HOME AT LAST!
Makin Island Returns to San Diego (Page 3)

HOSPITAL CORPS BIRTHDAY
MKI Corpsmen Celebrate 114 Years of History (Page 4)

FATHER’S DAY FEAST
Makin Island Celebrates Father’s Day (Page 5)
Dignitaries Commemorate War of 1812’s Declaration

By MCI Patrick Gordon, Navy Operational Support Center Baltimore

BALTIMORE -- Secretary of the Navy, Ray Mabus, and other dignitaries commemorated the U.S. declaration of war against England, beginning the War of 1812, during a ceremony at Fort McHenry in Baltimore, June 18.

The ceremony, titled “From Enemies to Allies: 200 Years of Peace,” included performances by the U.S. Navy Band, Her Majesty’s Royal Marine Band, and the Fort McHenry Guard Fife and Drum Corps.

In addition to Mabus, speakers included the Canadian and British Ambassadors to the United States, Gary Doer and Sir Peter Westmacott, respectively.

Fort McHenry served as the backdrop for Francis Scott Key’s poem, “Defense of Fort McHenry,” which would later become the national anthem, “The Star-Spangled Banner.”

During the Battle of Baltimore in 1812, it was Fort McHenry’s flag that Key saw from offshore and wrote, “Whose broad stripes and bright stars thru the perilous fight, O’er the ramparts we watched were so gallantly streaming?”

Guests spoke about the unique relationship between the U.S., Canada and Great Britain during and after the War of 1812, as well as the enduring symbols and traditions of the United States that were forged during the conflict.

“The lasting impact of this war is in many ways greater than the actual war. Many of the symbols and successes of America, and especially of the United States Navy, were born in that conflict,” said Mabus. “Those early battles in 1812, in which our fledgling fleet met and mastered the previously invincible royal navy, were defined by American ingenuity and boldness, traits that live on today in our Sailors and Marines.”

Mabus commented that Great Britain and Canada, our bitter enemies during the war, fought against us with great tenacity and ingenuity against us with great tenacity and ingenuity, traits that we admire today.

War of 1812 Continued on Page 9

AROUND THE ISLAND

COMMANDING OFFICER:
CAPT CEDRIC E. PRINGLE

EXECUTIVE OFFICER:
CAPT ALVIN HOLSEY

COMMAND MASTER CHIEF:
CMDCM/SW/ AW/ STEVEN ALT

PUBLIC AFFAIRS OFFICER:
MCC/SW/ AW/ DONNIE RYAN

DEPUTY PAO/LCP: MCC/SM/ SW/ JOHN LILL

LEAD EDITOR:
MCI/AW/ ANDREW WISKOW

ASSISTANT EDITOR:
MC2/SW/ DOMINIQUE PINERO

STAFF:
MC1/SW/ AW/ DOUGLAS BEDFORD
MC1/SW/ DAVID MCKEE
MCI/AW/ ANDREW WISKOW
MC2/SW/ DOMINIQUE PINERO
MC3 KORY ALSBERRY
MCM DANIEL J. WALLS
MCSA ETHAN TRACEY

ON THE COVER:

An imagining of the USS Makin Island’s return to San Diego, a combination of two images - an aerial photo of the San Diego skyline and an aerial photo of the Makin Island at sea. (Photo by MCC(SW/AW) John Lill. Layout by MCC(SW/AW) Douglas Bedford)

US Navy Makin Island Returns from Historic Maiden Deployment

By MCC(SW/AW) Donnie Ryan, Public Affairs Officer

The amphibious assault ship USS Makin Island (LHD 8) returned to its homeport of San Diego June 22 following completion of the ship’s historic maiden deployment.

During the seven-month deployment, the ship’s hybrid-electric propulsion system saved more than four million gallons of fuel resulting in an estimated cost savings in excess of $15 million.

