

The DASHPO T

Issue 13

Newsletter of the Association of Minemen

SPRING 1996



FROM THE PRESIDENT

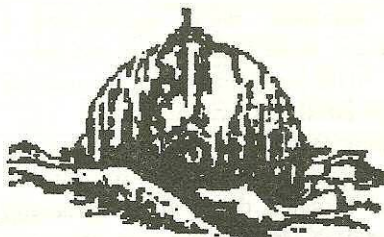
I had the pleasure of going to Charleston, S.C. and had the opportunity of meeting with some of the Association of Minemen (AOM) officers and members between 21 and 28 February. I was able to participate in several meetings while in Charleston and am happy to say quite a bit of AOM business was discussed and acted upon. We discussed the upcoming reunions, both our Panama City, Florida reunion to be held August 9-11, 1996 and our San Diego, California reunion to be held August 8-10, 1997. We discussed and finalized many of the planned events and activities set for the Panama City reunion. Topics we discussed included our support of both the AOM Mine Museum and the AOM Scholarship fund. Past President, **Toby Horn** has been appointed the Mine Museum Curator aboard the USS Yorktown. We will be announcing the Scholarship Committee and its chairman as well as other appointments and information as they occur.

We met with LT. **John Iwanic**, Commanding Officer MOMAG Unit ELEVEN and discussed many items of interest. **Lyal Stryker** and I also had the opportunity to meet **RADM Flatley**, USN Ret., the Chief Executive Officer of the Patriots Point Development Authority aboard the Yorktown. This meeting was

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AOM

22nd AOM
Annual Reunion
Panama City, FL
Aug 9 - 11 1996
Order Blank on page 6

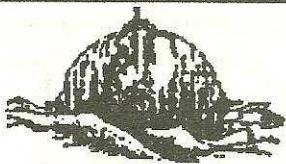
The Book

The view from here... by Ron Swart

...in the beginning, there was an idea, a dream really, and over the years it was passed from seniors to juniors, old timers to the youngsters: let's make a book and record the history of our people. And so our very own Association took up the challenge and turned the idea into action. There was general agreement throughout the active, reserve and retired Mineman community and we paid our money up front. We sent in our prize photographs and articles in anticipation of being forever remembered in history. And so it began. Deadlines came and went, the days and months turned into years and still no book appeared. The community became annoyed and restless; Give us our money back! How will we ever find those who ordered the book so many years ago? frustration abounded, but blame couldn't get the books published. The project had become a labor of love for two or three (and their wonderful spouses) and like the Little Red Hen, they could find very few to help build the book (although all wanted to possess a copy). Help? How could young Minemen grasp the significance of the piles of history that needed compiling and organizing? What could be done? Only a few recognize the faces and mines long forgotten. When will it be complete?

Ahhhh, The Book... from the olden days through the years and chapters, to the present. Wooden kegs to Quickstrike. The Mine Building at the Washington navy Yard. the Mine Depot at Yorktown. "Dam the Torpedoes". The North Sea Barrage. Operation Starvation. Haiphong. Brave Minemen at war, long retired or gone. Modern Minemen learning to be mine sweep sailors (like Minemen of old who went before them). The mysteries, stories and places: Who stole the train? Subic Bay, Keflavik, Iwakuni, "Baka Shima", Macrihanish, sunny Sigonella, Tinian and Port Lyautey. Minemen heroic, famous and those not so famous (but proud just the same).

As for me, I'm being patient, helping where I can. When it arrives, it will be our pride and joy, a piece of history... our history, our yearbook, at long last, we are expecting it in July of 96. I can't wait!



ASSOCIATION OF
MINEMEN
DEDICATED TO SERVING
THE
U.S. MINE FORCE

The Dashpot, published quarterly, is the newsletter of the Association of Minemen, 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

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(9AM-11PM)

President. Continued from page 1

very productive and included very positive inputs from E.G. "Buddy" Sturgis, the curator of the Patriots Point Naval and Maritime Museum.

Many things are in a state of change in the Navy and in the Mine Warfare Community itself. We look forward to the Mineman rating to become a stronger, more viable rating and we in the AOM want to support it with as much backing as we can muster.

I look forward to seeing all that can make it at the Panama City reunion and want to again thank **Don Costa** and **Francis X. Martin** for their efforts in formulating what appears to be a memorable get-together.

Thank you all for your support and assistance you are providing.

See you in Panama City

Best Wishes

Panama City AUG 9-11 '96

Admiral spells it out: Write in plain English

Navy Times

The new director of the Navy Staff, Rear Adm. **Joseph S. Mobley** thinks dense memos filled with abbreviations, acronyms and other shortcuts that numb the mind, make your eyes water and give readers headaches are bugging him.

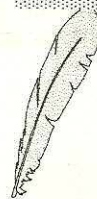
His office released a 13 page writing guide *Just Plain English*. The guide warns against using legal sounding words like therein, herewith, and the undersigned as being an outdated writing style.

Example: "Accordingly, enclosures (1) and (2) are returned herewith for review and action deemed appropriate. Please provide a follow-up report of any action that may be taken in disposition of this case, so that NAVINSGEN may compete its reporting requirements to IG, DOD".

New translation: " We've enclosed two documents for your review. Please report any actions you take in this case to the Navy inspector general.

Address changes to the
Secretary/Treasurer
Please provide 9 digit ZIP

Secretary's Corner



We have sent out postcards to more than 150 people that are behind in their dues more than two years according to our records.

In addition we will not send them this issue of the Dashpot until their dues are paid up. Of course if we have made an error in our records we will certainly correct it. So if any of your shipmates or friends tell you they did not get the Dashpot, please pass this information along to them. Another benefit of the post cards is if a member has moved we should get their new address unless they moved too long ago. WELCOME to new or reinstated members **Walter Pieper, Gary Wraalstad, Frank Perry, Raymond Green, James O'Hara, Robert Corpening and Dave Ostrom**. We hope that they and YOU will continue to spread the word about our Association of Minemen and especially among our active duty Minemen including the changeovers from other rates. **HELP - HELP** I am still looking for someone to take over the Quartermaster job here in Charleston and I apologize for recent delays in filling orders. We are in the process of packing up the last set of orders including some from Reno and everyone should have their items by the first of April. Please call me or write me if you do not receive your order by then. We received a very nice letter from **VADM James H. Webber, USN (RET)**, President of the Naval Undersea Museum Foundation, Keyport, Washington thanking us for the \$100.00 gift we made to them. He noted that among the new exhibits was a Mines and Torpedo exhibit. How

Please see Secretary Page 3

EDITOR

by john loonam

My sincere appreciation to the few contributing editors that supply me with current pertinent information to keep our clan of Minemen informed.

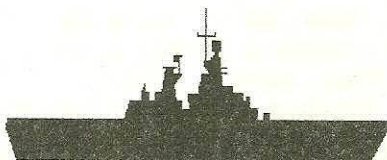
I read the Secretary's column with sadness. Why in the world would 150 of our community drop out? Seems like the price of a nooner at the local fast-food drive-thru just about covers a years worth of membership in this great organization. Lets face it, the cost of four issues of the Dashpot mailed to you personally eats up most of that sawbuck!

The AOM volunteers participating in the mine displays on carriers is an excellent idea. What better way to inform the public about mines than to display them at tourist attractions? Now that there will be several locations for these static mine shops, the need for mine maintenance help spreads all over the country. Now you can't say "I'm not in that area and can't help out". South Carolina, Texas and New York will have mines and associated equipment/displays that need your expertise. How about giving Ron Swart or Lyal Stryker a ring or letter and help out? If you can't work on them, then take a friend or a bunch of them and strut your stuff about mines and their importance in the Navy's mission. I remember being told in "A" School, "you are going to work on mines, think about mines, eat mines and sleep mines but you won't be able to tell even your wife about mines because of security". Guess that has mellowed some in recent years.

NWS Yorktown Booster Dec. 8, '96

Naval Ordnance Command Atlantic has cast a large shadow across Naval Weapons Station, Yorktown during the past few years. During the first week of December, the command's Yorktown-based activities were consolidated in NOCLant's headquarters building, the former home of the Naval Mine Engineering Activity. That organization completed its move to Panama City, Florida.

