

TAKE NOTICE

The Voice of the Iron Gator



28 February, 2019



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Sailors Volunteer with BSPCA

Story and photos by MC3 Molly DiServio



Sailors assigned to Wasp-class amphibious assault ship USS Essex (LHD 2) volunteered for a community relations engagement (COMREL) at the Bahrain Society for the Prevention of Cruelty to Animals (BSPCA) during their port visit to Manama, Bahrain, Nov. 9.

The Sailors spent the day grooming, walking and assisting with the socialization of the animals. Paul, CEO of BSPCA, believes the most important thing is to socialize with the animals and expose them to new sights, sounds, smells and people.

"All of our dogs are very friendly," said Paul. "That is what we want to see. Bahrain is such an eclectic mix of people. The more diverse range of people the animals are accustomed to, the less they are scared, depressed or hostile. Therefore, their chances of

adoption are higher."

The BSPCA is a non-profit organization established in 1979. They are dedicated to the welfare and rescue of animals.

"If you don't have charities such as this one, animals can get abused and abandoned. They don't have a voice, so we become the voice for them."

These COMRELs give the Sailors an opportunity to do some good, experience local culture and better themselves.

"I chose this COMREL because I love animals," said Quartermaster 3rd Class Dianna Howze. Whenever I get the chance to help make their lives better, I jump at the opportunity! Being able to walk and care for the animals made me feel ecstatic and made me want to keep helping out and getting involved."

The event not only gave Sailors the opportunity to spend some quality time with the animals and spend some time

relaxing, but also the opportunity to bridge the cultural gap.

"Deployments can be long and stressful," said Lt. Michael Slaughter, an Essex chaplain. "When we get the opportunity to do COMRELs, it brings some normalcy back to the Sailors. These engagements help us to create a human relationship with the local population; a true human interaction on a level that is beyond language, beyond politics and other cultural differences. That human interaction truly bonds people together."

Essex is in Bahrain for its mid-deployment maintenance period while on a regularly scheduled deployment to the 5th fleet area of responsibility.



WARRIORS OF THE DAY



*CTR3 Taylor Himes
Trenton, NJ*

*SGT Austin Glasscock
Centerburg, OH*



*FN Connor Houtchens
San Diego, CA*



*CPL Christopher Larsen
Layton, UT*



*CS3 Amir Menelik Parker
Conway, NC*



1. Where was the first radio message sent from?

2. Who saluted the U.S. flag first?

3. When were the terms “port” & “starboard” adopted?

4. Who was the first person to reach the North Pole?

5. What was the first ship to deploy with women in its crew?

5. USS Dwight D. Eisenhower (CVN 69) in 1994

4. CDR Robert E. Peary

3. February 1846

2. 1776 Dutch governor of St. Eustatius Islands in the West Indies

1. A Navy radio station near Bordeaux, France

**“Nothing
matches a
Sailor’s
kiss
coming
back home
where he
belongs.”**

— Sameh Elsayed

*CPL Alexander Cotter
Riverside, CA*



*FC3 Malcolm Buster
Huntsville, AL*



*CPL Michael Moore
Elysburg, PA*



*IT2 Gabriel Torres-Trinidad
Arecibo, PR*



*CPL Martin Renteria
Fresno, CA*



*CPL Danny Ireland
Bertram, TX*





One Piece at a Time

Story and photos by MC2 Chandler Harrell

When Aviation Machinist's Mate 1st Class Mekasha Woldesilassie enlisted, he had no idea that he would play a significant role in the Navy's future.

He had attended medical school before enlisting and his intention was to become a Hospital Corpsman. After spending some time in the Navy's undesignated program, he found himself as part of the Naval aviation community.

While aboard Essex, he was asked by Chief Aviation Electronics Technician Jonathan Lukesh, to take over the ship's 3D printing program. Initially, he was very reluctant to learn how to use the new device.

