

# the DASHPOT

Issue 31

Newsletter of the Association of Minemen

Fall 2000

## FROM THE PRESIDENT

By Joe Balderrama

**H**i everybody, for those of you that weren't able to attend the Charleston Reunion, you were missed. For those that were able to attend, I hope you had as good a time as **Clare** and I did. I must confer a hearty well done on **Dick & Sue Schommer** as well as **Bob & Hiroko Forbes** for the excellent job they did in preparation of all the events. I'm sure it was as memorable for others as it was for me. Thanks again. Others that deserve a round of applause are **Curtis & Mary Christian**; they were so busy that they may have missed most of the fun. Thanks to **Paul Santa Maria** for his labor as the auctioneer. For those that helped him, you know I'm grateful. As you will read elsewhere in this publication, we elected two new Directors to the Board. Congratulations to **Bill Roberts** and **Dick Schommer**. In addition to their election, all of the appointments were renewed. That is: Editor of the Dashpot, **John Loonam**, Parliamentarian, **Don DeCrona**, Yorktown Museum, **Toby Horn**,

(Continued on page 2)

## MINEMEN of the Year

The names of the Minemen of the year were announced at the AOM annual reunion dinner in Charleston in August. Active Duty: MN1(SW) (MNC select) **ALLEN E. ALT JR.** USS DEFENDER, MCM-2 Naval Reserve: MN2 **ARON J MIDDLETON**, USNR, NRMOMAU-6

### NEW Chiefs

The following were selected for promotion to CHIEF MINEMAN:



<b>James M Adams</b>	<b>Allen E Ault</b>
<b>Bri Bieberitz</b>	<b>Rand Childers</b>
<b>Michael Cooley</b>	<b>Michael Corvo</b>
<b>James L East</b>	<b>David M Epton</b>
<b>Richard Hormann</b>	<b>R. Juliuson</b>
<b>J. Lauffinburger</b>	<b>Michael Morus</b>
<b>R. Pendergrass</b>	<b>Stephen Anders</b>
<b>Kurt M Stauff</b>	<b>Michael Stultz</b>
<b>Michael Ward</b>	<b>Greg Williams</b>

Naval Reserve:

**Walter Jones** **Richard Marvin**  
The AOM Congratulates the  
Selectees

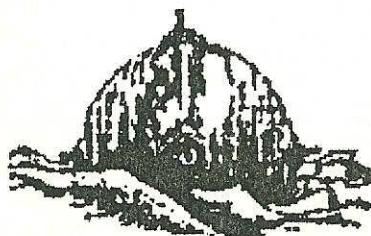
## Futuristic Mine Countermeasures

Coastal Courier 9/8/00

The folks at Panama City participated in an Office of Naval Research hosted exercise where the Fleet gets to see and try out new technologies. This years demonstrations included: AROSS, a digital camera for mine detection; BPAUV, an unmanned underwater survey vehicle; EOID, a mine identification and neutralization technology based on electro-optics; LASH-MCM RRS, an airborne sensor for rapid reconnaissance; LRS, a program for the covert detection and identification of mines and other navigational hazards in very shallow water and beach areas; MORPHEUS, an autonomous undersea vehicle for mine detection in shallow water; NPV, a three dimensional visualization program of surrounding terrain; SAHRV, an autonomus underwater vehicle for reconnaissance in littoral waters; TVSS, a long-range sonar that detects and classifies volume and close-tethered mines in water greater than 60 feet.

### INDEX

Committee Reports	4
Full Force News	7
Meeting Minutes	3
MN in Spotlight	6
Mines in Vietnam	10
Scholarship	4
Secretary's Report	3
Taps	23



Join the AOM Today

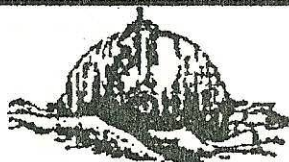
## 27th Annual Reunion

Reno

AUG 10-12 2001

Don DeCrona & Ray  
Cobis Chair





# ASSOCIATION OF MINEMEN DEDICATED TO SERVING THE U.S. NAVY 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 defense.

## PRESIDENT

**Joe A. Balderrama (98-01)**

1417 Sadler Dr

PMB 236

Fernandina Beach, FL 32034

(912) 673-1220

gunnerjb@hotmail.com

## VICE PRESIDENT

**William (Swede) Carlsen (98-01)**

1929 Pilgrim Ave

Bronx, NY 10461

(718) 792-2298

## SECRETARY/TREASURER

**Curtis T. Christian (00-01)**

303 Cypress Shores Rd

Eutawville SC 29048

(803) 492-4245

curtischristian@hotmail.com

## BOARD OF DIRECTORS

**G. Paul Santa Maria (98-01)**

738 Pomeroy Rd

Nipoma CA 93444

805-929-4439

**CDR Ron Swart (98-01)**

5009 Graford Pl

Corpus Christi, TX 78413

**LCDR Coral MacIntosh (99-02)**

5196 Iroquois Ave

Eva Beach HI 96706

808-499-1188

**Jim McGoldrick (99-02)**

1761 Weeping Willow

Rockport TX 78382

**Bill Roberts (00-03)**

687 Aleida Dr

St Augustine FL 32086-7702

904-797-4696

**Dick Schommer (00-03)**

827 N Aylesbury Dr

Goose Creek SC 29445-5707

803-797-3715

## PARLIAMENTARIAN (99-00)

**Donald A. DeCrona**

2320 Wide Horizon Dr.

Reno, NV 89509-5079

(775)826-3081

## Past President

**Warren Savage (98-01)**

10331 Settle Rd

Santee CA 92071

(619) 258-1478

## Chaplain

**Henry Williams (00-01)**

1428 Edenfield CT

Lithonia GA 30058

Email: Willappr@aol.com

## Historian (00-01)

**Lyal Stryker**

MNCDRLyal@aol.com

**Yorktown Museum (00-01)**

**Toby Horn**

tobyone@ix.netcom.com

**Lexington Museum (00-01)**

**Ron Swart**

swart@interconnect.net

## Scholarship (00-01)

**Paul Santa Maria**

paulsm@safari.net

## Newsletter Editor (00-01)

**John Loonam**

10033 Indian Rd

Gloucester, VA 23061-2830

(804)693-2094 Phone/fax

(9AM-11PM) Eastern Time

email <jloonam@ccsinc.com>

## AOM Homepage

battle.netgate.net

Webmaster **Fred Dane** battle@netgate.net

(Continued from page 1)

Lexington Museum, **Ron Swart**, Historian, **Lyal Stryker** and the Sec/Treas. **Curtis Christian**. Now, for a brief item of business. As you well know, when we were in trouble of not being able to complete the History Book, your assistance was requested and many of you responded with loans to the Association. We are grateful for your generosity. It was voted to begin repayment of those loans, and that repayment will commence soon. What I would like for you to consider is the DONATION of those funds, if at all possible. If not, we will understand. If you can find it in your heart to make the loans a gift to The Association of Minemen, we can give you a receipt for your donation that may be deducted on your Federal Income Tax. This has been made possible by our new 501 (3) (c) Tax Status. Please give it some consideration. Should you decide to make a donation, please contact **Curtis Christian**. Congratulations are also in order for our Minemen of the Year. The Active duty recipient is MN1(SW) **Allen E.**

**Alt Jr. USS Defender MCM-2**; the Reserve recipient is MN2 **Aron J. Middleton**, USNR NRMOMAU-6. BRAVO ZULU Shipmates! Another item that will require a vote by the membership is the election of the Immediate Past President and the Sec/Treas. as voting members of the Board of directors. It is my desire that this comes to fruition. This agenda item will be published twice in the Dashpot (this is 1) and, will be voted upon in Reno. Finally, I would like to thank **Lyal Stryker** and **Donald Branan** for their complete and continued devotion to the Scholarship Program. Through their generous donations we were able to provide scholarships to all of the applicants this year. To all of you that provided items for the Auction, as well as those of you that so generously purchased those items, you have my personal appreciation and admiration. It is through your generosity that we are able to provide for our scholarship program. Thank you! See Ya'll in Reno. Stay well, Joe!

We need your dues, please  
take a moment and stay  
current

Annual dues paid before 1  
November 2000 \$10 After 1  
November 2000 \$15  
To: PO Box 71385  
Charleston 29415

## Mailing Box Score

Total 1999	47*
Total 2000	105
Total 2001	142
Total 2002	51
Total 2003	15
Total 2004	19
Total 2005	10
Total N/A	117
Totals	506

\* This is the last mailing to the 1999 folks.



# Annual financial report as required by CCBL

Ballance Sheet August 2000

Title	Debit	Credit
Cash	12006.22	0.00
QM Supply	1523.60	0.00
History Book Inventory	8816.00	0.00
Admin Supply Inv	55.96	0.00
Unapp Cash	4707.25	0.00
Scholarships	0.00	3344.20
Benevolent	0.00	500.00
History Book Sales	0.00	380.00
Member dues 01	0.00	2166.00
dues 02	0.00	730.00
dues 03	0.00	320.00
dues 04	0.00	260.00
dues 05	0.00	50.00
Yorktown	0.00	15.00
Lexington	0.00	0.00
Museums Gen	0.00	300.00
Reunion	0.00	1114.82
Quarter Master	0.00	162.75
Capital	0.00	13296.81
Operating Funds	0.00	4612.45
Printing Expense	44.00	0.00
Postage Expense	55.00	0.00
PO Box	44.00	0.00
Totals	\$27252.03	\$27,252.03

## MINUTES OF THE MEMBERSHIP MEETING HELD IN CHARLESTON SC 12 AUG. 2000

The President called the meeting to order and announced that the nominating committee had nominated Mr. John Loonam and Mr. William Roberts to serve on the BOD. Mr. Richard Schommer was nominated from the floor. A vote was taken and Mr. William Roberts and Mr. Richard Schommer were elected to the BOD for a three-year period.

Lyle Stryker recommended that the scholarship awards be increased from \$500.00 to \$600.00. After a discussion it was pointed out that we had no set price to award each time. Lyle stated that

he would make up the difference this time. (We had the funds to cover this from the auction)

The President announced that the BOD had voted to repay 50% of the outstanding loans after Nov. 2000.

The President informed the membership that MOMAU 11 had moved all of our storage items from the warehouse to the weapons station. This will save us another \$828.00 each year. Thanks Unit 11.

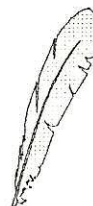
Jack Smoot volunteered to Chair and was granted the 2002 reunion to be held 9-10-11 Aug in Yorktown VA.

A motion was made to accept the proposed changes to our by-laws to conform to the tax-free status. The vote was called and the motion passed.

Toby Horn suggested that we

(Continued on page 14)

Secretary/Treasurer  
By Curtis Christian



Hello from the Sectary's desk

I hope that each of you are back home safe and sound. If you are like me I know that you have not recovered yet. What a great reunion. Must check with Dick Schommer and see if he is ready to put on another one (smile)

It looks as though we made out real good as far as the money goes. Still waiting on some outstanding funds to be sent in and that all my deposits were correct. We got money for all the scholarships and have a few bucks left over for next year.

