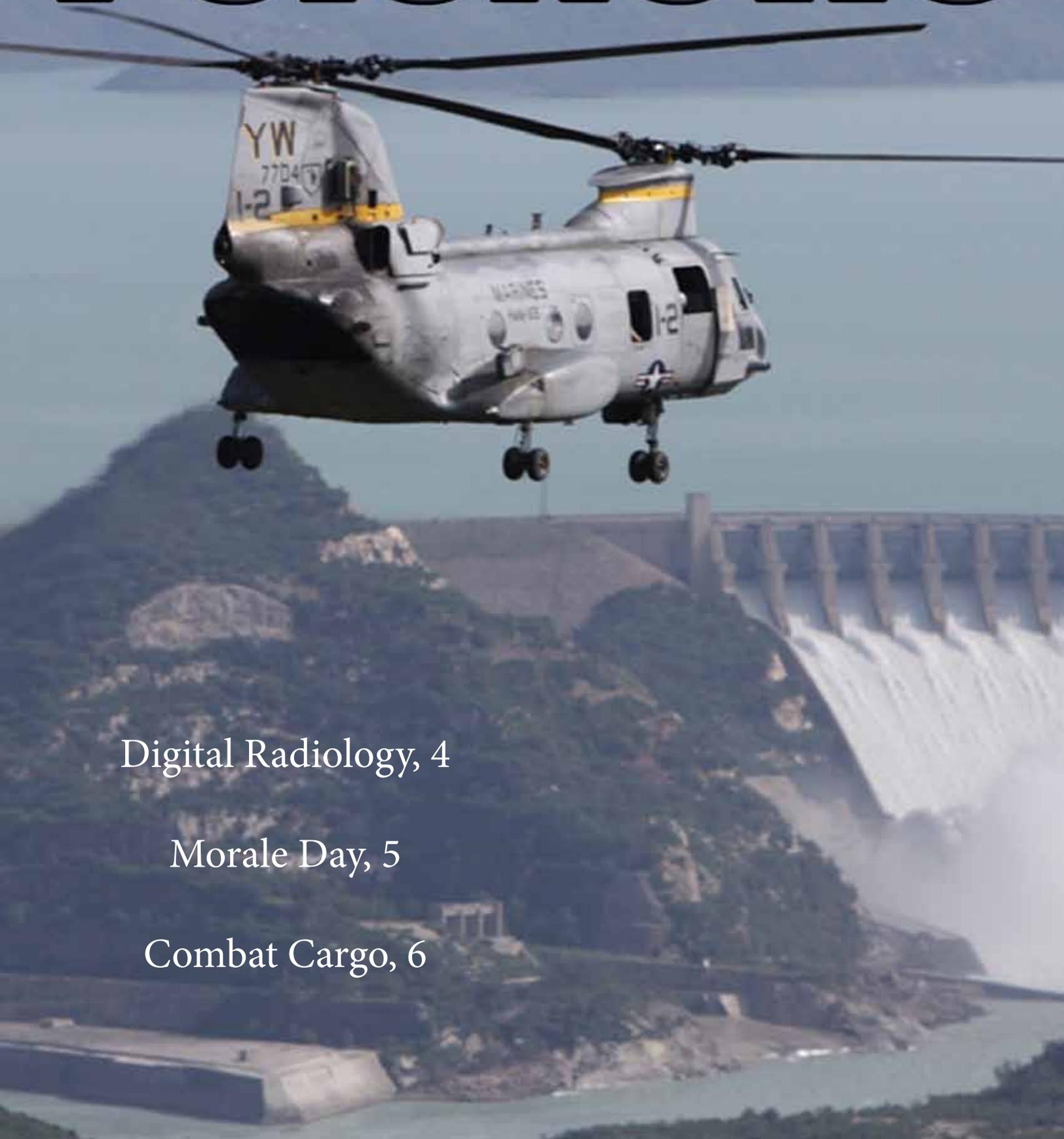


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USS Peleliu Family Readiness Group Update

Hello to all of our Sailors and Marines out there on the big blue. Everyone here at home wants you to know that while we need you, the world needs what you are doing more. We understand and support your mission, and miss and love you all.

For those of you that have not joined the FRG or anyone who knows someone that would benefit, please forward this information to them. The Family Readiness Group plans, coordinates, and conducts social, informational, care-taking and morale-building activities to enhance family readiness. This is an all-hands group that promotes friendship and mutual support among the members.

