

August 8, 2010

PELENEWS



MOST DECORATED SAILOR, page 4

FAMILY SUPPORT, page 5

BLUE FUZZ, pages 6-7

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!

In Peleliu, we are blessed with skilled Sailors and Marines that keep the 'Iron Nickel' running. Their efforts permit us to execute any mission as directed by higher authority.

Well, we're on one of those missions right now. Please don't worry, your Sailors and Marines are safe and sound. We are doing something rewarding and it feels good to be sailing again, and out of our operating area. New tasking requires operational security and for that purpose our connectivity via email and phone has been curtailed. I know this is difficult. Your friends and loved ones can still receive emails but they are unable to transmit one unless there exists an emergency. We hope to have full connectivity restored shortly--perhaps before you even read this newsletter. If not, please know that we will have you back in touch with your Sailor or Marine as soon as possible.

I hope to be able to fill you in better next week. Thank you for your continued support of our deployment. Be safe and have a great week!



Captain Schnell presents SH3 Terrell Rush with his Safety Pro of the Week certificate. *Photo by MCSA Destiny Cheek*



Captain Schnell enjoys lunch with this week's Sailor of the Week QMSA James Harris (left) and his guest ASAN Tyler Flott (right). *Photo by MCSA Destiny Cheek*

FROM THE DECK PLATES



By CMDCM
(SW/AW/SS)
Brent Williams

“SAILORS”

Good Day once again shipmates, hard to believe we are into another week. Time is really flying by. With the Navy today carrying out so many initiatives for our Maritime Strategy, many of us really don't see the bigger picture, not just the Navy as a whole, but us as Sailors.

One can take a look July alone, and see all that has been done. We have carriers and other support ships conducting deterrence operations around the world. There are USNS ships conducting humanitarian and disaster response efforts throughout Seventh Fleet. In Sixth Fleet, we have global partnerships being built with many foreign naval forces through a series of ongoing exercises. At home, within the Third Fleet area of

responsibility, we also conducted a very successful RIMPAC with more the 32 ships, 5 submarines, more than 100 aircraft, and 20,000 reserve and active duty personnel.

Onboard PELELIU, we have also completed many things crossing many warfare areas. Our mission changes constantly, but one thing doesn't change that much; what we do.

As Sailors, we take our home and office with us no matter where we go. As Sailors, we deal with ever-changing issues, sure, but we always end up back on the ship. It is crucial that we never lose sight of that which makes us Sailors. Taking the time to do something, be it cleaning, food preparation or standing a lookout watch, all centers around the status of the ship at the end of the day, week, year ... you name it. We must never forget that what we do is bigger than us; it is about the ship and the crew, always.

I think over the years our more junior Sailors don't see or understand some of the reasons we do things in a certain manner. Sure, our society has changed, people have changed; but when you look at “Sailor” and all that it encompasses, have WE really changed that much? Our ships are bigger and more technologically advanced, but the Sailors that maintain them still have a job like no other in our military today. Our mission as Sailors is overwhelming, but at the end of the day, no matter what tasking the ship or Navy is dealt, it all comes down to the basics. Day in and day out, does our job really change? Our individual skill sets are applied as a collective to ensure

the ship is functional, well maintained and safe. Take the time to ensure that you are prepared and truly understand what it is you are doing and take it seriously, and do it right the first time. If, at any point, you are unsure of your role, please stop and ask.



Commanding Officer

Capt. David A. Schnell

Executive Officer

Capt. James T. Cox

Command Master Chief

CMDCM(SW/AW/SS)

Brent Williams

Public Affairs Officer

MCCS(SW) Dan Smithyman

Managing Editor

MC1(SW/AW) R. David Valdez

Designers/Editors

MC3 Foster Bamford

MC3 Ian Campbell

Staff

MC1(SW/AW) R. David Valdez

MC1 Kenneth Hunter

MC2(EXW) Andrew Dunlap

MC2 Eduardo Proaño

MC3 Omar Dominquez

MC3 Foster Bamford

MC3 Ian Campbell

MCSA Destiny Cheek

James E. Williams: A History of Honor

By BMSN Mark Silberstein

The Medal of Honor, which was established in 1862, is the highest military decoration awarded by the United States government. It has only been awarded 3,465 times in the nation's history, beginning with the Civil War.

The Medal of Honor is bestowed on members of the United States' armed forces who distinguish

themselves "conspicuously by gallantry and intrepidity at the risk of his or her life above and beyond the call of duty while engaged in an action against an enemy of the United States."

