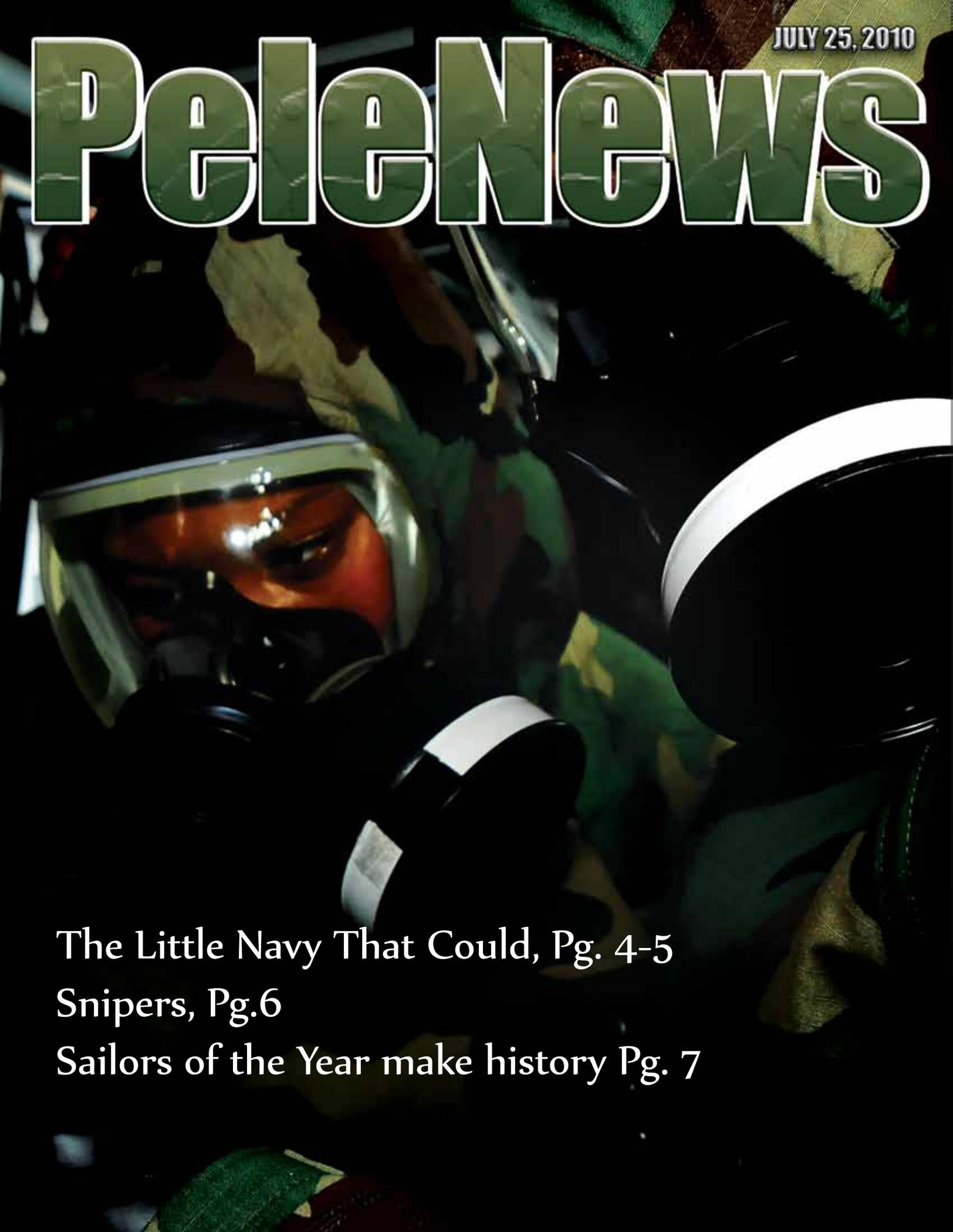


JULY 25, 2010

# PELENEWS



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# VIEW FROM THE BRIDGE



D.A. SCHNELL, Commanding Officer

Hello to the Sailors and Marines of PELELIU, as well as to all our friends and families ashore!

