

THE OFFICIAL PUBLICATION OF USS MAKIN ISLAND (LHD 8)

AROUND THE ISLAND

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NAVY RENEWS CAREER INTERMISSION PILOT PROGRAM

By Ensign Amber Lynn Daniel, Diversity and Inclusion Public Affairs

WASHINGTON -- The chief of naval personnel announced in NAVADMIN 089/12, the Career Intermission Pilot Program (CIPP) has been extended for three more years as part of FY12 National Defense Authorization Act (NDAA), March 17.

CIPP presents a unique opportunity for members to take a career intermission without penalty and return to active duty to complete a successful Navy career.

"This program was created for top performers who have the desire to 'Stay Navy,' but need some time off," said Vice Adm. Scott Van Buskirk, chief of naval personnel. "These are great Sailors, and through CIPP, we are able to meet the short-term needs of our Sailors, while ensuring they stay Navy for the long term."

During their time in CIPP, participants retain their full medical and dental benefits for themselves and their dependents, as well as exchange and commissary benefits. Participants also receive a small monthly stipend equal to two times 1/30th of their basic pay. Additionally, to ease the transition into the program, members may elect a Navy-funded permanent change of station move to anywhere in the continental United States when entering the program.

Upon returning to active duty, the CIPP participant's date of rank/service is adjusted, ensuring participants compete in promotion boards with people at the same experience level.

Master-at-Arms 1st Class

Ryan Williams applied to CIPP in 2011 when his father was diagnosed with a degenerative illness.

"My wife and I were stationed at Ventura County and on the fence on whether to stay in the Navy or return home and spend as much time with him as possible," said Williams. "I had ten years in at the time, so it was tough to think of wasting all the time I'd put in."

Williams' wife read an article about CIPP and encouraged her husband to apply. "It initially seemed too good to be true," said Williams. "I didn't actually think that we would be accepted."

However, Williams was accepted to the program. After his father passed away, Williams used his remaining time in CIPP to complete his bachelor's degree, visit family, and travel the world with his spouse. But during that time away from the Navy, Williams found he started to look forward to returning to service.

"I missed being part of something. The number of opportunities that I have been given and enjoyed in the Navy was magnified when I returned home and saw the lack of opportunities in the civilian world. I saw many of my family and friends that were out of work or struggling to keep their jobs. So at minimum, the program has made me grow a deeper appreciation for what the Navy offers," said Williams.

Williams is now preparing to transition back to military service and out of CIPP. For him, career intermission was a perfect

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AROUND THE ISLAND

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ON THE COVER:

A landing craft air cushion, assigned to Assault Craft Unit (ACU) 5, approaches the well deck of USS Makin Island (LHD 8). [Photo by MC1(SW) David McKee]



Deck department personnel conduct anchor operations in the foc'sle of USS Makin Island (LHD 8). [Photos by MCSN Kory Alsberry]

ANCHOR OPS HOW MKI DROPS ITS ANCHOR

By SN Matthew Hill, Around the Island Contributor

Most days, the great, golden Navy Standard Stockless-type anchors simply adorn the bow of the amphibious assault ship USS Makin Island (LHD 8). There are occasions, however, when Sailors will toil and scurry around the foc'sle in preparation for dropping one of the anchors.

Anchoring is performed when it is necessary for a ship to be stationary, such as loading gear on the ship or when visiting liberty ports without an adequate pier.

The evolution requires two

brakemen, a minimum of three riggers, a safety watch, a hospital corpsman, the ship's Boatswain or First Lieutenant, and the Foc'sle Petty-Officer-in-Charge, who runs the evolution.

When the order is passed down from the pilot house, the riggers trip the housing and riding stopper, the brakemen release the brake, and then the anchor drops into the sea.

When the correct amount of chain is released, the brakemen set the brake. Afterwards, an anchor watch detail is set to check the strain of the anchor.

When it is time for the ship to move on, the wildcat is engaged and the riggers release the stoppers. The capstan rotates and heaves around on the anchor chain and short-stay until the anchor is housed. Finally, the brakemen set the brake, and the stoppers are engaged once again.

After that, there is little more to do than clean the gunk from the sea floor off the deck and anchor chain.

It's a relatively simple evolution, but dropping the anchor provides the stability Makin Island needs when accomplishing the mission at hand.