Members of all branches of the United States military are eligible to receive the medal, and each service has a unique design with the exception of the Marine Corps and Coast Guard, which both use the Navy's medal.

In fact, the Medal of Honor is one of two neck order awards issued by the United States. The other is the Commander's Degree of the Legion of Merit, which is only authorized for issue to foreign dignitaries.

Throughout history, a few men have earned this award by displaying the values of honor, courage, and commitment. Out of the 3,465 times this award was delivered, 618 awards were given to families or laid on caskets.

Boatswains Mate 1st Class James Elliott Williams lived to receive his award, which was earned through trial and tribulation.

James Elliott Williams was born November 13, 1930 and served the United States Navy as a Boatswains Mate from 1947 to 1967. During his career, he served in both the Korean and Vietnam Wars.

While serving his country in the Vietnam War, Williams was assigned to a river patrol boat where his mission was intercepting

Viet Cong arms shipments on the waterways of South Vietnam. During his search for Viet Cong guerillas, he was then put in a position where he showed outstanding military knowledge of his weapons, and great courage under extreme fire.

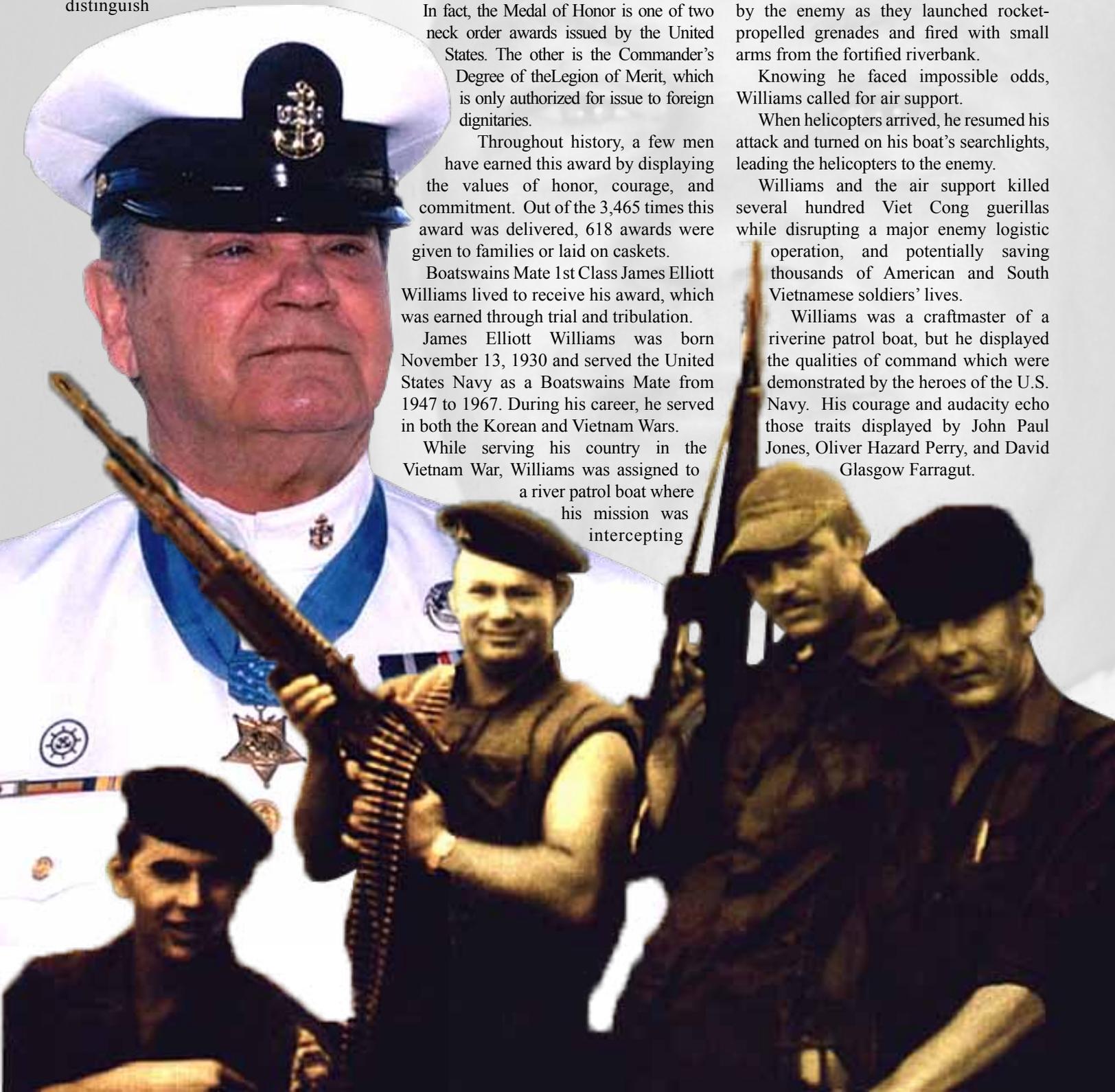
Williams successfully neutralized one enemy boat crew, while giving his other shipmates time to escape into a nearby canal. He then found himself surrounded by the enemy as they launched rocket-propelled grenades and fired with small arms from the fortified riverbank.

