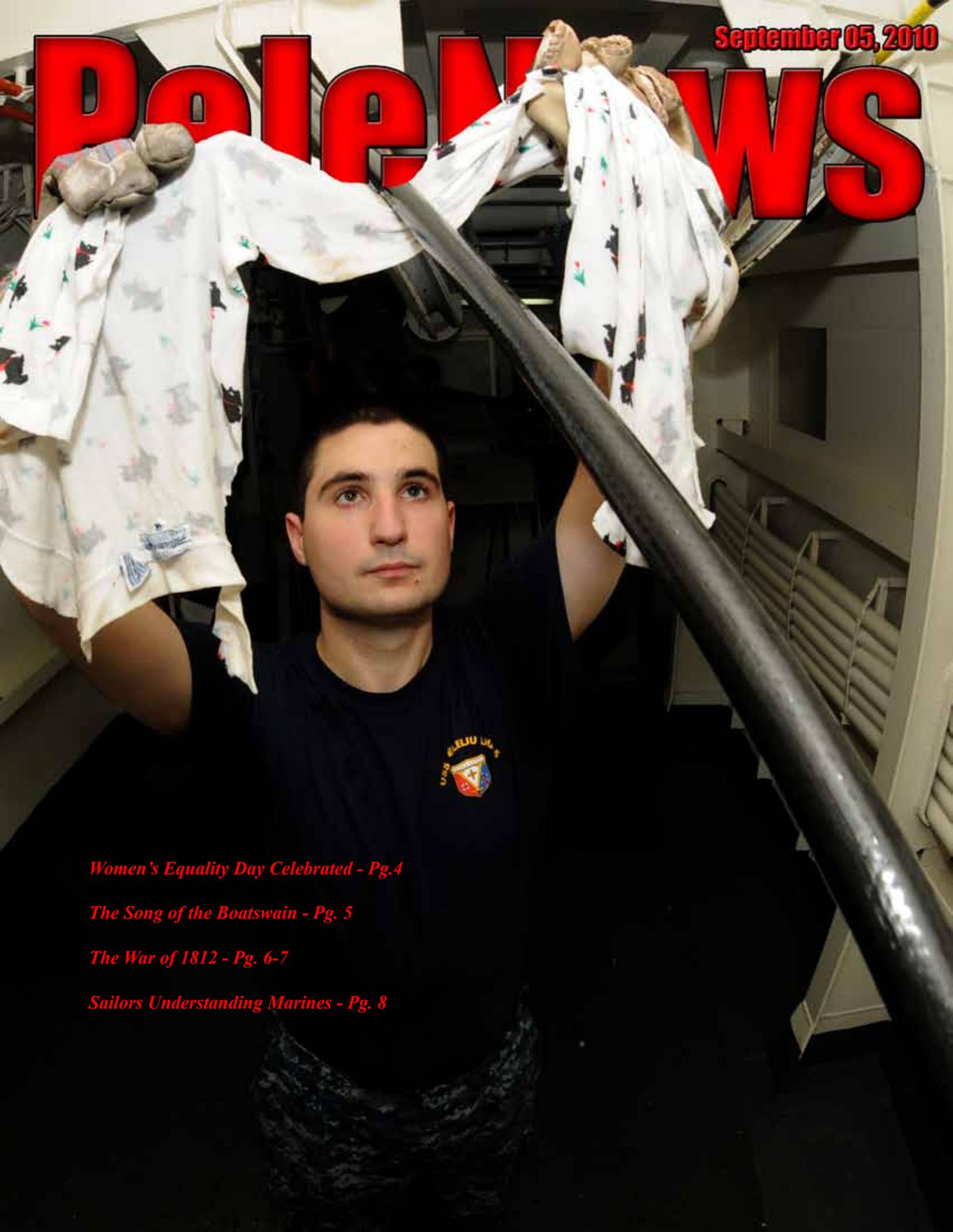


September 05, 2010

POIPI NEWS



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FROM THE DECK PLATES



By CMDCM
(SW/AW/SS)
Brent Williams

Can you believe it, the deployment's half way point is mere days away, depending on what date you are hearing for our return.....my point is, time will slip by you if you are not careful. As I go back a few articles, I see where I discussed the preparations for the September exams; and look; this week was the E-6 exam, and in two weeks they will have come and gone.

