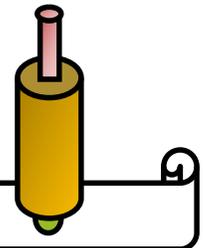




# The DASHPOT



The Official Newsletter of the Association of Minemen

### In This Issue:

- Mining Campaigns (Cont.)
- MIW Articles
- Navy Munitions Command Reports
- 2019 Reunion Registration
- TAPS and Binnacle List
- Miscellaneous MN Stuff



## From The President

*MNCM John Epps, USN (Ret.)*



We've had a lot of bad news lately. I'd like to pass on my condolences to the families of our recently departed shipmates and family members. I also want to wish those on the Binnacle List a speedy and pain free recovery. You are in our thoughts and prayers.

We celebrated our nation's 243<sup>rd</sup> birthday and the freedoms and liberties we enjoy as Americans. We are indeed the land of the free and home of the brave. Thank you to the many heroes, past and present, which have made this freedom possible.

The last Dashpot issue contained proposed revisions to the AOM Bi-laws for Membership review. Please revisit the proposed changes; we will discuss them at the next Business Meeting.

Nate Miranda (Secretary/Treasurer) reports that 16 members have submitted and paid their registration fees for the upcoming reunion.

Gary Cleland reported that 13 people have made reservations at the Holiday Inn Riverwalk for the upcoming reunion. I'm confident that our membership rolls will increase before and during the Reunion. The reunion is getting closer and the special room rate pricing will end soon so make those hotel reservations now. I look forward to seeing you all in San Antonio.

The Facebook page continues to boom. AOM Facebook page creator, Don Moody, reports there are currently 552 members. That's 80 more members since the last report. Welcome aboard Shipmates. Your input and participation is making the page a success.

God bless our Soldiers, Sailors, Airmen and Marines and God bless the USA!

**John**

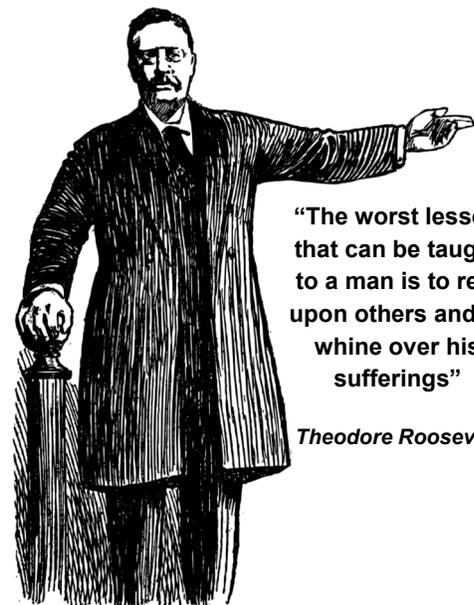


## NOTABLE QUOTABLE



**"WE HAVE NO ETERNAL ALLIES, AND WE HAVE NO PERPETUAL ENEMIES. OUR INTERESTS ARE ETERNAL AND PERPETUAL, AND THOSE INTERESTS, IT IS OUR DUTY TO FOLLOW."**

*Viscount Palmerston, 12 March 1723*



**"The worst lesson that can be taught to a man is to rely upon others and to whine over his sufferings"**

*Theodore Roosevelt*



Association of Minemen

Dedicated to Serving the U. S. Mine Force

The Dashpot, published quarterly, is the newsletter of the Association of Minemen (AOM), a non-profit organization incorporated in the State of South Carolina...to perpetuate a knowledge of undersea mine warfare, necessary to America's first line of defense

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Input for Fall 2019
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1 November, 2019

From the Editor...



It appears the 'Dog Days' of Summer are upon us once again. I hope that those of us who have yet to make reservations for the reunion in San Antonio will make an effort to 'get-r-done'. I'm enjoying the AOM Facebook page as we get more familiar faces and many new members logging on. It has been a treasure trove of photos, sea stories and memories. I especially like that our families (husbands, wives and children) of Minemen who served, are joining in too. Afterall, they served beside us.

Sadly, we have lost many Shipmates and family members over the past few months and our prayers and condolences go out to the surviving families and friends. Stay safe this Summer and I hope to see you in San Antonio this October!



All the best! RON



**From our A.O.M.  
Secretary -Treasurer  
Nate Miranda**

I am happy to report that the bugs that I reported in the last issue has been corrected! On line reunion registration works the way it was designed to! If, however you do experience a problem, please do not hesitate to contact me and I will do my best to help you work through it!

Looking at the membership/dues books, we have 7 members that are overdue since Oct. 2017. 10 members that are overdue since Oct. 2018 and 86 members that will be due this October, 2019. If you are not sure of your dues status, or if the date of the mailing label is incorrect, please contact me so I can correct the error.

The best way to contact me is through our Yahoo account [assocminemen@yahoo.com](mailto:assocminemen@yahoo.com) or by dropping me a line at Association of Minemen, PO Box 2180, Temple City, CA 91780. You can also call me at (626) 824-0727. If I do not recognize your number or did not hear the phone ring, please leave a message and I will get back to you as soon as I can.

As always, thank you for supporting the AOM through your membership and scholarship donations!

*Nate*



**The A.O.M Store**

*There is an ongoing effort to revitalize and refresh the **A.O.M. Store** and restock with Mineman-related items that you can purchase. Stay tuned for more about this at the upcoming Reunion and future Dashpot issues !*



**A.O.M. CHAPLAIN**

I am honored to have been chosen for the Chaplain position. If I can ever be of help to you or your family, please do not hesitate to reach out to me at 225-572-2846 or via email at : [hawgrunner52@aol.com](mailto:hawgrunner52@aol.com).

I look forward to meeting many of you in October.

*E. Denson Rivers*



**AOM MEMBERSHIP REMINDER**

As a reminder, your membership expiration/due date can be found on the DASHPOT mailing label just above your name. *Example: If Oct. 2019 and beyond is on your label, you are up to date. If Oct. 2018 and lower, you are behind and should catch up as soon as possible.*

Dues can be paid up for as many as 5 years in advance, if you choose that option.

*Nate*



The Association of Minemen has set up a Facebook Group page for current AOM Members and potential members who qualify to join.

Looking for someone you served with? This is a great way to connect or reconnect with Shipmates and fellow Minemen. This is a 'closed' group but all Minemen and their spouses can join. Any current Group member can nominate a Mineman and/or their Spouse to join as well.

Any Facebook member can find the AOM-MINEMEN group page but can't see the posts unless they become a member.

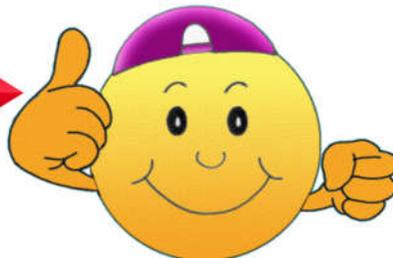
**COME JOIN US**

There are a lot of memories, sea stories and recollections going on every day!

The Group Administrator is Don Moody, AOM Historian

[donmoody8@GMAIL.COM](mailto:donmoody8@GMAIL.COM)

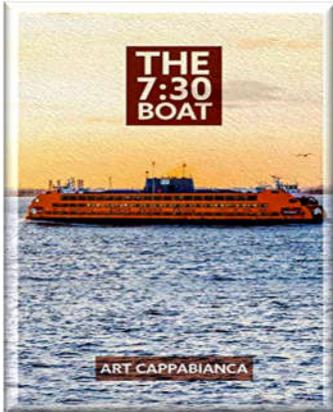
**GO FOR IT !**



**GOOD LUCK !**



# Mine Warfare Book Review



Looking for a good Summer thriller? How about one that includes both mines and mine countermeasures? Author Art Capabianca has penned a gripping crime and terrorism story that will keep you on the edge of your seat and turning pages until its conclusion. Art gained the experience and expertise for his book after having served in the Navy for 20 years, retiring as a Chief Intelligence Specialist and service with the NYPD for 26 years. His interest in the threat that mines could pose to our Nation's maritime industry was expressed in an excellent and compelling article he wrote for the Naval Institute Proceedings Magazine entitled:

### **"Mines in Ports: A Serious Threat".**

The "7:30 Boat" pits an exhaustive and realistic police investigative process against cunning terrorists (and Murphy's law) in a race against time. It is a great read that reminds me of the now discontinued efforts that the Mine Warfare Command made in the 80's and early 90's to bottom map key ports to aid mine countermeasure efforts through the detection of changes on the bottom. If such an incident occurred at some point in our future, it would be a very costly mistake indeed. Sadly, we may indeed live to regret our negligence.

