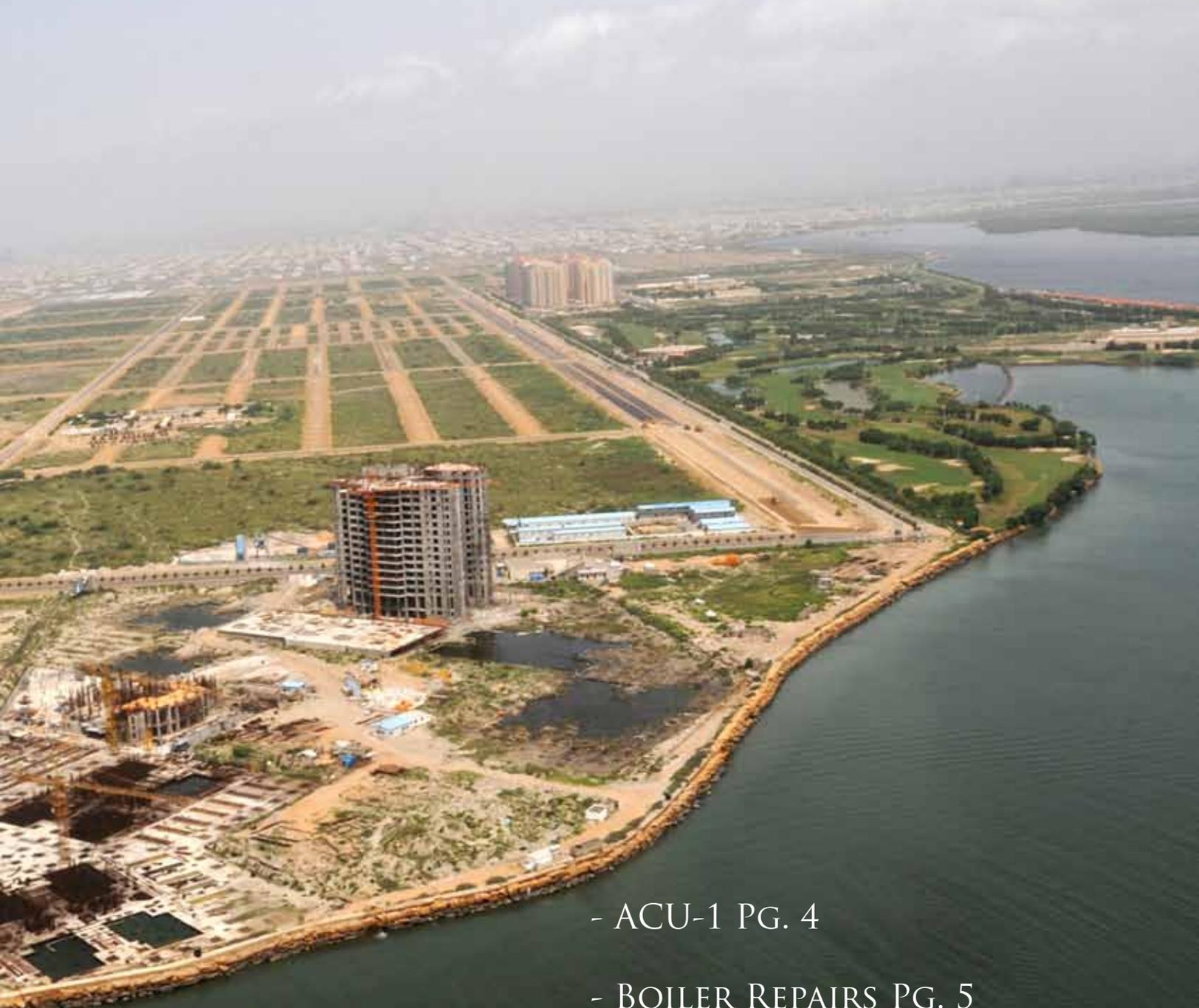


August 24, 2010

PeleNews



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FROM THE DECK PLATES



By CMDCM
(SW/AW/SS)
Brent Williams

Once we again we find ourselves coming to the end of another busy week. This week has been filled some great accomplishments and a lot of great work. We have pinned several Sailors in both Aviation Warfare and Surface Warfare. We have completed some outstanding re-enlistment ceremonies, hosted a very successful media visit; plus two Liberty at Sea days, and once again recognized a safety pro and a Sailor of the Week.