We have been on station in the vicinity of the Middle East for the past week now and are operating in what we in the United States military refer to as the "FIFTH Fleet" area of responsibility. The U.S. FIFTH Fleet is commanded by Vice Admiral Fox who has his headquarters in the Kingdom of Bahrain. He is responsible for all U.S. Navy ships deployed here. Due to the large number of ships under his command, he has the assistance of Rear Admiral Sinclair Harris, the Commander of Expeditionary Strike Group FIVE, for all assigned amphibious ships like USS Peleliu.

While on station here in FIFTH Fleet, we will be conducting presence missions, anti-piracy operations, or international exercises, and sometimes a combination of all three at once! For reasons of security, I often won't be able to tell you much more

than that, but please know your Sailors and Marines are doing magnificent work under very demanding circumstances.

It is hot here (often exceeding 96 degrees), and very humid (65% relative humidity). With a heat index factor of 108 degrees, working outside can be quite a challenge for the crew. I want to give a special thanks to Air Department and everyone associated with flight operations. These men and women devote 12-14 hours a day working non-stop on the dark tarmac of our flight deck. The conditions are oppressive, but they do it safely, and without complaint.

While I am talking about the heat, I'd like to mention a few other departments that go above and beyond the call of duty. The Engineers are at the top of the list. Being steam-driven with two giant boilers, it is impossible to effectively cool the main engineering spaces. We conduct heat stress surveys of engineering spaces on an hourly basis and it is not uncommon to see readings in excess of 110 degrees. We limit the duration that Sailors can work in the spaces and we ensure they are hydrated regularly.

The kitchens (or 'galleys' as we refer to them) are another area of the ship that often sees extremely high temperatures. These galleys operate around the clock and are instrumental in preparing over 10,000 meals per day. I'd like to thank the Culinary Specialists of S-2 and S-5 Divisions, as well as our assigned Food Service Attendants who work amongst the heat of the ovens, the steam

of the kettles, and the flying grease of the grills. Rarely does a day go by that I don't receive a compliment from some crew member regarding the quality of the food or the friendly customer service.

I mentioned last week that Rear Admiral Harris, the Commander of Expeditionary Strike Group FIVE, would be embarking Peleliu for a couple of days to meet the crew and welcome us to this area of the world. Well, as expected he flew aboard upon our arrival and we had a terrific time hosting him. He visited with Sailors and Marines throughout the ship, taking time to eat in each of the Messes. Before he departed, he told me how pleased he was with the ship and with the morale and cheerfulness of her Sailors. He said he literally could not find one space in Peleliu that wasn't spotlessly clean. It felt great to hear that...although I am sure I could have helped him find at least one space needing assistance! I want to thank everyone who worked so hard to make his visit a success. I know he will be a great advocate for Peleliu in the future when discussions arise regarding future port visits.

Well, we have Flight Operations commencing shortly and I must make my way back up to the bridge. To our families and friends back home, thank you for your continued support of our deployment. Be safe and have a great week!



Photo by MC2 Edwardo Proano

Captain Schnell enjoys lunch with this week's Sailor of the Week Intelligence Specialist (SW) 3rd Class Emily Carden.

# FROM THE DECK PLATES



By CMDCM  
(SW/AW/SS)  
Brent Williams

## “OPPORTUNITIES”

Good Day Shipmates,

Here we are again with another week behind us and we have already passed the two-month point. Before you know it, we'll be halfway through deployment.

The past two articles have covered goal setting and advancement preparation. So let's tie those together and look at it from another angle, opportunity. I think a large percentage of our younger Sailors don't look at the deployment as an opportunity. Actually, when you look at it your entire tour on PELELIU is a huge opportunity with the deployment being only a small part of it.

While on deployment, we are going to be

challenged in many different ways. Those challenges can also be considered opportunities. The command is working hard to see that we are able to get as much quality time, both at sea and in port, as we can. The FUN BOSS is taking advantage of every opportunity he can, to ensure that many activities are planned and organized. If you have the opportunity to get involved with some MWR events then take it. All too often we get used to getting that couple hours of free time and never seem to truly be able to enjoy it; or we feel guilty that we aren't doing something else.

