

Peleliu News

January 13, 2013

Below Iron Nickel's Waterline



Hull Maintenance Technician Fireman Eduardo Macias, left, and Machinist's Mate 3rd Class Brandon Mize perform a burner barrel change out in the forward main machinery room, Jan. 11.

Photo and Story by MC3 Alex Van'tLeven
Peleliu Staff Writer

In a world far below the waterline, with reputation as one of 'the most inhospitable environments' aboard amphibious assault ship USS Peleliu (LHA 5), work a hardened group of Sailors known as machinist's mates.

"The entire Navy and Marine Expeditionary Unit team with Peleliu form a war fighting system. The very essence of Peleliu starts below on the 7th deck," said Lt. Cmdr. Terrance Patterson, the ship's main propulsion assistant. "Twenty-four hours per day, engineers man the engine rooms and auxiliary spaces, providing the heart beat of Peleliu, steam for her propulsion main steam turbines and electricity for every piece of machinery, combat systems equipment and habitability."

Nearly 70,000 gallons of potable water are produced from one evaporator. Forty-five hundred amps and 2,500 kilowatts of electricity are constantly being generated by one of four generators. Machinist's mates face many variables on a daily basis, including high pressure steam, high voltage, and the constant threat of fire or fuel leak.

"An engineer's job is never done; both in port and underway. Underway, they work 12 hours per day under extreme environmental conditions, living in heavy and hot flame retardant coveralls, surrounded by high humidity, and temperatures ranging from 83 to 103 degrees," said Patterson.

Every two weeks, the plant is required to perform a boiler bottom blow which removes the sludge left inside

the boiler after steam production. This blow down helps prevent buildup that would render the boiler inoperative. Engineers light fires in Peleliu's main propulsion boilers, creating a hot and steamy environment, with dangers of flash steam possible at a moment's notice. The engineers don heavy steam-resistant clothing and occasionally leather to help defend against the space's highly flammable fluids and 700 pounds per square inch steam boilers.

While on deployment, as the crew go about their daily routines, the plant operators work to provide power and hot water for prepared meals, hot showers and laundry.

"A lot of people tend to not realize how important our rating is, but it is really vital," said Machinist's Mate 3rd Class Joseph D. Edwards.

Dozens of checks and operating procedures need to be followed in order to bring the plants alive. Even in port where the ship needs to be ready for departure at any time, the machinist's mates' mission continues.

"A lot of people forget that we will always be the first on and last off the ship," said Machinist's Mate 1st Class Derek Peel, forward main machinery room leading petty officer. "The spaces are always in operation at every port we pull into."

An engineer's work can be long and difficult due to the hard conditions that they face as they work in the plant. At times, the operators will go with limited liberty and even sunlight to provide Peleliu the power, water and drive to carry out its mission.

For some of the engineers, the motivation to push forward comes from other sources.

"With this job you rarely get recognized for your everyday struggles so it takes a lot of self-pride and motivation," said Peel.

Another driving force is the relationships that are tempered in the relentless "pit."

"As a main space engineer, all you have are your shipmates that you work with. We are like a family down here. You will never make it as an individual," added Peel. "You never know when the men and women you stand watch with might save your life during a casualty."

Although shipmates build bonds in the pits, the working environment can test the links these Sailors share.

"Who you are outside of work is not who you are inside of work. I believe that's with any rate but engineering specifically you having to think about the conditions you face in the pit; it's hot, it's loud, and people are tired," said Edwards.

The engineers continue to be masters of their machinery and persevere under all conditions to enable mission accomplishment.

"Around the clock, they answer the bell; generate electricity and water flows to accommodate life for the crew aboard without a second thought," said Peleliu's Chief Engineer Cmdr. Aaron Washington. "The hard work they perform day in and day out keeps the heartbeat of Peleliu alive."

Campbell's Cup Sumo Challenge



Photo by MC3 Derek Stroop

Sailors and Marines compete in a sumo wrestling tournament sponsored by Morale, Welfare and Recreation.