I can't help to think of the amount of accomplishments that occur daily on this ship. As I am out and about I can't help to notice the level of detail that goes into many of the evolutions that occur on any given day and at all hours of the day or night. Sailors are helping Marines and Marines are assisting Sailors just as much. I do believe that is what makes this ship so successful.

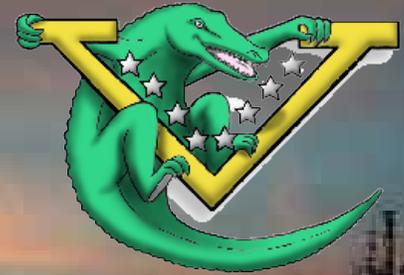
Of course walking around as the Command Master Chief is something that I enjoy doing daily; be it a spot check or just getting out and seeing what is going on. Just yesterday, I had a shipmate make a comment to me after I had asked, "How is it going?" He stated, "Well CMC, a lot better than a few weeks ago." That got my attention so I stopped what I was

doing and said, "oh yeah, tell me about it." Well it was kind of dark so I wasn't quite sure who it was but as soon as he started his story, I knew. This shipmate had a bad couple of weeks and has since picked himself up and is now wearing his EAWS pin and is the Divisional MVP! Way to go shipmate and keep up the great work!! Also on a little walk around, I had a Sailor come up and let me know that he has been approved, through PTS, to go to submarine school and become a Sonar Tech! The system does work. He was thrilled and can now say that all that hard work has paid off!! By the way he is an E3 and is dual warfare qualified.

As many of you know your hard work will pay off, it is proven everyday. We also have Admiral Harris taking time out daily to get out and meet the crew. It is impressive to see the pride that is apparent once he walks in the space and hear all the great things that are going on.

Well, as I sign off I just wanted to, once again, remind our future Petty Officers that the test is getting closer and it is time to really commit to hitting the books. It will be here before you know it. And don't forget, many of you are now able to wear your Sea Service ribbon as we have past the 90 day point of this deployment, congratulations!! As always, don't count the days till we get home, count the days you have left to make this the most productive time of your careers!!

Go Navy, and "Keep Charging PELELIU"



On the Cover - An aerial photo of the Pakistani coastline. Photo by MC3 Omar Dominquez.

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ESG5 COMMANDER VISITS PAKISTAN

By MC2 Edwardo Proaño

Rear Adm. Sinclair H. Harris, Commander, Expeditionary Strike Group 5/Commander, Task Force 59, visited Pakistan twice last week after the nation experienced major flooding that began July 29.

During his visit, Harris met with senior members of the Pakistani military and United States Marines and Sailors who are providing relief. He also saw first-hand the devastation that the flooding has caused.

“My first impression of the devastation was ... it was tremendous,” said Harris. “The country is inundated.”

U.S. military helicopters and three C-130 aircraft transported over 1.4 million pounds of supplies and have rescued 6,490 victims since August 5.

U.S. Army Brig. Gen. Mike Nagata, Deputy Chief, Office of Defense Representative to Pakistan (ODRP), expressed gratitude for the help provided by the United States Navy and Marine Corps team.

“Your Sailors and Marines are delivering extraordinary effectiveness and results every single day,” Nagata told Harris. “It is our honor to serve alongside them, and to watch how they are saving lives with matchless skill and dedication.”

Amphibious assault ship USS Peleliu (LHA 5) arrived August 9 off the coast of Pakistan and provided heavy lift helicopter capabilities.

“Peleliu was one the first units on scene once the devastation occurred,” said Harris. “She rolled quickly from one mission and traveled almost 1000 miles to be off the Pakistani coast, and was able to provide the helicopter support.”

Harris expressed admiration for the Navy and Marine team, ashore and aboard Peleliu.

“Everyone should be very, very proud of the Sailors and Marines that are on the ground in the Ghazi area right now, in Pakistan and Islamabad working with the ODRP people, also the folks down in Karachi and especially onboard the Peleliu who are making sure that all this continues to be maintained; the helicopters and all the support that they are providing. It’s a great example of the Navy/Marine Corps team in action,” Harris said.

As the commander of ESG 5 and CTF-59, Harris is responsible for all amphibious forces deployed to 5th Fleet. He is responsible for the planning and execution of contingency response missions and maritime humanitarian aid and disaster relief operations. This

includes the Peleliu Amphibious Ready Group (PEL ARG) and the 15th Marine Expeditionary Unit (MEU).

PEL ARG and 15th MEU serve as the theater reserve force for U.S. Central Command and report directly to Harris.