Knowing he faced impossible odds, Williams called for air support.

When helicopters arrived, he resumed his attack and turned on his boat's searchlights, leading the helicopters to the enemy.

Williams and the air support killed several hundred Viet Cong guerillas while disrupting a major enemy logistic operation, and potentially saving thousands of American and South Vietnamese soldiers' lives.

Williams was a craftmaster of a riverine patrol boat, but he displayed the qualities of command which were demonstrated by the heroes of the U.S. Navy. His courage and audacity echo those traits displayed by John Paul Jones, Oliver Hazard Perry, and David Glasgow Farragut.



Sailors, Families Find Emergency Resources at NFAAS

By MCCS (SW) Dan Smithyman
Public Affairs Officer

The Navy provides so many support services, it's sometimes easy to get lost in which one is best suited to provide the right support.

In times of emergency, such as natural disaster, few resources are as important to the Navy as the Navy Family Accountability and Assessment System (NFAAS). This system standardizes a method for the Navy to account, manage, and monitor the recovery process for personnel and their families affected and/or scattered by a wide-spread catastrophic event.

"The Navy Family Accountability and Assessment System also known as NFAAS can be traced back to Hurricane Katrina in 2005," said Lt. Vincent Sanchez, Peleliu's administrative officer. "As a result of Hurricane Katrina a joint effort was launched by Commander Naval Personnel Command and Task Force Navy Family to help provide a rapid means of identifying and assisting Navy Family members adversely affected by a disaster, terrorism, and/or evacuation."

According to the NFAAS website, this system provides valuable information to all levels of the Navy chain of command, allowing commanders to make strategic decisions which facilitate a return to

stability.

For the most part, NFAAS accounts for service members and their family members in affected areas ravaged by such things as hurricanes, earthquakes or wild fires, which are common to the southern California region.

leadership needs to know that its service members, and their families, are alive and well. There are several ways to make sure of this: the first is to simply call the ship and report in with your status. If the ship is away from port, and the family needs to be accounted for, they can either contact the region's emergency service at Commander, Naval Region Southwest Region Security or go online to NFAAS.

A wallet card (Figure 1) provides several important phone numbers, email addresses and websites for service members and/or family members to use in time of emergency. This wallet card will be printed and distributed in the future for ready access to these important points of contact.

"The wallet cards are intended for their advertised use, the wallet. Should the need present itself in reaching out to NFAAS and because most people are conscious of their valuables to include the wallet the NFAAS wallet card travels nicely and is at the tip of your fingers," Sanchez said. "The wallet card provides four step by step procedures in reporting your whereabouts when a disaster strikes including available resources in identifying and accessing lodging for your family and pets."

The NFAAS website has an easy login procedure and allows you to update your family information (address, phone, email, etc.). More importantly, there are scores of links to resources on preparation for emergencies, government and non-government agencies such as FEMA, Red Cross, TRICARE, and much more.



"The program is exercised during annual training scenarios and real world events such as the 2007 California Wild Fires, 2008 Hurricanes Ike & Gustav, and as recent as the 2009 major storms in the Republic of the Philippines and American Samoa," Sanchez said.

When an emergency occurs, Navy

Figure 1: NFAAS Wallet Card



FRONT

BACK

MASTER AT WHAT?

STORY AND PHOTOS BY MC3 IAN CAMPBELL

Sailors have heard the term Master-At-Arms ever since they arrived at boot camp and maybe even beforehand.

But what is a Master-At-Arms, and what do they do?

The term Master-At-Arms (MAA) originated from the Royal British Navy in the 16th century. At the time, MAAs were significantly different than what a Sailor might think of today. They worked with weapons and trained the crew for hand-to-hand combat in case a ship was boarded by the enemy. They were also referred to as “Sheriffs of the Sea.”

During colonial times and birth of the American Navy, the function of the MAAs was accepted and the MAA was considered a trusted part of the ship’s crew.

During the Civil War the job was created as a collateral duty only, until 1973 when it became an official Navy rating.