MKI RECEIVES HUNDREDS OF BOXES FROM MOLLY'S ADOPT-A-SAILOR PROGRAM

By MCSA Ethan Tracey, Around the Island Staff

Makin Island receives many packages through vertical replenishment, mostly addressed to individual Sailors and Marines, but so far, more than 425 have come from Molly's Adopt-a-Sailor Program.

The program sends boxes to deployed Sailors and Marines, and according to their website has a mission of providing "a broad based, collaborative and community initiative to support deployed United States Military Personnel by way of cards, letters, and care packages filled with love, support, and necessities from home."

Makin Island's program liaison, Fire Controlman 1st Class Levi Miller, said he's expecting the ship to receive 170 more during the next few mail on-loads.

Sailors and Marines have received snacks, beef jerky, air fresheners, gum, hygiene products, books, magazines, stationary and even microwavable meals.

"The adoption began several weeks prior to us leaving for deployment," said Miller. "We are the largest ship the organization has adopted."

Miller continued, "The organization is comprised of families of military and previous military all over the nation. There are individual units who donate and buy the products that are sent to the Sailors and Marines."

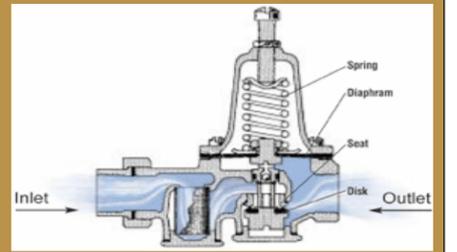
He also said that Molly's has had "packing parties" in Florida, Colorado, and Oregon where many people get together and pack all the boxes that are being shipped to Makin Island.

For more information about Molly's, contact FC1 Levi Miller at x5505.



MKI ENGINEERS

Keeping The Ship Running: All Day, Every Day



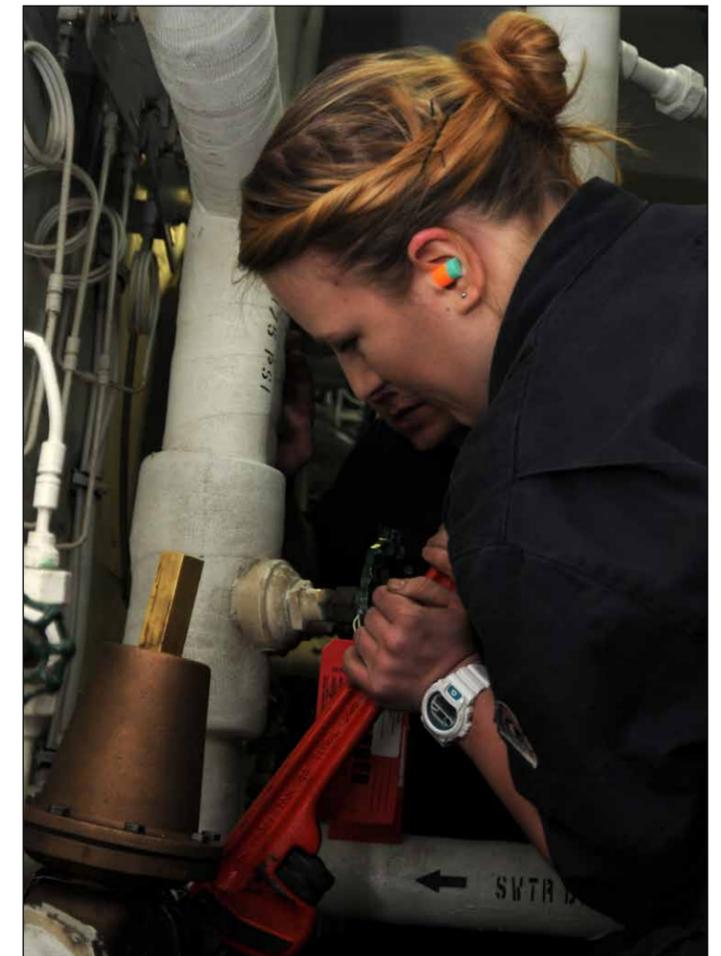
GSMFN Jordyn Horner and ENFN Jeffrey De La Pena install the bronze reducing valve responsible for maintaining water pressure between the low-pressure air pump and the higher-pressure sea water system.