As you know we will pay back 50% of our loans this year. Know that the lenders will be happy to get it back. Many thanks to all of you who loaned monies for the book. Also many many thanks to those of you who donated your loans to the AOM.

We had a goof-up on the shirts. It seems that Stephanie had ordered the new ones and the vender did not send them. I suggested that we go back to T&T Sports as we still have an account with them. We will have a hand on it by next year.

How many of you have looked at the count on the web-page?? It will soon roll over 30,000 hits. We all owe Fred Dane and Hal Elston a hardy THANKS for the work done on our only source of advertisement.

Keep up the good work mates.

This is the first mailing of the Dash-Pot under our "tax free" status. You will see some new additions on the mailing page. We are having all postings that can not be delivered returned to us. After this posting, all members with dues past 1999 will be dropped.

Get your tickets early for Reno.

**AOM**



# Committee Reports

## Charleston Reunion

### 2000 REUNION ATTAHOYS

By Dick Schommer

**H**ello all, just returned from vacation, and want to get this into the Dashpot.

First things first, I enjoyed hosting the 2000 reunion, but without the help from the following persons I don't think I could have pulled it off, and it probably wouldn't have gone as smooth as it did. I heard very few complaints, and a lot of attahoys plus positive e-mails. MOMAG UNIT 11 personnel provided all the assistance that I asked for. Thanks to the following UNIT 11 personnel. CO LCDR Zahn, XO CWO4 Bobby Reed, MNCM Al Fross. The outstanding Color Guard MN2 Pollit, MN2 Etchison, MN2 Dominguez, MN3 Walker. Delivery and setup for the picnic MN1 Silver, MN1 Burkhardt, MN2 Pollit. Thanks to the persons that supplied transportation and the tour guides for the open house at the Unit.

**Buddy Stewart** and **Wes Keith** for hosting the Golf Tournament. A very good turnout, and it was alot of fun.

**Bob** and **Hiroko Forbes** for helping **Sue** with the shopping, and getting the picnic setup.

**Roger Adams** the other cook. We got behind, but heard no complaints. More time for gossip while waiting in the chow line.

My right hand **Sue**, she kept me in line, no slack, she spoke I listened. What do I know about food portions.

Overall I believe the weekend was a success, and enjoyed by those that attended the functions. SEE YA ALL IN RENO

For those of you that are hosting or are thinking about hosting a reunion, Use the KISS system, it

works. See Ya!

### MOMAU 11 Tour

By John Loonam

AOM members interested in seeing the new facilities MOMAU 11 calls home were met at the Weapons Station Exchange and bussed to the shop. There is another gate now as the building is in the explosives area of Weapons Station Charleston. The driver filled us in on the "straight dope" about the station including one fact that was hard to believe; No waiting list for housing for ALL pay-grades. We had a look (outside) at the Navy's new Nuclear Power School (Orlando is closed) on the way to the area. Unit 11 occupies the old Tomahawk Missile assembly building. From the outside its another large explosives assembly building with its loading docks and roll down doors. Once inside you are amazed at the size. It looks like a great place to set up arena football. A fully air-conditioned monster of a main deck with all the comforts of home (grounding reels, air lines, overhead cranes etc.) all laid out for some serious production. Only trouble is they are presently only involved in exercise mines. The assets look dwarfed by the huge building but as the service commitment arrives, I guess the building will shrink. MN1 Bill Turner provided us with an excellent walking tour of the facility and explained the Unit's mission and accomplishments to the tour group. Of note was a group of Exercise Russian MK 16 (equivalent) mine cases. The Unit puts them on our MK 16 anchors for minehunting exercises. Yep, they are still working on mine anchors. The Versatile Exercise Mine System (VEMS) is the only sophisticated mine under maintenance. A fine tour and great hospitality.

1998 and 2000 REUNION BOOKS AVAILABLE

By Lyal Stryker

**R**eunion books for the last two reunions here in Charleston are being prepared and will be available hopefully by mid December. **Doug Delong** has taken some great pictures of both reunions and we are working with a reunion book company to have them prepared. **Doug** had the 1998 photos in an album at the picnic for members to look at and a sign up list for ordering copies. Many of you that were here this year did sign up for copies of both reunions. If you want a copy or either reunion book send your name and address plus which year you want and how many copies to **Lyal Stryker**. If you did sign up at the picnic this year you do not need to re-order. Send you orders to **Lyal** at 8517 Deerwood Drive, North Charleston, SC 29406-9713, phone (843) 553-1450, fax (843) 569-6913 or e-mail at [MNCDRLYAL@aol.com](mailto:MNCDRLYAL@aol.com). Cost is \$15.00 each and payable when you receive the reunion book.

PLEASE do not send any money now. The 1998 reunion book contains some great pictures of Bob Benintende and his two daughters taken during his birthday celebration at the dinner.-

### Scholarship Scoop

Paul Santa Maria

**I**f success were measured on a scale of one to ten, this year's support for our Scholarship Program would, without reservation, be at least a nine! We awarded four scholarships of \$600 each. This was made possible by the strong support by you members in several areas. To all of you who so generously sent or brought the many great items for the auction, Thank You! To all of you who purchased all these beautiful items at generosity prices; Thank You!

(Continued on page 5)



(Continued from page 4)

These two ingredients produced, I believe, a very successful auction. I don't know what the bottom line came out to but that I believe will be in the Treasurers report.

The following monies were donated to the Scholarship Fund in loving memory of our departed shipmate **Bob Benintende**: \$100 each from **Bill Mehard** and **Joe Balderrama** and \$200 from **Lyal Stryker**. On behalf of **Bob's** family; Thank You for remembering **Bob** in a very positive way. And again this year as it has been for the past several years, our sincere gratitude to the **Stryker** family for their continued generosity to the scholarship fund in loving memory of their beloved wife and mother, **Doreen Stryker**.

Another bequeath in loving memory of a departed spouse was made to the scholarship fund this year and it is promised to continue for a long time. This gracious contribution was made by **Don Brannan** in loving memory of his beloved wife **Kay**. I had the privilege of meeting **Kay** and **Don** when we were stationed in Yokosuka, Japan in 1950. Thank you!

Our Scholarship Awards this year went from Coast to Coast and our Southern border. The AOM Awards went to **Jennifer R Levitt** of Oceanside CA and **Andrew Peters** of Herminic PA. The **Doreen Stryker** memorial went to **Elizabeth Harris** of Hobart OK. The **Kay Brannan** Memorial went to **David Swart** of Lubbock TX. On behalf of the AOM we wish these recipients the very best in pursuit of their life's goals.

Once again, thank you, each and every one of you who made this a very successful year. Last but not least, thank you **Swede Carlsen** and **Jack Smoot** for a great job on the Scholarship Award Selection Committee.

## Historian

by Lyal Stryker

### CSS H.L. HUNLEY RETURNS HOME

**A**fter 136 years missing in action, the Confederacy's lost ship finally came home August 8, 2000. The Hunley broke the ocean's surface at 8:39 a.m. marking the successful recovery of the world's first attack sub, a vessel so daring it helped render wooden navies obsolete. Thousands of people lined the shore, were aboard the USS Yorktown flight deck and on hundreds of boats to observe this historic moment.

The Hunley was cradled in a 32 lift strap sling with padding and lifted to the surface by the *Karlissa B*, a six legged crane-barge platform, which placed the Hunley on a barge to be transported to the former Charleston Naval Base where it was placed in a specially designed lab which contains a cold water conservation tank. The lab is a rectangular shaped building that was known simply as Building 255 until last week, a warehouse, until it was christened the Warren Lasch Conservation Center. We Minemen of course remember the CSS H.L. Hunley as the first submarine in history to sink an enemy warship, the Union blockader *Housatonic*, with a mine, then called a Spar Torpedo. In the next Dashpot we hope to have some good clear photos that were taken by AOM member **Doug DeLong** and additional historical information.

### West Loch

50 year old roster from West Loch  
submitted by **Lyal Stryker**

NAD West Loch Branch Oahu, T.H  
31 October 1950 Mine & Depth  
Charge Section  
MNC's **Richardson, T B, Phelps, P W, Gottke, H F, Herwer, J J,**

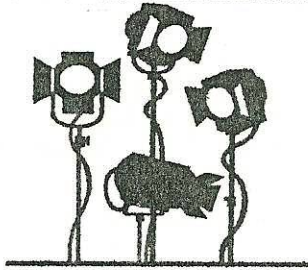
**Wrobel, J F, Powell, H A, Backer, W D, Roussett, R, Houghton, G F, MN1's Reid, F A, Randel, B W, Schubert, R L, Chilcott, M M, Altizer, C C; MN2's Kuhlman, J R, Thuma, Jr. L, Lambert, J E, Heard, R K, Musey, H T; MN3's Dye, M R, Murrell, E H, Johnson, C L, Shewmaker, M, Stryker, L M, Chivers, H R, English, W F, Combs, R G, Petit, C E, Anglin, H L, Beard, W A; MNSN's Keene, P M, Billings, R A, Becker, R L, Echerman, A E, Cassels, W H, Hancock, D T, Benintende, B, Lindsley, L T, Hansen, B H, Golden, E E, Determann, R G, Barrett, F J, Cherry, A J, Springer, J S, Thompson, R L, Turner, D F, Moeller, R G, Johanson, H A, Pyles, C R, Ferguson, R H, Young, W L, Christensen, R C, Hahn, J F, Norton, J S, Dittrich, R W, Austin; MNSA's Gerow, K P, Marshall, E J, Hymes, J R, Anderson, G E, Boreen, A R, Edmonds, E F, Berkshire, C T, Byrd, C C, Merritt, C L, McDermott, W D, Paris, R C, Hallstrom, J D, English, S A, Mayo, T W, Shultz, T M, Waughtel, G F**

### Return of History Book Photos

By **Lyal Stryker**

**W**e have started the return of these photos. Some were returned to members at the picnic this year. We are first returning the photos used in the biographies followed by those used elsewhere in the book. Photos not used in the book will be returned last. We do appreciate your patience and want to assure you that all photos submitted have been kept in safe storage. If you have moved recently you may want to send **Lyal** your current address, otherwise he will use the latest mail list for return addresses. See Reunion Books p4 for the addresses.





## MINEMAN FIRST CLASS (SW) DENNIS A. MOXLEY USN

By CDR RON Swart

**F**irst Class Petty Officer **Moxley** was born in Milwaukie, Oregon (yup, that's how they spell it out in Oregon...) in December 1968. He graduated from Temple Christian High School in May 1988. He enlisted in the Navy's Sea and Air Mariner program through the delayed entry program in March of 1988 and entered active duty in September 1988.