I am also seeing a large number if warfare certifications coming up for the CO's signature, and that is a good thing! However, if you haven't started, or have put the books down for awhile, you need to realize that soon we will be putting out the last dates for warfare final boards. Shipmates, it never fails, every deployment we get to the last month, and all of the sudden the CPO mess is flooded with personnel that are up for the final board. I would highly recommend that if you are serious about the completion of the now required warfare pins, then please get started. If you any questions concerning the new requirements, refer to NAVADMIN 268/10, which states that

all personnel will obtain their prescribed warfare device within 30 months of reporting aboard. However the standard is still in effect for those E5 and above. A new ship's instruction will be out soon, once we receive more guidance from the TYCOM.

As Labor Day also approaches and if we were in port, I would be sending the annual safety message that would focus on driving long distances, summer activities, and of course, water sports. But since we are underway, we need to stay focused and continue to think safety in everything we do; including traveling up or down ladders, recognizing different postures around the ship; be it flight quarters, general quarters, or darken ship. Daily, I hear of safety items that could have been avoided. Please, re-focus and assist in ensuring we stay safe out here, the ship is dangerous enough without us adding to it.

I know we have been at sea for quite sometime, so keep doing what you are doing and keep working towards those goals!! As you see our newest shipmates walking around, welcome them aboard and make sure the check in process is in the works. Command Indoc will commence on the 17th of this month.

Go Navy, and "Keep Charging PELELIU"



On the Cover - IT3 Troy Handren wipes down a cable attached to the NIXIE. Photo by MC3 Ian Campbell.

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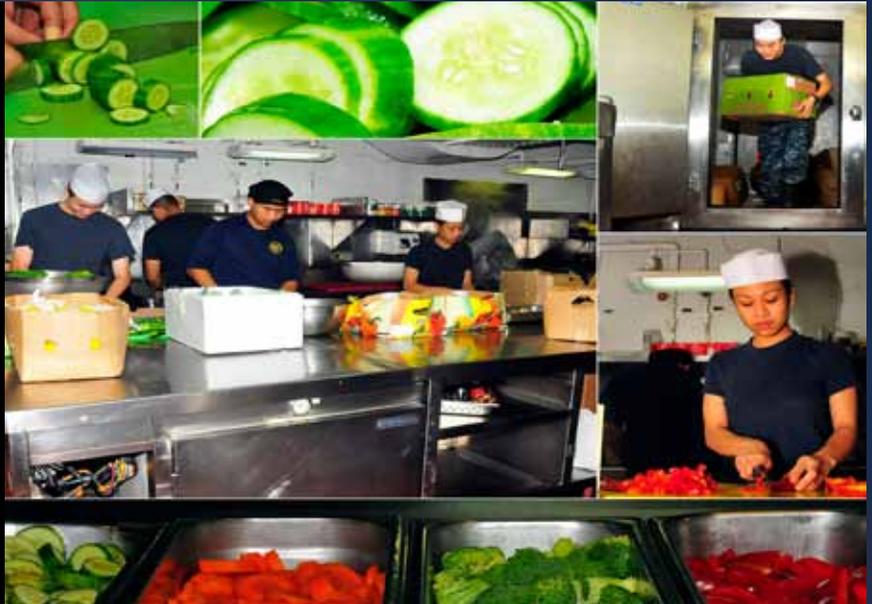
"FIVE SERVINGS A DAY"

Photos by MC2 Edwardo Proano

Food Service Division emphasizes good nutrition with every meal. Regardless of the day or time, Sailors and Marines can be seen in the ship's galley chopping fresh fruits and vegetables.

