is important to discuss the status of how the engineer community will be equipped with robots in the future. The only Program of Record (PoR) robot is the iRobot R2C Multi Mission 510 PackBot. The R2C Multi Mission PackBot is the approved PoR to compliment the R2C Capability Set (CapSet). The final Authorized Acquisition Objective (AAO) is 46, this allows for 2 robots per CapSet. Fielding will begin with an Initial Operational Capability (IOC) in the 4<sup>th</sup> Qtr of FY13 and end when Full Operational Capability (FOC) is reached during the 1<sup>st</sup> Qtr of FY14. The improvements to this platform include a three link manipulator arm and enhanced Intelligence Surveillance Reconnaissance (ISR) capabilities.



### Marine Corps COTS Robots

- SUGV 310
- Vendor – iRobot
- 35 lbs
- ISR, interrogation, neutralization
- Combat Engineers
- Inventory- 69



- Packbot 510 FASTAC
- Vendor – iRobot
- 65 lbs
- ISR, interrogation, neutralization
- Combat Engineers
- Inventory- 77



- Dragon Runner 10
- Vendor – QinetiQ
- 11 lbs
- ISR
- Infantry, Combat Engineers
- Inventory- 160



- Recon Scout XT
- Vendor – ReconRobotics
- 1 lb
- ISR
- Infantry, Combat Engineers
- Inventory- 133



The current robot used in training at Marine Corps Engineer School (MCES) and available to Marine engineers is the iRobot 510 FasTac. The 510 FasTac is the same platform as the R2C multi mission PackBot however the payloads and ISR capabilities differ. This robot was procured through an initiative to provide engineers a robotic capability to improve standoff when investigating Explosive Hazards (EH) and an ability to deliver explosive reduction charges robotically. The 510 FasTac was in use as part of the EOD Medium Tactical Robotic System (MTRS) and engineers required a similar capability for our Route Clearance Platoons (RCP). The Marine Corps has approximately 77 iRobot 510 FasTac robots. This robot is currently serving as the interim R2C robot in theater. The current plan is to retain some of these platforms at MCES for training as interim systems until the iRobot R2C multi mission 510 PackBot systems are available.

The Small Unmanned Ground Vehicle (SUGV) 310 is another iRobot platform that we've had for several years. The SUGV 310 was procured via an Urgent Universal Need Statement (UUNS)



from theater for a man transportable robot for dismounted operations. The Marine Corps has 69 SUGV 310's, most of which belong to EOD and MARSOC. The future of the SUGV 310 is undetermined at this time. At 35 pounds the SUGV 310 proved to be undesirable for dismounted ops. For this reason a requirement was registered for an Engineer Squad Robot (ESR). The purpose of the ESR is to provide a light weight dismounted standoff EO detection, confirmation, marking, and reduction capability. Currently the ESR Capabilities Development Document (CDD) is under development. The ESR CDD specifies an objective weight of 15lbs or less capable of placing a 5lbs explosive charge. Current budgetary restraints will greatly impact the future of the ESR.

Fires and Maneuver Integration Division (FMID) is currently leading an Integrated Product Team (IPT) focused on developing Courses of Action (COA) for the sustainment of other Unmanned Ground Systems (UGS) that have been procured via UUNS. The iRobot SUGV 310 and Packbot 510 Fastac, QinetiQ Dragon Runner 10 and Reconrobotics Recon Scout XT have all been purchased with Overseas Contingency Operations (OCO) funding and are not PoR. This means that when OCO funding expires in FY 14 so do these platforms. Without programmed sustainment funding for Operations and Maintenance (O&M) the responsibility to repair or replace these platforms will fall on the owning unit. The objective of the IPT is to determine the number of the desired platforms the Marine Corps should retain, if any, and determine the way ahead on how to pay for sustainment of these systems and where they would be kept. One idea is a Consolidated Issue Facility (CIF) like construct of a central location where robots can be drawn for training and subsequently maintained at the same location. Each Marine Expeditionary Force (MEF) engineer section is currently (July 13) attempting to elicit input from operational units to determine the correct type and number of UGS to retain. Please contact your respective MEF Engineer to provide input.