Starting soon, the First Class and CPO Messes are going to start the “Liberty at Sea Program.” This will allow approximately 20 Sailors at a time to have a day off while at sea. This is a great opportunity for leadership to reward our E-5 and below for all they do. So again, here is yet another opportunity for you to ensure that you are able to reward that young Sailor or Marine, or step up and take some of the load while your shipmate is enjoying the day off, which may be yours to enjoy also the next go around.

Another great opportunity we are faced with is the extra income that we are experiencing. Here is a chance to get some bills paid off, start that saving account, or plan on really enjoying the next port. Whatever the case, we all should take this opportunity seriously because remember, we will be back in San Diego before you know it. I guarantee there will be those of us that didn't plan or take the opportunity

to plan for the upcoming POM period; it always happens.

So if the opportunity arises, take it, plan on success and set your goals appropriately. Opportunity comes in many shapes and sizes. When opportunity knocks, open the door.

Keep Charging and see you out and about.



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# The Little Navy That Could:

## A Brief History of the Continental Navy

By MG (SN/741) & David Peltz

One of the points of history every Sailor should know is the birth date of the U.S. Navy, October 13, 1775. In a sense, the Navy pre-dates the existence of the United States, but what happened next? Some naval historians are aware Esek Hopkins was Commander-in-Chief and John Paul Jones was the Navy's hero of the American Revolution.

But that isn't the whole story. The fact is, General Washington almost didn't get the fleet he asked for. Members of the Continental Congress were afraid of provoking the British, which had the most powerful navy in the world.

The first American fleet to sail consisted of seven ships, four of which were commanded by political appointees, while three were led by men selected for their experience in naval warfare.

Esek Hopkins, the first American Commander-in-Chief of the Navy was a political appointee who

had sailed all over the world on merchant ships, but he had no experience as the commander of a military vessel. Hopkins did command a privateer during the French and Indian War. He was also in command of the *Sally*, a slave ship which made a 15 month deployment and lost 109 out of 196 slaves on that voyage. However, none of those experiences taught him how to employ naval tactics and strategy. The only successful military action Hopkins ever took was the Battle of Nassau, in which he led an eight-ship flotilla on the first amphibious landing in U.S. Navy and Marine Corps history. However the historical record shows it was the actions of other officers which actually carried the day by capturing two British vessels prior to the raid, and the men recruited by the first Commandant of the Marine Corps, Major Samuel Nicholas. Hopkins' career throughout the war after the Battle of Nassau was marked with defeat, refusals to carry out orders, and cowardice in the face of the enemy. Hopkins was ultimately dismissed for breach of orders.

While Hopkins is an example of what can go wrong with political versus merit-based



5 appointments, the first hero of our Navy is an example of why we should select leaders based on merit.

First Lieutenant John Paul Jones, the first hero of the U.S. Navy, was appointed on the recommendation of Richard Henry Lee, who was familiar with Jones' abilities as a naval officer. His first assignment was on board USS Alfred under Dudley Saltonstall, one of the commanding officers who was selected on the basis of political connections.

Jones acquired command of USS Providence after the Battle of Nassau. During his tenure as the commanding officer of that vessel, Jones captured 16 prizes and inflicted significant damage along the coast of Nova Scotia. On November 1, 1776, Hopkins ordered Jones to return to Nova Scotia and free hundreds of prisoners who were forced to work in coal mines and raid British shipping. Weather conditions prevented the liberation of the prisoners, but Jones captured the Mellish, which deprived the British forces under John Burgoyne of much-needed winter clothing. After this expedition, Hopkins assigned Jones to USS Ranger on June 14, 1777, as punishment for hindering

Hopkins' advancement and talking down his plans. Jones set sail for France November 1, 1777 with orders to assist the American cause however possible. Jones decided that meant raiding the coast of

England. Throughout the war, Jones used his ship to harass, raid and otherwise frustrate the much larger, better equipped British Navy, captured ships, and risked hanging if he should ever be caught by the British. Due to his record and the example he set for our Navy, Jones' remains were brought to the Naval Academy, where they've been to this day in Bancroft Hall.