The fruits and veggies are stored in the chill box and prepared for breakfast, lunch, dinner and midrats.

Serving four meals a day with fresh produce takes lots of man hours, but worth every minute.



Family Readiness Group Update



email us at peleliufrg@gmail.com for the flyer and additional details, you won't want to miss the shenanigans we have planned for this family friendly event! We have secured many fun prizes to raffle off at the party. You do not have to be at the party to win, details on buying raffle tickets will be sent out in the next few weeks.

Half way party:

2 October 2010 2-6 p.m.

*Torrey Villas Resort Community
11110 Vista Sorrento Pkwy
San Diego 92130*

Email us at peleliufrg@gmail.com for full details and our official invite.

September at: Highland Ranch Community Park, here is the link for directions.

[http://sdplaygrounds.com/carmel_mountain_ranch_highland_ranch_community_park.html](http://sdplaygrounds.com/carmel_mountain_ranch/highland_ranch_community_park.html)

Join us for an informative meeting, there is a park so the kiddies can play and the adults can chat and get to know each other. If you would like to be considered for a board position or want to volunteer to chair a committee, come at 10:30 a.m. to sign up. As always, all suggestions are welcome, have a safe and productive week!

FRG CO-Chairs

Happy Labor Day to all here at home, as well as out there on the big blue! Traditionally, Labor Day is celebrated by most Americans as the symbolic end of the summer and for the Peleliu family, that means another milestone in the rearview and that much closer to our Sailors and Marines coming home.

Like Speed Racer, the FRG board has put the pedal to the metal and plans for the half way party are underway. Details were sent out in email and posted to the Peleliu FRG Facebook fan page. If you are not on our email list or on Facebook,

We'll be using Skype for everyone outside the San Diego area so you can be part of the party, as well as view the half way video from the ship.

Our first fundraiser is going to be a garage sale, held on 11 September from 6:30 a.m.-1 p.m., if you have anything you would like to donate email us. If you would like to join us that morning and help out with the sale and have some fun, come over: 2727 Korink Ave, San Diego

The garage sale and other fundraisers will assist with the many escapades we are planning for this fall! The next FRG meeting is slated for 11a.m. on 19

Peleliu Celebrates Women's Equality Day

By MCSN Destiny Cheek

Iron Nickel celebrated the 90th anniversary of Women's Equality Day by inviting female Sailors to a conference August 28 to share life experiences and discuss topics that affect women in the military.

In 1971, Congress declared August 26 as the date to celebrate the passing of the 19th Amendment to the U.S. Constitution, which gave women full voting rights in 1920.

August 26, 2010 marks the 90th anniversary of women's equality as citizens.

"The Amendment was passed in 1920, over 90 years ago, it took a long time for women to get to where they are now," said Lt. Cmdr Kelly Taylor, Peleliu's METOC officer.

At the conference, females of all available ranks, officers and enlisted, assembled in the wardroom.

During the conference, many senior female Sailors gave short lectures on parenthood, case studies, career goals, education, coping techniques, domestic violence, sexual assault,

mentorship, goal making, family planning, relationships and health.

Senior Chief Aviation Ordnanceman (SW/AW) Diane McQueen-Gipson discussed the importance of having a family care plan for military couples and single parents.

"For those in uniform, family planning is very important," said McQueen-Gipson.

Peleliu's women also learned the importance of SMART (Specific, Measurable, Attainable, Realistic, and Timely) planning when deciding on short-term and long-term goals.

The speakers emphasized the importance of being a woman in the military and how a woman should carry herself on a daily basis on and off duty.

"There are tons of people out there just doing the minimum, and we have to do better," said Navy Counselor 1st Class (SW/AW) Athena Allen. "As women in the military, there is already a magnifying glass on us."

'Bloom where planted' was the message throughout the conference.