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**13. MARADMIN 300/13 MCEA 2013 AWARD RECIPIENTS:**

R 182135Z JUN 13  
 UNCLASSIFIED/  
 MARADMIN 300/13  
 MSGID/GENADMIN, USMTF, 2007/CMC WASHINGTON DC L LP//  
 SUBJ/MARINE CORPS ENGINEER ASSOCIATION (MCEA) 2013 AWARD RECIPIENTS//  
 REF/A/MSGID: MARADMIN 033-13/CMC WASHINGTON DC//  
 REF/B/MSGID: DOC/MCO P1650.41C//  
 NARR/REF A IS MARADMIN REQUESTING NOMINATIONS FOR THE SUBJECT AWARDS PROGRAM. REF B IS MCO P1650.41C FOR MCEA AWARDS PROGRAM.//  
 POC/MCEA//TEL: (716)-720-1206//

GENTEXT/REMARKS/1. COMMANDANT OF THE MARINE CORPS CONGRATULATES THE FOLLOWING INDIVIDUALS/UNITS WHO WERE SELECTED AS THE RECIPIENTS OF THE 2013 MCEA ANNUAL AWARDS IN THE CATEGORIES INDICATED. ALL AWARDS WILL BE PRESENTED DURING THE ANNUAL MCEA AWARDS BANQUET AT THE WYNDHAM LAKE BUENA VISTA IN DISNEYWORLD, FLORIDA ON 26 SEPTEMBER 2013. READ IN THREE COLUMNS:

AWARD	WINNER	NOMINATING CMD
COMBAT ENGINEER OFFICER	CAPT. C. Y. KIM	1ST CEB
COMBAT ENGINEER SNCO	SSGT. S. J. GREEN	1ST CEB
COMBAT ENGINEER NCO	CPL. M. A. DUTTON	9TH ESB
COMBAT ENGINEER	LCPL. S. P. STEVENS*	1ST CEB
ENGR EQUIPMENT OFFICER	CWO3 C. T. BESTUL	CLB 2
ENGR EQUIPMENT SNCO	SSGT. J. M. BLAISDELL	2D CEB
ENGR EQUIPMENT NCO	SGT. J. L. CREEDON	MWSS 373

ENGR EQUIPMENT MARINE	LCPL. J. K. GEISE	9TH ESB
UTILITIES OFFICER	CWO3 J. W. BARTRAM	2D CEB
UTILITIES SNCO	SSGT. R. E. BATTLES	1ST CEB
UTILITIES NCO	SGT. ANTONIO SERNA	MWSS 373
UTILITIES MARINE	CPL. S. S. JARRELL	MWSS 273
BULK FUEL OFFICER	CWO2 S. LOPRESTI JR	6TH ESB
BULK FUEL SNCO	GYSGT. D. A. EDWARDS	7TH ESB
BULK FUEL NCO	SGT. M. A. CONTRERASANCHEZ	6TH ESB
BULK FUEL MARINE	LCPL. M. J. MAXEY	6TH ESB
EOD OFFICER	CWO2 D. P. KARR	MWSS 171
EOD TECHNICIAN	SGT. A. F. AMAYARAMOS	9TH ESB
COMBAT ENGINEER BN	1ST CEB	
ENGINEER SPT BN	8TH ESB	
MWSS ENGINEER COMPANY	MWSS 273	
NAVAL CONSTRUCTION FORCE	NMCB 133	
*POSTHUMOUS AWARD		

2. TWO ADDITIONAL AWARD CATEGORIES ARE SPONSORED BY THE SOCIETY OF AMERICAN MILITARY ENGINEERS (SAME) TO PROVIDE RECOGNITION TO A MARINE CORPS ENGINEER OFFICER AND STAFF NON-COMMISSIONED OFFICER (SNCO) FOR EXCELLENCE IN EXPEDITIONARY ENGINEERING OR EOD. CHOSEN BY A HEADQUARTERS MARINE CORPS (HQMC)/SOCIETY OF AMERICAN MILITARY ENGINEERS (SAME) PANEL FROM AMONGST THE MCEA NOMINEES, THE TWO AWARDEES FOR 2013 ARE:

OFFICER OF THE YEAR	CAPT L. ROCKHOLM	1ST CEB
SNCO OF THE YEAR	SSGT C. DISHMAN	2D CEB

3. DISCOUNTED RATES FOR ATTENDEES AT THE WYNDHAM LAKE BUENA VISTA, LOCATED IN THE WALT DISNEY WORLD RESORT ARE 89 DOLLARS (20-30 SEPTEMBER) PH. #: 800-624-4109; ROOM CUT-OFF DATE IS 26 AUGUST 2013. TELL THEM YOU'RE WITH THE MARINE CORPS ENGINEER ASSOCIATION. TO OBTAIN THE DISCOUNT. GOVERNMENT RATE IS 97 DOLLARS.