Story and Photos by MC1(SW) David McKee, Around the Island Staff

Makin Island's air-conditioned and comfortable central control station (CCS) looks more like the set of Star Trek than the hot and greasy environment that comes to mind when you think of the typical monkey wrench-toting engineer.

The ship's engineering system, while controlled from centralized and remote computers, still functions on valves and pumps. The low-pressure air compressor (LPAC), for example, relies on the humble reducing valve that works constantly to reduce 175-psi sea water supply down to 55 psi so the LPAC can use it to compress the air out of water. This air supports several functions on the ship, from the pneumatic air used to "blow down" the hangar bay, to assisting in starting the ship's diesel engines, to cooling some of the ship's radars.

Because the LPACs are under constant pressure, they only have a service life of about six months. When they wear out, it is up to young men and women like GSMFN Jordyn Horner and ENFN Jeffrey De La Pena to replace them. Armed with a pipe wrench, the two remove the worn, heavy bronze pump, clean the pipe ends with a wire brush, check the O-rings and install the new pump.



Next time you realize your plumbing or air conditioner is working properly, be sure to thank an engineer.

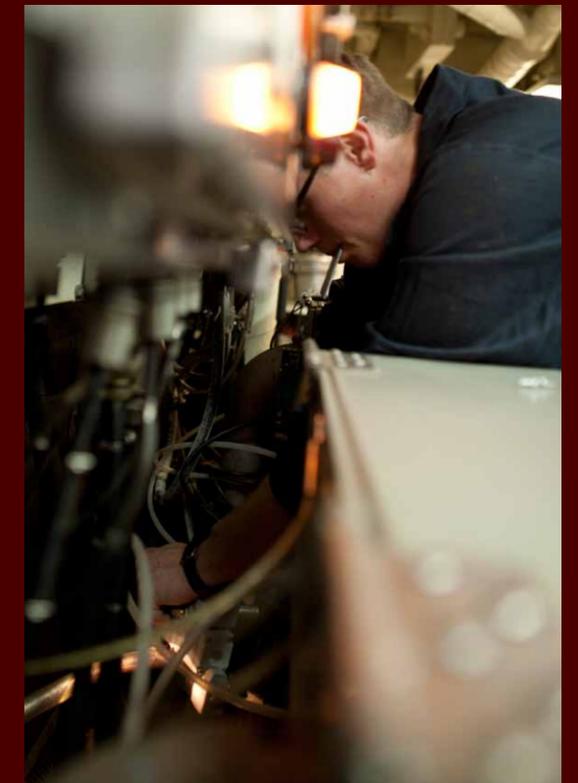
Jobs like the reducing valve maintenance aren't the most complicated for a gas turbine engineer, whose job it is to understand the workings of the gas turbine engine, but before they tackle more complicated equipment, beginners like Horner and Deleon develop their practical mechanical aptitude by turning a wrench on less complicated gear.

The engineers are responsible for the "creature comforts" and utilities that are easy to take for granted on the ship like water, plumbing, electricity and air conditioning. When these systems are being taken for granted and remain unnoticed, it's a testament to Makin Island's engineers doing their jobs.



Makin Island Engineers In Action

Makin Island is on its maiden deployment and the engineering department is responsible for keeping the ship afloat and mission ready on the high seas.
[Photos by EMFN Dmitri Baglay]



SPORTS UPDATE

Peyton Manning Aims for Super Bowl with Denver Broncos

By MC2(SW) Alan Gragg,
Around the Island Staff

If you've had your TV on ESPN (or AFN Sports in our case) within the last year, you've inevitably seen some news about Peyton Manning, a four-time NFL Most Valuable Player, who agreed to a five-year \$96 million contract with the Denver Broncos. The Manning Saga slowly unfolded, something like this:

- Neck Surgery #1
- Neck Surgery #2
- Manning misses preseason games, hopeful for mid-season return
- Neck Surgery #3
- Colts awful season continues, doctors say Manning won't come back this year
- Indy finishes with NFL's worst record and it's obvious they need their "Luck" to change

-Colts divorce Manning after 14 seasons (including last season, in which he sat out the entire year) and one championship in the 2006-2007 season (Super Bowl XLI).