"Bloom where planted," said Allen. "Do the best you can today wherever you are. You never know

how it affects the future."

Each mentor shared last minute advice for the junior female Sailors.

"Females in this room show that women's equality still exists," said Lt. Cmdr Michele Laporte, Assistant Supply Officer. "I appreciate every single person in this room, and what you Sailors do every day continues to be a success."

The mentors continued to share their advice from past experiences and general knowledge.

"I know many of you may not have kids or already have a family care plan, but if you need any help, advice, or find yourself in a situation feel free to come to me," said McQueen-Gipson.

"Women make up 15 percent of the Navy and that number is steadily increasing every year," said Taylor. "Look how far women have come in the Navy."

Women's Equality Day provided an opportunity for servicemembers and civilians to acknowledge the women's equality movement and their contributions to American history.



The Song of the Boatswain

By MC3 Foster Bamford

Our modern Navy is rooted in tradition. We still wear white hats and cracker jacks; we speak a language filled with arcane words used by Sailors on the salty waterways since Noah installed the first scuttlebutt. We have a rank structure which originates from the days of sail.

With all this tradition, there are few things a Sailor

boatswain's pipe for something as simple as come left or sweep and you could

with our sideboys to pipe honored guests aboard our ships.

"If there is an Admiral coming on board, we try to use someone who is really good for sideboys," said Johnson. "BM3 Aaron Shorts is probably better than half of the E-5s, so we use him pretty consistently."

According to Johnson, one thing matters more than the rest when learning to use the call.

"When it comes to honor boatswain's mates, or to honors and ceremony period, pride is paramount."

This is the reason, according to Johnson, that Shorts stands above the rest.

"You could send a great sea Sailor out there, but he might not look as sharp or salute as sharp, he may not be on time for all of the calls or know how many sideboys are supposed to be there, or know what point to start piping, but someone like Shorts, who takes pride in it, would be on top of all of that."

While some BMs really take to the call, that doesn't mean that the rest of them don't use the pipe.

"By the time you become a BM3 you should be proficient at using the boatswain's pipe. I should be able to call on you to do honor boatswain's mates," said Johnson.

If a BM is good enough to handle sideboys, they are definitely equipped with the skill to do the routine piping over the IMC.

"You're supposed to be able to use that pipe, and not have to say a word," said Johnson.

The boatswain's pipe looks virtually the same now as it did in the days of old. It's still a tradition of the BMs. The hand positions used to play it have not changed. While the practical use of it has waned, the tradition has held strong. It's an art that is practiced by few people on the sea. The call is a symbol of naval history and a tradition that will carry us into the future.

understand exactly what I'm saying over the wind condition or the rain condition," said Boatswain's Mate 2nd Class (SW/AW) Larry Johnson.

Johnson explains that regardless of tradition, the pipe is used for the same thing today that it has always been used for.

"A lot of people walk around the ship and as soon as they hear us piping 'All Hands' they subconsciously think to themselves, 'We're either going into an evolution or the CO is about to come over the IMC,'" he said.

Before the advent of modern technology, Boatswain's Mates (BM) didn't have the luxury of loudspeakers and passing orders took more time. Anything that had to be passed was done by word of mouth (hence, the advent of repeat-backs). A BM of the watch would use the pipe to sound "Call Mates" and the deck hands would gather. He'd pass the word to them, and they would pass it to the rest of the crew. The calls made by the BMs of today are less elaborate than the calls made in the past.

"We don't go to the extent that they used to," said Johnson. "Now, we make everything, short and to the point."

Similar to the English in the 15th century, we use the call to render honors. While we don't wear it as a badge, we do use it in conjunction

experiences on a daily basis in 2010 that his 1775 counterpart did. One thing that hasn't changed is the use of the boatswain's call.

The Barrow Submariners Association states on their website that the root of the boatswain's call lays in the pipes and whistles commonly used to send orders to the slaves of ancient Greece and Rome.