Many Sailors can point to people they've served under who have provided examples of what a good and effective leader can be. Unfortunately, there are some cases where those Sailors serve under people who provide examples of what not to do or be. Jones' first commanding officer fell into the second category.

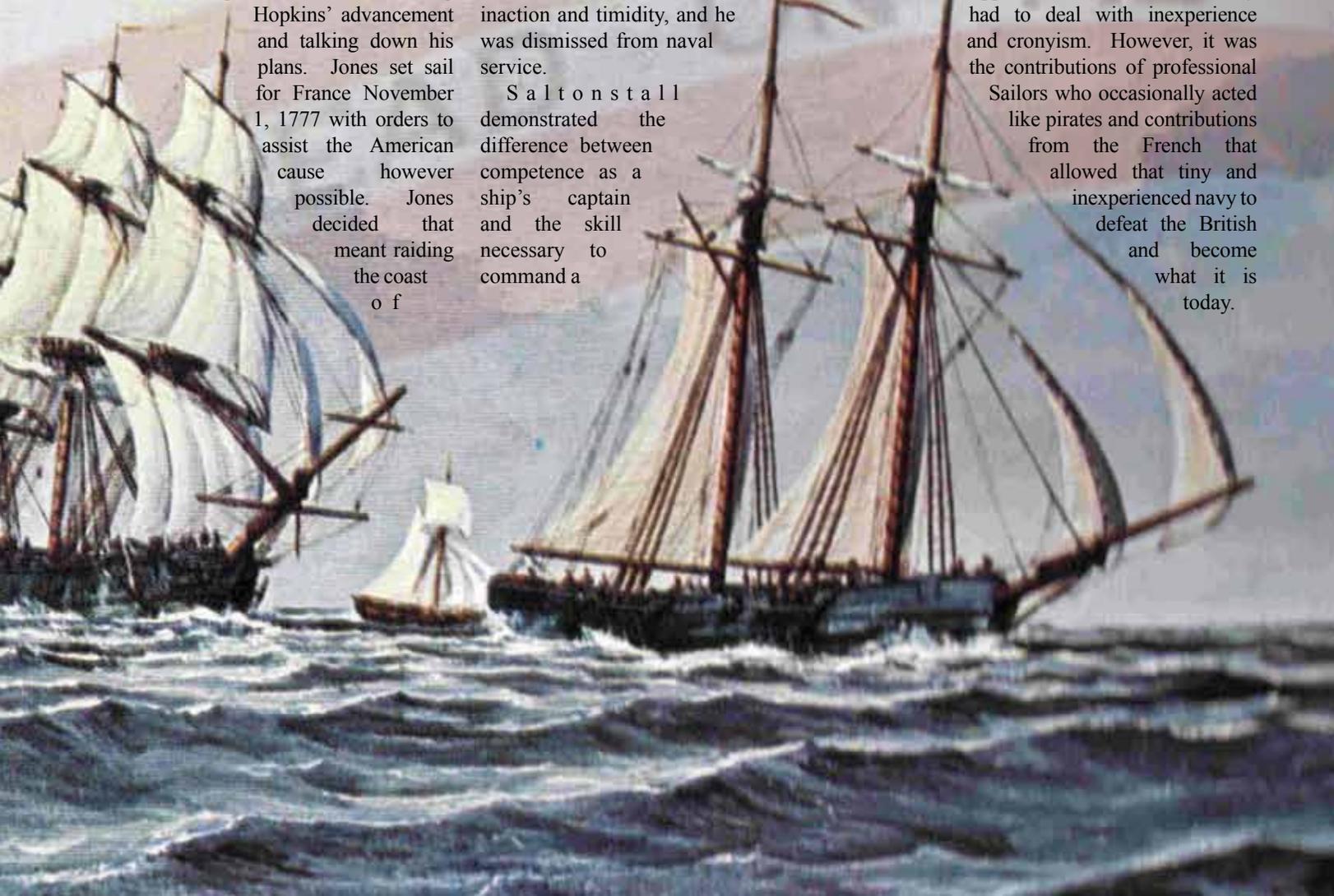
Saltonstall was another political appointment whose reputation as competent ship's captain was evident, but he'd never served in command of a military vessel. His brother-in-law, Silas Deane, was on the Connecticut Naval Committee. Saltonstall's career ended after the Penobscot expedition, where he was commodore and abandoned men ashore, and all of the ships on the American side were either captured or sunk. Saltonstall was court-martialed for his inaction and timidity, and he was dismissed from naval service.