Upon completion of Recruit Training in Great Lakes, Illinois, Petty Officer **Moxley** attended Mineman "A" School in Charleston, South Carolina. Graduating as Honorman, he was ordered to Naval and Marine Corp Readiness Reserve Center, Portland, Oregon, where he was assigned the Naval Weapon Station, Concord California Reserve Detachment. With an Honorable Discharge from the Reserves, Petty Officer **Moxley** enlisted on active duty in April of 1992. He was ordered to Mobile Mine Assembly Group Unit ONE, Seal Beach, California. There he served in Mine Production as Deck Supervisor, Facilities Department Head and finally as the Operations Department Head. He then elected to be one of the first Minemen to be permanently assigned to a surface ship and took orders to the Pre-commissioning Crew of USS ROBIN (MHC 54) in March 1995. After graduating as Honorman from Navy Digital Electronics Training at Fleet Antisubmarine Warfare Base, he

was transferred to Fleet Training Center, Norfolk, Virginia in June 1995 for Advanced Shipboard Training. He then joined the Pre-commissioning Crew in Avondale, Louisiana for the final "Fitting Out" and delivery of USS ROBIN (MHC 54) in September 1995. He became a Plank Owner of the "Fighting 54" when he commissioned the USS ROBIN in June 1996. He served in



ROBIN as the Mine Neutralization System Pilot and Technician and as the Automated Data Processing Systems Security Officer. He achieved the Enlisted Surface Warfare Specialist designator and became the most junior Officer of the Deck (Underway) in the Atlantic Fleet. He is currently serving with Commander, Mobile Mine Assembly Group, Naval Air Station, Corpus Christi, Texas where, as a key member of the Exercise and Training shop, he has helped to identify the exercise and training mines of tomorrow. MN1 (SW) **Moxley** is one of the most sought after talents in MINEWARCOM. His tremendous capabilities as a Mineman, Computer Whiz, sound thinker and hard worker all led to his selection

as the COMOMAG Sailor of the Quarter for the Second Quarter of 2000.

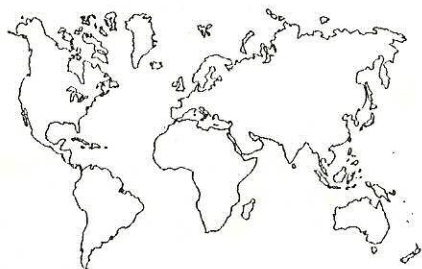
Petty Officer **Moxley** has been married over ten years to **Angel Marie Moxley**. They have two lovely children, **Dennis Jr.** and **Ashley**.

## General Duty MN

By MN1 Vicki Williams

**I**'ve been in the navy since August 1985, completed Mineman "A" school May 1986. The last Mine site I was assigned to was MOMAG Unit Eleven Goose Creek SC, transferred in March 1997. Went to San Antonio TX for 6 weeks of Law Enforcement training, earning the NEC 9545, then on to a security billet at Nuclear Power Training Unit Goose Creek SC in May of 1997. After my first year at NPTU, I was sent to Small Arms Instructor school earning the NEC 0812, returning to NPTU as the Command Range Officer and LPO for the Security Division. With the chief's exam on the horizon I saw the chance to earn my Enlisted Aviation Warfare Specialist pin and finally see some real sea time on a six month deployment (April 2001) aboard the USS Enterprise. So I accepted orders to Strike Fighter Squadron 87 transferring in Feb 2000, based out of NAS Oceana VA. I've only been here 7 months but I've truly been made to feel as one of the family. I have many job titles such as LPO for the First LT. division, Command DAPA, Command Master-At-Arms, and Command Range Officer just to name a few. I've been offered the opportunity to work with Aviation Ordnance Shop and I look forward to the chance to work in the ordnance field again on the flight deck of the USS Enterprise. I've had a great time so far and I'm sure it'll only get better. Yes I'd like to join the association again. (Petty Officer Vicki was directed to the application on our web site)





**1 July 1975 - 1 July 2000**

Mobile Mine Assembly Group



ANYTIME - ANYWHERE

## MOMAG and Mine Force Update

by CDR Ron Swart

I hear that this year's reunion was a roaring success and I'm sorry that I was not able to attend. I would have much preferred to spend August in Charleston than in South Korea, but duty called. Exercise Ulchi Focus Lens which is held each summer, is a command post wargame that brings all of the SEVENTHFLT Navy and Marine Corps team together in USS Blue Ridge (LCC-19) and ashore in Chinhae, Korea. Each year, mine warfare plays an important role and there were many lessons learned this year that will have to get fixed before next summer.

I had an opportunity to speak to VADM Al Baciocco Jr. (USN, RET) last week in Washington DC and he said that he had a wonderful evening at the reunion dinner. I hope that he mentioned to those present, that he is a member of the Naval Studies Board who is currently conducting an assessment of mining and mine countermeasures at the

request of the CNO. It was for that reason that I found myself in Washington only a couple of days after I returned from Korea. Mr. **Bill Jones**, Coastal Systems Center, presented a review of the U. S. Navy sea mine capabilities: past, present and future. I was allowed to pipe up concerning the fleet's perspective on the whole matter. This study is especially important because it is likely that it will be acted upon now that key Navy leadership positions are filled by those who generally support mine warfare. The former COMINWARCOM, RADM **John Pearson** (USN, RET), MajGen **Ronald Beckwith** (USMC, RET) and mine warfare heavyweights Mr. **Lee Hunt**, **John R. Benedict**, **Ed Zdankiewicz** and Ms **Sabrina Edlow** are among the names some of you might recognize on this board.

We are fairly certain that the funding for a mine shop at Ingleside has been approved (so we can move MOMAU 15 from Kingsville to the waterfront). Once the budget is signed, we should be able to move in after 18-20 months or so. MOMAU 1, Seal Beach may get service mines!!! We're doing a Quickstrike Kit realignment and fleet support study now... stand by for more news next issue. I, and all of us throughout MOMAG were deeply saddened by the untimely death of MNC **Phil Taylor** (LCPO, MOMAU 1, Seal Beach). I had the privilege of watching him come up through the ranks and he was clearly one of the finest Chiefs and leaders in the Navy. He was highly respected for his technical expertise by the EOD and MOMAG community alike. Farewell Shipmate... you will be missed. Congratulations to our new LCDR selectees: **Ken Dalton**, CO, MOMAU 14, Yorktown, Va; **Sandy Oliver**, CO, MOMAU 15, Kingsville, Tx; **Jim Washington**, OPS Officer, MOMAG Staff. Also, Congratulations to **Gary Riggins**, CO, MOMAU 12, Misawa, Japan who promoted to CWO4. Congratulations to all our MNC selectees. Master Chief **John**

**Reeve** and I were reflecting on how different it is to see CPO selectees running in formation down the street, compared to CPO initiations in former times. The emphasis on education, leadership, mental and physical fitness will ensure these men and women are able to meet the challenges they will face while wearing khaki. We have some staff turnovers coming up: LCDR **Tim Paton** will leave for Crane, Indiana where he'll relieve CDR **Terry Auberry** as Program Manager for the Navy Night Vision Program. We'll miss **Tim** who has done a superb job as the Minefield Planning and Mine Requirements Officer. He'll be relieved of these duties by Maj. **James Auclair**, our USAF Liaison Officer. His numeric relief will be LCDR (select) **Sandy Oliver**, who will report in November. **Sandy's** relief will be LT **David Lauffenberger**, who will report as CO, MOMAU 15 from USS Seattle in November. We're glad to get **Dave** back into our community. Fair winds and following seas to a couple of fine officers on my staff: Lt **Kevin Lilek** who holds down the exercise and training desk will retire later this year and CWO3 **Mike Bryant** who served as the service mines officer and has retired recently. **Kevin** will be relieved by Mr. **Wayne "Arnie" Helgerson** (MNCM RET) and **Mike** was relieved by CWO4 **Tim Pease**, who has reported to staff from Guam. Say, speaking of **Mike Bryant**... he's the guy who makes those MOMAG 25<sup>th</sup> Anniversary coffee mugs. You can order them from him at [mbryant@clearsource.net](mailto:mbryant@clearsource.net). Check out the new COMOMAG website at [www.comomag.navy.mil](http://www.comomag.navy.mil). **Archie Hanna** has put a lot of work into this effort and it will eventually provide links to each of our Units. The COMOMAG page attached to the COMINWARCOM homepage will remain and we'll continue to update both.



## MOMAU THREE

"Mines for Defense"

By YN1 Billy W. McDonald

This quarter has proven to be a highly successful quarter for the men and women of Mobile Mine Assembly Unit THREE.

We would like to welcome aboard MN1 **Greg Eckelbecker** and MN3 **Miguel Pasilan**. Petty Officer **Eckelbecker** is reporting from MCM rotational crew Charlie. A welcome addition, Petty Officer **Eckelbecker** has been assigned as the Head of Production. Petty Officer **Pasilan** is reporting from Mineman "A" school.

Congratulations go out to MN1 **Jennifer Lauffenburger** on her selection to MNC. Petty Officer **Lauffenburger** was frocked to her new paygrade on September 15, 2000.

At an awards ceremony held September 1, 2000 our Senior and Junior Sailors of the Quarter were recognized. MN2 **Jarad Herbig** was selected as the Senior Sailor of the Quarter and MNSN **Jacob Fedo** was selected as the Junior Sailor of the Quarter.

Dearting is always such sweet sorrow. We bid fair winds and following seas to CWO4 **Ivan Lopez** from NR MOMAU THREE. CWO4 **Lopez** retired at a ceremony held on September 9, 2000.

Speaking of retirement. By the time you read this article our Mine Assembly Officer, MNC **George H. Butterhof**, will be retired. Chief **Butterhof's** ceremony is scheduled for 1300 Friday 13 October 2000.

## MOMAU 5

Salve from Sigonella!

Our ESI is over! Just had our Explosive Safety Inspection, went along with the DDESB visit and Explosive Hazards Inspection, guess we can keep building underwater mines for Sixth Fleet, Fifth Fleet and NATO.

Our hosts seem to be more responsive to work requests and

repair requirements, all three doors in Administration are currently replaced or on the schedule for this year. Mine Assembly has a double door installed for Component Test so we can move the new VEMS in and out as designed vice creative stunt juggling, new doors are on order for the magazines and most of the plumbing is working!

Most of our workload has been exercises with the Italian, Hellenic (Greece), Turkish, French, Bahrainian, Saudi Arabian and Spanish navies, good people to work with and some fine cooking sampled by our away teams.