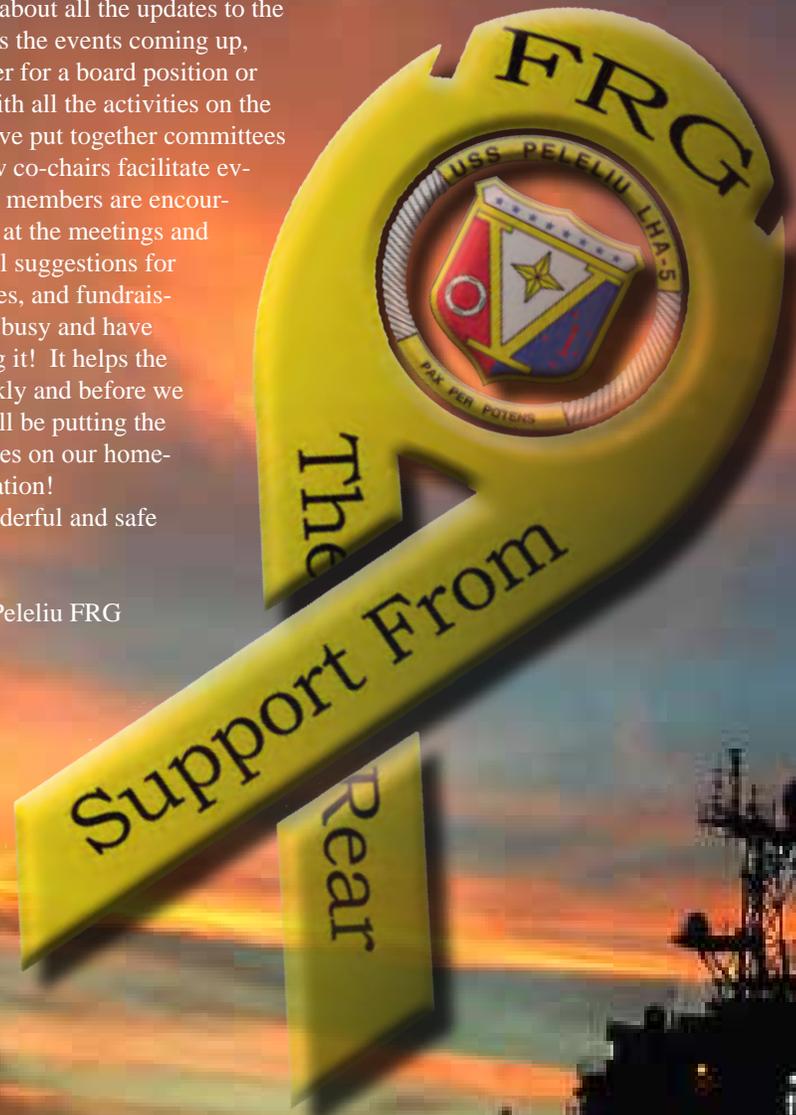
We are actively planning many events this fall, the first being the half way party, which has been pushed back to October 2. If you are not local to San Diego, you can join the party and see the video the ship made for us via Skype. All the details for the party will soon be posted on the Peleliu FRG Facebook group page, an Evite will be sent out, as well as in next week's edition of the PeleNews.

If you are not on our email list, please email us at peleliufrg@gmail.com and we will make sure you are added so you can get updates on all the exciting events coming up. Also, we have a Facebook group. Just search "Peleliu FRG" and request to be added. On the page you can keep up with current events in the group, join in discussions, and interact with other Peleliu families.

Our next meeting will be September 19 at 1100, the location is TBD. Please join us to hear about all the updates to the FRG, as well as the events coming up, and to volunteer for a board position or committee. With all the activities on the horizon, we have put together committees to help our new co-chairs facilitate everything. New members are encouraged to join us at the meetings and we welcome all suggestions for events, activities, and fundraisers. Let's stay busy and have some fun doing it! It helps the time pass quickly and before we know it, we will be putting the finishing touches on our home-coming celebration!

Have a wonderful and safe week!

Co-chairs, Peleliu FRG



Cover: A Marine CH-46 helo flies over a dam in the Kohistan area of Pakistan during humanitarian relief efforts. Photo by USMC Capt. Paul Duncan.