1996 Dues are due in August. Use the order blank on page 6 to renew or a new membership application on page 16 to join or re-join. Dues notices are not mailed to members



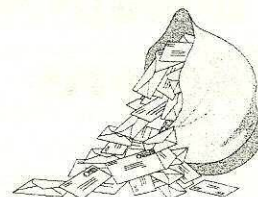
Secretary from Page 2

about some of you "elderly" retired Minemen dropping by and check it out for authenticity?

POST CARDS PLEASE - my granddaughter Lauren Felkel would appreciate anyone that could send a postcard to her school for a class project, particularly scenic cards, etc. Address is : Mrs. Chapman's Class, Meadowfield Elementary School, 525 Galway Lane, Columbia, SC 29209-2349. THANKS!

No More Gee-Dunk Medal

Issue of the National Defense Service Medal ended 30 Nov. 95. As of Dec. 1, award of the Armed Forces Expeditionary Medal will be substituted for the Southwest Asia Service Medal as part of Operation Southern Watch.



Mailbag

Arnie Wolensky from Fort Lauderdale sent a note to say he was sorry to hear that Dick Rhoderick was no longer Quartermaster. (not nearly as sorry as me!) Arnie and Dick had been communicating off and on over the years. Homer Kocher had a note with his dues and contribution to the Scholarship Fund and Mine Museum Fund. (thanks Homer!) He said that he and June are doing fine enjoying retired life and that he has been playing golf when the weather permits. His cancer is still in remission after two and a half years and he hopes to make one of the reunions and/or get to Charleston. Member **Ralph Keppel** sent in his dues, past and present and said he was shipped off to the Mine Warfare School at my Yorktown in December 1950. Also said that anymore it was rare to hear of anybody who served so long ago. Likes reading the Dashpot and sends his best regards to the men and women who are keeping the United States Navy the best in the world!! Homer Kocher also enjoys reading the Dashpot and looks forward to receiving the latest news about the Mineman community and to keep up the good work. The Dashpot is the result of much hard work on the part of **John Loonam**, our Editor in Gloucester, Virginia. THANKS JOHN!! We hope all of our members will take the opportunity to write us and share where they are and what they are doing.

**Paid your '95-'96 dues yet?
They were due in August
Please Send your check in
today**

Committee Reports

History

Lyal Stryker

Elsewhere in this issue is an article from CDR Ron Swart about his visit to the USS Lexington and their eagerness to have us place a mine museum aboard. The museum mines will be refurbished by MOMAG Unit 15 in Ingleside in preparation for being placed on the Lexington. These mines, like the ones on the USS Yorktown, will remain on board as long as they are properly maintained and displayed. They will still be the responsibility of the Association of Minemen in accordance with our Donation Agreement with the Naval Sea Systems Command. Naval Base Charleston will exist no longer after 1 April, 1996 when the Redevelopment Authority takes over all property and the Navy will haul down the flag at the Base Headquarters building. So sad! The History Book project is moving along. Joe Balderrama has completed marking up the copies of the W.W.II Opanav Mine Warfare Summaries, portions of which will be in the book. He has also agreed to coordinate a section of the book related to the Minemen that served in Vietnam. If you served in Vietnam in any capacity or even TAD, etc. please contact Joe. His phone number and address are listed inside the front page. Also, Bill Roberts has agreed to review the Civil War section we have prepared and edit/add as necessary. The W.W.I Yankee Mining Squadron panoramic view table is being refurbished and will be probably placed on board the USS Yorktown if a suitable location can be agreed upon. During the recent visit to the Yorktown with our President Warren Savage, RADM Flatley, USN (RET) directed his staff to work with us to obtain additional museum space for the many mines we have in storage. Also during Warren's visit he visited MOMAG Unit 11 where Lt. John Iwaniec gave him a tour of the facilities. The crew has done a great

job in getting the shop in shape. which to generate rewarding During the visit we presented to Lt. memories and lasting friendships. Iwaniec a framed copy of a painting Those memories and friendships we depicting PT boats escorting now have as part of our lives' minesweepers at Normandy in treasures." W.W.II and destroying floating mines. The painting will be sent to COMOMAG for permanent display.

Parliamentarian

Don Decrona

IMPORTANCE OF REUNIONS

Over a year ago there was an article in a Nevada paper on the reunion (1982) for members who served aboard a Patrol Craft during WW II. This was their first reunion since they were separated 36 years earlier. After reading the article, I can better appreciate the importance of the Minemen annual reunions. This is quite a lengthy article so I will only quote the statement made by William J. Veigle at the close of the reunion. "The fun and excitement are almost over. These three days, like the two years long ago, also have passed. Now we return home. Before we leave, let us answer three questions. Why did we come? What did we learn? What did we gain?

First. we came to see each other, to verify our memories, and to relive our youthful experiences. And we succeeded at this beyond our expectations.

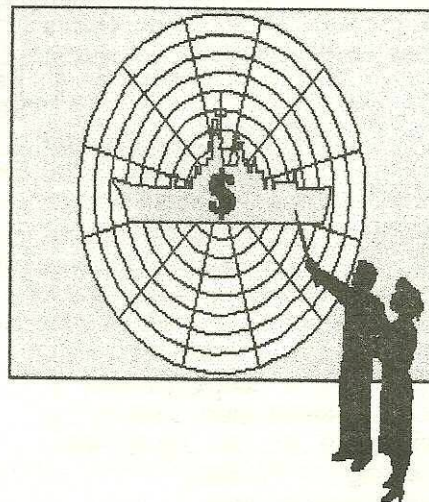
Second. We learned that the young men's faces in our memories no longer exist. Their only substance is what peers from old photographs. But other features did not diminish - camaraderie, respect for each other despite differences, and pride for having served our country together. Also we learned that our friendships are firm. And we renewed those friendships, when most needed, late in life.

Third. We gained the pleasure of sharing memories and generating new ones. But we gained more. Life aboard ship was uncomfortable and dangerous but spiced with thrills. We were privileged to share that with other young men. We gained here the reminder that a young man can have no greater experience from

Civic News

Lyal Stryker

The annual USS Hobson Memorial Society will meet in Charleston the weekend of April 26, 27 and 28, 1996. For additional information contact Stanley W. Fey, Executive Director at P.O. Box 96, Mayo, MD 21106. A memorial service will be held on Sunday April 28, 1996 at 1:30 p.m. at the monument on the Battery. We will participate with a wreath and speaker. Also, the MOMAG Unit 11 Color Guard will participate and also provide escorts for the various veterans groups presenting wreaths. Please note elsewhere in this issue of the Dashpot the article from Cdr Ron Swart about plans to open a mine museum on the USS Lexington in Corpus Christi, Texas. We are still planning on another mine museum on board the USS Intrepid in New York. These exhibits are among the few open to the public and are THE BEST anywhere, having mines from the Civil War period up through the present generation of mines!



SCHOLARSHIPS

Applications for scholarship assistance grants are due the first of May 1996. Anyone needing an application can call or write to **Lyal Stryker**. See masthead for number and/or address. These grants are \$500.00 each and are not repayable, a true free grant. Last year in Reno we awarded FIVE grants for a total of \$2500.00. Thanks to the many of you who have sent contributions, please keep up your generous giving for this important program of our Minemen Association. Also please remember to bring your crafts, etc. to Panama City this August for the auction at the picnic, the proceeds of which are split between the scholarship and mine museum funds.

Minewarfare Swap

The Foc'sle Jan. 26 '96

Four British Royal navy sailors and four U.S. Navy Ingelside sailors swapped duties for two months to help foster a better understanding of the differences in the cultures and navies of both countries. All were in the mine warfare arena. MNC **Ken Mohler** of the USS Chief participated. he said " While we were there, we stood-by and analyzed the work of the Royal Navy aboard their MCM's and show them what he would do if the same situations occurred aboard a U.S. minesweeper".

MN2(SW) **Don Netting** received his Enlisted Surface Warfare Specialist qualification as a member of Mine Countermeasures Rotational Crew Delta.

Foc'sle Feb. 9 '96

MN3(SW) **Scott Spray**, Mine Countermeasures Rotational Crew Bravo, was named Junior sailor of the Quarter, advanced to MN3, received his Enlisted Surface Warfare Specialist and awarded the Navy Achievement Medal.