Story by MC2 Nick Brown
Peleliu Staff Writer

Sailors and Marines aboard amphibious assault ship USS Peleliu (LHA 5) participated in the Campbell's Cup Sumo Challenge, Jan. 6.

The Campbell's Cup Tournament is a deployment-long competition between teams of Sailors and Marines from around the ship. The tournament challenges the teams to feats of strength and stamina like the Sumo Challenge and the Pull Up Competition that took place in late November.

The Sumo Challenge, which was sponsored by Morale Welfare and Recreation (MWR), had 16 contenders battling for the title of "Sumo Master." The participants included officers and enlisted servicemembers from different divisions throughout the ship.

The tournament ran off a bracket system where the winner from each match moved on to the next level. To win a match one contestant had to win two out of three rounds by either throwing or knocking their opponent to the ground or, in some cases, push them off the mat.

"We had the rules set up specifically, and we said 'Ok, this is how the rules are going to be,' but the crowd wasn't ok with just pushing out of bounds," said Electronics Technician 3rd Class Andrew Hoyt, master of ceremonies for the event. "They wanted to see people go down. So as the person running it and being the MC you have to give the people what they want."

Hoyt is also a part of the MWR committee that helped coordinate the competition.

Hoyt added, "This is for the crowd. This is for the people. If they want a contest where out of bounds doesn't count and you have to bring them to the ground, then I'm not gonna be the guy telling them no."

"The original point [of the Sumo Challenge] was overall just to have a lot of fun, bring people out, and get them out of their workspaces," said Hoyt. Judging by the size of the crowd, the competition did just that. The turnout was more than anyone expected.

"It was really surprising to me that so many people showed up. We had an entire division, the AOs [aviation ordnancemen], that came out," said Aviation Support Equipment Technician 3rd Class Maurice Williams, another MWR committee member that helped plan the event. "We even had a couple of engineers that came up, and a few officers. I felt great about this event. I think we pleased everybody."

Aviation Ordnanceman 3rd Class Heather Zicopula "sumo-ed" in the first match of the evening.

"It was awesome. You really felt a part of the ship jumping into one of those big giant suits. I felt bonded to everybody here," said Zicopula.

Zicopula said she's been to other MWR events, but she's never participated before. "You can definitely tell there's been a bigger turnout. Everybody is starting to get into a routine and get bored so they're trying to find ways to socialize."

Williams and Hoyt said they are excited for the future MWR events they are planning. Some of the events in the works include the Peleliu Derby Boxcar Race, a 3-on-3 basketball tournament, and a Magic the Gathering™ fantasy card game tournament.

The MWR committee recognizes that it will be a lot of work to organize these events and come up with new ideas to keep things from getting boring, but Williams said he's not afraid of a little extra work.

"At the end of the day, it's not work to us," said Williams. "What we do and what we try to give to the Sailors and Marines here on the ship it's not work. We thoroughly enjoy it and that's why we consistently try to crank out new ideas and keep it fresh and exciting."

Hoyt and Williams said they hope to see more new faces at the MWR events in the future.

#LOOSE LIPS

Story by Petty Officer 1st Class Part 16
(SG) T. Grout, PeleNews contributor

He sent an email to his N7 office mates. "Lunch on me today. Should be here around 1100." Each replied somewhat shocked and perplexed, but pleasantly surprised. Rus too felt a twinge of glee to offer this treat. Or was the twinge out of anxiousness to meet the Rubio's girl? He quickly tried to shift his thoughts away from the latter but couldn't help to look at the clock every few minutes.

By 10:30, Rus left the office to the front gate. "It's only a five-minute walk," he said to himself. "But just in case she's early."

His mind drifted to the past weekend. How did stuff become such a mess? Did Veronica feel the same way? Do the kids notice?

He rubbed his mouth. His breathing became shallow. He stopped, took a deep breath to calm his nerves.

Some people thrive on stress, though perhaps not this kind. "I could suggest counseling again," he muttered. Last time, she flat out refused.