According to the 1943 edition of the Bluejacket's Manual, the boatswain's call or pipes used aboard ships can be traced back to 1248 A.D. during the Crusades when the English cross bowmen were called on deck to attack by its signal.

The English, as far back as 1485, were using the call as an honored badge of rank. The Lord High Admiral wore a gold boatswain's pipe on a chain around his neck, while a silver pipe was carried by high commanders as a badge of office. The likely reason for the use of the pipe as a badge is its association with the giving of orders.

The reason it was used aboard ships to pass orders is practical. It's easier to hear in heavy weather.

"In the days of sail, I could use a

The War of 1812: Other Causes for Conflict

By MC1 (SW/AW) R. David Valdez

While some historians point at the practice of impressment as the primary reason for our declaration of war against the English in 1812, there are a few other reasons laid out by American, British, and Canadian historians.

One of these reasons was British support for the Native American nations who fought against U.S. expansion into the Louisiana Purchase. Here's the deal on the Louisiana Purchase. Napoleon Bonaparte was running France and all of its territories, lost Haiti to revolution, and was preparing to go to war with England. While the U.S. government was originally looking at buying New Orleans for \$10 million, Napoleon offered the entirety of Louisiana for \$15 million.

So how did this lead to war? The British really weren't too big on the United States expanding into such a huge territory, and the Americans and French were already having disputes with the Canadian

territories anyway. This looked like a bad situation.

The British weren't thrilled on a couple of fronts. First, England and France were poised for war. The United States had been a little too friendly with the French. While the United States had been friendly with the French before the French Revolution, the relationship carried over after Napoleon took over France. As a result, the English weren't terribly happy with this state of affairs.

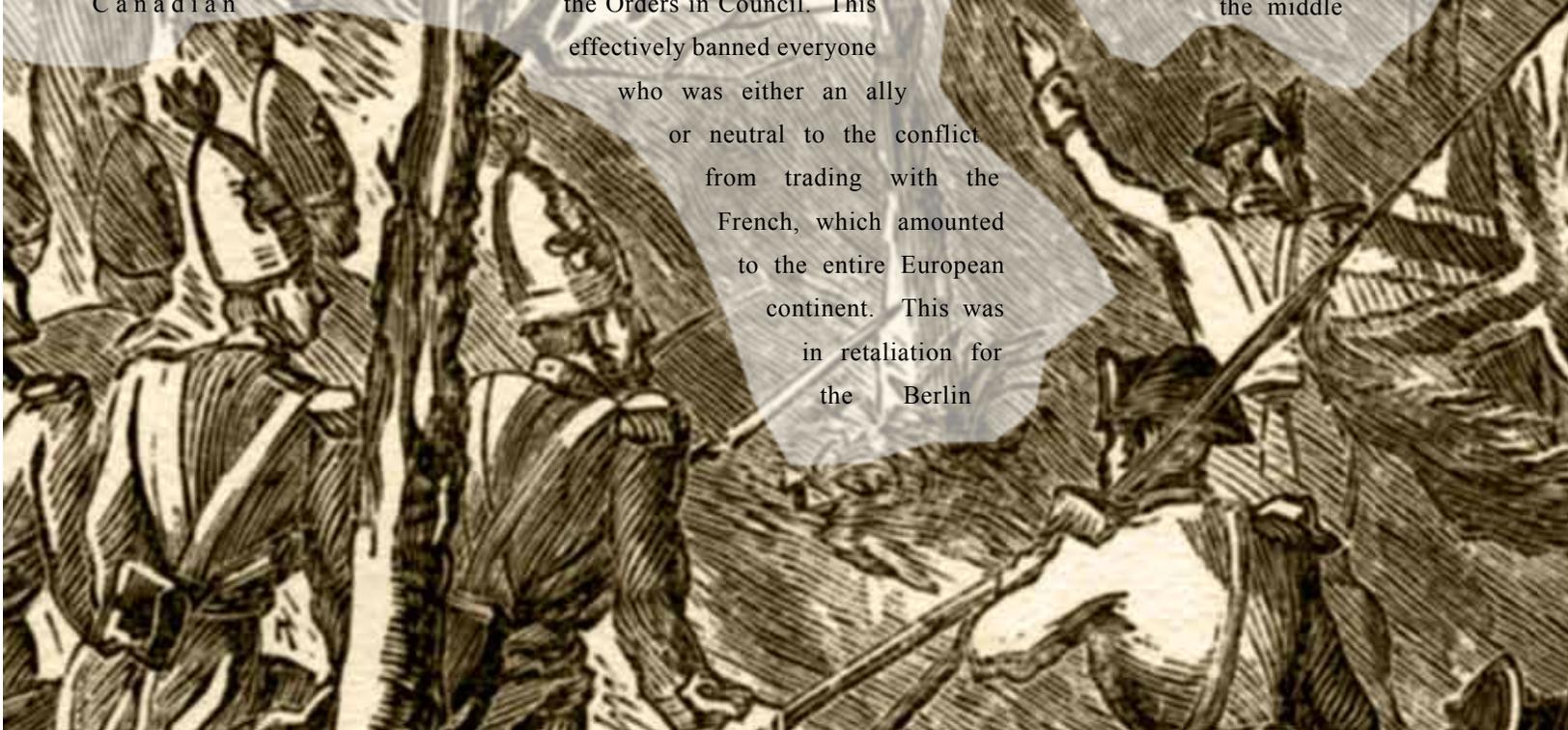
On the Westward Expansion side of the equation, the British sponsored revolts by the Native Americans living in the Louisiana Purchase (namely the Shawnee, who were led by Tecumseh), and the War Hawks in the U.S. advocated an invasion of Canada. The Canadians weren't interested in becoming part of the new country.