The 5th Fleet Area of Responsibility encompasses 2.5 million square miles of water and includes the Arabian Gulf, the Arabian Sea, the Red Sea, the Gulf of Aden, the Gulf of Oman and parts of the Indian Ocean.



Rear Adm. Sinclair Harris, ESG5 Commander, arrives in Pakistan as a part of Peleliu's ongoing effort to aid the Pakistani government with flooding relief support.

ACU-1: A SELF SUSTAINED UNIT

Story and photos by MC1 K. Hunter

Picture this, a ship, within a ship, so to speak. A Landing Craft Utility (LCU) is basically a smaller version of any other ship. On board Peleliu we LCU's 1666, 1633, 1630, and 1635 are parked inside the well deck.

"Our overall capabilities are transporting Marines and their associated equipment from ship to shore. We are able to travel up to 11 knots and can accommodate up to 300,000 pounds of cargo like trucks and ammo, or we can transport a full complement of 350 combat-ready Marines," said Chief (Select) Engineman (SW) Timothy Yarrington of ACU-1.

An LCU is a small ship with the similar capabilities using two main and three auxiliary machinery spaces, armory and magazine. Inside, it has modern navigation and communications systems to get Marines and their equipment to the mission ashore.

"We have everything that the Peleliu has, but smaller onboard, and no aircraft, We have UHF-VHF and HF fixed radio systems along with crew-served weapons (50 cal and M240 machine guns). We eat, sleep and work aboard the craft, even when it's in the ship's well," said Senior Chief Quartermaster (SW/AW) Christopher Lardie, Craftmaster of LCU-1666

Facilities on the 1666 are smaller than they are on a ship, but they accommodate the crew of ten. The long stainless steel galley gives the feel of a small railcar diner. A stacked washer and dryer fill space inside the two-toilet and shower head, with pocket doors providing some privacy. Below decks, a lounge adjoins a two-person stateroom and berthing space.

"We can sustain ourselves out at sea for at least ten days and over 1200 miles without support of the Peleliu, however our limitations are with regard to food and fuel, as we only have the capability to carry 3500 gallons of fuel and 10 days of fresh and frozen food. Water is not an issue, as the craft is capable of making it by means of our reverse osmosis system," said Lardie.

The crew of LCU-1666 is made up of Sailors from five different ratings manned for their particular jobs to maintain and



The crew of Assault Craft Unit 1 Det F pose for a group photograph.

navigate the craft, and feed this small crew.

The standard complement is a Craftmaster who is the Conning Officer (Officer in Charge), and a Chief Engineer who is in charge of all engineering spaces, CHT (collection, holding and transfer) and potable water. One Culinary Specialist prepares meals for the crew; an Electrician's Mate handles the battery power and LCU power, a Quartermaster safely navigates the craft and handles all communications, two Boatswain's Mates maintain the interior and exterior of the craft and three Enginemen maintain the engines and generators. All crew members are fully qualified in all watch stations to include helmsman, throttleman, line handler, sounding and security, and force protection.

Peleliu's Deck Department handles lines, as well as the craft's entrances and exits from the well deck during condition Three-Alpha evolutions. Once the LCU crosses the sill of the well deck in a slow and controlled manner, mooring lines are passed from the wing wall to the craft line handlers, where they are secured to the craft's bits. The

Peleliu's line handlers assist in positioning the LCU.

On board LCU 1666, the three-person deck division handles the mooring lines and ground tackle, the movement of personnel and positioning of all vehicles and cargo during the offloads, and maintaining all damage control equipment.

"Overall, the whole experience is like parking an \$80,000 Cadillac inside of a narrow garage," said Lardie.

The size of the crew makes esprit de corps and job satisfaction incredibly important. Getting 350 Marines and their equipment from the ship to shore is a task in which Lardie takes pride.

"It's probably one of the best jobs in the Navy," said Lardie. "It's shipboard life. It's good living with a small but good and knowledgeable crew. It's good to be able to rely on each other and know they will do the same. We're self-sustaining," said Lardie.



QM1 (SW/AW) Michael Plewa and QMCS (SW/AW) Christopher Lardie pose inside of a LCU.

Boiler Repairs on board the Iron Nickel

By MC1 (SW/AW) R. David Valdez

ON BOARD USS PELELIU, AT SEA— “We are professional Sailors and Civilians – a diverse and agile force exemplifying the highest standards of service to our Nation, at home and abroad, at sea and ashore.”