The ship’s hybrid-electric propulsion system is designed to run on auxiliary propulsion motors at low speeds and on gas turbines at higher speeds. This technology allows the Department of the Navy to reduce the use of fossil fuels which leads to overall cost savings.

“Our Sailors and Marines successfully met every mission during our historical maiden deployment in support of the nation’s maritime strategy,” said Capt. Cedric Pringle, Makin Island’s commanding officer. “As the Navy’s first operational test platform for this hybrid-electric propulsion system, our fuel efficiency directly enhanced the ability to operate forward for longer. Additionally, our significant fuel cost savings, coupled with our lessons learned, will serve as a solid foundation for optimizing this ship, as well as current and future ship designs. The value of our first deployment will continue to increase, as we assess required refinements in engineering subsystems, training, and logistics support.”

Pringle said that while the equipment did play an important role during the deployment, it was the people serving aboard Makin Island who made sure the ship successfully executed all missions with precision.

“Our teamwork and commitment to excellence allowed us to exceed all expectations,” said Pringle. “Makin Island Sailors and Marines were also excellent ambassadors for the United States during every port visit we made during the deployment.”

While deployed, the more than 2,100 Sailors and Marines from the embarked 11th Marine Expeditionary Unit (MEU) serving aboard Makin Island conducted maritime security operations (MSO) and theater security cooperation (TSC) exercises and events in the U.S., 5th and 7th Fleet areas of responsibility.

Makin Island also served as the platform for the first operational deployment of the four-blade AH-1Z Viper helicopter. When deployed with the UH-1Y helicopter, the “Yankee-Zulu” package replaces the older two-blade Marine Corps AH-1W and UH-1N helicopters.

The new helicopters can carry an addition 2,000 to 4,000 pounds, travel faster and conduct combat operations from a safer distance. The AH-1Z and UH-1Y also share an 85 percent parts commonality, which streamlines training and maintenance.

The ship received a number of awards during the deployment including the 2012 Noy Award for Optimizing the Future.
Sailors and Marines celebrated Father’s Day aboard the amphibious assault ship USS Makin Island (LHD 8), June 16.

Fathers were served a special dinner and several took part in a cake-cutting ceremony. The smoking lamp was also lit on the ship’s fantail where fathers were able to smoke cigars together. Culinary Specialist 3rd Class Michael A. Ferrara, a father of two children, a six-year-old daughter and a two-year-old son, was one of many Sailors who took part in the Father’s Day meal.

“It was awesome, a definite morale boost and it showed that the ship really cares,” said Ferrara. Ferrara said that being underway on deployment with children can be difficult to bear.

“It was especially rough at first, but then I remember that I’m out here for them,” said Ferrara. “The hardest part of being away from them is knowing that I’m missing a lot of very special moments,” added Ferrara.

“It’s been more than seven months since most Makin Island Sailors have seen their children. “I can’t wait until we pull into Pier 13 and see them and how much they’ve grown,” said Ferrara.

Capt. Cedric Pringle, commanding officer of USS Makin Island (LHD 8), along with three fathers of Makin Island Sailors and Marines on board for “Tiger Cruise,” cuts the cake during a special Father’s Day celebration held June 16 on the ship’s mess decks. (Photo by MCSN Daniel Walls)

Makin Island Celebrates Father’s Day

By MCSN Daniel Walls, Around the Island Staff

Sailors and Marines celebrated Father’s Day aboard the amphibious assault ship USS Makin Island (LHD 8), June 16.

Fathers were served a special dinner and several took part in a cake-cutting ceremony. The smoking lamp was also lit on the ship’s fantail where fathers were able to smoke cigars together. Culinary Specialist 3rd Class Michael A. Ferrara, a father of two children, a six-year-old daughter and a two-year-old son, was one of many Sailors who took part in the Father’s Day meal.

“It was awesome, a definite morale boost and it showed that the ship really cares,” said Ferrara. Ferrara said that being underway on deployment with children can be difficult to bear.