Guardian and Patriot remain in Sasebo

Two mine countermeasures ships,

USS Guardian (MCM-5) and USS Patriot (MCM-7) will remain forward deployed to Sasebo, Japan as part of the Overseas Family residency Program (OFRP).

The change is a result of the U.S. Navy's continual review of the force structure to use available assets most effectively.

These ships provide the capability to detect and clear anti-ship mines from sea lanes, permitting safe navigation. This deployment will provide readily available U.S. mine countermeasures capability in the Western Pacific region, eliminating transit and logistics constraints associated with deploying MCM's to the Western Pacific from Ingelside.

The two mine countermeasures ships will replace the rescue and salvage ships. USS Beaufort (ATS-2) and USS Brunswick (ATS-3) currently forward deployed to Sasebo.

Overseas Family residency Program status will provide a quality of life improvement for the seven officers and 76 enlisted on each ship enabling them to be joined by their families in Sasebo.

Feb. 23 '96

Association of Minemen to hold reunion at Panama City Florida Aug. 9-11 '96

NWS

Booster Feb. '96

The Navy's newest Ageis destroyer, Benfold (DDG 65) was delivered to the navy recently. This is the first ship built from the keel up with segregated living quarters and heads for female crew members. the crew will include more than 40 women among the 360 officers and enlisted.

MOMAG Unit FOURTEEN

MNCS **H. C. Lindley** departed for Corpus Christi, Texas and MN2 **D. J. Higgs** reported in from MOMAG Unit FIVE, Sigonella.

Panama City Reunion Contacts:

Don Costa

209 San Gabriel St
Panama City Fl 32407
(904-) 234-5221

Minemen, widen those skills

Navy eyes a "professional Cadre" for its anti-mine ships

Navy Times Feb. 12 '96

The Navy is changing the way it defines mineman. And its seeking boatswain's mates, operations specialists and surface sonar technicians to consider switching to the mineman rating.

It's all part of a plan to create a group of versatile experts who can do multiple jobs about mine warfare ships. Mineman will ultimately start replacing sailors in three other ratings aboard mine hunters and mine countermeasures ships.

One big benefit: Most of the jobs for sailors in the rating are in Ingelside and Corpus Christi, Texas, so minemen will be able to live a more stable life than the average sailor.

Minemen will be asked to broaden their skills beyond assembling, moving and storing underwater explosive devices, personnel planners say. They'll assume duties now performed by:

Boatswains mates, who work rigging for streaming mine sweeping equipment.

Surface sonar technicians, who operate mine hunting sonars.

Operations specialists, who work with precise navigation systems needed for mine warfare.

The main reason for moving those specialists into the MN rating is to help "establish a professional enlisted cadre" of mine warfare experts, said Cdr. John Brown, mineman enlisted community manager, Bureau of naval personnel.

By 1998, Ingelside will be home port to 12 coastal mine hunters, 12 mine countermeasures ships and the mine warfare command ship Inchon. They'll provide sea-duty billets for the 1,000 minemen in the Navy, who will rotate to support billets when they move ashore.

We're creating a rating that will encompass all of mine warfare.

Francis X. Martin

3918 West 21st St
Panama City, FL 32405-1421
(904) 769-1398

ASSOCIATION OF MINEMEN
P.O. Box 71835
CHARLESTON, SC 29415

TWENTY SECOND ANNUAL MINEMEN REUNION MEETING

Please return this reservation form as soon as possible to the address above to expedite your registration for reunion events. Your tickets will be made available at the Early Bird, General Business Meeting, Dinner and Picnic.

NAME: _____ MEMBER# _____

ADDRESS: _____ CITY _____ STATE: _____ ZIP _____ - _____

DINNER TICKETS @ \$25.00 EACH _____ X \$25.00 \$ _____

PICNIC TICKETS @ \$8.00 EACH _____ X \$8.00 \$ _____
(13 years and up)

PICNIC TICKETS @ \$4.50 EACH _____ X \$4.50 \$ _____
(8 to 12 years -- 7 or under are free)

ANNUAL DUES (\$10.00 as applicable to update) \$ _____

USS YORKTOWN MINE MUSEUM DONATION \$ _____

AOM SCHOLARSHIP FUND DONATION \$ _____

NUMBER OF CHILDREN 7 OR UNDER _____ AT PICNIC

Please indicate number of children 7 or under so we can plan picnic details

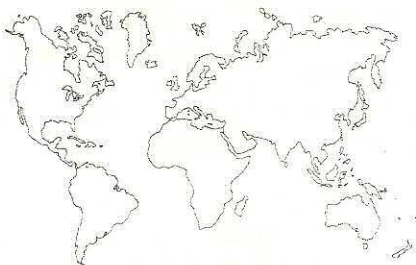
TOTAL ENCLOSED \$ _____

We must guarantee numbers for dinner no later than the morning of 9 August therefore **no refunds after 8 August 1996**

The picnic will be standard "picnic stuff", hamburgers, hot dogs, etc. with all the trimmings plus cold refreshments for all.

Host hotel is Holiday Lodge also known as the Admiral Benbow Hotel, Panama City Beach, Florida. Phone 1-800-833-7730 or local phone 904-234-2114. (When making reservations, tell them your with the Minemen Reunion Group). It is located across the street from Coastal Systems Station.

■ FULL FORCE NEWS

What's Happening at
MOMAG UNIT FIVE

MNCM Cliff Bombard

Hope all are well and happy and that the new year is good to you all. Again, I'm stuck with this old piece of crap typewriter so I'll apologize ahead of time for the quality. Things here in "sunny" Sig haven't been so sunny of late. Just as you folks have been getting hammered by the snow and cold back in the "Old Dominion" we are having an abnormally cold and very wet winter so far.

Since our last news letter we have lost a few "old hands". MN3 **Bill Senseney** went to MOMAG Unit 11, MN3 **Phil Moyers** to MOMAG Unit 3, MN1 **Bonnie Sudman** to the Naval Brig in Norfolk, VA, and MN3 **Jonathan Stevens** to BUDS training in Coronado, CA. Leaving soon will be MN2 **Joan Braham** to MOMAG Unit 11, YN1 **Georgette Butler** to Mayport, FL and SK2 **Lisa Parker** to Kings Bay, GA.

On a more serious note, an unexpected loss was MNC **Dale Kelley**. Originally scheduled to be retiring in April, he was forced to return home in January to be with his wife, Susan who was diagnosed as having breast cancer. Sue has since undergone surgery and hopefully is now on the road to recovery. Our thoughts and prayers are with them. Dale will be remaining with her and will now be retiring back there in Virginia.

We do have a couple of new arrivals here at the shop. MN3 **Catherine Traynor** has joined us from MOMAG Unit 1 and MN2 **William Lowery** has come to us from Tinker AFB, Oklahoma.

Advancements recently went to **John Boden** and **William White** to

MN1 and **Kecia Nason** and **William Senseney** made MN3. With the March exam cycle coming, we are looking forward to more stripes in the future.

Recent awards were:

Navy Achievement Medal to MN1 **White**

Good Conduct medal to MNCM **Bombard** (7th), MNC **Kelley** (5th), MN1 **Sudman** (3rd), MN1 **Van Etten** (3rd), MN1 **Boden** (3rd), MN1 **Morrow** (3rd), MN1 **White** (2nd), MN2 **Braham** (2nd) and MN2 **Rambo** (2nd).

Letter of Commendation from CO MOMAG Unit 11 to MN2 **Doudna**.

Letter of Appreciation: MN1 **Sudman**, MN2 **Braham**, MN3 **Moyers**, MN3 **Stevens** and MN3 **Senseney**.

MN2 **Shannon Hillerich** was selected as Sailor of the Quarter and MN3 **Eric Hubble** as Junior Sailor of the Quarter for 4th quarter, 1995.

MN1 **Kevin King** was selected as MOMAG Unit FIVE Sailor of the Year and MN3 **Jonathan Stevens** as MOMAG Unit FIVE Junior Sailor of the Year for 1995. Additionally MN3 **Stevens** finished as runner-up in the COMOMAG Junior Sailor of the Year competition.