This line of the Navy Ethos speaks to the team of civilians who came to USS Peleliu and repaired one of the boilers on board. This recent repair exemplifies what this line means. The story begins on board during a routine day and culminates a successful repair through teamwork.

The Peleliu’s oil king, Machinist’s Mate 1st Class (SW) Ryan Baker and his team in the oil lab were paying attention to detail while doing their job, and started the process that would lead to the swift completion of repairs.

“We discovered there was a problem in the boiler water chemistry,” Ryan said. “We check the chemistry of the boiler water on a regular basis, and if there are the wrong kinds of chemicals in the boiler water, that indicates a leak, so we had to shut the boiler down.”

A thorough inspection of the boiler revealed cracks in the welds joining the superheating tube to the rest of the boiler. In a machine as complex as the propulsion systems of the Iron Nickel, everything is delicately interconnected.

“You need every part of that boiler,” said Andrew Friesen, one of the supervisors in the 25-man team of contractors who came on board Peleliu to repair the boiler.

While Peleliu has a Level 1 welder on board the ship, this work requires a level of precision which is only achieved by people who do this kind of work on a regular basis, according to Ryan.

The contractors traveled from Norfolk, Va. to Peleliu in five days, crossing through seven countries, and got to work the night they arrived.

“We worked 27-hour shifts to get the job done in about five days,” Friesen said. “Normally you’re going to have a job like this done in about twice the number of days, but we’d work the same number of hours. A lot of the guys were restless and wanted to get the job done.”

Despite being restless, Joe Neuner, the

work leading mechanic, explained that the job requires a critical attention to detail.

“The superheater tube is about one, maybe two inches in diameter, and you have to remove the defective seal weld first,” he said.

After removing the defective weld, the team had to make ferrules, which were made by Bruce Overbay, one of the mechanics on the team. A ferrule is effectively a guide and support for the tube.

At this point, a non-destructive test (NDT) was made to establish the integrity of the tube itself. Once the test proved the tube was satisfactory, the mechanics installed the new ferrules and prepared the tube for heating using heating strips provided by Rick Maser, the electronics’ supervisor.

“Basically a heating strip is like a ceramic heating pad,” Maser said. “They can go up to 1200 degrees, but we only heated the tube between 400-600.”

Once the tube was heated, the team welders, Mike Riley and Todd Scott were able to begin welding.

“After the root weld is complete, you have to do an NDT,” Friesen said. “You have to do another NDT after each weld pass.”

Once the welds were complete, the crew performed another NDT while the tube was still heated, then the team progressively lowered the temperature of the tube.

“We reduce the temperature gradually to avoid making the tube crack,” Friesen explained. “After we got the tube down to room temperature, we did a cold NDT to ensure there weren’t any cracks in the weld.”

At this point, the team of contractors and Sailors cleaned the debris away from the tube, and prepared for a hydrostatic test.

“Normally, you have to do multiple tests and re-welds,” Baker said. “They only needed one. That’s how good these guys were.”

While the pros from Dover, actually Norfolk, were needed to come on board to effect the repairs to the boiler and re-install the boiler’s castable refractory, Peleliu Sailors were instrumental to completing these repairs.

“It was a real pleasure working with these guys,” Friesen said. “They’re really hard workers, and we knocked it out. We got some great support from the ship.”

One Machinist’s Mate 3rd Class was singled out for his help on the project.

“I’d like to pack MM3 Chapman up in my suitcase and take him with me. That guy’s a really hard worker,” Friesen said. “MMC Hodle was a good guy to work with, and the CHENG and the MPA were really great.”

The team that came out to the ship had a few hours’ notice and completed a task normally reserved for some time pierside. Like the Sailors and Marines on board Peleliu, the 25 men who came to the ship left behind lives and families to come here and help us carry out our mission. In fact teamwork may have been the name of the game for this evolution.

“We had just about everybody in Engineering Department working together here,” Baker said. “R-Div, the MR shop, and M-Div were all working together on this. My guys got a lot of training from those guys.”

Some people might resent the idea of having to jump on a plane with only hours to pack, travel through seven countries in five days, and working the same night they arrive on a job site. For this team, it was a chance to help.

“We’re glad to be here and get the job done,” Maser said. “And we’re ready to go home.”

“We’re happy to come and help support,” Neuner said.