However, inspiration came from his son's curiosity. The two were watching videos about 3D printing on the Internet,



and the child took interest. After being asked if he knew how to use the 3D printer on the ship, AD1 did not want to disappoint.

"I didn't answer the question, because I didn't want to tell him 'no.' Because he was so interested, I began reading up on how to use the printer," said Woldesilassie. "A few days later, my son asked me the same question, and I was able to respond with a 'yes!'"

Learning the machine proved somewhat of a challenge for Woldesilassie. There is no formal training or school for 3D printing. It is largely a self-taught skill. He was able to learn through watching video tutorials, basic math, help from coworkers and a lot of practice. Even after acquiring the basics, learning the finer points became a constant process.

"It seems as if people are always coming in to the shop with new parts that we have to learn how to make," he said. "I am always learning something new on the machine, but it is making me better. I just apply

what I've learned before. It's basically just geometry; measure, do the math and create something new!"

The machine's capabilities are invaluable to the ship's force. It gives Essex the ability to create repair parts that would usually need to be ordered through the supply system. The ability to create such parts immediately saves the Navy countless hours and dollars.

Despite its advancements, the



technology still has limits. Only so many parts can be replaced with hard plastic, meaning many things still need to be done the old fashioned way. However, AD1 is confident that the program is progressing in the right direction.

"We've had to turn people away because we don't have the capability to print things that have to be metal," he said. "The technology to 3D print with metal exists, but the Navy doesn't have it yet. The program still has a long way to go, but it is getting there."

The Navy's plan to implement a 3D printing program is incentivized by both practicality and competition. Not only did the Army already have a program, but China has begun to implement 3D printing to repair parts for their ships and aircraft. The Type 052 Luhu-class destroyer CNS Harbin (DDG 112) houses a 3D printer that proved essential when the ship experienced difficulties in January this year.

For AD1, however the only incentive he needs is his family. The desire to provide and inspire those he looks after has pushed him to expand his horizons and learn this new skill. It has also led to a new activity for him and his son to do together.

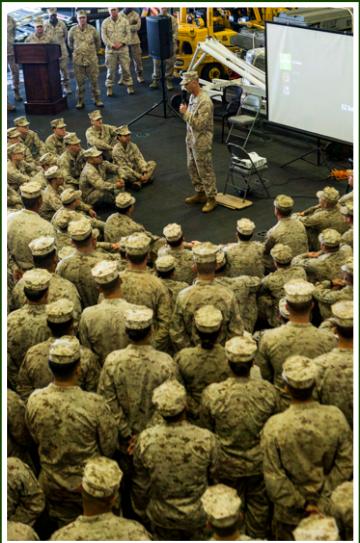
"Not long after beginning to work on the machine here on Essex, we got our own 3D printer at home," said AD1. "We've been able to make all sorts of things to use around the house. My son has even designed a few things himself. He'll learn much more in the future than

I will."

AD1 Woldesilassie and his son will continue to work with this new technology to hone their craft. As they bond through the sharing of knowledge, they show us that the torch of inspiration can be passed from young to old, as well as from senior to junior.

Together, we will build the future one piece at a time.