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FROM THE DECK PLATES



By CMDRCM
(SW/AW/SS)
Brent Williams

It should go without saying that this week has screamed by, and so has the month of August!! Like I have mentioned to many of you, especially our newest Command Indoc Class; before you know it we will be back in San Diego and the inspections will start, and soon after that the work ups. I didn't even mention POM, which is going to go by so fast it is ridiculous. So now is the time to start preparing for the next couple of months, if you can get it done now, then do so!!

I have seen, already, many certifications for ESWS and EAWS qualifications, keep it up!!!! If you think about it, once October gets here, we will have to start fine tuning the board

schedules. November and December will be filled with port calls and preparing for the arrival to home port, and the last 10 days or so will be focused on the Tiger Cruise. So hit the books now and get those quads out of the way.

This past week was also, once again, an opportunity to get some serious time in the books for the upcoming rating exam. Just yesterday I was chatting with a Sailor about studying and he stated, "Yeah CMC, I am going over the study guide every day." I stated that, "Shipmate, what part of the bibliographies tell you to use a study guide?" Again, please ensure that you are studying what is called for in your BIBS, nothing more, nothing less. Ensure you get with your Chief and the personnel office to make sure that you have signed your worksheet and all is good to go. Remember, it's your career, your service record, your responsibility.

Over the course of the last several days, we have seen changes in the E5 and below evaluations, NWU requirements, and also PTS. If you are hearing this for the first time via this article then you need to find your Chief and ask what latest and greatest information is. Things are changing fast and furious, and we all need to stay on top of what is going on in "our" Navy.

As I close, I want again welcome Captain Cedrun aboard and thank all of you for making this a great ship. Keep doing what you are doing and this will be yet another great deployment. Oh yeah, keep

asking the hard questions and drop the CO a suggestion, we have boxes located by my office and the vestibule just below the gym. Be safe out there!!

Go Navy, and "Keep Charging PELELIU"



Peleliu celebrated the 90th anniversary of Women's Equality Day by inviting junior female Sailors for a Women's Day conference to share life experiences and topics that effect women in the military.

Photos by MCSA Destiny Cheek

Iron Nickel's Digital Radiology

The Iron Nickel has one of the most capable medical treatment facilities in the fleet, more than a Nimitz-class aircraft carrier.

An integral part of the capability is the state-of-the-art digital radiology lab.

"It's important to have radiology capabilities aboard the ship to detect medical problems before they worsen," said HM1 (FMF/SW) Joven Pimentel, Peleliu's x-ray technician. "We have a digital Siemens Multi-Pro Fixed X-ray unit aboard the ship, and a portable small one, that is used on occasion in the operating room. We also have an ultrasound machine for detecting other problems the x-ray machine cannot detect."

Digital radiology has advantages over film because it accelerates the process for a diagnosis. The film x-ray has to go through a development process, like in wet process photography where film has to go through chemical development before the image is revealed. With digital x-ray, the image is obtained in a snap and transferred to a web-based system where the doctor can review it.

Moreover, digital x-ray is safer for the patient, the environment and the crew because it doesn't generate as much hazardous material waste and uses less radiation.

According to Pimentel, radiology on board Peleliu is as advanced as any other LHA or LHD ships in the fleet, but there are a few limitations, machines like fluoroscopes, CT scanners and MRI machines are unavailable because these machines require more space.

"With the ultrasound machine we can detect other conditions such as kidney stone, pregnancy, thyroid and bladder problems, check for abnormalities of testicles and ovaries, etc." said Pimentel.

The x-ray machine aboard the ship can detect various conditions such as broken bones, tuberculosis, collapsed lungs, abnormal size of the heart, pneumonia, and others.

"Recently we had a patient with a collapsed lung and the x-ray helped detect his condition," said Pimentel.

Without radiology capabilities aboard the Iron Nickel, patients could have health issues which may permanently affect their lives.

"We are here to support the ship's mission by providing x-rays to Marines and Sailors who got hurt off or on the ship," said Pimentel. "X-rays can determine what kind of treatment they need or if surgery is necessary."

Peleliu's radiology lab is only a small part of the overall medical capability, but one of the most valuable.