As usual, we are up to our necks in operations, both with the 6th Fleet and various NATO countries. USS George Washington battle group has recently done an INCHOP so we are looking forward to working with them and Carrier Air Wing 7. We are spending considerable time at the ammo pier in Augusta Bay lately and our friends over in EODMU8 also request some "spare" time so we are anything but bored.

Our best to all our friends in the community.

CIAO
Bomber

Panama City

Florida '96

AUG 9-11

Make plans now!

Navy Announces Christening of Coastal Mine Hunter Ship **Cardinal (MHC 60)**

Navy Public Affairs(Internet)
(Warren Savage)

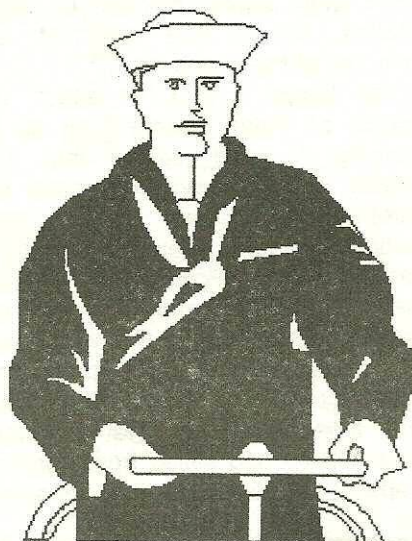
The Coastal Mine Hunter "Cardinal" was christened in a ceremony Saturday, March 9, 1996, at Intermarine USA Corporation, Savannah, Georgia. Mrs. Jane Gephardt, wife of Congressman Richard A. Gephardt of Missouri, is the ships sponsor.

Secretary of the Navy John H. Dalton introduced Mr. Lou Brock, former St. Louis Cardinals baseball player, who was the principal speaker.

Two previous minesweepers have borne the name "Cardinal"; the first, AM 6, operated for most of her career along the California coast; the second, AM 67, patrolled the 5th Naval District during World War II.

"Cardinal" is the tenth of 12 Osprey Class ships authorized by congress to be built. The ship's primary mission is reconnaissance, classification, and neutralization of moored and bottom mines in harbors and coastal waterways. The ship is armed with two .50 caliber machine guns, a high definition, variable depth sonar, and a remotely operated robotic submarine used to neutralize mines.

"Cardinal" measures 188 feet in length, has a beam of 36 feet and displaces 895 tons (fully loaded). This ship will carry a crew of five officers and 46 sailors.



SECURITY??

Just a note to say how much I enjoyed the Winter issue Dashpot.

My turn to blow into the windbag: Whyfor we publish such extensive data about the sites current capabilities in de Dashpot so? If the data are accurate (I am sure any member of the MIW community would make good and proper use of it), it seems like a little further search of the public record plus some guessing at numbers and the Chinese, or their psychiatrically challenged neighbors in North Korea, or perhaps Mr. Yeltsin (when he is not literally conducting the band), could make a fair guess as to some of our MIW capabilities.

Dad's words continue to rattle around in my head. He has a ready explanation as to why the Japanese attack caught Pearl Harbor unprepared, in light of the "war warning" message received sufficiently in advance (eight hours? Id have to look it up) by Admiral Kimmel/General Short in charge of Pearl harbors defenses.

(By default, Ens. Picket was assigned as an observer of almost the entire Pearl Harbor attack. His battle station was the main battery director of the USS St. Louis, high above the ship which was pierside in one corner of the harbor. His gun director had no power, since the ship was at or near "cold iron" at 0755 that Sunday he awakened aboard. So, he stood in the open hatch of the director (ducking occasionally), at eye level with some of the attacking planes, for all but the first few minutes of the attack.

Dad keeps saying, in effect; the attack on Pearl Harbor took us by surprise for one reason only. The attack was a surprise because our intelligence officers were busy estimating the enemy's intentions rather than his capabilities. It had been published early on (in the inquiry into as to how the attack was allowed to take us by surprise) that naval intelligence knew (in real time) the time and date the Japanese attack force had sailed from northern Japan, but, because the Japanese

attack force then effected radio silence there was no way to RDF the direction and speed the battle group was proceeding.

All that was necessary, in light of the "war warning" and the knowledge of the battle groups

sailing, was for the staff intelligence officers at Pearl Harbor to have taken dividers and a chart and stepped off the distance from Japan to Pearl Harbor at 30 Knots. Instead, they concluded that the Japanese intended to sail south to attack elsewhere (you could look it up).

Since I am not at all sure one may count on an adversary to concentrate on guessing one's intentions (instead of estimating one's range of action based on one's capabilities for a potential adversary via a widely distributed (and I assume widely read publicly) unclassified newsletter.

Windbag full now. Got to draw breath. see enclosure for chuckle.

Best regards
Ludwell Pickett

Ed. note, article was cleared to print. It seems with today's heavy lift aircraft, mines can be positioned anywhere to fit a scenario in a matter of hours.

Mine Hunting Technology

Navy Times Feb. 19 '96

The navy has a last ditch method of hunting mines, and its not high-tech, glamorous or foolproof. Its a gunner's mate on the bow of a ship with an M-14 rifle. It works--sometimes Mines in the Persian Gulf War caught the Navy and Marines off-guard. In fact, mines there derailed plans for a marine landing on the coast of Kuwait. Planners vow it won't happen again.

Because the Navy is refocusing its priorities to bringing force on land from regional, or littoral waterways where mines are common, to organic. No longer will mine specialists be called in from the United States in event of crisis.

CNO, Adm. **Mike Border**, said in a white paper on mines "we can no longer continue to operate in this manner."

So far, the short term burden is on eight Marine swimmers, a SEAL platoon, two EOD Dets. and a few

mine sniffing dolphins and their trainers. Together they form a unit called the Very Shallow Water Mine Counter-Measures Unit, based in Coronado, Calif., under the command of a Navy SEAL.

Other Initiatives underway are:

- Helicopter fliers and maintainers of Light Anti-Submarine Squadron 94 will have some of their aircraft outfitted with blue-green laser systems named Magic Lantern that can detect mines in shallow water.
- The Aircraft Carrier Kitty Hawk will start training this year with a prototype of a remote mine-hunting semi-submersible. The gear is aimed at detecting mines in waters from 30 to 200 feet deep.
- The guided missile destroyer Cushing is the top candidate for receiving two remote mine-hunting systems for further testing.
- Twelve MH-53 mine-sled hauling helicopters are due to be fitted with the Link-11 system, which displays an entire naval battle scene on a computer screen. The aim is to better tie the aircraft into a battle group or amphibious ready group's operations.
- The trouble plagued Avenger class of coastal mine hunting ships are on the road to repair. The engines are supposed to run for 10,000 hours before a major failure. Each of the four Italian-made Isotta Fraschetti engines on average are now climbing past 6,000 hours before a failure. That's an improvement, but still short of the specification. Logistics support packages were not part of the procurement, an alternate source of reliable parts is close to being set up.
- The Mine Warfare Command Ship, Inchon is due in Ingelside, Texas early this summer.

Equipped with a new communication suite equal to any

Please see **Hunting** on Page 9

USS Pelican MHC 53 arrives at Ingleside

Foc'sle Dec. 8, '95

After two and a half years in a ship yard in New Orleans, Pelican took up residence as the second Osprey Class coastal mine hunter.

USS Oriole MHC 55 also joined the ships 16 other ships homeported at Ingleside.

Oriole is the fifth of 12 Osprey Class ships authorized by congress to be built. Ships of this class are constructed entirely of fiberglass, are capable of performing reconnaissance, classification and neutralization of moored and bottom mines in coastal waters in support of worldwide Navy operations "Forward... from the Sea."

USS Warrior MCM 10 sailors rewarded for efforts during Eruo '95 deployment.

The Foc'sle Dec.