“Being away from my kids was especially rough at first, but then I remember that I’m out here for them,” said Ferrara. “The hardest part of being away from them is knowing that I’m missing a lot of very special moments,” added Ferrara. Ferrara said that being underway on deployment with children can be difficult to bear.

“Being away from my kids was especially rough at first, but then I remember that I’m out here for them,” said Ferrara. “The hardest part of being away from them is knowing that I’m missing a lot of very special moments,” added Ferrara.

“It’s been more than seven months since most Makin Island Sailors have seen their children. “I can’t wait until we pull into Pier 13 and see them and how much they’ve grown,” said Ferrara.

Capt. Cedric Pringle, commanding officer of USS Makin Island (LHD 8), along with three fathers of Makin Island Sailors and Marines on board for “Tiger Cruise,” cuts the cake during a special Father’s Day celebration held June 16 on the ship’s mess decks. (Photo by MCSN Daniel Walls)
TIGER ATTACK!

Photos and Layout by MC2(SW) Dominique Pineiro
Deck Watches Integral to Ship’s Mission

There is much about seamanship that has changed over the last few centuries, but there are some customs that never fail to link us to the past. Of these customs, and this is true of all ships, there will always be the underway deck watch.

On board USS Makin Island (LHD 8), there are six positions held by enlisted sailors on the deck watch bill: helmsman, lee-helmsman, messenger, forward lookout, aft lookout, and the boatswain’s mate of the watch.

The helmsman steers the ship through waters both rough and calm by shifting the ship’s massive rudders to the left and right as ordered by the conning officer, who directs the ship on its course.

When the helmsman is relieved, after an hour of steering and obtaining permission from the conning officer, he will then take over the role of lee-helmsman. The lee-helmsman controls the throttle and the speed of the ship.

Next in the watch rotation is the lookout. The lookouts have the dual purpose of watching the horizon for contacts and closely monitoring the waters flowing near the stern of the ship for any personnel that may have fallen overboard. The lookouts are important to the safety of the crew. The human eye can see small craft and other objects that cannot be picked up by radar. Lookouts are necessary to ensure the ship is protected from accidental collisions and attacks from small crafts, and the aft lookout is the best chance an overboard Sailor has at being spotted, reported and tracked until rescue.

The last position in the watch rotation (if the watchstander started on the helm) is the messenger. The messenger carries out necessary communication. The individual in charge of all the enlisted watchstanders is the boatswain’s mate of the watch. The boatswain’s mate is also responsible for making announcements on the 1MC.

It takes many people working together to keep the ship running, including the quartermasters who track the ship’s course on navigational charts and the engineers deep within the hull of the ship. But whenever a Sailor lays his head down to rest, he can be sure that a deck seaman is there, ensuring his safety and steering the ship on its course.

and spirit, but would eventually become two of our greatest allies in the years to follow.

“Today, we stand together as inseparable friends. We work together, we advance together, we fight together, and we do the same with our brothers and sisters to the north in Canada,” said Mabus. Doer echoed that sentiment of camaraderie following the war.

“Since that time, we have become allies and friends to work together around the world to fight for democracy wherever it exists,” said Doer. “Canada, the U.S. and U.K., since the end of the War of 1812, have worked together in World War I, World War II, Korea and even today in the war on terrorism.”

The ceremony concluded with a proclamation, presented by Maryland Gov. Martin O’Malley, commemorating the anniversary of the bicentennial of the War of 1812 and the continued cooperation between the U.S., Canada and Great Britain.

Navy Week Baltimore is one of the signature events around the country commemorating the Bicentennial of the War of 1812 and the Star-Spangled Banner. The Navy week is part of Baltimore’s Star Spangled Salutation and commemorates the bicentennial of the War of 1812 and the writing of “The Star Spangled Banner.” The United States Navy and its partners will commemorate the Bicentennial of the War of 1812 from 2012 to 2015, honoring all who fought and continue to defend safe passage on the sea.