With ‘enemies’ like the

Along with its financial help, the Uni



Photo by Marine Corps Captain Paul Duncan

U.S. Navy air crew assigned to Helicopter Mine Countermeasures Squadron (HM) 15, Detachment 2, help Pakistani Soldiers unload relief supplies aboard a U.S. Navy MH-53E Sea Dragon during humanitarian relief efforts.

From the Pakistani Express
Gibran Peshimam, Pakistani Express Writer

ABOARD THE USS PELELIU – While a number of countries widely regarded as being close to Pakistan are trudging their way toward lending a helping hand to tens of millions of Pakistanis affected by the devastating floods, the one country that is looked at with most suspicion, if not outright hatred, continues to spearhead the relief effort.

The United States on Wednesday upped its assistance for Pakistan’s flood affectees from \$76 million to \$90 million – a figure that is by far the largest on the donors list.

In fact, the figure is as much as the next three donors combined.

Aside from the provision of goods and monetary aid, one of the methods of assistance being provided by the US is the use of its aircraft, which is at the moment the most important factor in the relief effort given the destruction of the road network in Pakistan.

Some 19 helicopters have been brought for use in Pakistan and 15 are already operating in the country – helping provide relief goods as well as airlifting stranded people. These include three Navy MH-53E Sea Dragons and four Marine Corps

CH-53E Super Stallions – machines that rank up there in terms of size and capability. They can carry more than 55 people and a payload of 15 tons.

There are also 12 CH-46E Sea Knights – medium-sized aircraft which can carry 25 passengers and has a takeoff weight of about 11 tons.

These helicopters have basically been put at the disposal of the Pakistan government, since they operate in full coordination with Islamabad as well as the armed forces of Pakistan; which are in the midst of their own respective efforts to help millions of Pakistanis recover from a

ese, who needs friends?

ted States ups its logistical assistance

“What I saw yesterday, the sick children, the frightened mothers-it touches our common humanity and makes our differences seem petty.”

US Consul General, William Martin

disaster of biblical proportions.

Over a dozen additional aircraft are expected in coming days to supplement the assistance.

Standing aboard the USS Peleliu, the American vessel that brought most of the helicopters toward the Pakistani coast to begin relief and rescue operations, Rear Admiral Sinclair Harris, the commander of the relief operation, briefed the media about the efforts currently underway on the part of the United States.

He spoke of the almost immediate orders given to the vessel to move toward Pakistan from Bahrain to assist in flood relief efforts.

Rear Admiral Harris, who also worked on the relief effort for one of the US' most potent natural disasters, Hurricane Katrina, puts it plainly.

“People want to know just how bad it is; I tell them that New Orleans was devastated after Katrina – but pales in comparison to what has happened in Pakistan.”

The 2,100 – strong crew of the Peleliu stands aboard the massive – over 39,000 ton, 820 foot vessel docked off the coast of Karachi – in international waters. And though they may not say it, it is clear they do not want to tread on the sensitive issue of sovereignty.

United States Consul General in Karachi William Martin visited the Peleliu on Wednesday and thanked the crew for their effort. He also highlighted the philosophy of the US and President Barrack Obama regarding the relief effort.

“Admiral Harris, I want to thank you and the men and women of ESG-5 for your selfless determination to help thousands and thousands of desperate people whose lives have been devastated by the unprecedented floods in Pakistan.”

Speaking of his visit to a camp set up

in Karachi a day earlier, the C-G said: “I saw the pain and devastation in their eyes. It is easy to talk about numbers, numbers of victims, quantity of aid, but what I saw yesterday, the sick children, the frightened and helpless mothers, it touches our common humanity and makes our differences seem petty.”

Martin added that: “More than 440,000 meals, halal meals, were delivered to Pakistan within 36 hours of the initial flooding. We have now committed \$90

million to support relief efforts in Pakistan, including funding for the United Nations and many local and international NGOs.

“For example, the World Food Programme (WFP) has provided nourishment to over 840,000 flood-affected Pakistanis. More than half of that food has been donated by the United States.”

When asked to comment on the irony of helping people many of whom have a less than compassionate view of the US, Rear Admiral Harris said that the mission is not focused on that aspect, or that of image building.

“It’s just about helping the people at the moment,” he said, adding, “it is a matter of humanity – nothing else.”



Photo by Marine Corps Captain Paul Duncan

A member of a U.S. Navy air crew assigned to Helicopter Mine Countermeasures Squadron (HM) 15, Detachment 2, helps Pakistani soldiers unload relief supplies from a U.S. Navy MH-53E Sea Dragon helicopter during humanitarian relief efforts.