The MAA started evolving beginning around World War I into what it is today. The

Navy had thousands of Sailors at the time. This is when the MAAs responsibilities of maintaining order, discipline, and security on ships became a large part of the job.

After WWI came WWII and slogans such as “Loose Lips Sink Ships” were coined. Operational security and information security were developed as concepts and the MAAs played a major role in assuring security Navy wide.

The Cold War introduced more complex issues for MAAs including UCMJ issues, nuclear weapons, spies, and terrorists. MAAs were charged with enforcing the UCMJ and preventing espionage and terrorist acts.

But perhaps the most dramatic change came from the September 11, 2001 attacks. Anti-terrorism and force protection became a top priority and the Navy committed to growing its security forces from roughly 3,500 to 9,000. The creation of the MASN in 2003 and 2004 helped expand the rating to what is currently a force of more than 10,000 Sailors. Prior to 2003, MAAs were developed at the E-5 paygrade from Sailors who cross-rated from other ratings.

“Being an MASN has its pros and cons,” said MA1 Amber Reyes. “But it is necessary to meet the security standards in today’s Navy.”

Currently aboard USS Peleliu (LHA 5) there are six MAAs. There are also five Sailors from other departments augmenting the MAAs to assist with the workload. Several Marines also assist in security when the ship is deployed.

“Security for gun shoots, refueling at sea, vertical replenishments, and any other major event requires us to be there,” said Reyes. “Help is needed so help is provided. It is like the mess decks with food service assistants.”

Reyes said that there are a wide variety of responsibilities that come

with the rating.

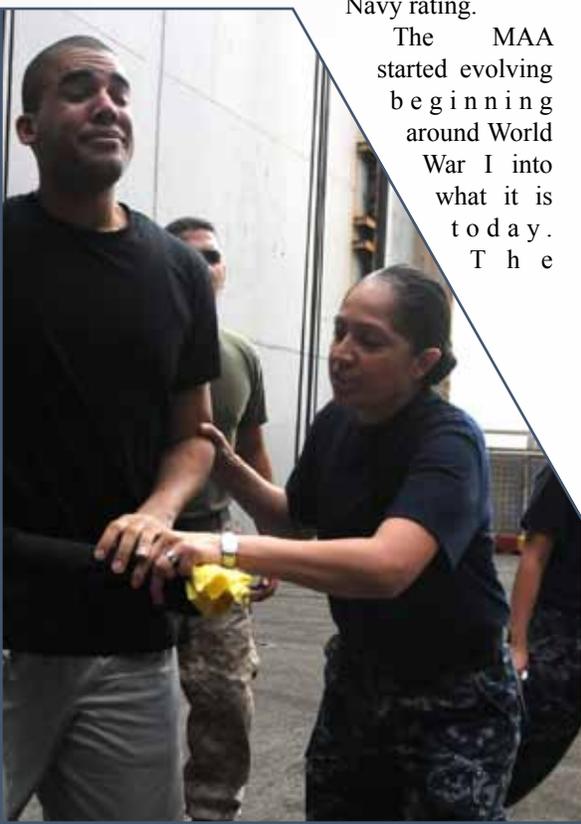
According to Reyes, “The main responsibilities begin with good order and discipline. We also do reports, urinalysis, we train for anti-terrorism/force protection, handle evidence... the list goes on, but security, rules and regulations, and training are some of the major responsibilities.”

Anti-Terrorism/Force Protection has become one of the main focuses, said Reyes. It is even part of the most current ESWS PQS.

“With the measures of Anti-Terrorism and Force Protection the ship is safer and more secure in all aspects,” said Reyes.

As the Navy evolves, the MA rating will continue to provide a safe environment for Sailors at sea and ashore and ensure good order and discipline throughout the fleet.

“It makes me proud to be part of something with so much tradition,” said Reyes. “I would rather be a civilian than choose another rating in the Navy. I love my job.”



U.S. NAVY



The Snipes Lament

THE MEN WHO SAIL BELOW

NOW EACH OF US FROM TIME TO TIME, HAS GAZED UPON THE SEA, AND WATCHED THE WARSHIPS PULLING OUT, TO KEEP THEIR COUNTRY FREE. AND MOST OF US HAVE READ A BOOK; OR HEARD A LUSTY TALE, ABOUT THE MEN WHO SAIL THESE SHIPS; THROUGH LIGHTING, WIND AND HAIL.

BUT THERE'S A PLACE WITHIN EACH SHIP, THAT LEGEND FAILS TO TELL IT'S DOWN BELOW THE WATERLINE, IT TAKES A LIVING TOLL A HEATED METAL LIVING HELL THAT SAILORS CALL "THE HOLE."