"We are no different than other married couples," she quipped. "Why do you insist we have problems? What more do you expect from me? Raising these kids while you work. Dealing with busted cars and house repairs when you're visiting ports and doing whatever it is you do. If you need to see someone to figure out what's the matter with you then you do it. Stop trying to drag me into your fantasy mess." And with that Rus didn't bring up the subject again.

Maybe she's right. Maybe I should, he thought.

There was the red Charger and she was behind the wheel texting. Sensing his approach, she looked up, hit send, and exited the car with a smile and a wave.

PeleNews is published and printed on board by the USS Peleliu (LHA 5) Media Division. This newspaper is an authorized publication for members of the Department of Defense. Contents are not necessarily the official views of the U.S. Government. PeleNews reserves the right to edit submissions. Submission deadline is Thursday by noon to pao@lha5.navy.mil

Commanding Officer
Capt. John D. Deehr
Executive Officer
Cmdr. Jay M. Steingold
Command Master Chief
QMCM (SW/AW)
Robert Barber

Public Affairs Officer
Lt. Nicole Schwegman
Managing Editor
MCC (SW/EXW) Jeremy L. Wood
Leading Petty Officer
MC1 (SW/AW) George G. DeLeon
Designer/Editor
MC3 Jasmine Sheard

Staff
MC2 (SW) Daniel Viramontes
MC2 Nick Brown
MC3(AW) Valerie M. Grayson
MC3 Derek S. Stroop
MC3 Alex Van 'tLeven
MC3 Dustin Knight
MC3 Michael Duran

Combat Controllers Provide Crucial Service for Marine Air



Cpl. Trevor Strohm (left) and Sgt. Briant Zander, with Mobile Marine Air Traffic Control Team, Marine Medium Helicopter 364 (Rein.), 15th Marine Expeditionary Unit, set up the team's communication system during a training evolution in Djibouti.

Photo and Story by Gunnery Sgt. Jennifer Antoine
15th MEU Staff Writer

A 12-by-6 mile former lake bed, comprised of dry vegetation and compact sand, may seem to be useless ground. However, the Marines from Marine Mobile Air Traffic Control Team see this barren land as an opportunity to create a runway for aircraft as large as a Marine KC-130.

This six-man team from the Marine Mobile Air Traffic Control Team, Marine Medium Helicopter Squadron 364 (Rein.), 15th Marine Expeditionary Unit, conducted training here to keep their skills sharp for when it comes to establishing field-expedient runways, Jan. 3-4.

The mission for the MMT, or 'pathfinders' as they're colloquially referred to, is to establish an assault landing zone (runway) and provide air traffic control for multiple aircraft, as well as command and control during the entire refuel and resupply mission. Once the aircraft has touched down, the team takes on the additional role of fire support and security until the aircraft lifts off again.

In less than five minutes of stepping out of the CH-46E Sea Stallion helicopter, the team's two communicators established contact with the Landing Force Operations Center on USS Peleliu. Fluorescent-orange marker panels were already designated and placed at the beginning of the runway.

"If we're setting up a 3,000-by-60-foot runway for a C-130, our goal is to have [communications] up and have the entire runway laid out within 30 minutes," said Staff Sgt. Timothy Pinney, staff non-commissioned officer-in-charge, MMT, HMM-364, 15th MEU. "We need to move as quickly as possible to get the aircraft on the ground, conduct

the refuel or resupply and get them back in the air, so the Marines can continue their mission."

While the communicators are establishing a connection with the LFOC, the controllers begin establishing the path, or runway, said Cpl. Rick Coon, air traffic controller, HMM-364 (Rein.), 15th MEU, and Thousand Oaks, Calif., native.

"We have one Marine as the base near the orange panels that mark the beginning of the runway. Then, one Marine runs out 3,000 feet and is the reference point. The base will use the reference point to direct the additional Marines, who will mark left and right limits every 500 feet for the runway," said Coon.

All distances starting from the base are measured by using the tried and true method of a pace count, which is most reliable, said Coon. His team gets within a foot from the 500-foot mark and within 10 feet of the 3,000-foot mark, he added.