Saltonstall demonstrated the difference between competence as a ship's captain and the skill necessary to command a

squadron. On the other end of the spectrum was a naval officer who knew naval tactics and strategy. However, he didn't finish the war as a hero remembered by popular history, and his naval career ended with the Revolution.

Abraham Whipple was an accomplished naval officer who managed to squeeze in between the political appointments making up the ranks of the new Navy's hierarchy. He sank the first ship of the American Revolution, HMS Gaspee. While he wasn't as successful as Jones, Whipple captured multiple prizes and was eventually given command of a squadron of ships (USS Providence, USS Ranger, and USS Queen of France) which he used to capture one of the largest prizes of ships in the war, eleven ships valued at over one million dollars. That's 1779 dollars. Ultimately, Whipple was captured by the British after the siege of Charleston, S.C. He was released at the end of the Revolution and retired from naval service to be a farmer until he died.

The fledgling navy which converted merchant ships into warships and built its own fleet as quickly as possible didn't just have the British as an opponent. The Continental Navy had to deal with inexperience and cronyism. However, it was the contributions of professional Sailors who occasionally acted like pirates and contributions from the French that allowed that tiny and inexperienced navy to defeat the British and become what it is today.



# Snipers 'Zero' New Rifle Aboard USS Peleliu

By Staff Sgt. Kenneth G. Lewis, Jr.

Marine snipers with Headquarters and Service Company, 1st Battalion, 4th Marine Regiment, 15th Marine Expeditionary Unit were given a rare opportunity to practice their specialized skills aboard the amphibious assault ship USS Peleliu (LHA 5) July 9.

The Scout Sniper Platoon received their new M40A5 rifle just days before their scheduled Western Pacific deployment, preventing them from setting accurate measurements to properly employ the weapon.

"We needed to get her dialed in," said Sgt Nicholas B. Abernathy, scout sniper team leader, H&S Co., 1st Bn, 4th Marines, referring to his new best friend. "This was my first time firing the new M40A5 rifle, I deployed with my old weapon twice and she was good to me," added Abernathy.

Adopted in January 2009, the new rifle now uses a flash hider or suppressor and a detachable box magazine.

"The new suppressor can allow the shooter to engage the enemy longer from the same position," said Abernathy.

Despite the windy conditions and firing from a moving target, the snipers not only accomplished their goals but learned something new.

"My spotter and I figured out there is a natural pause during the ship's movement," stated Abernathy. "As the ship moves down, just before it rises there seems to be a natural

p a u s e ,

much like the same pause we experience during breathing."

During marksmanship training, Marines are taught to slowly and steadily squeeze the trigger during this natural pause in breathing. As for the snipers, the new data made the training more meaningful.

"We never know when or where we'll be asked to employ our specialty," said Cpl. Emmanuel P. Velayo, radio operator and spotter, H&S Co., 1st Bn, 4th Marines. "So firing from the ship really helped us know what to expect if we ever have to engage the enemy from the ship."

While this was their first time firing the new weapon, the snipers routinely check their weapons out of the armory. If there's one thing Abernathy has learned in his five years as a sniper, don't get complacent.

"Once or twice a week we break out our weapons to [dry fire] and clean them," said Abernathy. "Marksmanship is a perishable skill and I believe [dry firing] is absolutely critical. Muscle memory is what it's all about," added Abernathy.