IT HOUSES ENGINES RUN BY STEAM, THAT MAKES THE SHAFTS GO ROUND. A PLACE OF FIRE AND NOISE AND HEAT, THAT BEATS YOUR SPIRITS DOWN. WHERE BOILERS ARE THE HELLISH HEART, WITH BLOOD OF ANGRY STEAM; THESE MOLDED GODS WITHOUT REMORSE, LIKE NIGHTMARES IN A DREAM.

THE ROARING FIRES POSE A THREAT LIKE LIVING LIFE IN DOUBT, FOR AT ANY MINUTE WITHOUT SCORN, COULD ESCAPE AND CRUSH YOU OUT. WHERE TURBINES SCREAM LIKE TORTURED SOULS, ALONE AND LOST IN HELL, WITH ORDERS FROM SOMEWHERE ABOVE, THEY ANSWER EVERY BELL.

THE MEN WHO KEEP THE FIRES LIT, AND MAKE THE ENGINES RUN, ARE STRANGERS TO THE WORLD OF LIGHT, AND RARELY SEE THE SUN. THEY HAVE NO TIME FOR MAN OR GOD, NO TOLERANCE FOR FEAR, THEIR ASPECT PAYS NO LIVING THING THE TRIBUTE OF A TEAR.

THERE'S LITTLE THAT MEN CAN DO, THAT THESE MEN HAVE NOT DONE, BENEATH THE DECKS, DEEP IN THE HOLE, TO MAKE THE ENGINES RUN. AND EVERY HOUR OF EVERY DAY, THEY KEEP THEIR WATCH IN HELL, FOR IF THE FIRES EVER FAIL, THEIR SHIP'S A USELESS SHELL.

WHEN SHIPS CONVERGE TO HAVE A WAR UPON AN ANGRY SEA, THE MEN BELOW JUST GRIMLY SMILE AT WHAT THEIR FATE MIGHT BE. THEY'RE LOCKED BELOW, LIKE MEN 'FORE DOOMED, WHO HEAR NO BATTLE CRY, IT'S WELL ASSUMED THAT IF THEY'RE HIT THE MEN BELOW WILL DIE.

FOR EVERY DAY'S A WAR DOWN THERE, WHEN GAUGES ALL READ RED. TWELVE HUNDRED POUNDS OF HEATED STEAM, CAN KILL YOU MIGHTY DEAD. SO IF YOU EVER WRITE THEIR SONS, OR TRY TO TELL THEIR TALE, THE VERY WORDS SHOULD MAKE YOU HEAR A FIRED FURNACE WAIL.

THESE "MEN OF STEEL" THE PUBLIC NEVER GETS TO KNOW. SO LITTLE'S HEARD ABOUT THE PLACE, THAT SAILORS CALL "THE HOLE". BUT I CAN SING ABOUT THIS PLACE, AND TRY TO MAKE YOU SEE, THE HARDENED LIFE OF MEN DOWN THERE, 'CAUSE ONE OF THEM IS ME.

I'VE SEEN THESE SWEAT SOAKED HEROS FIGHT, IN SUPERHEATED AIR. TO KEEP THEIR SHIP ALIVE AND RIGHT, THOUGH NO ONE KNOWS THEY'RE THERE. AND THUS THEY'LL FIGHT FOR AGES ON, 'TIL STEAMSHIPS SAIL NO MORE, AMID THE BOILER'S MIGHTY HEAT AND TURBINE'S HELLISH ROAR.

SO WHEN YOU SEE A SHIP PULL OUT TO MEET A WARSHIP FOE. REMEMBER FAINTLY, IF YOU CAN, "THE MEN WHO SAIL BELOW".



Megan Adams If it's tomorrow there Happy birthday Captian Hurtley! If it's today.... But close to tomorrow... Then happy early birthday Hurtley :) I miss you like crazy, but am excited and proud of you and what you are apart of.



Liz Saunders Hey Saunders we miss you and LOVE You!



Amanda Summers My bajayjay, were having a girl! I love u n miss u so very much! Can't wait until u r home for labor n delivery!



Joanne Clark-mcfarland ABH McFarland became a proud father at 4:15 to Talan James 6lbs 6oz 19in long!



Barbara Endres Grove Anyone have any suggestions for a care package to send to my marine?



Meagan Lish Townley cake in a jar...they're so much fun and I know the guys love to get them! Here's a link to a blog that tells you how to do them. <http://awtr.blogspot.com/2007/09/cake-in-jar.html>