For a change the departure list is smaller than the arrivals, MN1 **Slater** headed to EOD Training Unit Two at Fort Story VA, MN2 **Marcus Villarreal** went to USS Heron, MN2 **Robert Mounsey** to USS Defender, MNSA **Greg Gillis** to USS Pioneer, MNSA **Mario Barrientos** has orders to USS Guardian and MN3 **Ryan Long** and MN3 **Jared Russell** are both headed for USS Ardent in Bahrain. MN1 (SW) **Steve Sanders** is here from the USS Patriot and the following have joined us from "A" School: MN3 **Rudolph Altema**, MN3 **Robert Dykes**, MNSR **Nathan Krueger**, MNSR **Travis Ramsey**, MNSR **Rafmar Brito**, MNSR **Justin Boyd**, MNSA **Daniel Gonzalez**, MNSA **Jose Lopez**, MNSA **Timothy Gatlin**, MNSA **Ian Schaming**, MNSA **Charles Jackson**, MNSA **Christopher Shuck**, MNSR **Christopher Wisor**, MNSR **Wesley Adams** and MNSR **Randall Kubin**.

Advancements from the March exam cycle, MN2 **Brian Plazola** and MN2 **Marcus Villarreal**, MN2 **Robert Mounsey**, MN3 **Jared Russell**, MN3 **Ryan Long**, MN3 **Robert Dykes** are all wearing new devices, we are proud of them naturally. Chief's Board selected MN1 (SW) **Stephen Sanders** to move up in the ranks and we are very proud of him for that accomplishment.

That's all from the tip of the Mediterranean Spear. Arrivederci!

## MOMAU 10

By LCDR John Iwaniec

Things continue to stay busy as heck for us, we are down to 16 folks and are supposed to have 22. We are starting to get some new recruits from the school but no senior guys. Well, we are getting Chief **Bray** out here this week sometime, I say sometime because we will be right in the middle of a Super Typhoon **Saomi** and his flight may be cancelled, ha what a welcome. Seems I reported on board right in the middle of a Typhoon as well.

We have three new folks newly reported from "A" school: SR **Sandberg**, SR **Souphanvong** and SR **Ogan**. I am really impressed with these three young guys, they are motivated and have great attitudes. We also lost a few sailors due to transfers. MN3 **Garcia** went to USS Cardinal in Ingelside Texas, MN3 **Friday** went to USS Raven in Ingelside TX and MN1 **Haley** transferred to MOMAU Five in Sigonella.

Our latest Junior Sailor of The Quarter was Seaman **Pascual**, he has done a terrific job on the Deck Department. Our Senior Sailor of The Quarter was MN2 **Hatlevig**, he is one of the finest sailors I have ever had the opportunity to work with and has kept the Supply department afloat since SK1 **Payawal** transferred to USS Fort McHenry, in Sasebo Japan.

Looks like **Hatlevig** will be a daddy again this November too. Our exercise schedule has been busy as heck and we increased our Man Days of deployment last year by almost double to nearly 700 days. Who ever figured out those Manpower Studies should be shot! In any case it seems like their are never enough folks to get the job done. We have a team out right now being lead by Chief **McGinn** to Singapore, the team had just

(Continued on page 9)



(Continued from page 8)

returned from Thailand and Malaysia. Chief **McGinn** will be happy to see Chief **Bray** so he can be re-introduced to his wife **Meg**. Looks like we will be getting another exercise in Australia next year, I will be attending the conference in Brisbane this fall. Unfortunately, I may be out of the Navy before the exercise takes place since I have a retirement date set now for 1 May of 01. Gee, I'm sure going to miss all this fun!

The Command looks great, we just finished painting the building again for the second time in two years and it looks terrific. this time we caught all the small items we missed last time. We also have a new shed approved for construction behind the building, it will be 100 x 30ft, to house all our MHE and house all the stuff sitting in the yard. Tarps don't last very long in this weather and they are a royal pain to deal with anyhow. Our new Paint Booth is finished and we got rid of that disgusting looking Watershed Unit that used to be here.

Anyways, I guess that's it for now, I better get going so we can finish filling sandbags and adjust our water-wings for the big blow! Take care.

## MOMAU 11

by MNCM Al Fross

**F**irst and foremost the Men and Women of MOMAU Eleven would like to send our deepest sympathy to **Nora, Michael and Chase TAYLOR** and also to the crew of MOMAU One for their recent loss. **Phil** was a great husband, and father who served his country with great honor and dignity. All those who knew him will sorely miss him. Again our deepest regret goes out to his family.

As you all know the AOM reunion was held here in Charleston and by all accounts was a great success. We did our part by providing a Color Guard, a tour of our new facilities,

and by lending **Dick Schommer** a hand with the picnic; providing ice, toting stuff and sticking around to help with the clean up. All personnel involved have not stopped talking how strong the association is. **WELL DONE TO DICK SCHOMMER AND GANG.**

We've been doing a lot of work around here. We have built over 100 mines this quarter for various exercises. August was a bad luck month all around. We had all of our compressors go down but as always **MINEMAN** find a way to get it done on time. Looks like we'll get some service rounds soon so we have been moving some grounding reels and air drops around in order to set up new flows. Well so much for now here the rest of the news.

**Departures:** **MN2 Simmons** departed for Bahrain via the schoolhouse. **MN2 Hubble** and family departed and went back to Civlant to pursue a different career. Although not officially transferred to the fleet reserve till 30 November 2000, **MNC Williamson** left the Charleston area and moved upstate to Bamberg.

**Arrivals:** **MN1 Crocker** and family reported to us from Unit Eight; **MN2 Wisniewski** and kids arrived from MCM Rotation Crew Foxtrot; **MN1 Rodriguez** and family reported aboard from the USS Chief; **MN2 Gerhardt** and family arrived from the school, and last but not least **MNSA Seabrook** and family finally got here from the schoolhouse. In addition the **Patton's** welcomed a new baby boy and the **Pollitt's** welcomed and new baby girl into their families.

**Awards:** **NAM's** to **MN1 Crocker** from his last command. **LOC's** to **MN2 Domingez (SSOQ)**, **YN2 Kinner (JSOQ)**, and **MN3 Walker (NJROTC Color Guard Judge)**; Good Conduct to **MN1 Butler (4<sup>th</sup>)**, **MN2 Calton (2<sup>nd</sup>)**, and **MN2 Portillo (2<sup>nd</sup>)**.

**Advancements:** **MN1 Jamison** and **YN2 Kinner**

**SK1 Minter** re-enlisted for 4 more years. Well that's all for now see ya in the winter.

## MOMAU 12

By MN3 Jason White

Konichi wa from sunny Misawa, Japan. We are in the midst of the changing seasons as we transition from an unusually warm summer to another long, cold winter. Hopefully we won't break any snowfall records like we did last year, but we have our snowblowers tuned-up just in case.

MOMAU 12 is just finishing a rather hectic inspection period which started with the MRCI in April. Following the MRCI was the DDESB, FCA, and the ESI. All inspections were tremendously successful.

Once again, the MOMAU 12 boat crew blew away the competition at the 14th annual Navy Boat Regatta and took 3rd place for the second straight year. This year's crew was led by **MN3 "Captain" White** and **MN1 "First Mate" Rambo**, along with **SK1 "Wannabe MN" Jusayan**, **MN3 "Does This Count as Sea Duty" Lisinski**, **MNSN "Old Man River" Shelbourn**, and **MNSN "Gilligan" Garner** providing paddle power. MOMAU 12's crew and homemade boat, the USS Liberty Hound, forged through high seas and a steady barrage of water balloons to take the coveted third place trophy, beating out 11 other boats. Congratulations to all those selected for advancement, including our own **CO, CWO3 Gary Riggins**, who was promoted to CWO4 in August. Other promotees at MOMAU 12 were **MN2 Leonard Rambo**, who was advanced (finally!) to **MN1**, **MNSN Jason White**, and **MNSN Richard Smith**, who were selected for advancement to **MN3**. All of that gives MOMAU 12 a 100% advancement rate.

Also, a hearty "Bravo Zulu" from the entire MOMAU 12 crew to all those selected for advancement to **MNC**.

In June we said farewell to **MN3 Smith**, who departed for the USS Dextrous in Bahrain. We welcomed aboard **MN3 James Graham** in July from MWTC. That's all from

Misawa



## Mines in Vietnam

More response to Don DeCrona "where were you"

### Memoirs of North Vietnam Mining and Associated Activities

By LT George W. Russell Jr. USN Ret.

I reported to NAVMAG SUBIC as a Warrant Officer in April 1966 upon completion of Officer Candidate School. I was assigned as assistant to Lt. T.K. (Bud) Wiley in the Mine and Torpedo Division. At that time I suggested to Bud that we establish a continuing series of mine preparation-for-issue drills as part of our readiness program. He agreed and told me to implement it. On a continuing basis I issued mock operation orders for token numbers of the various stock-piled mines to be prepared for issue to aircraft at Cubi point Naval Air Station. These mines were fully prepared for aircraft loading. The weapons were then disassembled and returned to storage. MNI Ron Chapin was assigned to the sole purpose of Quality Control Inspection during these activities. The Quarterly Maintenance schedules were maintained and unaffected.

When the genuine Operation Order came the Minemen were ready. In late February 1967 President Johnson authorized the initial mining of North Viet Nam. He approved the seeding of the five southern river mouths north of the DMZ which was marked near the east coast by the Ben Hai River.

We were ordered to load service mines MK 50 and MK 52 series on the USS Sacramento AOE-1 with MOMAT 0304 for at-sea transfer to CTF 77 aircraft carriers. We hand picked the team, with me taking all members, but MNC "Moose" Wheelock, aboard the Sacramento. "Moose" was sent by C.O.D. aircraft directly to the USS Enterprise (CVAN) 65 to facilitate preparations for receiving the mines and the rest

of MOMAT from Sacramento at Yankee Station, off the coast of North Vietnam.

"Moose" Wheelock's input to the AOM Mines History book is accurate for the initial phase of mine laying from Enterprise and the USS Kittyhawk CVA 63. The five river mouth targets were Song Giang, Song Ca, Kien Giang, Song Ma and Cua Sot. All locations were heavily defended by triple A fire according to the pilots and crews who flew the mine laying missions. Wheelock's narrative covered late February thru mid March 1967, when MOMAT returned to Subic the first time. Like he said: This was the first use of service mines against an enemy since WW II.

It was very frustrating to have to use mines totally not suited to these extremely shallow-water targets. We knew there was very little chance that any of the planted mines dropped in the target areas could be assured of arming and be an actual serious threat to enemy water traffic. At this time NAVMAG Subic personnel had no knowledge of the MK 36 Destructors soon to come into use.

Shortly after returning to Subic we received a few arming devices modified to arm in less shallow water than factory designed. I was told that Minemen from the Drill Mine Prep Facility in Long Beach, CA modified them. We were pleased to get them, but here again mine arming assurance in designated target areas would not be much improved.

I again deployed with a few NAVMAG Minemen back to the Enterprise, then Kitty Hawk to install the shallow water modified arming devices in new mines to be planted in the same target areas (reseeding) during April and May 1967. All mine fields were replanted and the use of sea mines ended until 1972.

About 89 mines were expended during this period of February thru May 1967, with all planting

operations occurring in the dark. It is noted that a few of these mines were inadvertently planted in the sea lanes our own navy used. The following paragraphs elaborate.