12, '95

Navy Commendation Medal:

MNC(SW) **Michael W. Thanscheidt**

Navy Achievement Medal:

MN3 **Maurice Q. Preine**

Letter of Commendation:

MN3 **Robert L. Green**

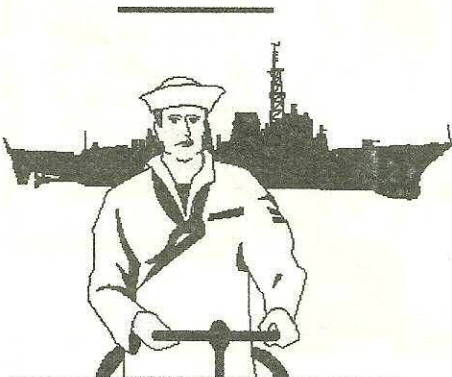
CO, Warrior letter of Appreciation:

MN3 **Robert L. Green**

Regional Support Group, Ingleside recognition for the 1995 Combined federal Campaign:

MN1 **John Sullivan** MCM Rotational Crew Hotel

Enlisted Surface Warfare Specialist qualification by MNSN (SW) Scott Spray, USS Patriot MCM- 7



Association of Minemen to open mine display on USS Lexington

CDR Ron Swart

The USS Lexington Naval museum will provide space for an underwater mine display on its aft mess decks. With access to the aft magazine bomb elevator and on the main tour route, the spaces can best be described as generous and full of potential. One can easily envision a display with mines being assembled, perhaps one on a hoist just up from the magazine, with final preparation and testing of other mines in process on the mess decks. There is sufficient room for mines depicting Civil War, WW-1, WW-2 Korea, Vietnam and our current stockpile of today. We may even hang mines on one of the many aircraft on display. The underwater mine display will proudly give credit to the AOM as sponsors and donators. It will be our space, displaying our heritage and legacy.

To this end, I would like to gauge the interest among our members and friends to developing a space next to the main mines display, where personal memorabilia can be shown. For example, if you served in USS Lexington (or any other carrier or ship for that matter) during any of its battles or campaigns, and have a crew roster, photographs, uniforms, patches, medals and ribbons, love letters home, etc., they can be permanently displayed in environmentally controlled spaces, viewed by the thousands of veterans, citizens and guests who visit Lady Lex here in Corpus Christi, each year. (I recommend we screen any love letters...). The 19th Bomber Squadron (VB 19) of WW-2 fame built a wonderful "Ready Room" with hundreds of artifacts from their time on Lady Lex. If this sounds interesting, please contact me by phone or fax. The Lex museum won't replace the USS Yorktown museum, but it will greatly expand the range of our Mineman heritage.

We have been welcomed with open arms and I expect we will be given all the help from the "ships company". However, like any other

similar project, we will need volunteers to help build and later maintain the display. We have already identified some mines and equipment for this display and another for the USS Intrepid in New York. I welcome any and all help that I can get to bring this wonderful opportunity into reality. If you are interested, call or fax me at (512) 939-4491, DSN 861-4984, FAX ext. 4985. Lady Lex is ready for mines, anytime, anywhere!

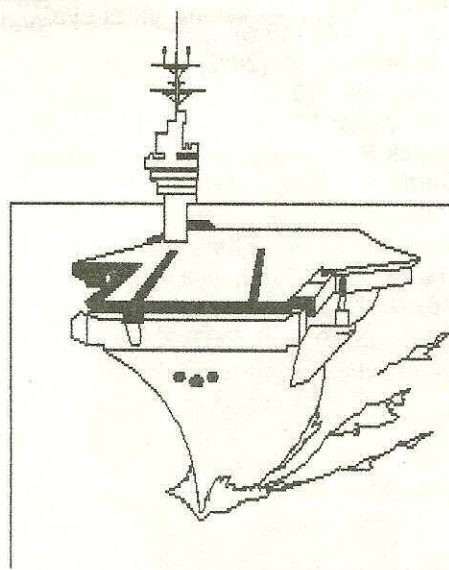
Hunting from Page 8

big deck carrier. the Inchon will be capable of providing all the support and maintenance for eight MH-53E mine-hunting helicopters and several coastal mine hunting ships. There will also be a full dive locker and medical support on board for explosive ordnance disposal and special operations swimmers.

The Navy was barred from attacking Iraqi mine-layers before the ground war began out of fear it would prompt the Iraqis to start the war prematurely and upset U.S. attack plans.

The Iraqis laid mines with impunity until the war started damaging the American ships Princeton and Tripoli.

Maj. Gen. **James L. Jones**, director of naval expeditionary forces said "We can and should do much better, whatever pressures we feel are justified. We are going to have to work hard ... to make sure we don't allow people to do great harm with mines to our forces. And if that means dealing with them early on, then so be it".



Marines take on Minelaying

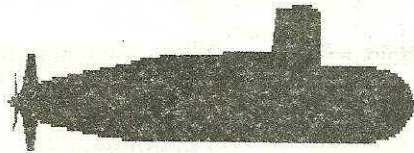
Navy Times Feb. 14, '96

Marines on board USS America with Fighter Attack Squadron 251 flying F/A-18C aircraft have trained into a new field as they join their navy counterparts in minelaying. Also joining in on the minelaying, are the navy F-14 Tomcats. As the A-6 Intruders are retired, the greater responsibility for other aircraft. (Ed. note, I remember being told the F-14 will **never** carry mines! while assigned to NMWEA FL Dept. in 1982)

Enlisted Marines got a crash course in mine warfare too.

Ordnance shop Marines got an intensive program at Mobile Mine Assembly Group, Corpus Christi, TX. Several weeks of ordnance drops were accomplished prior to deployment.

Imagine dropping a mine that weighs 2,500 pounds into a target area on the sea at 500 feet altitude while screaming along at 550 MPH!



Status of the U.S. Navy on 4 March 1996

Navy Public Affairs(Internet)
Warren Savage

Personnel: 427,336 active;
98,400 reserves

Aircraft: 4,921

Ships: 365

at sea: 174 (48%)

deployed: 101 (28%)

Exercises: 10

Port Visits: 11

Attack Submarines at Sea: 27 (34%)

Carrier/Air Wings at Sea:

USS Enterprise (CVN 65)

local operations, western Atlantic

USS George Washington (CVN 73)

Operation Joint Endeavor, Adriatic Sea

USS John C. Stennis (CVN 74)

local operations, western Atlantic

USS Independence (CV 62) CVW 5

port visit Manila

USS Nimitz (CVN 68) CVW 9

Operation Southern Watch, Arabian Gulf

Navy Urges Mine Warfare Fund Hike

U.S. Sea Service Seeks Increase of \$40 Million Over two years

Defense News Feb. 5-11, '96

U.S. Navy officials want to boost mine warfare funding by nearly \$40 million during the next two years to quickly get mine countermeasures systems to fleet commanders, service officials said.

The increases average about \$18 million a year in the services 1996 and 1997 budgets and are intended to place more minehunting capability at sea where commanders can quickly use it to overcome enemy-sown minefields.

The increases are part of a larger Navy strategy incorporated in the Mine warfare campaign Plan, to alter how it deals with mines.

In the past, service officials viewed mine countermeasures as something that would take weeks to complete. Once mines were discovered, it would take weeks for minehunting gear to arrive from bases in the U.S.

Today however, with Navy ships expected to operate closer to enemy shorelines and with more nations adding sea mines to their inventories, each battle group must be equipped with a full array of countermeasures equipment to speedily defuse the problem.

"They are driving the lesson home that mines are cheap, mines are dangerous and we can't ignore them anymore," Scott Truver, director of studies and analysis at Techmatics Inc., an Arlington based naval consulting firm, said Jan. 31. "Jones has gotten the attention of a lot of people and has bridged some gaps between his office and the fleet."

Key initiatives being enacted this year:

Enhancing the readiness and maintenance devoted to the service's mine countermeasures ships and airborne helicopters.

Establishing a new unit, composed of the Navy's Sea Air Land (SEAL) commando teams; explosive ordnance disposal teams; and Marine reconnaissance units to handle the very shallow water mine threat.

Initiate route surveys of ocean lanes and develop a mine warfare data base of the world's oceans in order to catalog existing underwater obstacles that will help commanders quickly spot changes to the underwater scene when mines are laid.