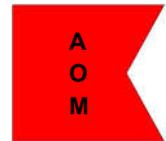
*Ron Swart...*

*Dashboard Editor*



## ACTIVE DUTY MNCS SELECTIONS

- Angle Jack Dw 001
- Cook Patrick 002
- Adkins Michae 003
- Roers Keith P 004
- Loeblein Chri 005
- Giannini Matt 006
- Landman Denni 007
- Forbes Yancy 008
- Bish Ryan Rob 009
- Fillebrown An 010
- Merry Jeremy 011
- Rojas David J 012
- Toyloy David 013
- Hansen Jusup 014
- Coates Garret 015
- Skeins Jeffre 016
- Adolphi Rober 017



## NAVY RESERVE MNCS SELECTIONS

- Martinez Rams 001
- Engemann Timo 002



## NAVY RESERVE MNC SELECTIONS

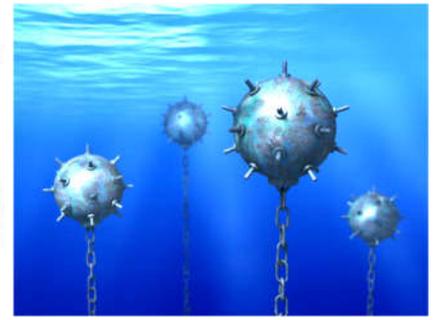
- Payne, John T. 001
- Humberger, Don 002
- Hernandez, Car 003
- Riffle, Jerid 004
- Roberts, James 005
- Washington, Ja 006
- Bento, Ross C. 007
- Barcenas, Igna 008



*Editor's note:*  
MNC (Sel.) Washington was our Navy Reserve Mineman of the Year for 2018!



# AOM HISTORIAN DON MOODY



## Four Mining Campaigns:

### AN HISTORICAL ANALYSIS OF THE DECISIONS OF THE COMMANDERS



*A research paper prepared by  
Commander James A. Meacham,  
U.S. Navy, (Ret.) Circa 1968-1970*

## BLOCKADE OF THE NORTH SEA

**Operations:** The history of strategic seapower in World War I is largely the story of the struggle of the Allies against the German U-Boats. The planners of the Second Reich gambles heavily on the ability of their primitive submarines to cut Britain's communications and force her out of the war. This strategy very nearly succeeded. That it failed, paradoxically enough, was due to the submarine warfare itself; for submarine warfare, as much as any other factor, was what brought the United States into the war. The debate continues as to what might have been accomplished if this undersea weapon had been managed differently. However, there is no question that the sea mine played a major role in its defeat; mines sank more German submarines than any other ASW system, about one-quarter of the total.

The major mining effort was conducted in the North Sea and its approaches; the final goal of this campaign was nothing less than the complete sealing off of the area. This mammoth task was never completed. However, it was not without some success. From the beginning of the war, France and Great Britain had strewn mines liberally in the area near the angle where the Danish Peninsula joins the north German coast: Heligoland Bight. The Germans swept channels through this, leaving the bulk of the fields for defensive purposes, and themselves planted a great number of minefields to entrap and discourage the Allied miners. Sweepers from both sides assailed the fields and not frequently were victims of their own devices. This went on until the end of the war and is perhaps the only episode in history (up to this point) that merits the oft used but sometimes inaccurate term "Mine Warfare". In this process, an enormous and dense minefield was created in the Bight. From time to time, this is close one exit for the German North Sea submarines, but it did not immobilize them, for they could pass into the Atlantic by way of the Kiel Canal, the Danish Straits and the North Sea. The smaller German submarines were based in several ports of Flanders after Belgium and the Netherlands were overrun. The normal route of these submarines to

their hunting grounds was through the English Channel. They were opposed in the area of Dover by various devices (minefields, nets, nets-with-mines-attached, surface patrols and zeppelins), none of which was particularly successful in restricting their passage until 1917. In that year, submarine sinkings had created a precarious situation for Great Britain, and in a desperate attempt to render this advantage decisive, the Germans embarked upon unrestricted submarine warfare. At this juncture, Admirals Wemyss and Keyes, both veterans of the defeat by the mines of Kephez, were in positions of authority in the British Admiralty. Keyes, in particular, had very pronounced ideas as to how the Dover Straits might be closed and did not hesitate to press them on the Senior Naval Officer, Dover, Vice Admiral Bacon, who did not agree with them at all. After some arguments, the matter was finally settled when Keyes was assigned to relieve Bacon, and Wemyss was made First Sea Lord. In the meantime, however, the Keyes plan was fully implemented. This consisted of a deep minefield of over 5000 mines, from Folkestone to Gris Nez, plus a high probability surface patrol utilizing searchlights and magnesium flares. At night, the straits were lit up "like Piccadilly" from England to France. In general, the British mines, up to this time, had been both ineffective and unreliable. However, a new mine (H2) using chemical horns copied from captured German weapons became available for the project, commencing in November 1917. Planting started in early December. There were eight mine lines from Folkestone to Colbart Bank, graduated from 8 to 20 meters in depth and 14 lines from Colbart Bank to Gris Nez, graduated from 6 to 30 meters. (chart) This was indeed a formidable mine barrier, creating a threat of approximately 45% to a submarine below periscope level, about 35% at periscope level and zero on the surface. Thus the British and French could use the surface at will, at the price of the patrol of lights. This barrier was completed about the end of 1917. It was shortly before this that Keyes relieved Bacon as its commander. Even before its completion, however, it claimed its first victim. On 19 December, UB 56, returning from an Atlantic patrol, struck a mine and sank with all hands. The German communications system at this time required departing and returning submarines to maintain radio communications periodically when within the area of patrols and minefields. Consequently, they had some idea as to where the submarines had run into trouble. Gradually, the German flotilla commander, Commodore Andreas Michelsen, increased his direct control of the approach and exit tactics. In January 1918, in consequence of the unexplained losses of

U87, U84, U93 and U95 over a fairly short period, Michelsen ordered the northern-based submarines to stop using the Dover route. While these boats were all lost in the vicinity of Dover, the truth was that none of them had succumbed to mines. The pressure increased and on 14 February, a German destroyer flotilla carried out a daring and brilliant night attack on the surface patrol force, inflicting significant losses. The patrol was reconstituted however, and the battle of attrition went on. Some submarines got through, generally by waiting on the surface until faulty material or some other cause resulted in a gap in the light barrier, which permitted them to get by on the surface. Several got through submerged, but losses continued to mount. In May, the Flanders flotilla started to use the Northern route. Michelsen felt acutely the loss of the Dover exit, as it deprived the Flanders-based boats of their geographical advantage. In July, seven U-boats tried the Dover route again; only one returned. The route obviously had to be given up. By the time Allied armies broke into Belgium in September, the Flanders flotilla had lost its usefulness completely. The Dover route, while unquestionably the most efficient, was not the only route from Germany to the Atlantic shipping lanes. The Northern Flotilla had always used the North Sea exit to some extent; for patrols in the northern Irish Sea, for example. As this route became more and more vital with the increase in effectiveness of the Dover barrier, the Allies undertook the project of the largest single minefield in history, the North Sea Barrage.