THE UNITED STATES NAVY

CORE VALUES



THROUGHOUT ITS HISTORY, THE NAVY HAS SUCCESSFULLY MET ALL ITS CHALLENGES. AMERICA'S NAVAL SERVICE BEGAN DURING THE AMERICAN REVOLUTION, OCT. 13, 1775. THE CONTINENTAL CONGRESS AUTHORIZED A FEW SMALL SHIPS. CREATING THE CONTINENTAL NAVY, ESEK HOPKINS WAS APPOINTED COMMANDER IN CHIEF AND 22 OFFICERS WERE COMMISSIONED, INCLUDING JOHN PAUL JONES. FROM THOSE EARLY DAYS OF NAVAL SERVICE, CERTAIN BEDROCK PRINCIPLES OR CORE VALUES HAVE CARRIED ON TO TODAY. THEY CONSIST OF THREE BASIC PRINCIPLES.

HONOR

"I WILL BEAR TRUE FAITH AND ALLEGIANCE..." ACCORDINGLY, WE WILL: CONDUCT OURSELVES IN THE HIGHEST ETHICAL MANNER IN ALL RELATIONSHIPS WITH PEERS, SUPERIORS AND SUBORDINATES; BE HONEST AND TRUTHFUL IN OUR DEALINGS WITH EACH OTHER, AND WITH THOSE OUTSIDE THE NAVY; BE WILLING TO MAKE HONEST RECOMMENDATIONS AND ACCEPT THOSE OF JUNIOR PERSONNEL; ENCOURAGE NEW IDEAS AND DELIVER THE BAD NEWS, EVEN WHEN IT IS UNPOPULAR; ABIDE BY AN UNCOMPROMISING CODE OF INTEGRITY, TAKING RESPONSIBILITIES IN OUR PUBLIC AND PERSONAL LIVES TWENTY-FOUR HOURS A DAY. ILLEGAL OR IMPROPER BEHAVIOR OR EVEN THE APPEARANCE OF SUCH BEHAVIOR WILL NOT BE TOLERATED. WE ARE ACCOUNTABLE FOR OUR PROFESSIONAL AND PERSONAL BEHAVIOR. WE WILL BE MINDFUL OF THE PRIVILEGE TO SERVE OUR FELLOW AMERICANS.

COURAGE

"I WILL SUPPORT AND DEFEND..." ACCORDINGLY, WE WILL HAVE: COURAGE TO MEET THE DEMANDS OF OUR PROFESSION AND THE MISSION WHEN IT IS HAZARDOUS, DEMANDING, OR OTHERWISE DIFFICULT; MAKE DECISIONS IN THE BEST INTEREST OF THE NAVY AND THE NATION, WITHOUT REGARD TO PERSONAL CONSEQUENCE; MEET THESE CHALLENGES WHILE ADHERING TO A HIGHER STANDARD OF PERSONAL CONDUCT AND DECENCY; BE LOYAL TO OUR NATION, ENSURING THE RESOURCES ENTRUSTED TO US ARE USED IN A HONEST, CAREFUL, AND EFFICIENT WAY. COURAGE IS THE VALUE THAT GIVES US THE MORAL AND MENTAL STRENGTH TO DO WHAT IS RIGHT, EVEN IN THE FACE OF PERSONAL OR PROFESSIONAL ADVERSITY.

COMMITMENT

"I WILL OBEY THE ORDERS..." ACCORDINGLY, WE WILL: DEMAND RESPECT UP AND DOWN THE CHAIN OF COMMAND; CARE FOR THE SAFETY, PROFESSIONAL, PERSONAL AND SPIRITUAL WELL-BEING OF OUR PEOPLE; SHOW RESPECT TOWARD ALL PEOPLE WITHOUT REGARD TO RACE, RELIGION OR GENDER; TREAT EACH INDIVIDUAL WITH HUMAN DIGNITY; BE COMMITTED TO POSITIVE CHANGE AND CONSTANT IMPROVEMENT; EXHIBIT THE HIGHEST DEGREE OF MORAL CHARACTER, TECHNICAL EXCELLENCE, QUALITY AND COMPETENCE IN WHAT WE HAVE BEEN TRAINED TO DO. THE DAY-TO-DAY DUTY OF EVERY NAVY MAN AND WOMAN IS TO WORK TOGETHER AS A TEAM TO IMPROVE THE QUALITY OF OUR WORK, OUR PEOPLE AND OURSELVES.