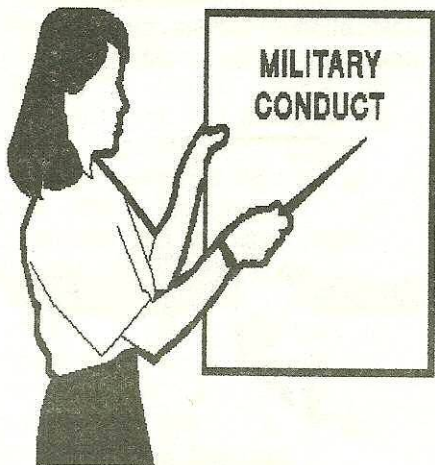
Speed the deployment of the Remote Minehunting System and the helicopter-based Magic Lantern laser mine detection system to the fleet.

Upgrade the command and control, communications and intelligence systems available for mine countermeasures.

Develop a comprehensive system to track buys of mines by potential enemies and ensure that data reflected in mine warfare exercises and training drills

Establishing the new unit to deal with the difficult problem posed by mines in very shallow water also will serve as a test bed for technology.

In February meetings Jones plans to hammer out a longer-term list of mine warfare programs to be emphasized in their service's budgets over the next six years. Rear Adm. Richard Williams, program executive officer for mine warfare at Naval Sea Systems Command and Rear Adm. John Pearson, head of the Mine Warfare Command, Ingleside, Texas will attend.



Total Mine Simulation System Update

On the Surface Vol 19 No. 1

Two NSWC Dahlgren Division, CSS employees recently received international recognition for their work with the Total Mine Simulation System (TMSS). Along with scientists from four other NATO nations, Mr **Walter E. Dence, Jr.** and Mr **J. D. Ivy Smith** were jointly presented with the Technical Cooperation Program Achievement Award for design, development, validation and exploitation of TMSS.

TMSS, a computer software system that controls simulations of mine/target interactions, is a shell written in FORTRAN and uses VAX/VMS operating system to control program flow. The shell was developed by the Admiralty Research Establishment (United Kingdom). NSWCDD CSS develops, tests and evaluates models within TMSS for U.S. bottom mine applications.

TMSS offers a credible and effective tool with which to plan and evaluate mine and mine countermeasures tactics and capabilities. A personal computer version is being developed for use on MCM ships.

EDO Plans to Upgrade U.S. Navy Minesweepers

EDO Corp.'s Marine Aircraft Systems, College Point, N.Y., has been awarded a \$6.2 million contract by the U.S. Naval Sea Systems Command, Arlington, VA for production of the Mod 4 version of the MK 105 Magnetic Minesweeping System.

Under terms of the contract, EDO will upgrade all MK 105 systems in the fleet. Work on the project will extend to the end of 1997 and includes using new technology to improve the MK 105's reliability, maintenance and performance beyond the year 2000.

"This latest award demonstrates EDO's commitment to the continued growth of its core defense business, of which mine countermeasures systems is an important part," said **Frank Fariello**, company president.

Oklahoma sailors may be first to homestead

Navy Times 1/22/96

Part of an effort by BUPERS to provide sailors and their families a more stable home life includes "homesteading" stationing sailors and officers in the same area for most or all their careers is still an idea. Enlisted Detailers visited Tinker Air Force Base near Oklahoma City to flesh out a plan to accommodate the idea.

Tinker is home base to two Navy squadrons of 16 each E-6A Mercury aircraft that are airborne communications link between submarines, bombers and missile platforms and the national command authority. Both sea and shore duty billets exist there for 1,200 sailors.

Adm. Mike Border believes it may be possible to keep them in Oklahoma for years if they like it there.

"Those squadrons are the only ones in the Navy flying that kind of aircraft," Borda said in an interview. "Why shouldn't we have follow on tours there?"

The same tone has been sounded by Navy Secretary John Dalton and Vice Adm. Skip Bowman, Chief of Naval personnel, among other top officials.

Enlisted personnel toy with the idea of long term home ownership and stability in a community. "The idea would be great if it didn't hurt my career" a petty officer said.

Challenges:

Overseas tours. Closing stateside bases has left the Navy with a higher percentage of overseas billets (about 29% of 396,000). Viable stateside assignments must be available for sailors when their tours end.

Upward mobility.

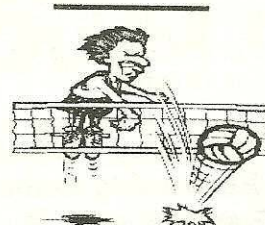
Thousands of sailors can't homestead simply because staying in one place would harm careers, particularly as they become more senior and move into leadership and management roles. They have to move to be upwardly mobile.

Service needs.

Thousands of jobs are in places most people don't want to call home, such as Washington. Sailors will have to be found to move to those places. A

possible answer kicking around would be to pick a favorite port at the first reenlistment and the Navy guaranteeing assignment to that port whenever possible (needs of Navy first).

Right now its all in the conceptual stage



AN EYE FOR DETAIL

As a new Ensign in 1980, I was stationed on a Tank Landing Ship. The ship was in transit from Little Creek Amphibious Base to the Virginia Capes and we had attained a speed of 17 knots and were outbound in Thimble Shoals Channel, just seaward of the Chesapeake Bridge Tunnel.

As the Boatswain's Mate secured the anchor for sea, a series of errors led to the unthinkable, and we were greeted with the rumble of the anchor chain as it furiously payed out. The force of this unexpected free fall sheared the few screws holding the brass cover to the top of the wildcat and we watched mesmerized, as the cover majestically lifted off like a giant fisbee and landed near the vehicle passageway. A brave soul ventured forward and set the brake. The Captain, through magnificent ship handling, maneuvered the ship out of the channel and recovered the anchor without further incident or damage.

Upon securing the anchor for sea, the expected call resonated throughout the ship, "First Lieutenant, to the bridge". from my vantage point as Assistant Navigator, I witnessed a chewing out of biblical proportions. The 1st Lieutenant eventually escaped the Captains choke hold and started below. The Executive Officer, a man with an eye for detail, and one who enjoyed bayoneting the wounded after the battle was lost, then took him aside and said "Mike, I just want you to know your men failed to shift colors on that last anchoring as Washington. Sailors will have to evolve. Don't let it happen again.

Chuck Nicklin

Last Ship Leaves Charleston Naval Base

Post & Courier 2/16/96

The USS Frank Cable, AS 40, was the last Navy ship stationed at Charleston to leave the closing base. She departed Thursday 15 February 1996 from Pier Zulu heading for her new home port, Guam.

Countermeasures Ships to piggy-back a ride to the Persian Gulf

Post & Courier 2/20/96

The Mine Countermeasures ships Ardent and Dextrous were taken aboard the commercial ship, Sea Swift, a partially submersible heavy lift ship, off Sullivan's Island on 20 February 1996 for transport to the Persian Gulf. The lift will conserve engine hours as well as reduce transit time from 60 to 30 days. The two 83 man crews will make the transit the easy way by flying from Ingelside to join the ships in the Gulf. The visit to Charleston prior to the lift was to accomplish pre-deployment preparations such as utilize the degaussing range here.

Pittsburgh, N.H.

Dear Jim,

Don't know how long you are going to be laid up in the hospital and be out of commission, but hope it isn't too serious.

It is a blustery evening, but here in the lodge it's cozy and comfortable. I'm sitting before a nice open fire with my friend's typewriter, sort of half listning to the TV and slowly sipping a nice, very dry double martini. I only wish you were here, and since you are not, theleast I can do is to toast to your health and a speedy recovery, so time out, old pal -- while I bend my elbow to you.

I just took time out to mix anoter martinia and while I was out in the kitchen I thought of all the time I would waste this evening if I went out to mix anotheer drink every once in a while, so I just made up a big pitcher of martinis and brought it back inwth me so I'd have it righthere beside me and I wouldn't hav to waste time

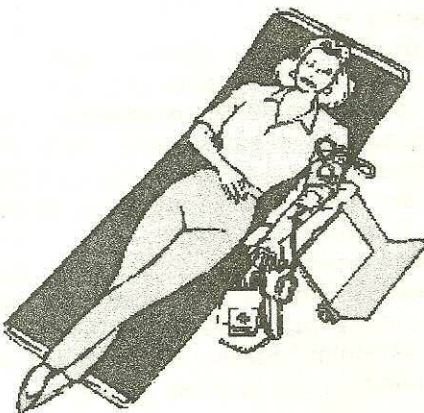
making more of them. So no im all set and here g oes. besides martinis are agreat drink. For some reason they never seeme to affec me in the slightest. Can drink them all day long. So here goes.