The British had considered earlier such a plan; a mine barrier to close 250 miles from Scotland to Norway. However, they had discarded the idea as it was estimated to require about 400,000 mines, a number quite beyond their resources. This tremendous number was necessary because of the great depths in the area; in order to present any significant threat, there would have to be what amounted to several minefields, one for each series of depth ranges, in the manner of a layer cake. With the entry of the United States into the war in April 1917, the U.S. Navy began exploring ways to defeat the German submarines. The Americans too, discussed a great mine barrier in the North Sea; they concluded that it was feasible. One of the reasons they thought this was the recent invention of the Mark 6 mine. This mine fired by means of galvanic action, which meant that the case itself did not have to be struck by a ship's hull, but that the mine could also be fired by the contact of dissimilar metals in the sea water at some distance away, if one of these metals were connected to the mine-firing mechanism. An auxiliary float carried a copper contact wire upwards from the mine case for as much as 100 feet for this purpose. In this way, the vertical coverage of each mine could be increased greatly. In August, Admiral Henry T. Mayo, USN, Commander-in-Chief, Atlantic Fleet, was briefed on the potential of this new mine and was sent to England to confer with the British planners. The conference took place on 4-5 September 1917. Mayo and Admiral John Jellicoe, RN, his British counterpart at the conference, agreed that with the Mark 6 available the problem had become manageable. They decided that the barrier should be established. Plans went forward to mine the deep center sections of the area with American Mark 6's and the extremities with British chemical horn H mines. In

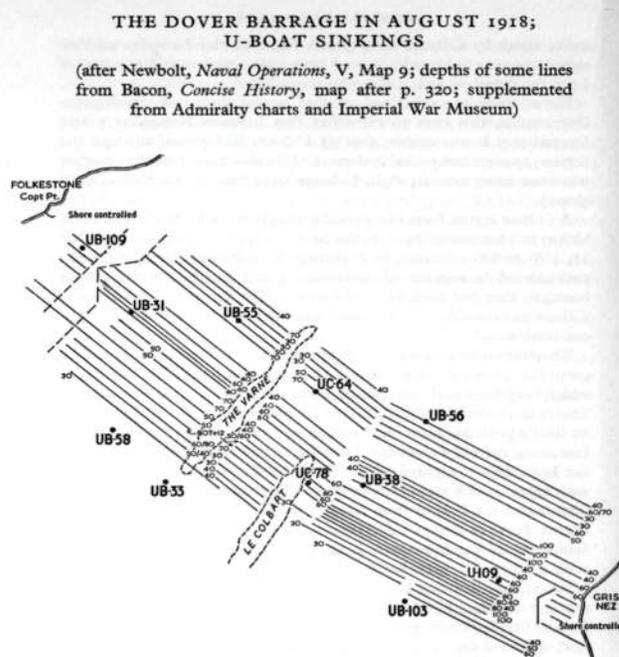
this way it was calculated that about 100,000 mines could create the desired threat to any transiting submarine. The story of this enormous undertaking is a tribute to American ingenuity and optimism. Ships were converted on short notice, and a massive assembly operation set up in Britain. Planting of the barrage commenced in March 1918. However, a significant threat was developed only with the coming of the great efforts of June-August. The Germans learned of the mine laying early in May from a British Notice to Mariners which delineated a danger zone. The first victim was U86 which was damaged on 9 July returning from an Atlantic patrol. With the mining of U86, Michelsen began to plot buoys, agents' reports and observed explosions in order to route his boats through areas of estimated safety. There is no indication that this barrage ever served as more than an irritant, however. While the psychological effect on the thrice-harried submariners was undoubtedly acute, German submarine operations do not appear to have been hampered in any way. Michelsen called it only slightly effective. Another personal account is as follows: "I myself went through it three times in broad daylight in the summer of 1918. This always appeared safer to us than to force our way through close under the coast of Norway or of Scotland. Here the British kept a sharp lookout on the surface... We were not prevented a single day from going out." Admiral Friederich Ruge evaluates the barrage as follows: "This North Sea barrage was too far away from the German bases to do anything about it... It was considered as a risk which had to be taken and that was not at all well known. It e losses, but did not restrict the movements of the submarines. ...It did not make the submarine war impossible." Actual losses to the Northern Barrage are the subject of some academic controversy. For example, Robert M. Grant\*, a well-known authority on World War I German submarine operations, says three were damaged and three destroyed. However, there is no controversy whatsoever that these losses were (1) not decisive to the German submarine effort and that (2) the submarine operations went on much as usual, taking the risk that the mine fields had to offer. This was much lower than planned for three reasons: 1. It was never finished. Of the planned 100,000 odd mines, only about 70,000 were actually laid. Thus, any evaluation is necessarily that of a constantly increasing, but never completed minefield. 2. The patrols which were counted upon to fill the surface gap were never actually available. 3. Immense numbers of mines fired prematurely, were countermined, broke loose or had to be swept for various reasons. There is no estimate of these numbers from eyewitness reports. However, accounts of the laying of the mines were replete with these mishaps and the total must have been considerable. Thus, at the end of the war, the Germans were still using the North Sea exit pretty much as they pleased. Admiral William S. Sims, Commander, U.S. Naval Forces, Europe, well aware of the fact that the effectiveness of the mine lies in its psychological effects as much or more than in the actual losses it inflicts, evaluated the North Sea Barrage quite differently from the Germans: "Results other than sinkings were exceedingly important. It was the failure of the German submarine campaign which defeated the German hopes and forced their surrender. The Germans saw the barrage as it would be a

few months hence.” Unfortunately, he has no evidence to support this assertion.

**Generalizations from the Operations.** It is difficult to isolate generalizations of mine warfare from within the panorama of the North Sea campaign. This is because nothing was ever clear-cut. Mine fields were always supplemented by surface patrols (or else should have been and were not), and a whole host of diverse strategic and tactical factors encroach upon each operation to blur the distinctions which analysis should make. However, there are several factors which are reasonably apparent and which can contribute to the general knowledge of how people react when facing mines. First, there is the absence of any detached calculation of threat. In no case is there a shred of evidence that any commander thought, for example, “I calculate that a submarine has a 33% chance of escape and I am willing to take that risk.” Risks were evaluated in general terms and usually empirically. When too many losses were being suffered at Dover, the subs were rerouted, even at considerable strategic inconvenience. How many losses were too many, however, was a subjective decision of the commander, based upon the general strategic and tactical situation at the time. Most of the time it was clear to the responsible commanders that whatever chance Germany had to win the war was largely that of the success of the U-boat campaign. Thus, it would be unreasonable to expect closure to be effected by anything less than losses approaching 100%. The fact that Dover was abandoned only after the loss rate became tremendous, supports this. And, in this case, there was another route, albeit less efficient. If the war had continued and the Northern Barrage had been completed, one would have expected that the Germans would not have flinched from using it at least until the losses exceeded those experienced off Dover. Provided the Germans had another option, their conduct could be influenced by a mine field. When no reasonable alternative routes are available, mine fields then must depend solely on their own ability to cause attrition. There is one complicating factor; the Germans frequently did not know what had become of their submarines. Author Robert M. Grant, who has made a most detailed effort to account for every submarine, still is left with a number in the “unknown cause” category. And of course, mistakes were made in the wartime environment. Boats thought to be mined were not and vice versa. It is clear that the Germans knew mine fields were present and that they presented some risk, and that risk, whatever it was, would have to be taken. Boats continued to get through and Allied tonnage sunk was surely a more potent statistic than the probable threat of a mine field, and perhaps more so than the submarine loss rate itself. Another factor of a subjective nature, but undoubtedly significant, was the character of the German submariners themselves. While the dark threat of sudden and unexplained death under the sea might have had a decisive psychological effect upon lesser men, these German sailors were not lesser men. They were inured to this sort of thing. The fragile and cranky boats of World War I were a menace even without an enemy, and not a few succumbed to internal causes. All who sailed in them were of a special breed. Overall, it must be said that the German

submarine commanders reacted to the mine threat as a part of the total threat; there was no way to separate it in their minds in the war they were fighting. If mines have special value, they must be used in an unmistakable way so that the enemy knows and feels he is facing a mine threat, not a great complex threat of which mines are only a part. The North Sea Barrage might have provided this if the war had lasted another year. The second generality to be explored is the effectiveness of the Dover Barrage as conceived by Roger Keyes. Efforts had been made since the beginning of the war to stop up the Channel exit at the narrow part. None of these was particularly successful. The Keyes Plan however, did definitely work. He recognized that the barrier, to be effective, would have to have a high probability of kill and that this could be obtained only with mines. He further recognized that the surface control was key to maintaining this threat and spared no effort to ensure that this was obtained. The story of the light barrage in itself is almost fantastic. At any rate, with his mines and his patrols, Keyes corked up the Straits of Dover. His judgement in dictating this employment must necessarily have been conditioned by his experiences at Kephez, which demonstrated the effectiveness of mutual support by mines and surface attack. Thus, after literally years of expensive and relatively ineffective measures, the sea mine was finally used in a decisive way by Keyes. In this sense, he might be called the first “mine warfare officer”. Prior to that time there had been ordnance specialists who understood the mechanics and employment of mines, and there had been skilled strategists and tacticians who understood the employment of sea power but Sir Roger Keyes may very well have been the first man to understand them both.