-Manning's free agent frenzy begins, teams throw themselves at him like he's the Bachelor on that silly TV show

-Peyton tells his agent to begin the contract negotiations with Denver (first reported March 19)

And that brings us to now. Looking back, it seems like a pretty short and simple list of events, very typical of how most teams get rid of a beloved Hall-of-Famer-to-be, and sadly, it happens all too often.

But in Manning's case, there has never been a more sought-after free



Four-time NFL Most Valuable Player Peyton Manning signed a five-year, \$96 million contract to play for the Denver Broncos. [Photo courtesy of Google Images]

agent quarterback. Even though he's about to turn 36, teams went out of their way to woo Peyton.

Denver hosted him first, for a tour of the team's facilities and a meeting with Vice President of football operations John Elway (who quarterbacked the Broncos for the franchise's first two Super Bowl wins) and coach John Fox, who will enter his second season as the team's head coach.

The visits continued all over the country: Nashville, Miami, Phoenix, San Francisco and probably a few other places that weren't even reported.

It seemed like teams were desperate for his services, but then again, getting Manning would

be a franchise-altering move. The Tennessee Titans even offered him a lifetime contract, with a front office position after he retired. They knew it would be a big deal to get him, but in the end, Manning elected to go to Denver to pursue another Super Bowl ring.

After a year of standing on the sidelines, I'm sure Peyton is excited to see if he can play at a high level again...Mile-High.

Statistically, Manning is already on or near the top of every major passing category, and bringing a championship to Denver would definitely solidify his place in football immortality.

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answer to what could have been a difficult career decision. Williams believes CIPP ultimately could be a great option for many Sailors facing similarly difficult decisions.

"The Career Intermission Pilot Program provides Sailors with options for achieving optimal life/work integration in light of situations that would otherwise be difficult or incompatible with military service," said Van Buskirk. "Our Sailors are the cornerstone of our service, and we remain committed to providing opportunities for them to excel long-term with our Navy."

"I would say go for it, as long as it is for something important, such as spending time with family, finishing education, or fulfilling

lifelong goals that otherwise couldn't be completed while in the Navy," said Williams.

Twenty officer applications and 20 enlisted applications are accepted for the program each year. Interested applicants must first submit an electronic package to OPNAV N134 program managers for consideration. Packages are then reviewed for eligibility and routed to the member's detailer community managers before final approval by the Commander of Navy Personnel Command.

All program participants will return to active duty at the end of the period prescribed and will incur a two-to-one service obligation for every month in the program. This obligation is in addition to

any previously existing obligation. Time spent in the IRR will not count towards retirement, computation of total years of commissioned service, or high year tenure limitations.

CIPP is an element of the continuum of service area of the 21st Century Sailor and Marine initiative which consolidates a set of objectives and policies, new and existing, to maximize Sailor and Marine personal readiness, build resiliency and hone the most combat-effective force in the history of the Department of the Navy.

Sailors who are interested in learning more or applying to the Career Intermission Pilot Program can visit <http://www.public.navy.mil/bupers-npc/support/tflw/Pages/CIPP.aspx>.

PEYTON (cont.) from Page 8

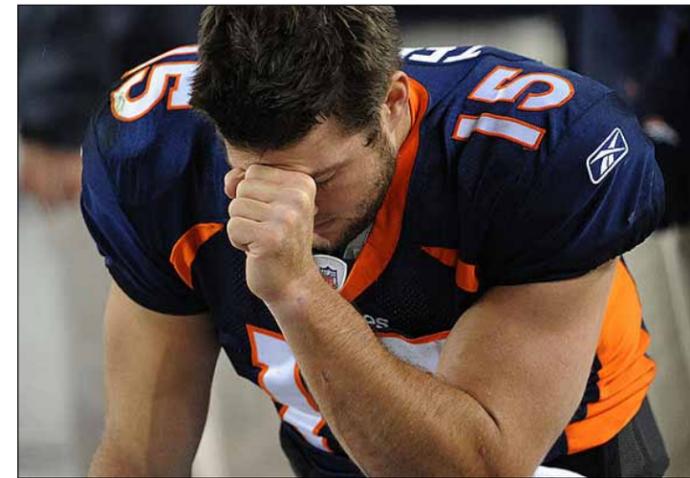
Another question was raised by Manning's arrival: How does it affect Tim Tebow?

Well, Tebow, who led Denver to the AFC West crown and a surprising playoff win, was traded to the New York Jets just a day after Peyton was officially introduced as a member of the Denver Broncos.