The final reason for our fledgling nation declaring war on the largest empire in the world was trade. In 1807, the British Parliament enacted the Orders in Council. This effectively banned everyone

who was either an ally or neutral to the conflict from trading with the French, which amounted to the entire European continent. This was in retaliation for the Berlin

Decree, which forbade French allies from trading with the British. Again, this amounted to the whole of Europe. They effectively placed economic sanctions on each other which forbade the rest of the world from trading with either power.

The U.S. wasn't about to stand for this. After the Revolutionary War, the mercantile fleet more than doubled. While Britain accounted for most U.S. exports, the U.S. didn't take too kindly to the notion of the British encroaching on American sovereignty with regard to U.S. trading partners. The American view was that nobody had the right to infringe on their trade. However, Thomas Jefferson was afraid of going to war with either Britain or France. The British had the most powerful navy in the world at the time, and the French had the most powerful army. The United States, by contrast, was a 30-year old country struggling to build itself into a coherent unit and caught in the middle



of British and French conflicts.

In order to appease both the British and the French, Jefferson pushed through the Embargo Act of 1807, a law which nearly bankrupted the nation.

The Embargo Act was fairly simple. Merchant ships flying under a U.S. flag were prohibited from sailing to a foreign port, required all ships to acquire a bond or surety for sailing between U.S. ports, and only the Navy was free from the restrictions laid by the legislation. As it followed the Non-Importation Act of 1806, which prevented British goods from coming into the U.S., nothing was coming into the country, and nothing was going out. Jefferson and Madison both tried using economic sanctions to affect foreign policy. Unfortunately, both our third and fourth presidents

overestimated the value of American trade to England and France. They also underestimated the American value on turning a profit, as many merchant sailors elected to turn to smuggling.

Between impressment, British support for a “neutral Indian state” on the Northwest Territory (currently most of Ohio, Indiana and Michigan), and restrictions on U.S. trade which lead to the Chesapeake-Leopard affair (during which HMS Leopard fired upon and boarded USS Chesapeake in U.S. territorial waters during a British blockade of the Chesapeake Bay), some Americans started clamoring for some kind of retaliation.