\* *U-Boats Destroyed: The effect of Anti-Submarine Warfare 1914-1918* Robert M. Grant, circa 1964



**Fall DASHPOT Next Campaign:  
STARVATION FROM THE SKIES**



# MINE WARFARE NEWS

## U.S. Indo-Pacific Command conducts operational demonstration of new aerial maritime mine



United States Indo-Pacific Command (USINDOPACOM) has released unique footage of operational demonstration of the newest aerial maritime mine, called the Quickstrike-ER (QS-ER).

The Command had stated the B-52 Stratofortress, assigned to the 49th Test and Evaluation Squadron from Barksdale Air Force Base, La., conducted the final and largest demonstration of the Quickstrike 64-ER Naval mine project, a USINDOPACOM initiative as part of ongoing efforts to modernize and enhance military readiness throughout the Indo-Pacific region.

This is the final and largest demonstration of the project and is part of a two-year joint effort to develop, test, and operationally demonstrate QS-ER. USINDOPACOM initiated the project as part of ongoing efforts to modernize and enhance military readiness throughout the joint forces in the Indo-Pacific region.

**“Current mine technology, while effective, has been largely unchanged since World War II,” said Dr. George Ka’iliwai III, USINDOPACOM Director of Requirements and Resources. “These innovations and capabilities in the QS-ER project will allow our forces to generate more effective minefields from longer ranges and more rapidly than ever before.”**

The QS64-ER combines Joint Direct Attack Munitions (JDAM) technology and an additional wing kit and battery section with existing mine components. This allows

it to be delivered long range and high altitude, which significantly reduces risk to the aircraft.

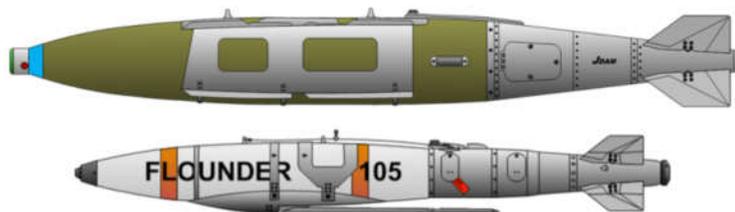
**“This aerial maritime mine is compatible, interoperable, and can be employed by virtually any JDAM enabled aircraft, including foreign partners,” said Ka’iliwai. “These capabilities will serve as a significant deterrent in peacetime and an effective operational and strategic tool in wartime.”**

A B-52 bomber from the 49th Test Squadron out of Barksdale, La. carried out the exercise and released four inert QS64-ER 2000lb mine shapes on a remote shallow water location of the PMRF.

“These innovations, combined with the global reach of America’s bomber fleet, enhance a joint force ready to fight and win,” said Lt Col. Joseph Little, Commander, 49th Test and Evaluation Squadron. The USAF is actively pursuing ways and means, along with our Joint partners, to develop and produce new technologies, like the QS-ER and the effort to modernize the B-52H, in a much more rapid capacity so that we bring the future faster.”

USINDOPACOM protects and defends, in concert with other U.S. Government agencies, the territory of the United States, its people, and its interests. With allies and partners, USINDOPACOM is committed to enhancing stability in the Indo-Pacific region by promoting security cooperation, encouraging peaceful development, responding to contingencies, deterring aggression, and, when necessary, fighting to win. This approach is based on partnership, presence, and military readiness.

Photo by Tech. Sgt. Heather Redman





# MINE WARFARE NEWS

## BALTOPS 19: Navy Tests New Mine Hunting Kit With European Allies

By Megan Eckstein June 25, 2019

**ABOARD USS MOUNT WHITNEY, IN THE BALTIC SEA** – As the U.S. Navy undergoes a major transition in how it conducts mine warfare, it had the chance to test out its newest tools during BALTOPS 2019 alongside European partners who are mine warfare experts. The excitement over new mine countermeasures (MCM) and offensive mining tools, as well as the expertise gained during this international exercise, comes as the U.S. Navy's mine warfare (MIW) leaders are trying to further professionalize the community through the creation of MIW subject matter experts at the Naval Surface and Mine Warfighting Development Center (SMWDC) and the incorporation of realistic MIW events in training exercises at home, SMWDC commanding officer Rear Adm. Scott Robertson told USNI News during the BALTOPS exercise. "Mine warfare is incredibly important. Historically, mine warfare directly determines whether you're able to achieve sea control – and the absence of having the ability to deal with that can have significant impacts on our overall objectives," he said during an interview aboard command ship USS *Mount Whitney* (LCC-20). Noting the transition from manned helicopters and ships to unmanned systems operating off a Littoral Combat Ship, Robertson said, "what better playground to be able to demonstrate that in than here during BALTOPS, where we are working with the allies and partners we will anticipate actually working with in a real-world event, in a very realistic environment, and having shapes in the water, in some challenging waters? There's no better proving ground than here." Robertson led the mine warfare task group in BALTOPS 2019, which was the largest task group in the exercise and included two existing task units – the Baltic Naval Squadron (BALTRON) and Standing NATO MCM Group 1 – as well as a third unit formed for the exercise. In total, Robertson led a force of more than 15 MCM ships, 15 unmanned underwater vehicles (UUVs), five drone ships and more than 70 divers, the Navy stated. Eleven countries contributed to this force, including many that have deep expertise in hunting and neutralizing mines due to the large number of World War II-era mines still in the Baltic Sea and other European waters.



*A Mk 18 Mod 2 is submerged from the stern of FSG Kronsport during experimental Mine Countermeasure (MCM) operations. Their experimentation objectives include collecting performance measurements in an operationally relevant environment for future improvements to systems. US Navy photo.*

### Mine Warfare In BALTOPS 19

Among the notable achievements for Robertson and his SMWDC team at BALTOPS were using the Airborne Laser Mine Detection System (ALMDS) and Airborne Mine Neutralization System – Archerfish (AMNS-AF) systems from the LCS MCM mission package for the first time in an operational theater. The Navy recently tested these systems aboard British auxiliary ship RFA *Mounts Bay* (L3008) in Virginia, though the event with the U.S. and Royal U.K. navies simply tested the ability for a vessel of opportunity to launch and recover and command and control the systems – the airborne systems never actually looked for mines in the water during that event in March. Helicopter Sea Combat Squadron (HSC) 28, which will generate the first airborne MCM detachments to operate on LCSs beginning next year, exercised airborne MCM capabilities during BALTOPS for the first time in more than a decade, according to the Navy. Three World War II-era mines were cleared, increasing the safety to mariners operating in German waters. And a significant amount of experimentation with new tools took place in Todendorf, Germany – separate from the hub of mine detection and clearance activities out of Ravelunda,