The greateasts thin in tje workld is freindship and beliebe me pal you are the greartets pal anybody everhad. Do youi remember all the well times we had together 'pal? The wonderfful camping trisp. I#ll never forget the time yoi put the dead skunkin my sleeping bag. He ha Boy how we laughade didn we. Never did get the stink kout cout of it. Bit it was prety funnya anywayh. I still Laught about it onec in a while. Mot as muhc as I used to. But What the heckc' after all you still my bestt old pal. And if a guy can't have a luaghg on agood trou freind one in a whiel waht the heck.

Dem pitcher is imperty so I just wnetoutand ma de anotherone and I sure wisch you weer here old pal to help me drink these marotoni because they are simply deliuscios. Parm me whil I lef my flass to you good helahth oncemroe because you are the bests pal I got off cours why a pal would do a dirty thinb lick putting a skink in a nother pals sleping bagg I#m dask if I know. That was a lousi thing for anubodyhdy todo and only a frist clas hele would di it. Wasna adm dam bit funny. Still stinkks. Ad if you thininkit(s funey your a dirty lous andasd fare as I(m concerened you go plum to helll and sya ther you dirty lous. to Hel withouy.

Your dear frn

(Ed. note 'bout sent my spell-check into lock-up)



Border Targets Rising Mine Threat

Defense News Jan. 29 Feb. 4 '96

Concerned that the enemy use of mines could seriously disrupt future naval actions overseas, the U.S. Navy's senior officer is proposing to overturn current policy and integrate aggressive mine countermeasures tactics into naval operations.

With more than 30 nations now involved in the development, manufacture and sale of mines, naval leaders are concerned the technology poses a low cost method for rouge nations to thwart the U.S. Navy operations in the coming years. More than 95% of supplies and equipment are expected to be transported by sea when responding to a major crisis overseas. Officials stated "The Navy cannot let mines stymie operations".

Border is pushing to change the doctrine that keeps our mine forces based in the U.S. until a mine threat is discovered. No other warfare area in the service operates like this, therefore we can no longer support such thinking.

This will be hard to achieve as it will take more funding at a time when the budget is shrinking.

key initiatives Borda intends to promulgate include:

Incorporate mine countermeasures in all Navy and Marine Corps planning for joint exercises.

Fully integrate mine warfare into fleet training exercises and deployments.

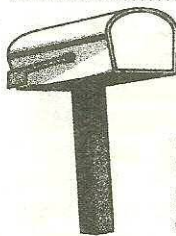
Elevate mine warfare planners to be equal partners on operational staffs in preparing missions.

Rapidly integrate into the fleet mine countermeasures systems currently in development that can have an immediate impact on operations.

Direct the establishment of a campaign plan for mine warfare that will be regularly updated to ensure wise investments are being made in technology initiatives to further mine countermeasures capabilities.

Don't forget to give blood

LETTERS



Albuquerque Journal
letters to the Editor:
"Pursue Whitewater
JOHN MITOVICH
chanted "The hell with
Whitewater!" five times
in his letter headlined
"Whitewater Wasting

Our Time" ...

It is my opinion that if you like the present administration with its moral and military weakness, contradictions and yes out-and-out lies. Then, yes, Whitewater is being overplayed and wastes time.

On the other hand, if you are sick and tired of the decline of a once noble breed, of socialized medicine and gays in the military being crammed down your throat... then "Whitewater" is needed to put out the fires of "the hell" we've seen so far (wars) and the ones we'll see, God forbid, if the Cold War should heat up!

Bias Palma Hernandez
Albuquerque

"In a few short years, the government will have to spend more to make its interest payments than it will collect in taxes, and in that year America will enter an age of financial disaster that will dwarf the Great depression..."

Dear John,

If you have any extra money I believe you should buy a few old U.S. gold coins. Gold is going up and so is the intrinsic value.

I'm still waiting for something on Yorktown. You know, our old stomping grounds. Maybe others could send in the news about places like Hawthorne, Oahu, Charleston etc.

But the main problem I've got is "Dam the Torpedoes" and the Keg mines. What about the history of mines in Vietnam, Korea, Persian Gulf etc. don't we have any sources?

Keep up the good work and put me in with Ed Oyer on the medals. *Although I did get one as ASW Officer at Yorktown.*

Tell our "Nuke" buddies to go see Broken Arrow!!!

All is well at the Gentry household. Still playing with cars. Planning to see all the gang in Panama City, Florida!

Taps - for a good friend of the Minemen that visited Bangkok, Thailand on the "Cobra Gold" minex's **Ming Wong**, January 1995, Bangkok, Thailand. Ming owned "Mings Jewelry" and was a good friend to all service personnel. He hosted many Minemen on guided tours of Bangkok while relaxing after a "Cobra Gold" minex. He died suddenly of blood cancer. His wife Joy, will continue on with the business. I'm sure some of our shipmates would like to know Ming passed on.

Ron Gentry

Hi John & Bobbie;

We hope that all is well with you. we sold our home, it closed on November 13th. We will take off for six months following the sun. our plans are to settle in Lompoc, CA, a small town on the central Calif. coast. Enclosed are some photos that I took while at the '95 reno reunion. John the Dashpot looks great. I look forward to receiving my copy. Keep up the good work.

Bob & Michico Benentende

Ed. note. Bob was the only one sending Reno photos to the Dashpot. I hope others sent them directly to Toby or Lyal so we can have a photo-op of Reno '95, these were forwarded to Lyal.

Regards

29 Feb '96

Newsletter Editor;

I read with interest the Sea Story in the Winter issue of the DASHPOT. I think that a good laugh helps the paper. I've been going through my back copies of the Naval Institute Proceedings and copying down some of the better stories for filler material for our Newsletter (USS THOMAS E. FRASER DM 24 News). And thought why not send you a copy too. If you do not wish to use them, you can just trash them.

(Ed. note) The sea stories will appear as space permits in this and future issues.

Chuck Nicklin,

3 Mar '96

I got a real good laugh when I read about the poor MNSN aboard the MCM's. They had him working as a Boatswains Mate. I'll bet every Mineman from the Destroyer Minelayers of the 40's and 50's got a good laugh.

(FRASER, BAUER, SHEA, SHANNON and GWIN)

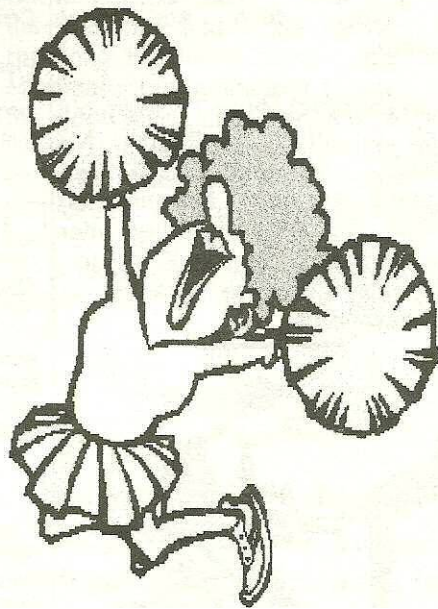
I reported on board the THOMAS E. FRASER DM 24 as a MNSA out of the Mine School, Yorktown, VA on the first of April 1949 and left the 10th of May 1953 as MN1. Having never worked on a mine, except pushing a lot of MK 6's over the fantail.

I still consider it my best tour of duty. I went on to retire in 1968 as a Chief Mineman.

COMINELANT at the Minecraft Base pulled me off the FRASER against my will, because they said I had been aboard too long. I reported aboard the Minecraft Base and thought I'd finally work on some drill mines at least. That was until **Willie Brooks**, the Chief in charge, informed me that MN1's don't work on mines. I was working on a MK 6 anchor at the time, and it was my first day in the shop.

I'm one of the few retired MNC's that never did work on Mines, and I don't feel that I've missed out on a Dam thing.