By MC2 *Edwardo Proaño*

Morale Day,

By MCCS Dan Smithyman
Photos by MC2 Andrew Dunlap

quenches thirst



After 50 days of arduous operations without a port visit, the Iron Nickel arranged a Morale Day Aug. 22 which proved a success as Sailors and Marines filed through the line on the flight deck to get their two beers.

A pair of 12-ounce beverages was only the beginning of a rare day of leisure for the busy crew. A Steel Beach picnic followed later in the afternoon and Cinema at Sea wrapped up the day's events. As usual, MWR provided some entertaining events and competitions throughout.

According to SHC(SW/AW) LJ Aquino, 2,880 cans of beer were issued while another 1,200 water bottles and 4,320 cans of soda added to the party. That's a total of 8,400 drinks for a population of around 2,300 for an average of more than 3.65 drinks per person. The CPO and SNCO Mess organized and distributed the suds, manned the grills, and serving lines, and many other hands lent theirs to contribute to the days events.

While cliché, it is safe to say, "a good time was had by all."

Combat Cargo: They Deliver

By MC1 Kenneth Hunter

When the MEU receives or delivers mail, food, or personnel from Peleliu in the middle of the ocean, Combat Cargo Department is there to assist.

Combat Cargo is a group of Marines who are responsible for the arrival and departure of all onloads and offloads for the 15th Marine Expeditionary Unit (MEU) embarked aboard the ship.

“We do flight deck operations, which include passenger runs, cargo lifts, vertical replenishments (VERTREP) and well deck operations,” said Master Sgt. Brian Savant, senior combat cargo assistant. “Our mission is to coordinate and execute the Marine Expeditionary Unit’s offload and onload plans, whether it is a humanitarian, combat or an administrative mission, the MEU gives us the plan and we execute it.”

Combat Cargo operates in two distinct areas on board Peleliu. One half of the team operates from the flight deck, hooking up pallets of air freight to helicopters and moving newly arrived material to the hangar bay. The other half operates in the well deck along with the upper & lower vehicle stowage area, ensuring Marines departing via the LCUs leave with the appropriate gear for their mission.

On the flight deck, Master Sgt. Jason Sallings and his Marines ensure delivery. Marine Combat Cargo plays a vital role in VERTREP. During a VERTREP, the cargo must be moved quickly to the hangar bay after helicopters lower it to the flight deck in order to ensure stores don’t spoil and the flight deck doesn’t get cluttered.

“The helicopters we use are CH-46 Sea Knights, CH-53 Super Stallions, and MH-60 Seahawks,” said Savant, describing the joint effort required to deliver supplies to the 15th MEU.

In the well deck, Gunnery Sgt. Douglas Billiot and his 21 Marines ensure the MEU’s vehicles and cargo are loaded according to the MEU’s load plan and adjusts the footprint when changes to the

plan occur. Sometimes the vehicles need to be shuffled around and this can pose a challenge to the Marines moving the seven-ton trucks, M1A1 Abrams tanks, trailers, and 10K Tram forklifts, in close quarters like the well deck, along with upper and lower vehicle storage areas.