Sweden, so the operational activities and experiments wouldn't slow each other down – as part of a push to highlight technological advances in MCM, offensive mining, explosive ordnance disposal (EOD) and other related communities. Robertson said the importance of practicing mine countermeasures operations and better understanding how to leverage new technology ultimately comes down to time. How much time does it take to clear a beach zone and make way for an amphibious landing? How much time does it take to search a strait and ensure it's safe for ships to pass through? "As we start to build confidence with our undersea sensing capability, we can figure out what the time changes are on how fast we can clear a particular area. So that's all going to go factoring into how far in advance do the MCM forces have to arrive now so we can clear the area to be able to support amphibious objectives," Robertson said. Dan McPartland, representing the U.S. 6th Fleet experimentation effort in the exercise, explained during a briefing in Todendorf some of the new systems being tested out during BALTOPS 2019. The Mk 18 Mods I and II, the Swordfish and Kingfish unmanned underwater vehicles used by expeditionary MCM companies in the Navy, were operated in U.S. 6th Fleet for the first time, he said, with the Kingfish being



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*Ships and crews supporting Standing NATO Mine Countermeasures Group One (SNMCMG1) pose for a photograph near the conclusion of exercise Baltic Operations (BALTOPS) 2019. NATO photo.*

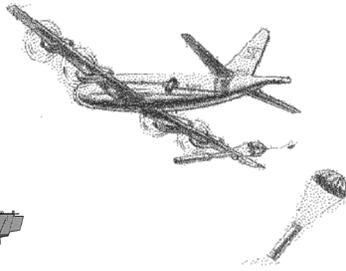
operated off a German multipurpose support ship. The Kingfish also tested out a new Autonomous Topographic Large Area Survey Forward Looking Sonar (ATLAS FLS) sensor package to support intelligence preparation of the operational environment (IPOE) ahead of mine countermeasures and amphibious operations, as well as a new Small Synthetic Aperture Minehunter (SSAM II) package for high area coverage mine hunting. With the data from the ATLAS sonar and more, McPartland explained, the Navy can now generate a map that shows what lanes from the sea to the beach contain what challenges – troughs, mud, or other features that may diminish their confidence that the lane has been totally cleared of any mine threats. Whereas previous MCM operations involved the amphibious task force commander stating where the landing would occur and the MCM teams going to clear the beach, this tool allows the MCM teams to identify easy-to-clear areas, giving the amphibious leaders options for the quickest and surest mine clearance operations. Robertson, who attended the briefing with exercise leadership and with USNI News, said, “I’ll be honest, when we were originally seeing those results, our eyes were getting all big” imagining how this tool would change the way they do business. “Now I as a task group commander can have those conversations and make recommendations to my peers that are responsible for the amphibious ships and the Marines and start the dialogue with, hey, I know you want to do a landing here, but based on our first sweep below, if we focus and do a landing down here (in a different area), I can have that cleared to this amount of confidence in this amount of time.” He said the new tool would allow that conversation to happen much earlier and with more data backing up the final decision.



*Naval Aircrewman 1st Class Patrick Miller, assigned to the Dragon Whales of Helicopter Sea Combat Squadron (HSC) 28, operates the common console used for both Airborne Laser Mine Detection System (ALMDS) (pictured) and the Airborne Mine Neutralization System (AMNS) aboard an MH-60S Knight Hawk helicopter. The console controls the ALMDS pod, which collects laser data for initial and requisition minesweeping missions. US Navy photos.*



# A.O.M REUNION 2019



## ATTENTION!

**ALL A.O.M. MEMBERS & ALL MINEMEN EVERYWHERE!!!**

**MARK YOUR CALENDARS AND SAVE THE DATE!**

**\*\*\*AOM 45th REUNION DATES ARE SET\*\*\***

**OCTOBER 7-11, 2019**

**Come one, come all, for four days of new faces, newer faces,  
old faces and even older faces!**

**Connect, reconnect, join in; meet old and make new friends.**

For those planning on trekking to San Antonio or even considering attending, the block of reserved rooms will be released on 7Sep19 from the low contact rate of \$121.00+tax. The rate is good 2 days before and 2 days after the published dates. Reserve early to save!! Last minute reservations will certainly rise in cost.

To call Hotel Desk direct, dial (210) 224-2500

Holiday Inn San Antonio - Riverwalk, 217 N. St Mary's Street

Reunion dates: 7-11 OCT 2019

A.O.M. Or Association of Minemen @ \$121.00 + TAX

Room rates available depending on availability 2 days before and after above dates.

**WHERE: San Antonio, TX**

**AT: Holiday Inn Riverwalk**

**217 N. St. Mary's St.,**

**San Antonio, Texas 78205**

Check out the Holiday Inn Riverwalk link below:

<https://my.matterport.com/show/?m=Y2hks9pgFiZ>

Any questions? Please contact:

**Gary Cleland - 45th AOM Reunion Planner**

[g.l.cleland@gmail.com](mailto:g.l.cleland@gmail.com) or [gunnercleland@sbcglobal.net](mailto:gunnercleland@sbcglobal.net)

...or call me at (858) 858-4030



**What is there to do and see in San Antonio?**

The Alamo! - The Riverwalk - The Tower of the Americas - Old Spanish Missions Tours - Stop for a cool one at the Lone Star Brewery... **and just a short drive away...** The National Museum of the Pacific War, Fredericksburg TX.

The LBJ presidential library, Red River Street, Austin TX. - LBJ Park on State Road 52, Stonewall, TX

**And much, much more! Y'all come... it's a Mineman Reunion!**



# ASSOCIATION OF MINEMEN 45<sup>TH</sup> ANNUAL REUNION & MEETING



## Holiday Inn Riverwalk

217 N. St. Mary's St.,  
San Antonio, Texas 78205



**OCTOBER 7-11, 2019**

Please return this form to the address below to complete your registration for the reunion event. Your tickets will be made available by Nate Miranda.

If you prefer, there is an online option to register and pay at:

<https://www.jotform.com/90268038916160>.

Name: \_\_\_\_\_ AOM #: \_\_\_\_\_

Mobile: \_\_\_\_\_ E-mail: \_\_\_\_\_

### PLATED DINNER SERVICE

All plated dinner entrees include: Tossed Salad, Selected Vegetables, a Starch and Dessert, Warm Rolls and Sweet Butter Rosettes, Fresh Brewed Regular and Decaffeinated Coffee, Assortment of Hot Teas and Iced Tea. (Tax and gratuity is included)

#### SELECT ENTREES:

**Chicken Piccata** \$55 ea. x = \$ \_\_\_\_\_  
Lightly Breaded Boneless Breast of Chicken topped with a Lemon Caper Butter Sauce

**Gluten Free Chicken Piccata** \$55 ea. x = \$ \_\_\_\_\_  
Prepared as above without breaded preparation

**Vegetable Wellington.** \$55 ea. x = \$ \_\_\_\_\_  
Puff Pastry with non-dairy cream layered with Asparagus, Soy Bean, Pimentos, vegan mozzarella, squash and eggplant

**Seared Salmon** \$59 ea. x = \$ \_\_\_\_\_  
Atlantic Salmon Filet Lightly Seasoned, Seared and topped with a Lemon Oil Beurre Blanc

**Fire Grilled Sirloin Fillet.** \$62 ea. x = \$ \_\_\_\_\_  
Top Sirloin seasoned in Olive Oil, Sea Salt and Freshly Cracked Black Pepper, Char-Grilled

**AUCTION PICNIC LUNCHEON Tickets at \$22.00 ea. x = \$ \_\_\_\_\_**

**Pizza:** Pepperoni, Combination, Veggie, or Cheese Pepperoni. Gluten Free Pizza can be made with Cauliflower crust, upon requests.

**Reunion Fee** (Member Approved for Incidental Reunion Cost) \$ 10.00

**Annual Dues** \$15.00 as applicable - (Check your DASHPOT address label for dues status. Pay ahead (5 years max. Add \$5.00 for new or member reinstatement fee). \$ \_\_\_\_\_

**AOM Scholarship Donation** (Tax Deductable) \$ \_\_\_\_\_

**TOTAL AMOUNT** Please return this form and your check or money order payable to: \$ \_\_\_\_\_

**Association of Minemen, P.O. Box 2180, Temple City, CA 91780**

### **Reunion Notes: Plan Early, Book Now. Room Block Expires September 7, 2019**

Additional nights available 2 days before and 2 days after reunion based on availability at the negotiated Reunion Room rate. When making your reservation, mention that you are attending the AOM Reunion!