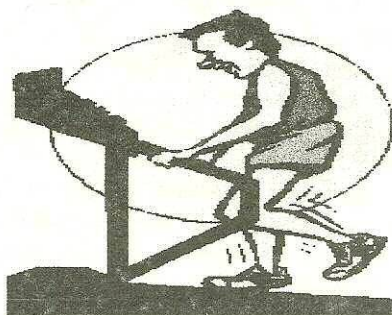
Chuck Nicklin



A large, three-dimensional white cross stands prominently in the center. At its base, two American flags are planted in the ground, their poles angled outwards. The flags are depicted with stars and stripes. The background consists of stylized, layered clouds in shades of blue and white, creating a sense of depth and atmosphere. The overall style is that of a simple, clean illustration.

Carleton E. Ryan, MN1 listed in Naval Affairs February 1996 issue and member of Branch 46, Pearl Harbor

John (Scottie) Hynd 72 years old
March 9, 1996 Hawthorne, NV
(cancer) Mineman 1942-1946
stationed (one of his assignments)
at West Loch (Hawaii) retired after
34 years as Planner and Estimator,
Underwater Warfare Branch at
NAD Hawthorne



National Convention and Reunion, Appleton, Wisconsin, September 10 - 14 1996. New members wanted for 15th annual Convention. Thousands of members from hundreds of Minecraft, Mine Bases, Mine Schools and Mine Command's. All rates and ranks. All eras, wars, conflicts and peacetime. Largest gathering of Mine personnel since WW-II. Contact: Jim Minor, Membership Director, Naval Mine Warfare Association, 224 Angelus Drive, Salinas, CA 939602-3302; (408) 449-5352 All Minemen welcome!

NEXT
ISSUE
Articles Due
JUNE
10

Order Your Association of Minemen History Book

I am presently writing a book on World War II naval operations and would like to make contact with any of the survivors of minesweeper YMS 24 which was sunk off southern France on 16 August 1944.

I would particularly like to obtain a photograph of the ship and talk with those who served with the executive officer of the ship, Lt.(jg) John Richard Cox, Jr., USNR.

Your assistance in this matter is greatly appreciated. Sincerely,
Captain James E. Wise, Jr., USN
 (Ret.)

5707 Lawsons Hill Court
Alexandria, VA 22310

Ed. note. Lyal provided the Captain with the Minewarfare Association Historian address and an alternate source for ship's photos.

Continued articles do not appear in this issue (Familiarizer, Civil War,, Duties etc. look for them next time

ASSOCIATION OF MINEMEN COMMEMORATIVE HISTORY

29

8

39

69

[illegible]

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Master Card

To help avoid mistakes, please fill out and return this order sheet (1-94) with your order. All previous order sheets are void.

T-SHIRTS

50/50 Cotton Polyester

Children's Sizes: 6-8S; 10-12M; 14-16L

Youth/Adult: 34-36S; 38-40M; 42-44L;

46-48XL; 50XXL

Ringer T-Shirts: White w/collar & cuff colors shown (Insert quantity in size)

| Children (most quantity in size) | | | | |
|----------------------------------|---|---|---|----|
| | S | M | L | |
| w / Kelly | | | | |
| w / Navy | | | | |
| w / Royal | | | | |
| w / Scarlet | | | | |
| Adult/Youth | S | M | L | XL |
| w / Kelly | | | | |
| w / Navy | | | | |
| w / Royal | | | | |
| w / Scarlet | | | | |
| Basic T-Shirts | | | | |

Solid colors: Burnt Orange, Cardinal, Columbia Blue, Dark Green, Gold, Kelly, Maroon, Oxford, Navy, Purple, Royal, Scarlet, White

| Youth/Adult | S | M | L | XL | XXL |
|-------------|---|---|---|----|-----|
| | | | | | |
| | | | | | |

(select color; insert quantity in size)

COACHES SHIRTS

Two button w/pocket

Colors: Cardinal, Columbia Blue, Gold, Eagle Gray, Navy, Royal, Scarlet & White, Kelly

| | S | M | L | XL | XXL |
|--|---|---|---|----|-----|
| | | | | | |
| | | | | | |
| | | | | | |

(select color; insert quantity in size)

TIE - TACS

| Style | Qty |
|-------------|-----|
| Gold Tone | |
| Silver Tone | |

JACKETS

| Lined | S | M | L | XL |
|------------|---|---|---|----|
| Navy Blue | | | | |
| Red | | | | |
| Royal Blue | | | | |
| Gold | | | | |
| Unlined | | | | |
| Navy Blue | | | | |
| Red | | | | |

MINE MEDALLIONS

| | |
|--|-----------------------|
| Gold | \$15.00 x ____ = ____ |
| Silver | 15.00 x ____ = ____ |
| Bronze | 15.00 x ____ = ____ |
| Sub Total \$ ____ (enter sub total below) | |

HATS

Adjustable band hats with AOM logo on front are available in Red, Green, Gray, White, Black, Columbia Blue, Orange and Navy Blue. Enter color and your quantity in the form below.

Note: All T-Shirts include large logo on front. All hats include logo on front. All coaches shirts and jackets include small logo on right breast. Large logo on back of jacket and personalization on the jacket (up to 25 characters) per price list below. Print personalization desired on separate paper.

| Item | Price | Qty | Extended |
|--|-------|-----|----------|
| Adult T-Shirts | 7.50 | X | |
| Children's T-Shirts | 7.00 | X | |
| Coaches Shirt | 16.50 | X | |
| Unlined Jacket | 19.00 | X | |
| Lined Jacket | 24.00 | X | |
| Hats (Color: | 5.00 | X | |
| Tie Tacs | 5.50 | X | |
| Large Logo on Back of Jacket | 5.50 | X | |
| Personalization | 5.00 | X | |
| Sub Total | | | |
| S & H Cost of Items: 10% | | | |
| Mine Medallions Sub-Total From Above | | | |
| Scholarship Contribution | | | |
| Mine Museum Contribution | | | |
| Annual Dues (\$10.00 Per Year For Maximum 5 Years) | | | |
| | | | Total |

Print Your Name Here



Annual Dues for Year _____

Member Number _____

To: Secretary Treasurer

Name _____

Association of Minemen

Address _____

PO Box 71835

Charleston SC 29415

Phone _____

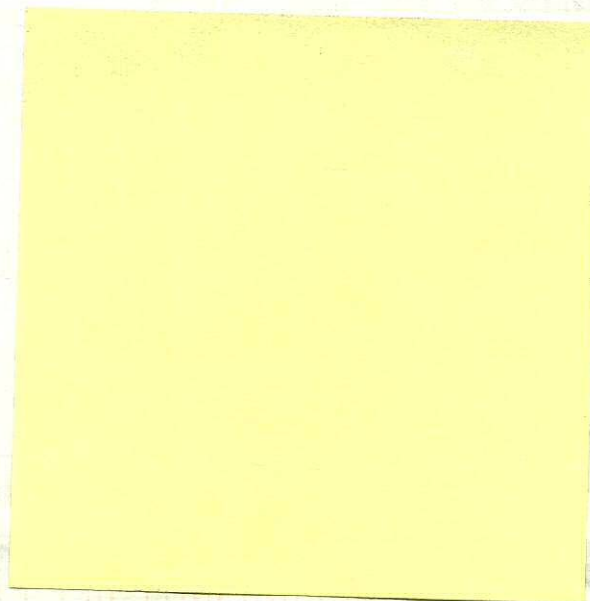
9 Digit Zip _____

Association of Minemen
P.O. Box 71835
Charleston, SC 29415-1835

Bulk Rate
U.S. Postage
PAID
Charleston SC
NO. 270

ASSOCIATION of MINEMEN
1975---21 YEARS---1996

CHARLESTON SC



ASSOCIATION OF MINEMEN
P.O. BOX 71835, CHARLESTON, SOUTH CAROLINA 29415



I wish to join the Association of Minemen and include payment of \$10.00 membership fee (plus \$5.00 initiation fee).

NAME _____ RANK/RATE/CIV. TITLE _____

ADDRESS _____

ZIP _____

SIGNATURE _____ DATE _____ TELEPHONE # _____

ELIGIBILITY _____ APPROVED _____

NOTICE !!! To maintain membership, dues of \$10.00 must be paid annually by the month of August.