THIS WEEK

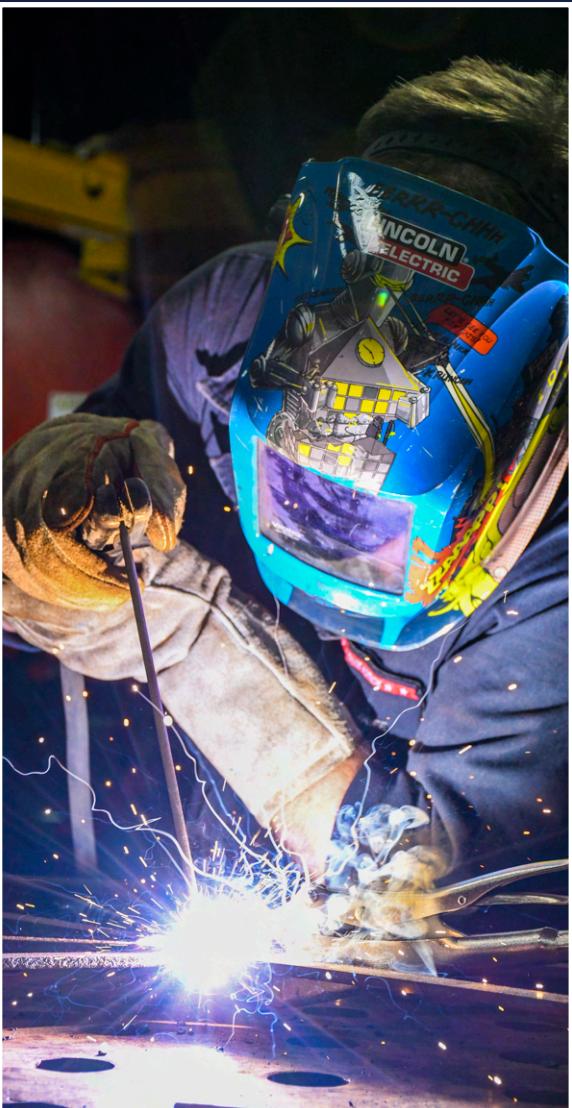
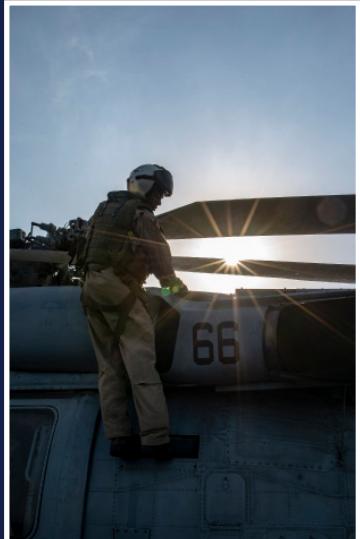


IN PHOTOS



Photos by 13th MEU Public Affairs

THIS WEEK



IN PHOTOS



SUPER SMASH BROS TOURNAMENT

November 25th
Mess Decks @ 1900



32 Players
First Come, First Serve
Contact HM3 Corey to sign up

D
U
B
A
I

Sign up for:

- Sunset Safari
- Waterparks
- Paintballing
- Diving with Dolphins
- Golfing

and more!

Pick up your tickets at the USO

1500-1700 Dec. 6th
0900-1100 Dec. 7th & 8th

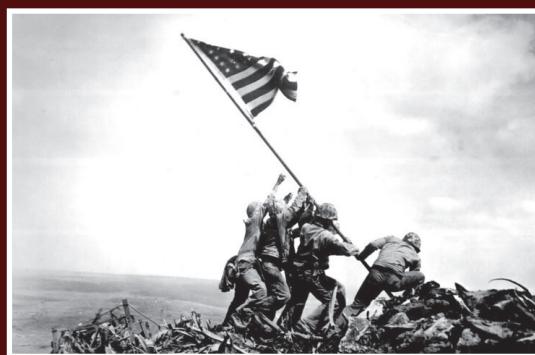
Enlisted Surface Warfare Specialist

The Navy Jack

The history of the United States Marine Corps (USMC) begins with the founding of the Continental Marines on 10 November, 1775, to conduct ship-to-ship fighting, provide shipboard security and discipline enforcement, and assist in landing forces. Its mission evolved with changing military doctrine and foreign policy of the United States. Owing to the availability of Marine forces at sea, the USMC has served in nearly every conflict in United States history. It attained prominence when its theories and practice of amphibious warfare proved prescient, and ultimately formed a cornerstone of the Pacific Theater of World War II. By the early 20th century, the Marine Corps would become one of the dominant theorists and practitioners of amphibious warfare. Its ability to rapidly respond on short notice to expeditionary crises has made and continues to make it an important tool for U.S. foreign policy.