"We conduct [physical training] in full combat gear on the flight deck to help keep our pace count consistent. We'll run for a little bit to tire out, then measure out the distances we need to hit, and work on our count to ensure our average pace remains the same," said Pinney. "We have range finders and scopes, but we usually use pace count because it's the most reliable."

While the runway is being established, Pinney is communicating with the pilots of all the aircraft waiting to land. He acts as a mobile air traffic control tower who is responsible for controlling the airspace, so that aircraft do not cross paths. He also keeps them updated regarding wind speeds, landing times and anything on the ground that could affect the landing.

"This job gives me a huge adrenaline rush," said Pinney. "When I'm controlling airspace and landing times for multiple aircraft, it's an amazing feeling."

The perfect situation for them is plenty of daylight and a full team. However, because of the expeditionary nature of the MAGTF, that might not always be the case, so the MMT is also capable of establishing the ALZ during hours of darkness.

While the table of organization for the MMT is 6 Marines, it is not uncommon for there to be less than that. Therefore, Pinney's team is always cross training to ensure every Marine can perform every job.

Only about five percent of Marines in the air traffic control military occupational specialty hold the additional qualification of MMT, said Pinney. Marines must complete the follow-on six-week course from Marine Aviation Weapons Tactics Squadron 1 at Marine Corps Air Station Yuma, Ariz., to become a qualified combat ATC. While at MAWTS-1, the Marines receive advanced training in different radio systems and airfield /helicopter landing zone techniques as well. This is so they

Sexual Assault Prevention and Response

PELELIU SAPR POC:

NCCS SUSAN GARROW

If you have been sexually assaulted, call the 24 hour crisis hotline at 877-995-5247, text your location to 55247 (INCONUS), or contact any of the following personnel BEFORE you speak to anyone else:

Any Chaplain; Victim Advocates (VA):

Lt. Nicole Schwegman
HMC Jody Lacefield
AO1 Jennifer Martin
LS1 Vernita Foster
AE1 Jeffrey Ritchie
ABH2 Donnell Viree
HM2 Janice Sapaden
OS2 Canon Deimerly
PR2 Cassandra Cox

DENIM DAY

In a 2009 article "Rape, Blue Jeans, And Judicial Developments In Italy" by Benedetta Faedi, highlights a case of the "jeans defense of rape." A 45-year-old driving instructor was accused of rape, July 1992. It was alleged he picked up an 18-year-old girl for her first driving lesson; he raped her for an hour and then told her that if she told anyone he would kill her. Four years later, alleged rapist was convicted of "only of gross indecency in public, acquitting him of the other charges," by the Tribunal of Pomezia (Italy).

In 1998, Court of Appeal of Potenza (Italy) overturned and held the alleged accountable for his actions.

The following February, defense appealed to the Italian Supreme court that acquitted the man of all charges. It was argued that she must have helped her attacker remove her jeans; making the act consensual.

"It is a fact of common experience that it is nearly impossible to slip off tight jeans even partly without the active collaboration of the person who is wearing them," stated Francesco Mauro Iacoviello, in the 1999 Italian news article "Toghe e Jeans. Per una Difesa (Improbabile) di una Sentenza Indifendibileit."

It was no longer rape but consensual sex. The Italian Supreme Court's ruling sparked worldwide protest. The day after the decision women in the Italian Parliament protested by wearing jeans and holding placard that read: "Jeans: An Alibi for Rape."

In the United States, National Denim Day started in 1999 and as of 2011 at least 20 states officially recognize Denim Day including the Department of Defense during Sexual Assault Awareness Month in April. Last year NAVSEA employees, civilian and military, were encouraged to wear denim jeans and teal and purple attire to raise awareness and educate on the topics of rape and sexual assault.

can learn how to conduct assault landing zone surveys.

The MMT provides a crucial task for Col. Scott Campbell, commanding officer, 15th MEU.

"Having the MMT at his disposal doubles, if not triples, the distance he is able to place Marines in a forward environment," said Pinney. "Being able to refuel aircraft or rearm an infantry company in remote locations is what makes the Marine Air Ground Task Force an invaluable and extremely successful force."