Dubbed the “War Hawks” by Virginia congressman John Randolph, members of Congress led by the

Speaker of the House Henry Clay and John C. Calhoun advocated a more direct approach to convincing the British that the U.S. had no interest in being a vassal state to the British Empire. They went so far as suggesting the invasion of Canada.

On June 1, 1812, President James Madison gave a speech to Congress, explaining something must be done about the British and aired U.S. grievances against England. Madison didn't ask for a declaration of war, but that's what he got. The Democratic-Republican majority unanimously voted for the war, which Madison signed into law. Incidentally, none of the Federalist congressmen (Madison's own party) voted in favor of going to war against England for the second time in 30 years.



Sailors Participate in Marine Corps Training Course



Sailor and Marines pose for a group photo after completing a Corporals' Course,

Photo by Lance Cpl. Danny Shaffer

By MC3 Ian Campbell

Sailors volunteered to attend the Marine Corps Corporals' Course aboard USS Peleliu (LHA 5) during its last two sessions during the month of August.

The Sailors and Marines who participated in the course experienced all aspects of training including physical exercise, leadership, and Marine Corps history. The class is designed to provide junior noncommissioned officers a foundation to become a small-unit combat leader, valuable training for a member of any armed service.

"This class re-instilled pride in me," said Aviation Ordnanceman 3rd Class Jason Parker. "I wasn't just a Sailor in the course. I was held to the same standard as the Marines. The camaraderie was amazing."

The Corporals' Course lasts two weeks and is conducted during normal working hours. Beginning at 6:00 a.m. and lasting until 5:00 p.m., Marines and Sailors completed a daily routine consisting of physical training, leadership training, Marine Corps history, and an assortment of other training topics and exercises that help build junior service members into military leaders.

"The most difficult part of the course for me was drill practice," said Quartermaster

3rd Class Jerrad Emerson. "Everything else was manageable and I caught on quickly. It was pretty unique to be able to participate in a Marine course and see the differences between the branches."

Although the 15th Marine Expeditionary Unit (MEU) leads the Corporals' Course, instructors and leadership from subordinate elements of the MEU collaborate to give Marines and Sailors well-rounded guidance and experience.

"The course is hosted by the 15th MEU, with the instructors and leadership representing all subordinate elements of the MEU such as the Battalion Landing Team, Aviation Combat Element and Command Element," said Gunnery Sgt. Erick Findley. "This allows the students to have a broader scope of experience from all the different Military Occupational Specialties (MOSS) within the Marine Corps and offering knowledge and experience to them."

The Navy's Petty Officer Indoctrination class is significantly different from the Corporals' Course, said Parker.

"This course really develops you and puts you in a good place," said Parker. "It tells you where you stand in every single aspect of being a non-commissioned officer. It teaches you that you are now a leader and people are going to ask you for advice and how to correct certain issues. When one of your men is lost, he will look

to you for guidance. This course teaches you how to address those issues and take care of your people."

The Marine Corps provided two seats in each of the course iterations for any interested 3rd Class Petty Officers.

According to Findley, "The course is going to continue to open up seats each time to our Navy counterparts. We have to balance the number of seats allotted based on classroom space available and the need to get the PME for the corporals aboard the ship."

After graduating the course, Parker said he felt like a new person.

"I feel like a super-charged Sailor," said Parker. "It's like I was born again. I wear my uniform with a great deal of rejuvenated pride."

So far, four 3rd Class Petty Officers have completed the Corporals' Course during Peleliu's 2010 Western Pacific deployment and the feedback has been unanimously positive.

"The feedback from the instructors and students has been very positive," said Findley. "It allows all service members engaged to gain a better understanding and appreciation of the other service. They also experience a different style of leadership and how it is distributed downward to the junior Marines."