In February 1776, the Continental Marines embarked on their maiden expedition. The Continental Marines were disbanded at the end of the war, along with the Continental Navy. In preparation for the Quasi-War with France, Congress created the United States Navy and the Marine Corps. The Marines' most famous action of this period occurred in the First Barbary War against the Barbary pirates. In the Mexican-American War, the Marines made their famed assault on Chapultepec Palace, which overlooked Mexico City, their first major expeditionary venture. In the 1850s, the Marines would see service in Panama, and in Asia. The Marine Corps played only

a minor role after their breaking ranks and causing the collapse of the Union Line at the first battle of Manassas. During the U.S. Civil War; their most important task was blockade duty and other ship-board battles, but were mobilized for a handful of operations as the war progressed. The remainder of the 19th century would be a period of declining strength and introspection about the mission of the Marine Corps. Under Commandant



Jacob Zeilin's term, many Marine customs and traditions took shape. During the Spanish-American War, Marines would lead U.S. forces ashore in the Philippines, Cuba, and Puerto Rico, demonstrating their readiness for deployment. Between 1900 and 1916, the Marine Corps continued its record of participation in foreign expeditions, especially in the Caribbean and Central and South America, which included Panama, Cuba, Veracruz, Haiti, Santo Domingo, and Nicaragua.

In World War I, battle-tested, veteran Marines served a central role in the United States' entry into the conflict. Between the world wars, the Marine Corps was headed by Major General John A. Lejeune, another popular commandant. In World War II, the Marines played a central role, under Admiral Nimitz, in the Pacific War, participating in nearly every significant battle. The Corps also saw its peak growth as it expanded from two brigades to two corps with six divisions, and five air wings with 132 squadrons. The Korean War saw the 1st Provisional Marine Brigade holding the line at the Battle of Pusan Perimeter, where Marine helicopters (VMO-6 flying the HO3S1 helicopter) made their combat debut. The Marines also played an important role in the Vietnam War at battles such as Da Nang, Hu, and Khe Sanh. The Marines operated in the northern I Corps regions of South Vietnam and fought both a constant guerilla war against the Viet Cong and an off and on conventional war against North Vietnamese Army regulars. Marines went to Beirut during the 1982 Lebanon War on 24 August. On 23 October 1983, the Marine barracks in Beirut was bombed, causing the highest peacetime losses to the Corps in its history. Marines were also responsible for liberating Kuwait during the Gulf War, as the Army made an attack to the west directly into Iraq. The I Marine Expeditionary Force had a strength of 92,990 making Operation Desert Storm the largest Marine Corps operation in history.