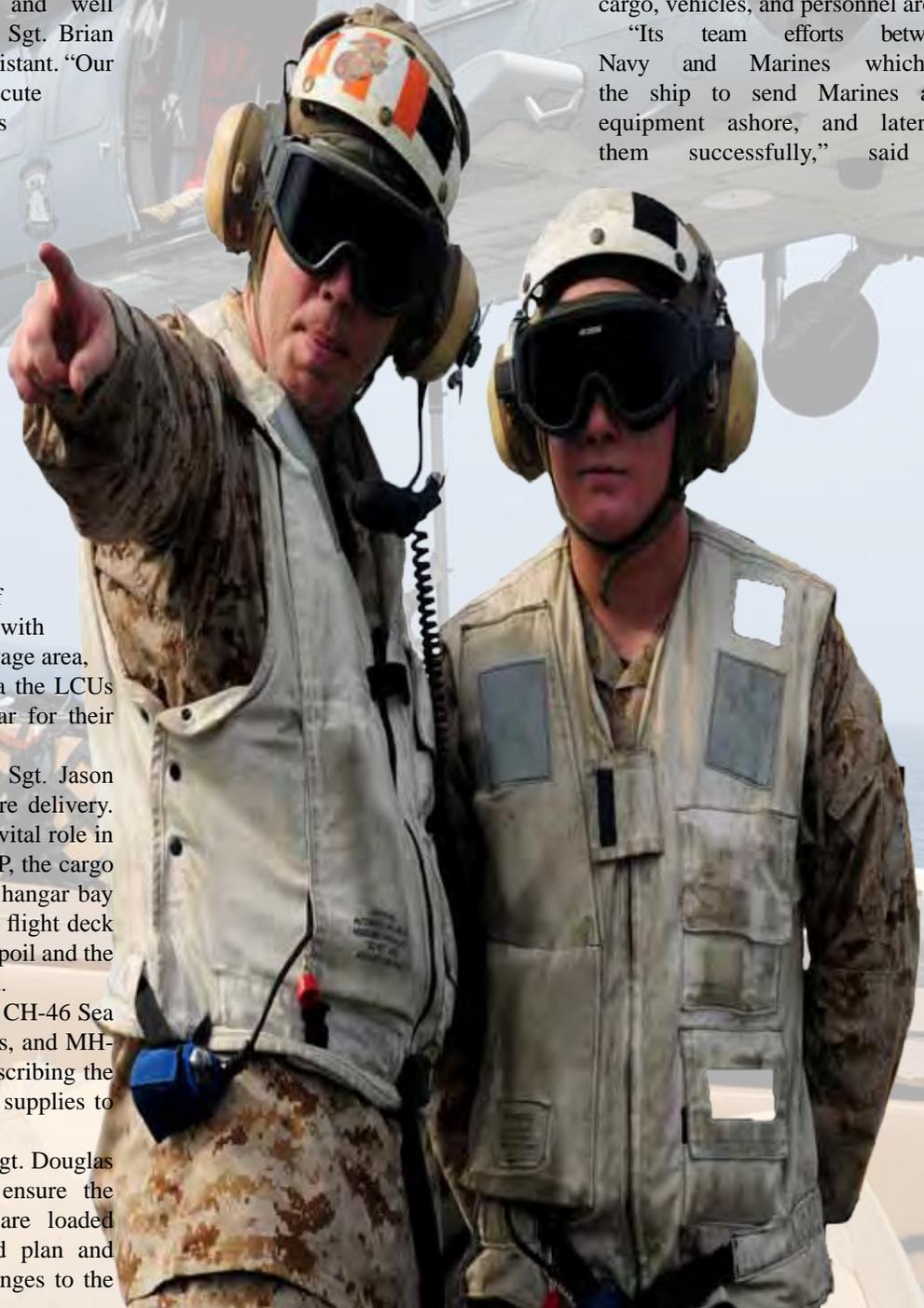
While the MEU is equipped with enough vehicles and heavy equipment to carry out a variety of missions, the Marines interest

in flexibility and speed requires the MEU to only take what’s necessary to carry out specific missions. This means Combat Cargo will have to move equipment around to ensure the MEU has what it needs for any mission.

“Vehicles need to get moved around and out of the way in order to execute the MEU’s offload plan,” said Billiot.

Whether by surface or air, Combat Cargo receives the MEU’s plan and ensures cargo, vehicles, and personnel are ready.

“Its team efforts between the Navy and Marines which allows the ship to send Marines and their equipment ashore, and later recover them successfully,” said Savant.



The War of 1812: The Beginning and the Press Gangs

By MC1 (SW/AW) R. David Valdez

The War of 1812 is one of those wars that really doesn't enter much into the American consciousness. While it's part of American history, there wasn't really a big accomplishment there. The U.S. didn't gain any territory, we were already an independent country, and Washington, D.C. was burned to the ground.

If there were any real accomplishments stemming from the War of 1812, they were normalizing relations with England, technological improvements to naval warfare, and the clear establishment of the U.S. Navy as a force to be reckoned with.

Historians still argue about what started the War of 1812. American historians contend the war started because of the British practice of impressment. Imagine being on a U.S.-flagged vessel, and a more powerful British vessel comes alongside, shoots up your ship to immobilize her, then a large group of Royal Marines come on board and tell you to get on the British ship. They've got guns pointed at you, and nobody has guns pointed at them. Odds are, you're going to go and hope for the best. Keep in mind, this happened to crewmen, not officers. Officers joined the Navy willingly, crewmen didn't.

The practice of impressment actually dated back to Edward I of England, but it became a more common practice from 1685 to 1814. Technically, it's still legal in England, but they haven't done that sort of thing since the draft during World War I.