The USS Enterprise used A6 Intruder aircraft exclusively to lay mines, but not so for the USS Kitty Hawk.

The CTF 77 Flag was on Kitty Hawk. When we deployed to her for mine preparation I learned that the A3 Sky Warrior Squadron Commander pleaded to have his planes plant some of the mines. The A3 planes up to this time were dedicated to aerial refueling tanker duties only. This skipper wanted to get his squadron more involved in the fray. CTF 77 granted the request.

Since A3 Sky Warriors have a multimember crew area with a centerline bomb bay, there was a discussion about me going on the first sortie as an observer. The squadron skipper said he would check with the pilot and if the crew agreed, I would go. I later received a phone call from the pilot inquiring if I was parachute qualified. When I answered negative he replied that his own crew would feel uncomfortable with me aboard. This plane made its sortie. Upon its return to the carrier I inspected the bomb bay and discovered that no arming wires were hanging in the arming solenoids. I reported that we had to expect all mines to have been dropped as duds. CTF 77 told the squadron to replant the field. Another A3 was assigned the next sortie. The skipper again said he would have his next pilot contact me about being a sortie observer.

After this next A3 was loaded with mines I inspected the arming wire arrangement in the bomb-bay. To my surprise I found that ordnancemen had hard wired them to the frame of the plane (bypassing the solenoids). When I vigorously protested this condition the squadron skipper angrily

(Continued on page 11)



(Continued from page 11)

the most priority until I was relieved as Mine and Torpedo Division Officer by **Lt. Joe Hernandez**. **CWO Sam English** was then the **MOMAT 0304 OIC** and had some exciting experiences. **LT Hernandez** was fully apprised of the status of all aspects of our operations and material conditions. I departed on 30 September 1968 to the Mine Warfare School in Charleston, S. C. For the next two and a half years I would conduct the introductory phase of the Mineman Class A course, orally sharing my experiences in WESTPAC.

I felt very proud of all the personnel I worked with at NAVMG Subic. Everyone labored many long and dedicated hours to get the "JOB DONE". It was a satisfying period in my life. I treasure every experience I had serving with all the fine men at NAVMAG Subic.

I have learned that **LCDR Andy Anderson** was responsible for the sea mines that were effectively used in 1972. I would be interested to know who were the minemen, on the carriers, that made final preparation and issue to aircraft that planted the mines in 1972. I was OIC of the Scotland mine shops when that great event occurred.

## FIAT Destructor MK 36

By Jack Shreve, Civil Servant NAVSEA  
Deputy PMS-407 Ret

**I** really enjoyed **Don DeCrona's** article, Mining Haiphong, in the Summer 2000 Dashpot and also the remembrances of others in the mine warfare community about that event. I remember well where I was on May 9, 1972; in the Mine Warfare Office of the Naval Ordnance Systems Command (later Naval Sea Systems Command). I recall the pride and satisfaction that we felt when we heard about the mining of Haiphong -- AT LAST! I was particularly proud that the Mk 52's

had finally gotten into action since I had worked on the development of the MK 50's series at NOL/White Oak and later was the project manager at NAVORD. On a lighter note, I also remember tacking a note on the office door that morning for the benefit of our chronically late arrivals that said something like "The mines went to work today at 9:00 AM; too bad you missed it."

Following in **Don's** footsteps, I would like to reminisce about another "first" in mine warfare; that is, the first use of the Destructor MK 36 in Vietnam. Forty-four destructors were laid by two A-6 aircraft from USS Constellation's VA-196 Squadron on the night of June 20, 1967 at the Vinh ferry crossing. Photo reconnaissance from the Connie on the following day revealed many damaged small craft beached in the area, much debris from sunken or damaged boats, and best of all: nothing was moving either up, down or across the river. An outstanding success was achieved the first time the weapon was used. In addition to getting the attention of the North Vietnamese that day, we also got the attention of the aviators and strike planners on the Connie. They learned that a bomb doesn't always have to go bang when it hits to be effective; sometimes it can be more effective if it only makes a splash and saves the bang for later.

It was my good fortune to be on scene for this operation because I was part of a three-man Fleet Introduction Team headed by Commander (later Captain) **Dick Pohli** from CincPacFLT's staff. The third member of the team was **Obie Obenschain** from the Naval Ordnance Lab, White Oak, who was one of the principal designers of the firing mechanism for the weapon. Before boarding Constellation at Subic, we had already conducted at-sea training aboard Bon Homme Richard, Hancock, Enterprise and Intrepid. Hence, all of the carriers on Yankee Station in the Gulf of

Tonkin were ready to use the weapon, and I believe all subsequently did so. We also trained USAF ordnancemen and flight crews at their bases in South Vietnam and Thailand. Their intended targets for the weapon were SAM sites and railroads.

The fact that this weapon was available in a timely manner is a tribute to the Naval Ordnance Laboratory, White Oak, MD (later a victim of the base closure program) and the NAVORD project engineers, most notably **Charles (Bud) Rowzee** at NOL and **Rudy Schuetzler** at NAVORD. It was **Rowzee's** application of newly evolving detection and electronic technology that made possible the conversion of a bomb into a mine and it was **Schuetzler's** managerial skills that got the product delivered in an incredibly short time. The first weapons went into the water at Vinh only 10 months after the initiation of development was approved by CNO.

I wish that my memory would allow me to recall the names of all of the great MOMAT officers and men that I met during my Southeast Asian adventure. The only names that I have in my faded trip diary are **LT. Bud Wiley** and **CWO George Russell** of MOMAT 0304 in Subic.

## A History of U.S. Naval Mines in Vietnam Haiphong: My last chapter

by LT Joe Hernandez, USN Ret.

**I**n the Dashpot (issue 30) **LCDR Don DeCrona, USN Ret.** asked the question "Can you remember where you were on 9 May 1972 when we mined North Vietnam?" Yes, I was the Mines officer at MOMAG Charleston where our main mission was to support and man Lant/Eur mine sites under COMINELWARFOR.

(Continued on page 13)



retorted that he ordered the arrangement and that his planes would not drop any more duds. I pointed out that there now was no way to jettison the mines safe in event of an emergency. He replied that his order would stand. I did not get a call from the pilot regarding my ride on the plane. This aircraft was launched with eight MK 50 mines aboard. It contacted air controllers when it reached the run-in altitude of 500 feet as required but was never heard from again. The plane was supposed to report when it approached the Initial Point (IP) but never did. I later contemplated that my little row with the skipper may have saved my life.

CTF 77 determined that the pilot probably became disoriented during the low altitude, in darkness, run-in to the target and flew into the water at high speed. I informed the staff that they should consider the likelihood of the hard-wired mines separating from the plane upon impact and mines arming in the crash area. The decision was made to declare the entire area of the A3 assigned flight path OFF LIMITS to navy ships.

The above incident ended any further use of A3 aircraft for planting mines.

A plane on another sortie accidentally dropped two mines prematurely in deep water. Again the areas believed to contain the mines were declared OFF LIMITS to navy ships.

During the latter part of May 1967 the remaining MOMAT members returned with me to NAVMAG Subic.

During the month of June 1967 the Destructor MK 36 Fleet Introduction team consisting of Commander **Pohle**, **Jack Shreve** and **Obie Obenschain** arrived and conducted superb training of us for the new weapon system. To our delight this new weapon solved the shallow water arming problem.

Destructor kit testing at 100% levels, transshipment to CTF 77 carriers and training crews of newly

arriving aircraft carriers became first priority to the mine gang at NAVMAG Subic. We were endeavoring to do our utmost in helping to win the war.

Many short duration trips were made by me and other Mineman to carriers on station in support of destructor use.

One of these trips entailed **MN2 R. N. Stevens** and I deploying in late July 1967 to the USS **FORESTALL** CVA 59 to facilitate the ship's introductory use of MK 36 Destructors. We were assigned to work with GMTs in the nuclear weapons spaces to prepare destructors. This was the only ship I am aware of that planned to use missile technicians to assemble and test destructors. While awaiting the order to prepare destructors a powerful detonation shock was felt from topside. This occurred as we were about to leave for lunch. General Quarters was sounded with **Stevens** and I remaining in the nuclear weapons spaces. Another heavy blast was immediately felt. These first two blasts were caused by the 1,000 lb. bombs loaded on **Senator** (then Lt.) **John McCain's** A-4 Skyhawk as an Alpha strike was starting to be launched. Other explosions followed. We were at Battle Stations in the weapons spaces for over 24 hours. Fires were finally brought under control after 35 hours. One hundred thirty four officers and men lost their lives during the conflagration. **Stevens** and I rode the severely damaged ship back to Subic.

In September 1967, Seventh Air Force in South Vietnam reported that they were experiencing many premature explosions of Mk 36 destructors. NAVMAG Subic was requested to send a qualified representative to be one member of a three man air force investigation team. The team was charged with confirming premature detonations and reporting findings. I reported to the 366th Tactical Fighter Wing at Da Nang and reviewed air force

ordnance personal assembly, test and handling procedures. Their work was sound. The other two members were civil service ordnance experts (Mr. **Ekin** from the Air Force Armament Laboratory at Eglin AFB, Florida and Mr. **Hines** from Hill AFB, Utah) who arrived a few days later. After briefing them on my findings it was jointly decided that I would fly with a Forward Air Controller (FAC) to observe and confirm that MK 36 destructors were indeed exploding prematurely. Mr. **Ekin**, the team leader, had me use his camera to take pictures. I flew as observer on six FAC missions to the Ben Hai River (DMZ) to watch air force F-4 Phantoms seed the river area with destructors and monitor the area for explosions. Observations were often interrupted by B52 bombing, artillery fire, aerial strikes on other area targets, sortie aborts, etc. Finally I was able to indeed confirm some destructors exploding upon or shortly after timer rundown with no apparent outside disturbance. Situation reports were regularly transmitted to all concerned. (note: A few years later **Bud Rowzee** told me a subcontractor was used to manufacture firing mechanisms sent to the air force. A piece of the circuit was missing from those mechanisms, sent to the air force only, which caused the premature explosions. The navy did not have this problem. The team report triggered the discovery of this problem.)

The team then traveled to the 8th Tactical Fighter Wing in Ubon, Thailand to review weapons handling there also. Procedures were likewise found to be sound.

All members proceeded to Tan Son Nut AFB, briefed Seventh Air Force staff, continued to Clark AFB in the Philippine Islands and briefed 13th AF staff.

Back at NAVMAG Subic destructor kit processing, issue and carrier usage support continued to have

(Continued on page 12)



(Continued from page 12)

The CO, CDR **L.M. Stryker, USN, Ret.** wrote in our history book that "During this tour Minemen under his command were embarked on Seventh Fleet aircraft carriers where they did final preparation of the mines laid in Haiphong in May 1972 under the orders of President Nixon.