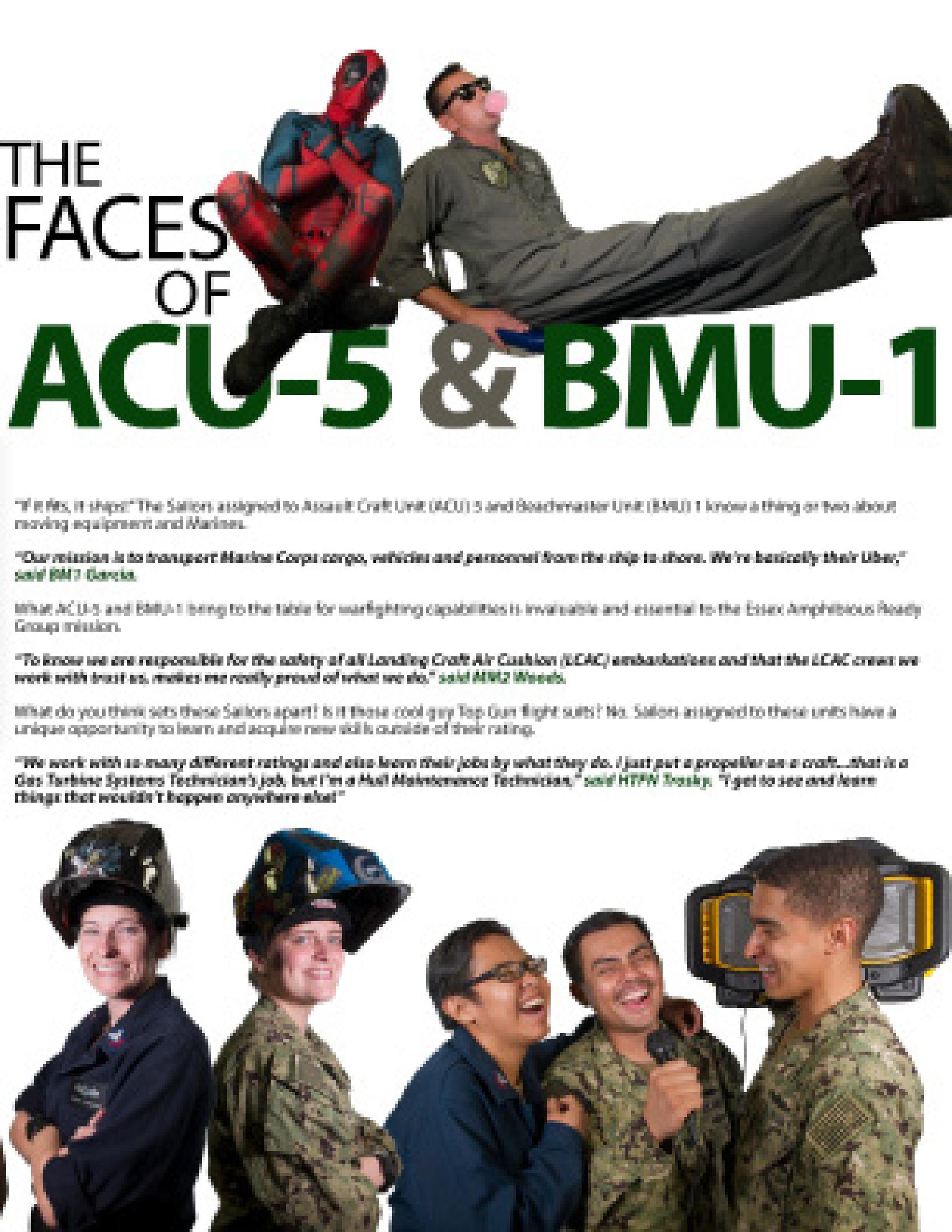
Samuel Nicholas (1744 – 1790) was the first officer commissioned in the United States Continental Marines (predecessor to the United States Marine Corps) and by tradition is considered to be the first Commandant of the Marine Corps.

On 5 November 1775, Nicholas was commissioned a "Captain of Marines" by the Second Continental Congress, which was the first commission issued in the Continental Naval Service. His commission was confirmed in writing on 28 November, 18 days after the Continental Congress resolved on 10 November 1775, "That two battalions of Marines be raised consisting of one Colonel, two Lieutenant Colonels, two Majors, and other officers, as usual in other regiments; that they consist of an equal number of Privates with other battalions; that particular care be taken that no persons be appointed to offices, or enlisted into said battalions, but such as are good seamen, or so acquainted with maritime affairs as to be able to serve by sea when required; that they be enlisted and commissioned to serve for and during the present war with Great Britain and the Colonies, unless dismissed by order of Congress; that they be distinguished by the names of the First and Second Battalion of Marines."

Captain Nicholas no sooner received official confirmation of his appointment to office than he established recruiting headquarters at Tun Tavern, Philadelphia. By January 1776, having recruited a sufficient number of Marines to man the vessels that comprised the Continental Navy in the waters of Philadelphia, Capt. Nicholas assumed command of the Marine Detachment on board the Alfred. With Commodore Esek Hopkins in command, Alfred set sail from Philadelphia on the morning of 4 January 1776. The following month witnessed the baptismal fire of the Marines.