4. EXECDIR AT MARCORENGASN.ORG. REGISTRATION DETAILS AND THE MANDATORY PRE-REGISTRATION FORM ARE AVAILABLE ON THE MCEA WEBSITE: [WWW.MARCORENGASN.ORG](http://WWW.MARCORENGASN.ORG), 2013 REUNION PAGE. ALL PERSONNEL ATTENDING MUST PRE-REGISTER PRIOR TO 1 SEPTEMBER 2013. REGISTRATION PACKETS CAN BE PICKED UP AT THE WELCOME ABOARD RECEPTION TO BE HELD 25 SEPTEMBER, 1800-2000 IN THE WYNDHAM HOTEL OR AT THE AWARDS BANQUET, 1800 ON 26 SEPTEMBER. THE SOCIETY OF AMERICAN MILITARY ENGINEERS (SAME), IN CONJUNCTION WITH MCEA, WILL COVER THE AWARDS BANQUET EXPENSE FOR ALL AWARD RECIPIENTS, PLUS ONE GUEST EACH.

5. AWARD RECIPIENTS/UNIT REPRESENTATIVES DESIRING TO ATTEND THE REUNION SHOULD ARRIVE ON 25 SEPTEMBER AND DEPART ON 27 SEPTEMBER. AWARD RECIPIENTS AND/OR UNIT REPRESENTATIVES PLANNING TO ATTEND ONLY THE AWARDS BANQUET SHOULD ARRIVE AT THE HOTEL AT 1800, 26 SEPTEMBER. SOCIAL HOUR COMMENCES AT 1800 WITH THE BANQUET AT 1900. FAMILY AND GUESTS ARE HIGHLY ENCOURAGED TO ATTEND. A COMPLETE SCHEDULE OF EVENTS CAN BE FOUND AT [WWW.MARCORENGASN.ORG](http://WWW.MARCORENGASN.ORG), 2013 REUNION PAGE.

6. UNIFORM REQUIREMENTS FOR THE MCEA REUNION ARE AS FOLLOWS:  
 A. WELCOME ABOARD RECEPTION: BUSINESS CASUAL.  
 B. MCEA BUSINESS MEETING: BUSINESS CASUAL.

C. AWARDS DINNER/PRESENTATION: SERVICE (A)/COAT AND TIE FOR CIVILIANS.

7. AS IDENTIFIED IN REFERENCE A, IT IS THE RESPONSIBILITY OF EACH AWARD WINNER'S PARENT COMMAND TO PROVIDE TAD FUNDING. COMMANDS ARE REMINDED TO ISSUE NON-REPORTING ORDERS TO INDIVIDUALS ATTENDING THE REUNION.

8. REQUEST COMMANDS NOTIFY MCEA POC VIA E-MAIL OR PHONE NO LATER THAN 15 AUGUST 2013 TO CONFIRM THE ATTENDANCE/NON-ATTENDANCE OF THE AWARD RECIPIENT/UNIT REPRESENTATIVE AT THE REUNION. FOR THOSE AWARD RECIPIENTS NOT ABLE TO ATTEND, PROVIDE MAILING ADDRESS AND UNIT POC CONTACT INFO SO PLAQUE AND OTHER INFORMATION CAN BE MAILED.

9. FEEDBACK FROM THE MCEA AWARDS BOARD PROVIDED THE FOLLOWING: ALL THOSE NOMINATED ARE DESERVING OF OUR RESPECT AND RATE SPECIAL RECOGNITION. THERE WERE 95 INDIVIDUAL AND UNIT SUBMISSIONS THIS YEAR. CONGRATULATIONS TO ALL THE NOMINEES.

10. RELEASE AUTHORIZED BY M. G. DANA, MAJGEN, DIRECTOR, LOGISTICS PLANS, POLICIES AND STRATEGIC MOBILITY DIVISION.//

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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 semiannually 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 6 months after published material (The next semi-annual publication). 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 GIF, JPG or PNG 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 School, PSC Box 20069, Camp Lejeune, NC 28542-0069.

Any queries may be directed to the editorial staff by calling 910-440-7146.