Complementary Hotel airport transportation is **NOT AVAILABLE**, suggest Uber, Taxi or Rental. Hotel parking is available at the negotiated price of \$15/night. There is a vehicle size restriction! Inquire when making your reservations. Full American Breakfast Buffet is available at a discounted price of \$13.00.

**COPY OR SAVE THIS PAGE... SIGN UP AND SEND IT IN !!!**



# AROUND THE MINE WARFARE FLEET

## MINE WARFARE TRAINING CENTER

By MN1 (SW) Justin Weatherford

Greetings from Commanding Officer, Mine Warfare Training Center (MWTC)! As we move into the hotter months here in sunny Point Loma, California, we wanted to share with the Mine Warfare community what the schoolhouse has been up to. MWTC recently conducted a Change of Command Ceremony where CDR Dawn Ricketts relieved CDR Doug Carmack as Commanding Officer. CDR Ricketts came to MWTC from the USS Anchorage, where she was the Executive Officer, while CDR Carmack's journey takes him to Japan on the USS Ronald Reagan. Five Mine Warfare Training Center instructors traveled to NSA Bahrain to implement the command's first Mobile Training Team (MTT). This small team convened five courses during two weeks of instruction, graduating 48 Sailors and increasing Fleet readiness. These five instructors brought the classes to the fleet as they taught onboard the USS Dextrous, USS Sentry, and at the Navy College building on NSA Bahrain. In addition, MWTC welcomed 31 brand new Minemen into the fleet this quarter! We have confidence that the Mine Warfare community will welcome these sailors with open arms.



*CDR Dawn Ricketts (right) relieving CDR Doug Carmack (middle) as the Commanding Officer of Mine Warfare Training Center*

April was Sexual Assault Awareness and Prevention Month (SAAPM) and MWTC continues to show their support. This year MWTC participated (and won!) the annual Naval Base Point Loma's Tug-O-War, ran SPAWAR's annual SAAPM 5k, and hosted a Denim Day Event with MWTC staff and students.



The command came together to celebrate Asian Pacific Islander Month by hosting a command potluck that featured some delicious food from the Asian Pacific Islands. MWTC staff and students remembered the Holocaust during an all hands call and observed the 77<sup>th</sup> anniversary of the Battle of the Midway with a video presentation.



# AROUND THE MINE WARFARE FLEET

**NMC COMOMAG** By MN1(SW) Jonathan Wampler

Greetings from Commanding Officer, Mobile Mine Assembly Group (COMOMAG). Finally, summer is in full swing and we can begin warm weather activities! We would like to remind everyone to keep safety in mind while participating in off duty activities. Here is a look at what COMOMAG has been up to the last few months.



In observation of Lesbian, Gay, Bi Sexual, Transgender pride month (LGBT) the COMOMAG team headed to the San Diego History Center where the exhibit "LGBTQ+ San Diego: Stories of Struggles and Triumphs" was on display. The exhibit highlighted the struggles and pioneers that helped shaped the LGBTQ+ community throughout history. Everyone learned a tremendous amount about the history of the LGBTQ+ community and we would like to thank the San Diego History Center for the extraordinary hospitality. With so many rotating exhibits at the History Center, we are eagerly looking forward to our next visit!

The N32 division was hard at work supporting the U.S. Second Fleet exercise BALTOPS in Kiel, Germany throughout the month of June. Mr. Rodney Biggs, MNCS Christopher Alford from COMOMAG, accompanied by MNC Brian Lampman from NMC Seal Beach, and MNCS John Davis from NMC Charleston provided invaluable logistical and subject matter expertise to ensure the success of the exercise. BALTOPS 19 was the first major exercise since the re-establishment of U.S. Second Fleet.



The N31 Service Mine Division consisting of Mr. Dave Epton, CWO4 David Sledge, MNCM Favian Garcia, and MN1 Tyler Cowen all headed to NMC Charleston for their Mine Readiness Certification Inspection. We are pleased to announce that NMC Charleston successfully passed their MRCI with an overall 92%. Bravo Zulu Shipmates! And continue the outstanding work.

YN2 Keneyl Tubman will be returning to his parent command Special Security Office in San Diego. LS1 Maricel Reyes is looking forward to her new duty station at COMLOGFORNAVCENT in Abu Dhabi. Fair Winds and Following Seas Shipmates! We wish you all the best.

MNCS Keith Roers has checked onboard from LCS MCM BLUE in Mayport Florida. Welcome aboard MNCS Roers, we are looking forward to working with you.

We look forward to the upcoming Association of Mineman Reunion in October and hope to see everyone there. As always, COMOMAG is steady on the helm at the forefront of mine warfare, making mining great again, one mine at a time!



# AROUND THE MINE WARFARE FLEET

By MN1(AW) Courtney Crank

Greetings from the Navy Munitions Command Pacific CONUS West Division Unit Seal Beach, Underwater Weapons Department (UWD) in sunny California!

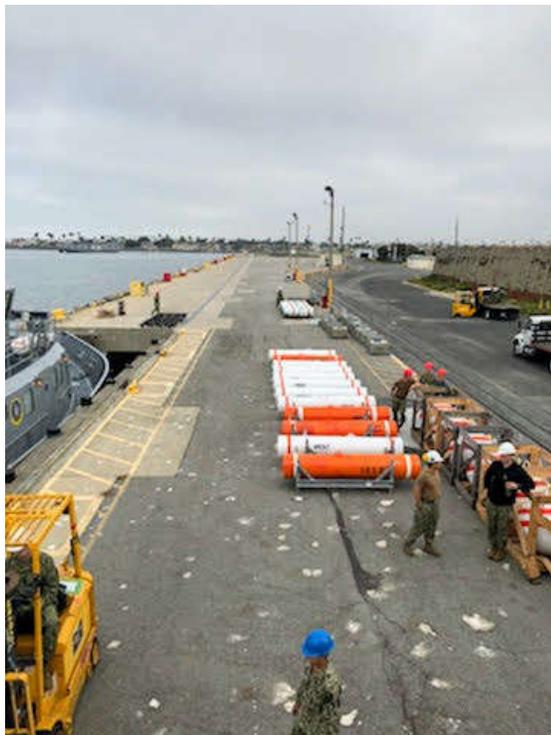
Amidst the heavy demand from the Fleet, the crew also took time to conduct upgrades to maintain proficiency and provide training for PQS needs, increasing levels of expertise throughout the Department.

## ~MISSION UPDATES~

With the summer training season in full swing, UWD Refurbishment Division has been in full steam mode. BALTOPS, Tanner Banks, KNIFEFISH, HSC-21, 2 MUNS and COMOMAG Display needs were the focus for this Quarter. These requests totaled an astounding 122 assets built and shipped.



MN2 Haskell standing by for onload to RSC-1.



Ready to load Training Targets MK 49, MK 52 and MK 53 for an MCM Exercise.

Building mines wasn't the only piece to the mission objective, either. The crew transported display assets from Seal Beach to COMOMAG for their new building, displaying two pristine MK 6 with Anchors before their entrance. UWD also transported assets to both the Seal Beach and San Diego piers for mission onloads to RSC-1 and MV Surveyor.

## ~HAIL AND FAREWELL~

UWD would like to welcome aboard MN2 Villalobossepulveda, MN2 Phillips, GM2 Johnson, GM2 Latham, GM2 Deloatch, MN3 Brown and MN3 Daniels. You guys are going to do great here!



UWD finalizing load for three separate Exercise shipments



**COMOMAG WELCOMES NEW  
EXECUTIVE OFFICER  
LCDR BRENT RICKER**



**Lieutenant Commander Brent E. Ricker, USN** is a native of Baton Rouge, Louisiana. He is a graduate of Southern Illinois University, where he received a Bachelor of Science in Management. He holds a Master of Business Administration from Frostburg State University.