The thirty six Mk 52 mines planted from the USS Coral Sea were final prepped by MN2 **Gill**, MN3 **Pusher**, MN3 **Burks** and MNSN **Mercier**. Two carriers suffered deplorable incidents in the south China sea. MOMAG Minemen were aboard as follows: USS Kitty Hawk, MN1 **Yancy**, MN3 **Delozier**, MNSN **Reid** and MNSN **Kennedy**; USS Connestellation, MN2 **Allen**, MN3 **Dufraim**, MNSN **Dubois** and MNSN **Hinton**.

The mines came from NAVMAG Subic. LCDR **R.L. Anderson, USN, Ret.** wrote in the History book that: "in '72-'73 responsible for mine and destructor assembly used in Haiphong Harbor and Vietnam." Self-destruct mechanisms were installed. No mine sweeping was necessary. defective sterilizer batteries may have been installed. There were serious security problems.

Re-seeding the mines began on 17 December 1972 but MN1 **David E Yancy, USN (Deceased)** would not be there. In the Autumn of 1972, he came home on emergency leave and found a broken home. He told me at sick bay that he had witnessed race riots on the carrier he was to return to.

Recently, talking with LT **George Russel, USN Ret.**, he recalled among other things that Petty officer **Yancy** had been recommended for the warrant officer program by the carrier C.O. MN1 **Yancy's** hands may not have touched the mines for Haiphong but he was there. Half the world away from home, he did his duty. he should be recognized and remembered for his role in our history. he lived up to the MOMAG motto "ANYTIME ANYWHERE"

## Where was I....

By Gregory Warr MN-2 69-73  
Fort Myers, Florida

**O**n the date of May 9, 1972, I was back in Charleston from a recent trip to Glenn Douglas, Scotland. What got my full attention was the fact that sometime in the first half of 1971, I was rudely awakened at my plush cubicle at the barracks in Cubi Point, RP I was one of many that toiled nonstop for the next 18-24 hrs assembling PRACTICE MINES (Mk 25 or 55). These mines were fitted with the practice float and parachute pack, they were even painted olive drab with the yellow dot and HBX-1, may have been HBX-3. The float assembly was tied so no float would deploy. They were then crated and strapped together. A full tarp was put over the whole works and remained in the yard until they were picked up and taken down to the ammo pier and put on one of the carriers headed for Yankee Station. This whole operation was supposed to be Secret. We later learned these duds were indeed dropped in Haiphong Harbor and the mission was a success.

I graduated from Mineman "A" school somewhere around March of 1970 and went to Subic for 15 months. My first job there was the practice mine shop. I stayed there for six months and then went to the 56/57 shop where I stayed for six months. I made 3rd class Dec. 2 1970. As I go through the list of retired and ex-Mineman I remember some of the names but there are so many that are not on the list. Some of the people I went on liberty with were **Kerry Dinsmore, Steve Bopp, Vargo, Jan Bays, Mike Milam, Mike Whitner, Gordon King, Steve Little, Frank Whipple, Lee Ostrander, Steve Snyder, Barry Gross, Bill Finch, Jim Polk, Walter Kibe** and many more

On my return to Charleston I was attached to Bravo Det. where I went

to Scotland, Souda Bay and a host of TAD trips. **Marcus Roberts** and Chief **Terry** were house mates in Crete and I ran the mine assembly bldg. I believe **Jim Strunk** ran the test lab. **Jan Bays** was there also. Best Regards  
(continued in Mining Haiphong p21)

(Continued from page 9)

## USS Patriot MCM-7

by MNC(SW/AW) **G W Cecilio**

**I** am one of three MNC's in Japan. stationed on USS Patriot MCM-7. MNC **Alston** and MNC **Archie** are stationed aboard USS Guardian MCM-5. We are the only two minesweeper forward deployed to Asia. Our job is to protect the Amphib Force "stationed in Sasebo, Japan" from the threat of mines from Korea and China. We utilize several weapons systems to accomplish this task. We have moored sweeping equipment which we can sweep large areas for Acoustic, Magnetic, Pressure, and Moored mine fields. We also have a deep submersible robot the SLQ 48 that we use to hunt the smarter, bottom laid mines. We are equipped with sophisticated sonar and sensors to assist us in this effort. Its an awesome platform for mine sweeping and hunting. The ship has a crew of 81, with such a small crew we are cross trained in several specialties.

My specific specialty consists of NEC 0107 which is the sweep gear, the SLQ 48, Gunner's Mate, and Ship's Bos'n. MNC **Alston** and MNC **Archie** split the duties between them aboard Guardian. The two ships normally steam together and are independent operators from the PHIBRON. Our marching orders come from our Squadron in Ingleside, Texas. Which is under direct command of COMINSEWARCOM, Corpus Christi,

(Continued on page 17)



(Continued from page 3) Minutes

look into giving the Clock-cockers award for 26 years vice 30 years. It was agreed to give the award to **Ted Newton, Jack Smoot, Bill Johnson, and Jim Miller.**

The president announced the names of the AOM Mineman and reserve Mineman of the year.

**John Loonam** asked **Lyal Stryker** about the Photos that had been sent in for the history book. **Lyal** stated that he would return the photos to any one who ask for them.

The President reported that the BOD had suggested raising the dues to \$15.00 per year. A vote was taken and the motion passed. The new price will take effect on 1 Nov. 2000. Any dues paid in advance will be grand-fathered.

**Toby Horn** reminded the membership that the motion to make the past president and the sectary/ treasurer voting members of the BOD must be published in at least two Dashpots. A vote by the membership will be taken in Reno for adoption or rejection.

No further business coming before the membership the meeting was adjourned

Respectfully Submitted

**Curtis "T" Christian III**

## Charleston Reunion

### 2000 attendees (primary)

**Adams, R; Balderrama, J; Barclay, D; Bassak, R; Beck, B; Bellamy, Bo; Blyth, J; Bouer, A; Branan, D; Burnette, J; Carlsen, W; Carvell, L; Calder, J; Christian, C; Cottrell, J; Cummings, C; Ellis, R; Forbes, B; Fortner, W; Gentry, R; Hajnal, H; Barder, K; Hart, R; Hhilderth, E; Hill, A; Hinman, A B; Hogge, E; Horn, T; Hunt, Grace; Johnson, W; Keen, J; Keith, W; Kelly, S; Kennedy, J; Kenney, J; Kkoniesczka, M; Krol, W; Krupczyk, D; Krupczyk, D; Lemieux, J; Lindquist, J; Longway, J; Loonam, J; Maddocks, H; Maleonskie, R;**

## COMOMAG 25th Anniversary

1 ON 1 JULY 1975 THE MOBILE MINE ASSEMBLY GROUP STOOD UP TO PROVIDE OUR NAVY WITH A READY STOCKPILE OF SEA MINES IN SUPPORT OF FLEET OPERATIONS AND PLANS. OVER THE PAST 25 YEARS, MOMAG HAS MAINTAINED THE HIGHEST STANDARDS OF MISSION READINESS WHILE CONTINUALLY IMPROVING MAINTENANCE ASSEMBLY PROCEDURES AND PERSONNEL TRAINING.

2. MOMAG HAS CONTINUED ITS TRADITIONAL MISSION OF SUPPORTING THE NAVY AND AIR FORCE MARITIME MINING MISSION WITH EXERCISE AND TRAINING MINES FOR FLEET AND ALLIED EXERCISES. ADDITIONALLY, IN THIS ERA OF RAPIDLY IMPROVING MINE COUNTERMEASURES CAPABILITIES, MOMAG IS PROUD TO PLAY AN EVER EXPANDING ROLE BY PROVIDING TRAINING MINES AND MINING EXPERTISE IN SUPPORT OF THIS IMPORTANT WAR FIGHTING DISCIPLINE.

3. HAPPY BIRTHDAY TO THE SAILORS OF MOBILE MINE ASSEMBLY GROUP FOR 25 YEARS OF LIVING UP TO OUR MOTTO, PROVIDING SERVICE TO THE FLEET: "ANYTIME - ANYWHERE".

**Martin, K; McCarthy, F; McDonough, J; McGinnis, K; Mirich, P; Mocalis, P; Moir, L; Monroe, S; Newton, T; Opocensky, J; Oxendine, G; Parsons, K; Priest, D; Reid, F; Rhoderick, R; Roberts, W; Roderick, R; Rogers, T; Annion, T; Santa Maria, P; Savage, W; Schneider, J; Schommer, R; Smith, E; Smith, O; Smith, R; Smoot, J; Spoon, J; Stancik, S; Stephens, R; Stewart, H; Stryker, L; Stultz, J; Teid, F; Troutman, G; Turner, V; VanDeVender, T; Wicke, N; Wildman, B; Will, R; Wilson, R**

## OPERATION HARDTACK

by LCDR Phil DeChene USN Ret

In June of 1958 I was a Mineman Striker assigned to the Mine Detachment Augmenting Unit 0302 (MDAU 0302). We were a tenant of Fleet Auxiliary Squadron (FASRON) 117 at Naval Air Station (NAS) Barbers Point, Hawaii. It was then that our double hatted OIC, CWO4 (Gunner) **Richards**, he was also the Ordnance Division Officer; announced our detachment had been chosen to participate in Operation Hardtack.

Operation Hardtack involved placing U.S. Naval Ships, weapons systems and instrumentation around an underwater nuclear device and then analyzing the results of the explosion. The naval assets included surface ships, small K class submarines and underwater mines.

The mine inventory included the MK 25, 36, 39, 49, 50 and 52. I

**NEXT  
ARTICLE DUE  
DATE  
Dec. 10, 2000**

(Continued on page 15)



(Continued from page 14)

don't believe the MK 52 had been deployed at the time and the people who were responsible for assembling the 52's were either from the Naval Ordnance Laboratory or the Naval Mine Engineering Facility or both.

The nuclear device would be exploded at the Eniwetok Atoll (currently spelled Enewetak) of the southwestern Pacific. Lines radiating out from the center subdivided the circular test area, which formed pie-shaped sections. The 10K device would be lowered to a specific depth in the center of the pie. One of the pie-shaped sections was reserved for mines.

The mines were to be laid on the bottom at various distances from where the device was to be detonated. The minefield design, unlike an operational mine field, called for the mines to be laid in clusters of 4 of the same MK but of different MOD's. I either never knew or have forgotten what the minimum to maximum distance was from the nuclear device, but several rows of clusters would arc from the narrow to the wide slice of the pie shaped test area.

MDAU 0302 Crew were **Hoffman, Damiano, Stinchcomb, Gunner Richards and Ross Johnson; DeChene, Riley, Savoy, McCan, Foster, Hines, Nulph, Morrisette, Lemar, and Chief Levesque.**

In the early summer of 1958 at NAS Barbers Point, MDAU 0302 began designing the method by which we would be able to lay 4 mines in a cluster and also mark the location once the mines were on the bottom.

To mark the position of the mine cluster in the water, a 6-ft. solid cube made of 10" X 10" timbers was constructed to act as a float.