War of 1812 (cont.) from Page 2

for Excellence in Food Service. Makin Island also achieved a 42% advancement rate during the most recent enlisted advancement cycle, 12% higher than the Navy-wide average of 30%.

In addition, Sailors and Marines from Makin Island participated in a variety of community relations activities in three different countries during the deployment. These projects include spending time with needy children and the elderly, making improvements to local schools and orphanages, and taking care of abandoned cats and dogs at animal shelters.

During the deployment, Makin Island made port visits to Singapore, Bahrain, Jordan, Malaysia, Hong Kong and Pearl Harbor, Hawaii.

More than 200 family members joined Sailors and Marines on the final leg of the deployment, from Hawaii to California, as part of a scheduled amphibious transport dock ship USS New Orleans (LPD 18) and the amphibious dock landing ship USS Pearl Harbor (LSD 52).

“...we are a professionally trained fighting force also capable of humanitarian assistance and disaster relief if needed.”

Cpt. Donald Cuddington, CRP-5

In addition to the MSO mission, Amphibious Ready Groups bring flexible assets into the theater that allow fleet commanders the ability to deliver combat forces, support humanitarian assistance and disaster relief missions as well as noncombatant evacuations,” said Capt. Donald Cuddington, commander, Amphibious Squadron 5. “During this deployment, the Sailors and Marines of thWe Makin Island ARG took part in a number of exercises and TSC events in support of our nation’s maritime strategy.”

Cuddington said a key component of the U.S. maritime strategy is building regional partnerships to ensure security, stability and prosperity in the Asia-Pacific region.

“Our deployment is proof of just that, and that we are a professionally trained fighting force also capable of humanitarian assistance and disaster relief if needed,” said Cuddington.

Homecoming (cont.) from Page 3

...
What is the first thing you’ll do after returning to California?

“I’m going to In-n-Out.”
- ACAN Philippe Lazoare

“I’ll go to the beach.”
- LCpl. Andrew Shelly

“I want to spend time with my wife.”
- SH3 Terrance Hill

“I’m going to watch the Heat vs. Thunder game with my wife.”
- Cpl. Barron Thomas

Welcome back!

Now that you’re returning to San Diego, be sure to take advantage of all the great programs available for military personnel and their families!

Get info on events, movies, recreation, fitness, dining, and much more!

For more information on what’s available close to where you live, check out the San Diego Metro Community Support Programs website at:

http://navylifesw.com/sandiego

Makin Island’s Upcoming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Section 1</th>
<th>Date</th>
<th>Section 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon. 25 Jun</td>
<td>Duty</td>
<td>Sat. 30 Jun</td>
<td>Duty</td>
</tr>
<tr>
<td></td>
<td>Section 1</td>
<td></td>
<td>Section 2</td>
</tr>
<tr>
<td>Wed. 27 Jun</td>
<td>Duty</td>
<td>Thu. 28 Jun</td>
<td>Duty</td>
</tr>
<tr>
<td></td>
<td>Section 3</td>
<td></td>
<td>Section 1</td>
</tr>
<tr>
<td>Fri. 29 Jun</td>
<td>Duty</td>
<td>Sat. 30 Jun</td>
<td>Duty</td>
</tr>
<tr>
<td></td>
<td>Section 2</td>
<td></td>
<td>Section 3</td>
</tr>
</tbody>
</table>
IF YOU DRINK, DON'T DRIVE!

NAVY SAFETY CARD
No. 000000

1. Dial 511. Say “Arrive Alive” or dial 11
2. Surrender card to driver
3. Only valid to place of residence

511 Arrive Alive

Navy Region Southwest
One Team, One Voice, One Mission

This card is only to be used if you are intoxicated, ill or in imminent danger, and have no other source of assistance. Please Don’t Drink and Drive.

USE YOUR 511 CARD AND ARRIVE ALIVE!