LCDR Ricker enlisted in the Navy in 1997 and completed recruit training at Recruit Training Command Great Lakes, Illinois. Following the completion of Fire Controlmen "A" school in Great Lakes, Illinois and Close-In Weapon System "C" school in San Diego, California, he reported to his first operational assignment aboard USS OGDEN (LPD-5) in San Diego, California. During this tour he served as Leading Petty Officer of the Combat Gunnery Division, completed three Western Pacific deployments in support of Operations ENDURING FREEDOM (OEF) and IRAQI FREEDOM (OIF), and qualified as Enlisted Surface Warfare Specialist. LCDR Ricker then served as Leading Chief Petty Officer of the Combat Fire Control division aboard USS THACH (FFG-43) in San Diego, CA. During this tour he earned his commission as a naval officer under the Limited Duty Officer Program. After completion of Officer Indoctrination School in Newport, Rhode Island and AEGIS training in Dahlgren, Virginia, he reported to USS THE SULLIVANS (DDG-68) in Mayport, Florida where he served as Systems Test Officer, qualifying Surface Warfare Officer, Tactical Action Officer, and Engineering Officer of the Watch and completed two deployments to the Western Pacific in support of OEF and two deployments to the Mediterranean in support of Operations ATLANTIC SENTRY and SHARP SENTRY.

As Systems Test Officer, LCDR Ricker served aboard USS HIGGINS (DDG-76) in San Diego, completing two deployments to the Western Pacific.

Ashore, LCDR Ricker served at Training Support Center, Great Lakes as the Leading Petty Officer of the Information Technology Department and as a Naval Military Training instructor, qualifying as a Master Training Specialist. He also served at Naval Supply Systems Command, Global Logistics Support in San Diego, California as the Surface Ordnance Branch Head of Ammunition Management Office Pacific (AMMOPAC).

LCDR Ricker's awards and decorations include Navy Commendation Medal (five awards), Navy Achievement Medal (six awards), as well as various unit awards and campaign medals.

He is married to his wife Megan and has two children, Amber and Isaiah

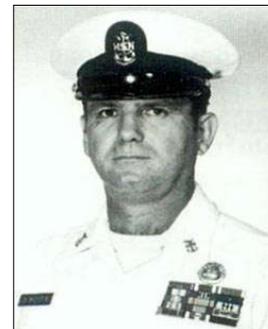
Welcome aboard Sir!



Our thoughts and prayers go out to Shipmate and AOM stalwart **Derick Hartshorn**, who is fighting cancer. diagnosed with *Waldenstroms Macroglobulinemia* (but he says "lymphoma" is easier to pronounce).



Our thoughts and prayers go out to Shipmate **Mike Johnson** who is fighting cancer. He has been battling multiple myeloma, leukemia, and an infection called erythema nodosum.



Our thoughts and prayers go out to Shipmate **Ross Maddocks** who took a bad fall about five weeks ago and from what we hear, he is not doing to well. Remember to send well wishes to Kathleen.



**LT (LDO) James "Jim" Longway, USN (Ret.)**

It is with deep sorrow that we announce the death of James Gordon Longway who passed away on May 23, 2019, at the age of 72. Family and friends can light a candle as a loving gesture for their loved one. You may leave a sympathy message to the family in the memorial page guestbook at <https://www.everhere.com/us/obituary-james-james-gordon-longway-9226921>



**Roger "Rosie" Dale Rosenbaum** passed away on May 20, 2019, at the age of 64. He was retired from Norfolk Southern Railroad and the United States Navy. Rosie met the love of his life in Halls as a teenager and celebrated over 45 years of marriage to Teresa Jean Rosenbaum. He was preceded in death by father, Calvin Coolidge Rosenbaum; brothers, Robert Darrell Rosenbaum "Dobie" and Randy Dwight Rosenbaum. He is survived by his wife, Teresa Jean Rosenbaum; daughters, Hope Wilson (Justin), Tammy Rosenbaum, Jennifer Rosenbaum; grandchildren, Jodie Jean Rosenbaum, William Lee Tilson and Jerry Dale Wilson; mother, Ann Little Baker; sisters, Cathy Bowman and Karen Schmidt; and several other family members. Arrangements were made by Bridges Funeral Home, Knoxville, Tennessee.



**John F. Loonam, Jr., (Poodle)** son of John F. Loonam (Gloucester) and Barbara E. Loonam (deceased). He was born May 20, 1957 at Submarine Base, New London, CT and passed away at Vidant Medical Center, Greenville, NC on June 17, 2019 from complications from a heart attack. He is survived by his father, John F. Loonam, brothers, Michael E. (wife Toni), Gregory A. and sisters, Kathleen L., Diane M. Parker and Sandra J., 31 nieces and nephews, great and great great. John was predeceased by his mother, Barbara E. (2011) and brother Lawrence J. (2013).

John graduated from York High School, Yorktown, VA 1975. He worked at Colonial Williamsburg as an interpretive waiter at Chowning's Tavern. John was Vice President of Legend Brewing Co. in its startup years and designed the Legend Brewing Co. label. John relocated to Morehead City, NC and worked as a tour guide. He obtained his bachelor's from UNC Wilmington (2007) and master's in creative writing from East Carolina University in Greenville (2013), both with top honors. May John rest in peace.

For the past 19 years, John has been self-employed as a proofreader for several court reporters and an editor for a publisher while working to get published as a fictional writer. John was an award-winning craftsman for his wood turning. He created bowls, boxes, barrels and vases. A small family/friend service will be held at Cape Lookout Seashore, NC, at a later date.



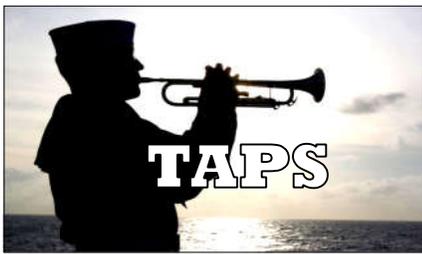
**Lewis James Dickerson**

105, passed away January 16, 2019. Services will be held Thursday, January 24, 2019 at Hamilton's on Westtown Parkway, 3601 Westtown Parkway in West Des Moines, IA. Lew served in the Navy for 30 years and was also a certified diver for down to 90 feet for naval ship repair. After retirement, Lew traveled with his wife and grandsons and eventually settled in Zephyrhills, FL on Avion Drive. Lew dabbled in the home brewing of beer and the boys always named each batch "the best yet." After Edith died, Lew met Helen, also living on Avion Drive, and they married in 1994. The couple moved between West Des Moines and Florida, spending summers at Clear Lake where Helen's family delighted in Lew's referral to the dock as a pier. He will be greatly missed by his wife of 25 years, Helen; grandchildren, Lee, Dean and Michael (Karen) Pluebell; great-grandsons, Jake and Noah; stepsons, William (Jacque), Richard (Lynn) and Thomas (Leslie) Miller; 6 step-grandchildren; 17 step-great-grandchildren; extended relatives and friends. He was preceded in death by his daughters, Judy and Kay; his first wife, Edith; and brothers, George and Robert.

It is with great sadness that we announce the death of Jeanette Ruth Glowa (no photo) wife of MNMCM Joe Glowa (deceased), of Atascadero, California, who passed away on December 19, 2017, at the age of 90. You may leave a sympathy message to the family on the memorial page

<https://www.everhere.com/us/obituary-atascadero-jeanette-ruth-glowa-6611412>

Reported by daughter Jean Glowa Salem.



**Commander Frank Leigh Kerr USN (Ret.)**, 79, of Stafford, set off on his final cruise on Monday, April 22, 2019 after a long, full, happy life of service and adventure.

Not only was he handsome, in uniform and out, he was a gentle giant of a sailor and a father, dedicated to the security of his nation and his family. He was a true and honest patriot – decent, hardworking, accepting, and generous, a “we,” not an “I,” and proud only of that worthy of his respect. His heart was strong, and he was brave to the very end.