Our shop at Barbers Point was not large enough to accommodate the number of mines that had to be assembled for this operation; therefore, the mines were delivered to building 8 at NAD West Loch.

We were wearing fatigues now instead of dungarees. Why I really don't know, but it certainly made us feel we were a unique and special group; even though we were teased by our fellow minemen at West Loch as being "Plaster Mechanics" because our mines were not filled with explosives.

Several of us missed playing horseshoes during the lunch hour at West Loch so I invented the extender/clock well gasket tossing game. I stuck two sticks in the cracks of the concrete floor at building 8 about half the distance apart as the stakes for horseshoes and we tossed extender/clock starter flat gaskets at them. All horseshoe rules applied.

The mines were assembled and tested and a time-fire-recorder was install in the booster well that would stop operating when the detonator in the extender fired. The batteries were removed from the mines and they were buttoned up and crated for transportation.

In June of 1958 we learned that our unit, with the mines and equipment, would sail on the USS Lawrence County, LST 887. The first night underway from Pearl Harbor the engines quit and we were adrift for about 30 minutes. I think we made more headway adrift, wrong direction probably, than we did while underway. Well, they got the engines going and believe it or not, early the very next morning the same scenario occurred, only this time we had lost steering. The ship was past due for de-commissioning.

Most of the 14 days it took us to get to Eniwetok was uneventful.

If I recall correctly, to the dismay of the LST crew, MN1 **Ross Johnson** won the anchor pool.

It was not long after we arrived at Eniwetok that one of our two evaporators broke down and we were put on water hours. We had two showers just off of our berthing compartment and the valve was padlocked shut except for 15 minutes in the evening. There were

14 men in the compartment. So it was jump-in soap-down jump-out and wash while others got soaped down. When an opening came it was jump back in-rinse off-jump back out and dry off.

After we had been at Eniwetok for a while it was announced that there would be a nuclear detonation in the morning around 0500. I believe that everyone was up early that day to see what was going to happen. The countdown was announced over the 1MC and close to zero hour warnings were given for those that did not have special goggles to turn away from the blast and not to turn around until the flash had subsided. At zero hour the night lit up brighter than day and when it became reasonably dark again I turned toward the blast and saw a twisting column of fire, not smoke, rising up into the sky. The column had a purple cast to it and what looked like sparks ranging from the size of cars to houses were falling off to the leeward side. Just about the time the column began to form into a mushroom cloud it had reached an altitude where the early morning sun's rays struck it. It was an awesome sight to have the lower part of the column in a dark purple glow and the mushroom cap in a bright yellow-white. What was also strange was the sound. There was none. Shortly after the detonation there was a sound much like the sharp bark of a 5"-54 firing, but after that nothing like the roaring and rumbling that you hear in the movies and on TV. They must dub that sound in for effect. While we were at Eniwetok we observed 4 atomic and 3 hydrogen detonations and the sound was the same in each instance.

Some place in the schedule of things we began disassembling the mines and reassembling them with the batteries installed. I believe the first ones that were assembled were MK 25's.

The planting plan was for the ATF

(Continued on page 16)



(Continued from page 15)

to sail out to the minefield and plant specific mine types in specific locations in the minefield. After the mines and the floats were laid a volunteer team of Minemen would be towed in a seven-man life raft by the ATF to each of the floats and the team would install the 20ft-bamboo pole in the hole on top of the float. The pole had a pennant on the top end. Gunner Richards, Hoffman, myself and two other MDAU team members, I don't recall their names, were in the first team.

Once the minefield was planted we needed to insert the poles with the pendants on the end in the holes on top of the floats. Gunner Richards, Hoffman, two others and myself volunteered to be the first. We were divided into two man teams. Hoffman and I were one of the teams. We were outfitted with bathing suits, facemask and snorkel. One person in each team had a hammer with a lanyard around his wrist and the other team member wore a belt with a cloth pouch full of small wooden wedges. The pouch had a drawstring to keep the wedges from floating away.

We boarded the ATF from the LST and sailed out to the minefield. On the way we inflated a seven-man life raft on the fantail of the ATF.

At the edge of the minefield we lowered the life raft over the fantail and went over the side and into the life raft from a rope ladder. Five or so of the pendent poles were handed down to us and we placed them in the raft between us with most of the pole protruding out from the stern of the raft.

I don't know how they get seven men in a seven-man life raft. It was very crowded with only five.

The plan was that the ATF would tow us into the minefield and line us up with one of the floats. As we neared the float the Gunner would release the pelican hook and break us free of the ATF. Then one team would swim to the float pulling one of the pendent poles with them.

They would get on top of the float insert the 20ft pendent pole in the hole and secure it with the wooded wedges. The other team in the raft would use their paddles to keep the raft near the float. Meanwhile the ATF would circle around and drag the tow line to us so we could re-secure the pelican hook to the raft and the ATF would tow us to the next float. Another great plan that was never practiced.

The ATF got underway and looked like it was slowly taking up the slack in the tow line. I don't know how many knots the ATF was doing, but shortly after the tow line went taut and we began to move the raft did not plane on the surface as we had expected it. Instead the bow raised up and the stern began to go under. We wrapped one arm around the pendant poles so we would not lose them and hung on for dear life with the other.

The ATF maintained a speed that kept about a third of the raft's bow out of the water and the rest of us in more than waist deep water. They towed us like that for about 5 minutes until we were along side the first buoy. At that point the Gunner pulled the lanyard on the pelican hook and released the towline. We went from leaning back hard to slamming forward into each other as the raft popped to the surface and came to a rapid stop.

Once we caught our breath and got situated in the raft Hoffman and I went over the side with our gear and a pendant pole. We had drifted some distance from the float so we had quite a swim. Swimming with a hammer hanging from your wrist and pulling a 20ft bamboo pole proved to be a little more difficult than expected. The sea state was low and the float was only an inch or so above the surface so it was easy to climb on. As soon as we got on the float it began to sink. We were both on our knees so it was not long before the water was up to our necks. We stared wide-eyed at each other and without a word up

went the pole and I grabbed the hammer. We are now under water. I saw two wedges float out of Hoffman's pouch and up past my face. He got the third one and put it in the hole where the pole was inserted. I quickly hammered it in place. Quickly? Have you ever hammered underwater while sinking? All I need to say is that we did give a lot of deserved credit to those who thought this whole idea up.

Now we looked around for our raft. First I saw the ATF and it looked like it was on the horizon. It wasn't, but it looked a long way off. When we finally spotted the raft it didn't look much closer. And they were both getting smaller. I knew it was too far for me to try swimming and Hoffman expressed the same thoughts. We had our forearms on the float and trying to tread water at the same time. We were both pretty tired by the time the ATF got the towline hooked up to the raft and towed the raft over to us.

After we got aboard the raft the ATF jerked us to the next float with us again hanging on for dear life. I don't recall how many poles we inserted that day, but I believe we spent three or four hours on the range. If I recall correctly it took another day or two to finish the job.

When the day came to detonate the underwater device our LST raised anchor and sailed to the test range. This was not a test that involved the sinking of ships, but there were some old destroyers and other types of non-combat ships with sensors onboard that were anchored close to ground zero. We arrived a few hours before the test and anchored about four miles from ground (water) zero. We were again kept informed of the countdown over the 1MC. This time there would be no dangerous flash so we did not have to turn away from the blast. When the detonation occurred an enormous column of white water lifted

(Continued on page 17)



(Continued from page 16)

vertically up out of the ocean. Surprisingly we heard no sound. We were situated on the windward side of the blast and the resulting wave died quickly before it reached us, but you could see the underwater shock wave coming fast and it gave the ship a good shaking when it struck.

Shortly after the test we raised anchor and got underway for the underwater mine test area. We crisscrossed the area several times and found nothing remaining on the surface. We anchored and then lowered one of the little LCVPs over the side. I went into the LCVP with the EOD Team. They were equipped with what I remember to be "queen gear". It consisted of a cylindrical magnetometer that was attached by a long cable to instruments that would indicate when we were over metallic objects. To locate the mines the magnetometer had to be held some where between 10 and 20 ft. above the bottom of the ocean. That was my job. I had to get up on the top the grating on the LCVP's ramp and lower the magnetometer down to the bottom of the ocean and then raise it 10 to 20 ft. Not a hard job in a clam sea, but the swells were running such that at one point I could look to the stern of the LCVP where the EOD personnel were watching the instruments and they would be below me and then in the next instant they would be high above me. I was holding on with one arm and trying to adjust the magnetometer cable with the other and up chucking over the side at the same time. It was a long day. We did locate some of the mines, but didn't recover any that day.

The next day we recovered some of the mines. I stayed on the LST and was involved with the disassembly while others went looking for more mines. As I recall all the mines were eventually found. The mines that were on the outer fringes of the range received little or

no damage, but the ones closer in were significant rejects. Some of the MK 36 and MK 25 mines looked like a giant had picked them up by the explosive end and whacked the instrument compartment with their other hand. Everything was squashed against the explosive compartment. Some of the Mk 39's convex tail plates were concave. The MK 11 firing Mechanisms were pushed in so tight we had to screw a large lag bolt into them, put a 2X4 across the tail of the mine, attach a jack and jack the mechanisms out.

I was never privy to the results of the test and I'm sure they were classified at one time, and may still be. However, I do feel I was fortunate to have been involved. Before all the mines were recovered and disassembled we received orders that half of the team had to return to Hawaii to prepare for a fleet exercise. We flew back so did not get to experience the return cruise on the USS Lawrence County, LST 887 as some other disgruntled sailors did.

Editor note, This is an edited version of the story, visit the web site for **Phil's** humorous descriptions of the project.)

(Continued from page 13) Patriot

Texas. Both ships work together to accomplish the mission, and there is a high level of camaraderie between both crews.

## Scholarships?

Coastal Courier 6/16/2000

In 1992 the American Legion and the Department of the Navy reached an agreement to have "navy Family" scholarships listed in the American Legion publication, "Need a Lift?" This 152 page booklet lists scholarships, grants and loans for which servicemembers and their family may qualify. Visit the American Legion's web site at [www.legion.org/educasst.htm](http://www.legion.org/educasst.htm).