By the heyday of impressment, life for a crewman in the Royal British Navy was no picnic. Sailors' wages were set in 1653 and didn't get raised until 1797. Higher wages were given to volunteers, or people who went along willingly with a press gang, but that was close to about \$200 a year. Pressed sailors were paid less, and they were often shackled to the ship when it pulled into port. In terms of pay, the best a pressed sailor could hope for was taking a prize (an enemy vessel of war or merchant ship) and getting a share. Even the "volunteers" were paid less than a farm laborer in England.

The British Parliament enacted the first law that officially legalized the practice of impressment during the reign of Queen Elizabeth I in 1563.

The need for the press gangs came from

the limited number of experienced sailors for any aspect of naval service. The Navy, privateers, and merchant fleet all had a problem finding enough men (women weren't allowed at the time) to actually work their ships. So the press gangs would arrive, blockade the city and roust men out of taverns, pull them off the street, or take them where they could find them. These men were first given an opportunity to "volunteer," which might have meant better pay and easier conditions, but it was only a matter of conditions which were less cruel, not humane. Even the "trusted" volunteers were known to jump ship as soon as a Royal Navy vessel pulled into port and return to their original merchant vessels, escape into the countryside, or otherwise avoid military service.

An alternate form of impressment was the quota system. The central British government would require each county to provide a specific number of people to serve in the Royal Navy. Naturally, this was a great way for community leaders to get rid of the riffraff, so they'd offer up petty criminals and malcontents who would be able to serve the remainder of their sentences on board a navy vessel. Of course, this may have given rise to the idea of sailors being people of somewhat dubious character, but however the English managed to get sailors aboard their ships, they did manage to have the most powerful navy in the world.

How did this practice lead to the second full-blown war between the United States and England in less than 50 years? The answer is a little complicated, but it starts with the British navy blockading the Chesapeake Bay.

During the Napoleonic Wars (1803-1815), the British were blockading the Chesapeake Bay to prevent a pair of French ships from getting supplies to France in 1807. Several British sailors deserted their ships and made their way to the Chesapeake. HMS Leopard was sent to find the deserters and found the American ship off the coast of Norfolk, Va. The commanding officer of Leopard, Captain Salisbury Pryce Humphreys, hailed Commodore James Barron, the commanding officer of Chesapeake, and ordered the U.S. Navy vessel to

heave to and prepare to be boarded for a search. Barron refused, despite having a cluttered deck and no real means of self-defense. Humphreys fired a broadside at Chesapeake, killing three men and injuring 18 others, including Barron. Barron struck his colors and offered a surrender, which Humphreys refused and sent a boarding party to Chesapeake.

Humphreys found four men who had deserted Royal British Navy ships, but only one of them was English-born. Of the four, only the English-born sailor, was sentenced to death for desertion. The three American-born sailors were sentenced to 500 lashes, but their sentences were commuted.

Thomas Jefferson commented on the entire affair saying: "Never since the Battle of Lexington have I seen this country in such a state of exasperation." While the American government used diplomatic means to convince the British to stop impressing sailors on U.S.-flagged vessels, the British ignored the requests and continued the practice.

This practice, along with British support of Native Americans hostile to Western Expansion and certain American desires for a conquest of Canada, led to the two-year war with England.



Women's Equality Day



Our nation will celebrate Women's Equality Day on August 26, 2010. In 1971 Congress proclaimed August 26th as the date to commemorate the passage of the 19th Amendment to the U.S. Constitution, which gave women full voting rights in 1920. Since the earliest days of our democracy Americans have taken great pride in our pursuit of equality. We have struggled for equal rights and have pursued the ideal of building a perfect union where all men and women are treated equally. On Women's Equality Day, we celebrate the passage of the 19th Amendment; a great milestone for equality in America. We pay tribute to the inspiring individuals who stepped forward and asked our nation to live up to its founding principles of equality for all. The courage and vision of the American suffrage strengthened our nation and allowed us to build a country where the dignity of every person is respected and where opportunity is within everyone's reach. The history of the women's equality is an integral part of the history of America. This day provides an excellent opportunity for the Soldiers and civilians to acknowledge the women's equality movement. Commanders, supervisors should encourage their personnel to participate in the events that celebrate those contributions.

26 August 1920 to 26 August 2010