Mr. Kerr was also a blue-eyed winker and a lover of the pithy comment with an accomplished sense of timing. Of his many infamous sayings, these are a few of which his loved ones are eternally fond: “You dare use the brake.” “Don’t fall in the drink, Chickie.” “Cut that thing back to parade rest.” You need a haircut, boy.” “Where’s your britches?” “Mr. Mo the gigolo” [of his cat] and “I see that you are ensconced on the couch.”

Survivors include his wife of 57 years, Bobby Corter Kerr of Stafford; his daughters, Tracy Leigh Kerr Laughlin of Rapidan, and Robin Leigh Kerr Serianni of Southern Shores, N.C.; son Christopher Corter Kerr of Madison; beloved sister, Linda Kerr-Johnson of Titusville, Pa.; brother Erwin Kerr of Pittsburgh, Pa.; granddaughters Harper Mavie Kerr and Glynis Ainsley Kerr of Spotsylvania; grandson Corter Leigh Laughlin of Rapidan; sons-in-law Ashe Laughlin (aka Fireball) and Phil Serianni; and scads of nieces and nephews scattered across Pennsylvania and Ohio. He is the

son of the late J. Reid and Hazel Belle Kerr of Titusville, Pa., and was preceded in death by his brothers, Jack and Melvin Kerr.

He was loved and appreciated by all who knew him, including those who he worked with and who served under him in the military and in civilian life. He was especially grateful for his new friend, Idrissu Collison-Cofie, with whom he spent many a recent afternoon putting together puzzles or yelling at the news. He connected with good people everywhere.

Born January 4, 1940, he came a long way for a Pennsylvania farm boy. Fair winds and following seas, Dad/Frank. You are so very loved and sorely missed.

*Editor’s Note: Commander Kerr was a prominent fixture in the Mine Warfare Community leadership in Washington DC during the 1980’s.*



**CDR (EOD) Steven R. Wilson, USN (Ret.) DOD 31 May 2019**  
(former MN—no Obituary)



**CDR Douglas William Simmons, USN (Ret.)**

age 81, of Moncks Corner, SC passed away at 5:42 pm on May 3, 2019 in North Charleston – he was a fighter until the end. Doug was born in Owings Mills, MD on July 22, 1937. The only child of William and Marjorie Simmons (nee Garrish). He graduated from the University of Maryland at College Park and joined the Navy in 1960, graduating from Officers Candidate School in 1961. He served honorably in the Navy for 28 years, including a tour in Vietnam and the Mine Warfare Command. He was considered an expert in Mine Countermeasures.



**Joseph Ernest "Joe" Voorhees III**  
(former MN)

**Born 1952 - Died 16 Aug 2017**  
Joseph Voorhees, 65 and disabled American veteran, passed away on August 16, 2017 after a devastating 3 month battle with cancer. Joe spent 20 years in the US Navy serving with the Navy Explosive Ordnance Disposal unit (Bomb Squad) as a Master EOD Technician. Among his many accomplishments, Joe was one of the first EOD technicians assigned to a Naval Special Warfare Unit. After retirement Joe worked for the Dept. of State in Anti- Terrorism Assistance program. He is survived by his wife Kimberly Voorhees, their children and family.



# Mineman Miscellany



... it's still on !!!

## Azuma Island Mine Shop Reunion 2020



A reunion of Minemen and Shipmates commemorating the 50<sup>th</sup> anniversary of the closing of the Naval Ordnance Facility on Azuma Island in Yokosuka Japan will be held in conjunction with the AOM Reunion in 2020 at Charleston, SC. All former Minemen and other Shipmates who served, are invited... AOM members or not! We have many names but need contact information and more photos from your time in Yokosuka.

### Contact Information:

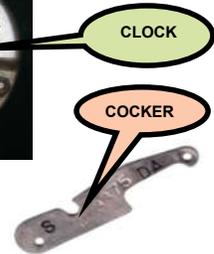
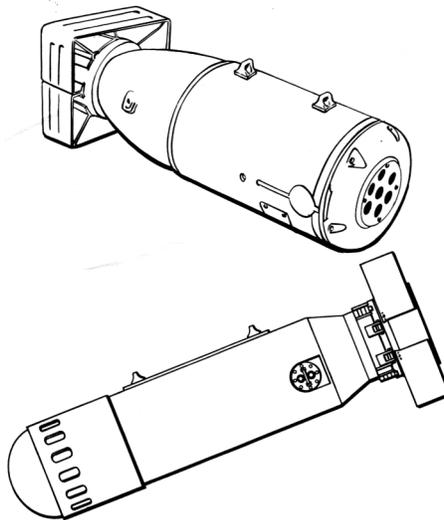
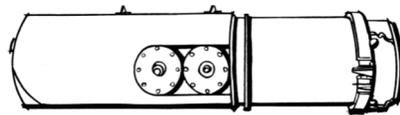
“Azuma Is. Reunion Coordinator” Bill Holloway at: [william.holloway1010@gmail.com](mailto:william.holloway1010@gmail.com)

AOM Communications Chairman and Web Master at: [derickh@charter.net](mailto:derickh@charter.net)



**Captain Scott D. Burleson, USNR** who celebrates his retirement after 30 years of service. Scott has served a significant portion of his Navy career in Mine Warfare having served in several MSO's, the Mine Warfare Command Staff, as Technical Director at Mine Warfare Command, Chief of Staff for the Sixth Fleet Reserve Unit, OPNAV N952 (Mine Warfare Resource Sponsor) among many other assignments. He will celebrate his retirement on August 10th 2019 at the Redstone Arsenal, AL.

He continues his career in Mine Warfare at Naval Surface Warfare Center, Panama City Division



The “Consolidated Order of Clock Cockers” plaque is awarded in recognition of those Sailors who have served as a Mineman (MN Rating) from the beginning of their Navy service, for a minimum of 25 years Active Duty.

To be recognized for this award, the following information must be submitted:

1. Full Name and Rank
2. Active Duty Base Date
3. Your Mailing Address, *unless* you want the plaque presented to you during the Annual AOM reunion.

Mail requests for recognition to:

R. Schommer, 827 N. Aylesbury Rd, Goose Creek, SC 29445

email to [rschommer@bellsouth.net](mailto:rschommer@bellsouth.net).

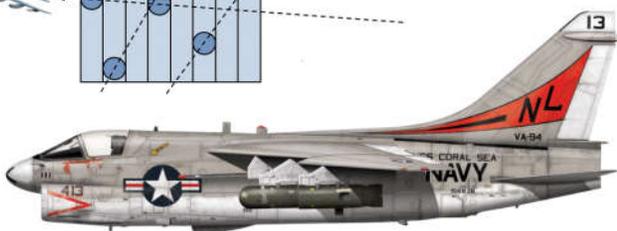
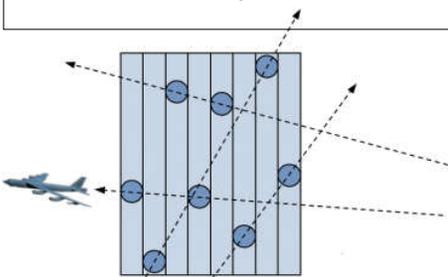
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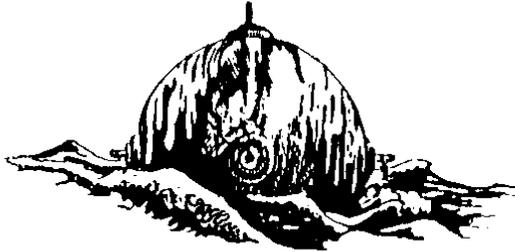
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Application Fee: \$5.00 - Annual Dues: \$15.00 - NOTICE: To maintain membership, dues must be paid annually by the month of October. The dues expiration date is printed on the mailing label above your name. Mail checks to the Association of Minemen, P.O. Box 2180, Temple City, CA 91780