HSC 23 Brings Search and Rescue capability to Peleliu



Photo by MC3 Derek Stroop

Naval Aircrewman (Helicopter) 2nd Class Benjamin Chavez observes amphibious dock landing ship USS Rushmore (LSD 47) move into formation from an MH-60S Knighthawk helicopter, Sept. 22, 2012.

Story by MC3(AW) Valerie Grayson
Peleliu Staff Writer

Helicopter Sea Combat Squadron (HSC) 23, from Naval Air Station North Island, San Diego, embarked aboard amphibious assault ship USS Peleliu (LHA 5) as a search and rescue detachment February 2012 and is currently deployed with the ship.

The detachment provides day and night helicopter amphibious search and rescue support to the ship and embarked 15th Marine Expeditionary Unit's Aviation Combat Element. Additionally, the squadron assists in logistics support and personnel transfers.

“Whether it’s a MEDEVAC [medical evacuation], SAR, or [vessel in distress], we’re always on call,” said Aviation Electrician’s Mate 1st Class Jeffery Ritchie.

According to Lt. Brian Miller, HSC-23’s operations officer, the squadron, which is based in San Diego, totaled 470 flight hours and the transferred 550 tons of cargo and 100 passengers during vertical replenishments, thus far. In addition, it maintains a mission completion record and has flown 192 sorties for both aircraft and crew.

The squadron has a total of 12 MH-60S Knighthawk helicopters. Peleliu received two of those aircraft along

with pilots, Naval air crewmen and maintainers for pre-deployment workups and deployment.

Every pilot, crewman, and maintainer trains extensively in San Diego and continues to maintain their training throughout the deployment. While at sea, pilots constantly perform and practice search and rescue flight patterns drills.

“It all starts in the flight brief where we’re informed on who is flying from the air plan,” said Lt. James Turnwall, a detachment helicopter pilot. “The NATOPS [Naval Air Training and Operating Procedures

Continued HSC-23, page 5

CMC’s Corner



QMCM (SW/AW) Robert Barber
Command Master Chief, USS Peleliu (LHA 5)

Yo! What’s Up?

Today’s topic is mentoring. Mentoring helps prepare protégés for increased responsibility by encouraging job competency, professional and military knowledge, personal development, higher education, and adherence to the Navy’s core values.

Mentoring encourages professional relationships at all levels by promoting communication between mentors and protégés. Commanders, supervisors, and leaders are responsible for the broad development of their protégés; however, protégés are also responsible for their own development. It’s a two-way street.

Mentors will be chosen based on stability in their personal lives, technical and warfare knowledge, proven performance, and commitment to Navy Core Values. In order to promote communication and the ability to relate as well as provide senior leadership experience, mentors should be one or two pay grade levels above their protégés. Mentors must be within physical readiness standards, have at least one warfare qualification, and have no non-judicial punishments or marks below 3.0 on an EVAL/FITREP within the last 24 months.

If at all possible, protégés should be encouraged, but not required, to choose a mentor assigned aboard within their respective ratings and warfare communities.

The mentor’s role is vitally important but not overly complicated, so relax. Depending on your approach to it, mentoring may be a very easy, natural

process or a very sophisticated one. In fact, you’ve probably been mentoring Sailors for years.

Do not hesitate to start off easy and natural! Your primary role is to coach, guide, and pass on your knowledge to your protégé to the best of your ability. Your secondary role is to evaluate the assigned protégé’s performance, not with EVALs/FITREPs, but informally with counseling and guidance. Confidentiality is critical to mentoring. The mentor must also support the Navy’s Core Values, and lead by example.

Protégés develop best when they live and work in an environment that fosters trust, respect, open communication, and human dignity.

Everyone should have at least one mentor. If you are a petty officer you should also be a mentor for someone. If you currently do not have a mentor I challenge you today to seek out and find someone you look up to or want to emulate and ask them to be your mentor.

Thanks,
CMC

Peleliu Idol Update



Photo and Story by MC2 Nick Brown
Peleliu Staff Writer

Twelve Sailors and Marines competed against one another in the first round of "Peleliu Idol" Jan. 5.