The trigger time was useful and the snipers recognized the significance of having the rare opportunity to fire their precision weapons from the flight deck.

"Firing these weapons aboard a ship wasn't easy to coordinate," said 1st Lt. Michael P. Buckley, scout sniper platoon commander, H&S Co., 1st Bn, 4th Marines. "I'm glad we could though, the juice was definitely worth the squeeze," he added.



# 7 History Made: Sailors of the Year are All Females

July 25, 2010

By MCSA *Destiny Cheek*

Each Spring, big Navy acknowledges the best and brightest of its enlisted Sailors from the previous year with a worldwide Sailor of the Year (SOY) competition.

The 2009 selectees represent the best Sailors from four components: shore, Reserves, U.S. Fleet Forces and U.S. Pacific Fleet sea commands.

This month, these four Sailors were meritoriously promoted to the rank of Chief Petty Officer by MCPON (Master Chief Petty Officer of the Navy) Rick West for their outstanding performance.

This year, four female 1st Class Petty Officers were recognized as 2009 Sailors of the Year, the first time in Navy history.

The four selected were: Reserve SOY Hospital Corpsman 1st Class Shalanda Brewer, PACFLT SOY Operation Specialist 1st Class Samira McBride, Shore SOY Cryptologic Technician Technical 1st Class Cassandra Foote, and Fleet Forces SOY Hospital Corpsman 1st Class Ingrid Cortez.

It makes me feel proud as a woman to see such a high achievement being carried out by females in the Navy," said Yeoman Seaman Lauren Rohan.

In this organization dominated by men, the success of females in the military has been a long journey. There was a time when females could not enlist, could not be on ships, or have only administrative jobs like a Yeoman.

In 1917, the Navy decided to let females enlist. Loretta Walsh was the first American active-duty woman, and she enlisted as a Yeoman.

"Personally as a female Yeoman, it's crazy to see how far this rating has come," said Rohan. "It makes me want to pursue the limits in my rating and see how far it takes me."

Females contribute to almost any job in the Navy, except

being a SEAL.

The first female Line Officer was Lieutenant Commander Mildred H. McAfee in 1942.

The first female Commanding Officer was Sue Dauser in 1944.

In 1994, women were allowed to start serving on combatant ships, the first ship being aircraft carrier USS Dwight Eisenhower (CVN 69).

This year announces the first female to command a carrier strike group, Rear Admiral Nora Tyson.

Females and males in the Navy are held to the same standards. They compete for the same jobs, deploy to combat zones together and the future continues to look bright for more opportunities.

Early next year, females will be attached to submarines.

"I think this achievement is awesome because the military is a male-dominated society," said Yeoman 1st Class Nena Sanders. "This is a significant historical event that speaks volumes."

While women are naturally different physically, their ability and motivation rivals that of any man.

"Even though physically women can't compare to men, we still try our best especially with my job as a MM, we do the same work," said Machinist Mate Fireman Davaadolgor Soilai. "The males laugh at me every time I try to open a high pressure valve, because it's hard to open."

Today in the military, regardless of the rank worn on your blouse or cover, females and males are held to the same standards and recognized as a Sailor, not a female Sailor or a male Sailor.





Photo by MC2 Edwardo Proano

SENIOR SAILOR OF THE QUARTER  
*Hospital Corpsman 1st Class (SW/  
FMF) Michael Sokolowski*



Photo by MC2 Edwardo Proano

SAILOR OF THE QUARTER  
*Aviation Ordnanceman 2nd Class  
(AW/SW) Matthew Taylor*



Photo by MC2 Edwardo Proano

JUNIOR SAILOR OF THE QUARTER  
*Logistics Specialist 3rd Class  
(SW) Allan Jay Amurao*

BLUE JACKET OF THE QUARTER  
*Machinist's Mate Fireman  
Jonathan Baker*



Photo by MC2 Edwardo Proano



Photo by MC2 Edwardo Proano

COMMAND ADVANCEMENT PROGRAM  
*Culinary Specialist 2nd Class (SW)  
Felipe Bermudez*

**CONGRATULATIONS**