The Broncos didn't get much in return for him, just a pair of late picks in the upcoming draft (4th and 6th round, plus Denver gave up a 7th rounder to finalize the deal).

I think they would have been better off keeping Tebow to use as a short-yardage runner and backup who has proven he can win games. I mean, you don't want Manning and his fragile neck in there running the quarterback sneak on 4th-and-1,

when you can put Tebow in and let him pound through the defense for one play.



Tim Tebow will be Tebowing in New Jersey now, after he was traded to the New York Jets March 21. [Photo courtesy of Google Images]

Plus, Tebow just won't look right in any colors other than blue and orange.

I am excited, though, that Peyton is now wearing Denver colors. After all, he looked pretty good in orange

at Tennessee and he's had a pretty solid career wearing blue in Indy. I just hope it adds up to success for the Broncos.

Denver is a fairly young team overall, but they have some experienced players mixed in.

Add Manning, and you've got a good blend of youth and salt, ready to push for a Super Bowl... But that's high bar for a team that was 8-8 last year.

I think they still need to bolster down the defensive line, and find more offensive weapons for Manning. Luckily, they have a ton of salary cap room and can

sign a few free agents to help.

Expectations are sky-high in Denver now; Maybe being a mile up there already, will be just what Peyton needs to lead the Broncos to their third title.

OPINION ISLAND

What do you want to accomplish on the second half of deployment?



"I want to learn more about my rate and get more qualifications."

-DCFN Milagos Fernandez

"I want to make it home."

-CPL Matthew Brennan

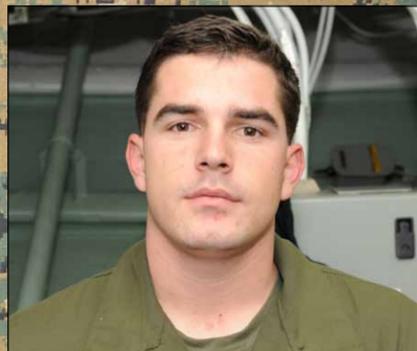


"I want to get my qualifications for my deck evolutions."

-SN Joseph Ezell

"I want to take classes so I can further myself in my education."

-LCPL Shawn Donnelly



MKI MWR CORNER

BINGO!

Win \$5,000

MWR will host BINGO for the crew Sunday, March 25, on the Mess Decks beginning at 2000.

BINGO will also be broadcast from SITE on Channel 7.

Gamer cards are still on sale.

Ticket Prices are as follows.

1 for \$5

2 for \$8

4 for \$16

6 for \$24

8 for \$32

... and so on.

The more you buy, the more you can win!

MAKIN ISLAND'S UPCOMING EVENTS

SAT. 24 MAR

2000 EAWS Training (First Class Mess)

SUN. 25 MAR

1900 ESWS Training (First Class Mess)
2000 BINGO (Mess Decks)
2000 Latin Dance (Upper Vehicle)

MON. 26 MAR

2000 Chess Tourney (Mess Decks)
1900 ESWS Training (First Class Mess)

TUE. 27 MAR

2000 EAWS Training (First Class Mess)

WED. 28 MAR

THUR. 29 MAR

2000 EAWS Training (First Class Mess)

FRI. 30 MAR

1900 ESWS Training (First Class Mess)

SAT. 31 MAR

March Madness Basketball Tourney (Hangar Bay, Time TBA)



11 GENERAL ORDERS OF A SENTRY

1. To take charge of my post and all government property in view.
2. To walk my post in a military manner, keeping always on the alert, and observing everything that takes place within sight or hearing.
3. To report all violations of orders I am instructed to enforce.
4. To repeat all calls from posts more distant from the guard house than my own.
5. To quit my post only when properly relieved.
6. To receive, obey and pass on to the sentry who relieves me, all orders from the Commanding Officer, Command Duty Officer, Officer of the Deck, and Officers and Petty Officers of the Watch only.
7. To talk to no one except in the line of duty.
8. To give the alarm in the case of fire or disorder.
9. To call the Officer of the Deck in any case not covered by instruction.
10. To salute all officers and all colors and standards not cased.
11. To be especially watchful at night, and, during the time for challenging, to challenge all persons on or near my post and to allow no one to pass without proper authority.



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