The contestants were selected from the initial auditions and sang in front of a panel of judges as well as the crew.

The contest will continue every two to three weeks until March. The vocalists are judged on their vocal quality, stage presence, originality and song knowledge. The winner of the competition will receive the grand prize, a \$2,500 travel voucher.

To vote for your "Peleliu Idol," email your choice to pel.idol@lha5.navy.mil.

Individuals may only vote one time and for one contestant only for each round. After the first round, the bottom two contestants with the least amount of votes

were eliminated. The top ten "Peleliu Idol" hopefuls will move on to the second round scheduled for Jan. 27.

Peleliu Idol Top Ten

- 1) AG3 Casey Fiebig
- 2) AT3 Zackary Jones
- 3) CPL Andrea Shapiro
- 4) OS2 Hayley Sumrall
- 5) MM3 Joseph Edwards
- 6) SSGT Jason Morgan
- 7) AC3 Sandra Hernandez
- 8) FC3 Walter Houston
- 9) AO3 Claire Arnold
- 10) HM2 George Busto

HSC-23, continued from page 4

Standardization] brief covers our procedures for the flight and how we will conduct a rescue and then we execute it."

Along with the common aviation rates, a logistics specialist handles parts and supplies for the squadron. Logistics Specialist Seaman Kieara Taylor's duties include standing a flight deck fire watch and taking fuel samples.

"Being the only LS in the squadron gives me a great sense of responsibility," said Taylor. "Birds [helicopters] can't fly unless they have the proper parts."

The air crewmen serve as rescue swimmers in the squadron and are required to fly in pairs. In the event of a search and rescue casualty, one of the two crewmen is sent out of the helicopter to recover personnel, either from a man overboard or a distressed ship.

"The crewmen prepare to perform these tasks effectively with the crawl, walk, run mentality," said Naval Air Crewman (Helicopter) 2nd Class Benjamin Chavez. "We read from the flight publications frequently to make sure we understand exactly what is expected while on a search and rescue mission. Then we'll fly with an experienced crew under instruction until we are ready to perform missions."

Other squadron missions include ferrying passengers, mail and cargo, and investigating radar contacts. During a man overboard drill, the team responds, much like a fireman to an emergency.

"We can get to the life-saving ring within seven minutes," said Ritchie. "Our goal is to be out there quicker than expected."



Photo by MC3 Jasmine Sheard
Amphibious assault ship USS Peleliu (LHA 5) receives supplies during a replenishment-at-sea from an MH-60S Knighthawk helicopter assigned to the Helicopter Sea Combat Squadron 23 "Wild Cards".

Man on the Street

By MC2 Nick Brown

The battle of the gridiron has been raging for decades, and since the very first Superbowl in January 1967, pigskin lovers have been arguing over which team is the best. This week's man on the street question is:

Which two teams will make it to the Superbowl XLVII, and which team will leave victorious?

Aviation Structural Mechanic James Petterway from Arlington, N.Y.



The two teams that are going... I'm gonna go with the Ravens and the Falcons and I hope the Falcons win. I used to be a Jamal Anderson fan and I was a Michael Vick fan and since the Giants aren't there, I'm gonna have to go with my back-up team.

Hull Maintenance Technician 2nd Class Paige Connell from Killeen, Texas



I say it will be Atlanta and Denver with Atlanta taking the win, because the wonderful people in my shop seem to think that's who is going and I don't want to be disowned.

Lance Cpl. Riley Leblanc from Tacoma, Wash.



"The two teams that are going to make it are the New England Patriots and the Seattle Seahawks. The Seahawks are gonna win by a score of 58 to nothing. And Tom Brady will be decapitated by Richard Sherman during a play."

Engineman 3rd Class Miguel Ramirez from Lubbock, Texas



Well, I predict that the San Francisco 49ers and the Denver Broncos are going to the Superbowl and the Broncos will take it all. I'm not a Broncos fan, but I feel that they have the best possibility of takin' it. I mean, they have the dedication and they've been doing pretty good overall.