THE FACES OF ACU-5 & BMU-1



"It's hot, it ships!" The Sailors assigned to Assault Craft Unit (ACU) 5 and Beachmaster Unit (BMU) 1 know a thing or two about moving equipment and Marines.

"Our mission is to transport Marine Corps cargo, vehicles and personnel from the ship to shore. We're basically their lifers," said BMU 1 Garcia.

What ACU-5 and BMU-1 bring to the table for warfighting capabilities is invaluable and essential to the Essex Amphibious Ready Group mission.

"To know we are responsible for the safety of all Landing Craft Air Cushion (LCAC) embarking and that the LCAC crews we work with trust us, makes me really proud of what we do," said AMM2 Weeks.

What do you think sets these Sailors apart? Is it those cool guy Top Gun flight suits? No. Sailors assigned to these units have a unique opportunity to learn and acquire new skills outside of their rating.

"We work with so many different ratings and also learn their jobs by what they do. I just put a propeller on a craft...that is a Gas Turbine Systems Technician's job, but I'm a Hull Maintenance Technician," said HTMW Brusky. "I get to see and hear things that wouldn't happen anywhere else."





"We got 99 problems but a
beach ain't one."

sold SN Scheerer





"Any beach, ANY TIME!"

sold NM2 Woods



AROUND THE DECKPLATES

WHAT WAS YOUR BIGGEST OBSTACLE ON DEPLOYMENT?



"Getting to work on time. I set my clock 15 minutes fast.... But I'm still trying to overcome that one."



"Staying mentally stable. I go to the gym and music."



"Wranglers..."

-FN Cole George &
FN Robert O'Brian
Huntsville, AL &
Dallas, TX



"Motivating Sailors to keep a positive attitude after the deployment extension."

-LT Lameron Williams
Atlanta, GA



"Relying on our brothers and sisters during hard times. Being at sea for long periods we understand the foundations that were set before us, we understand what was done and appreciate the sacrifice that was done so we can live a better life, and we carry on that traditions."



"Other Sailor's Negative attitudes. I talked to them about how their poor attitudes affect everyone else's day. I helped them find something to help them distress and be more positive."

-ABFAN Londyn Soileau
Lake Charles, LA

- OS3 Richard Dewayne
Leesville, LA

-GySgt Michael Medina
San Fernando, CA

-ET2 Catarina Terry
Lebanon, IL

Sampaga's Joke Corner

Why did the fish blush?

Because he saw the ocean's bottom.

What do you call a cow that just gave birth?

Decaffeinated.

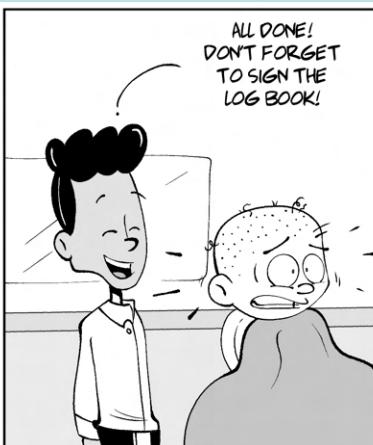
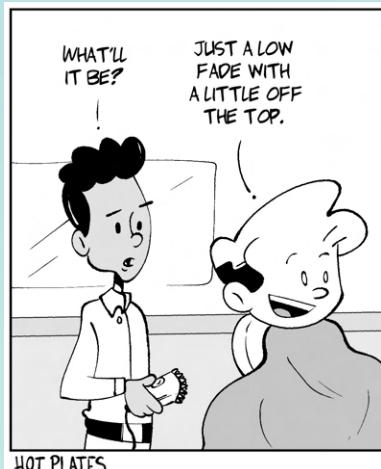
What do you get when you cross a helicopter with a rhino?

Heliflyknow.

Never in my life have I been naked for a straight 24 hours.



Submit your jokes to
jenna.dobson@lhd2.navy.mil



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Semper Fidelis

Always Faithful



Happy Birthday Marines!