## MOMAU 1

By LCDR Ed Sinmons

CO CORNER. Sorry we missed you in the Summer Dashpot, but I hope to get everyone up to speed with the latest Seal Beach News. First I want to welcome our new members. Hail to MN3(SW) **Terry Sisco** who reported to us from the Mines School at Ingleside, Texas. Also Hail goes to MNSN **Jose Avelar** and his new bride. He hasn't reported as of this input but we are expecting them by the 20th of September. I'll let you know what his new brides name is in the next edition. Also, we are expecting SK2(SW) **Pierre Rhinehart** to report onboard in November, from USS Abraham Lincoln. I hate farewells, especially when you say good bye to good sailors but here goes. Farewell to MN1 **Stanley King** who departed in August for orders to the USS Sentry home ported in Ingleside. I want to say that **Stanley** did just a fabulous job here. I think we had him involved in everything at one time or another. Well done shipmate and thanks for your Super Contributions. Also, **Stan** did a three-year unaccompanied tour and I am happy to see you finally get located with your wife and family. Its about time **Stan!** MN3 **Nadine Willis** our 1999 Junior Sailor of the Year departed for MOMAU 8 Guam in August. She too has been a super performer and turned out to be a go-too worker in production. Let me catch up on a few folks who departed this past summer. MN1 (SW) **Mark Dohman** and his new family departed back in June to Mine Countermeasures Squadron Two at Ingleside. He was a jack of all trades and left lasting memories (and yea, most were good) of his tenure at Seal Beach. I don't know how he got everything packed up into that Moving Van and trailer, but he did. I do know he got the

(Continued on page 18)



(Continued from page 17)

kitchen sink in with his truck, motor cycle, and yes, furniture. I'm glad you made it safe and sound. **MN1 Stephen Goodman** also left us for orders to the Naval Hospital in San Diego. He was awaiting medical board determination and comes to visit us still. He is a good shipmate that hopefully, the medical folks can identify his condition and fix it. **Goody** you are a good shipmate and we hope there is some resolution soon. I'll cover December's farewell's in the Winter Dashpot. The production department has had a few months rest from last year's busy schedule. We had a great summer and a shocking August! Production has been catching up on much needed refurbishment left over from last spring. This year is starting to gear up with two upcoming exercises, one with CPW-10 in NAS North Island, SPECWAR R&D Support of Very Shallow Water (VSW) Foreign Mines and the other a VSW plant with Explosive Ordnance Training Unit One. The Powder Paint System brought on line last year is starting to get some action in the way of display mines for FMWTC and the EOD VSW Det and numerous other museum pieces. And yes, it does wonderful things to a laying mine as well. We are getting ready to host factory training on the high pressure (34,000 p.s.i.) water blast system and am expecting sailors from Unit 11 in Charleston South Carolina and Unit 15 Kingsville Texas, as well as my folks in October. Lets roll into awards and recognition.

**AWARDS & RECOGNITION.** Sailor of the Quarter/Blue Jacket of the Quarter: For April to June 2000, **MN2 Kecia Nason** and **MNSN David Baker** respectively; and for January to March 2000, **YN1 James Telford** and **YN3 Roland Coates** respectively. A WELL DONE TO ALL. Navy and Marine Corps Commendation Medal was awarded to **MNC Phil Taylor**; Navy and Marine Corps Achievement Medal to

**MN2 Kecia R. Nason**; CO Letter of Appreciation's for Torrance Armed Forces support to **MN1(SW) Dean Carr** and **MN3 Nadine Willis**. They had the privilege of shaking hands with Secretary of Defense, William Cohen and getting his personal coin. Congratulations to YNC (SEL) **Jim Telford** on his selection to Chief. He is getting ready for his Chiefs Initiation and Pinning Ceremony on 16 September. Well done Chief! Congratulations to our March Advancement Cycle Selectee's. To **MN3 - Dewey Noble**, to **YN2 - Roland Coates**, and to **MN2 Eric Treece**. Well done all. **SK2 Albert Adams** re-enlisted on 26 June. He had us in PT gear at 0600 muster, including his Commander in Chief (his wife Maribel). Whata guy - I sure don't have the guts to get Yoshi up that early! **CAPT Paul Bruno**, CO of Naval Weapons Station was the enlisting officer. And yes, we were all present an accounted for an early cake and coffee.

**IN MEMORY OF MINEMAN CHIEF PHIL WINSTON TAYLOR, JUNIOR.** The shocking August is that we lost a dear friend and shipmate to a heart attack. **MNC Phil Taylor** suddenly passed away on 15 August 2000. Chief **Taylor** was the Mine Production Officer and Command Chief since May 1999. Memorial services were held here at MOMAU One and at the Forest Lawn Chapel in Cypress. Funeral services were held at Pftzinger Chapel in Kirkwood MO, where he was interned at the Jefferson Barracks National Cemetery, 2900 Sheridan Road, St. Louis MO 63125. I wish to thank all of you who attended the services, and those who expressed their sympathies and kind words. Your thoughts and prayers during a terribly difficult time for the Taylor Family and for all of us who were shipmates and friends were very much appreciated. **Nora, Michael** and **Chase** will relocate to the St.

Louis MO area in the October time frame, where they can be closer to their families. A special thanks to YNC Select **Jim Telford**, **MN1(SW) Dean Carr** who both performed admirably the Casualty Assistance Duties and have continued to provide **Nora** assistance with financial and moving details, and to **MN2 Christian Slangco** who sang at the services locally and who accompanied Chief to the internment site. Also, I want to thank **MNCM John Reeve** who represented **CDR Ron Swart** (who was away TAD to Korea) and the Mine Community at the services in St. Louis. It was by far the greatest honor I have had yet, to present the National Ensign to **Nora Taylor** and be with her and their family as we honored Chief Taylor. **Phil** - we all miss you, but we know you are at heaven's gate and it was on the Lords time table to be there. God Bless!

The Los Alamitos Youth Baseball Men's and Women's Board of Directors have generously donated money to establish a fund for the Taylor Family. Chief was thoroughly involved in Youth Baseball and Football here in Los Alamitos. For those of you that know him, you know it was his passion and the families lifestyle. If you would like to participate in this donation, you may send contributions to Shawn Julian at 11641 Wallingsford Road, Rossmoor, CA 90720.





## Mine Identification

Coastal Courier 8/25/00

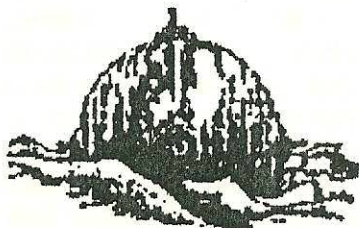
A University of Florida graduate student helped identify an off the shelf miniature camera to be used in underwater crawlers. Crawlers help identify mines in the surf zone, avoiding putting divers in harms way. The crawlers have sensors that can guide them to mine-like objects, and the camera will make positive identification more reliable. The crawlers are part of the Naval Research's Very Shallow Water Surf Zone Program.

## Scholarship thanks

By David Swart

To The Association of Minemen:

I would like to thank you for awarding me the AOM Scholarship. I am currently continuing the plan I started by joining the Navy for electronics training. Upon completing my undergraduate education I will have a BS in both electrical engineering and computer science. This scholarship will help me greatly in completing this step in my education. Having served in the Navy as a member of the submarine force, I have a healthy respect for mines and mine warfare. To be awarded the AOM Scholarship by a group that has been a part of my upbringing is a tremendous honor. Thank you very much for your assistance in continuing my education and climb into the professional world.



# AOM

## Minemen in the news

Foc'sle 5/26/00

MN2(SW) **Fondrae Townsend** and MN1 **Richard McClellan**, USS *Cormorant*, were pictured briefing RADM **Jose Bentancourt** COMINELWARCOM and RADM **Lindell G Rutherford**, Director for Operations, Plans Policy and Training U.S. Atlantic Fleet on the Mine Neutralization Vehicle's operations.

Bravo Zulu recognition to MN1(SW) **Dean Pendergrass**, USS *Oriole's* Sailor of the Quarter, MN2(SW) **Demetrius A Castacio**, 7th Fleet Letter of Commendation; MNC **Timothy Hickman**, USS *Kingfisher*, qualified as OOD Underway; MN2 (SW) **Orville D Miller**, Ingleside SIMA, reenlisted for 3 years.

Foc'sle 6/9/00

MNSA **Michael Just**, USS *Defender*, was pictured assisting the CO in a memorial service for all sailors, civilians and military, who have died while serving on board their respective vessels. The ceremony was in memory of the 29 lost in the Lake Superior sinking of the SS *Edmund Fitzgerald*, an iron ore carrier, in November 1975.

Bravo Zulu recognition to MN1(SW) **Warren Reese**, MWTC; MN1(SW) **Gerald O Starr**, COMOMAG; MN3 (SW) **James E Schuette**, Rotcrew *Foxtrot*; MN2(SW) **David J Jack**, USS *Chief*; MN1(SW) **James M Adams**, USS *Osprey*; MN1(SW) **Ray D Pendergrass**, USS *Oriole*; named as Sailor of the Quarter for their commands.

MN2(SW) **Fondrae Townsend**, USS *Cormorant* was pictured engraving work center tools.

Foc'sle 6/23/00

Secretary of Defense **William Cohen** was pictured meeting MN1 **Dean Carr** and MN3 **Nadine Willis**, MOMAU 1, during his visit to Torrance, CA for Armed forces Day. The MN were standing by a Mk 6 and a pair of Destructors used in an exhibit.

Bravo Zulu recognition to MN1(SW)

**John P Boden**, USS *Shrike*, on his Enlisted Surface Warfare Specialist qualification; MN2 **Abraham Garcia**, USS *Shrike*, on his promotion.

Foc'sle 7/7/00

MN2(SW) **Robert Morgan** and MN2 **Christopher Thompson**, USS *Osprey* were assigned as running mates to midshipmen assigned to USS *Osprey* for a week at sea and additional in-port training.

USS *Warrior* sailors, MN1(SW) **Livingston Merzier**, MN2 **Brian Rey** and MN3 **Joel Bowle** were frocked to their present rates.

Foc'sle 7/21/00

Bravo Zulu to MN1(SW) **Katherine Filter**, USS *Cormorant*, on earning her Enlisted Surface Warfare Specialist qualification. USS *Ardent* frocked MN3 **Steve Buck** and MN3 **Andrew Springer** to their present rates.

MN1 **Laura Rodriguez**, USS *Kingfisher*, was pictured retrieving "Oscar" the dummy during a man overboard drill. MN2 **Rodrigues** is a qualified rescue swimmer. MNC **Timothy J Hickman** was pictured assisting.

MN1(SW/SS) **Kurt Stauff**, MWTC was pictured and answered the roving reporter's question on Lance Armstrong's chances in winning the Tour de France this year.

Foc'sle 8/4/00

Command of the Coastal Minesweeper, USS *Pelican* changed on August 9th as LCDR **Carol A Hottenrott** relieved CDR **Scott S Gordon**. LCDR **Hottenrott**, a special operations diving and salvage officer, last assignment was Operations Officer on the staff of COMDESRONSEVEN, San Diego.

MNC(SW) **Jeffrey Holt**, USS *Oriole*, received his Enlisted Surface Warfare Specialist qualification.

USS *Chief* deployed some 47 mine shapes including VEMS for mine countermeasures and mine hunting training in the Corpus Christi Operating Area.

**Josh Prager**, son of MNC(SW) **Matt**

(Continued on page 20)



(Continued from page 19)

**Prager**, was interviewed by the roving reporter on year round schooling.

Foc'sle 8/18/00

Minemen of the year announced. (see page 1)

Foc'sle (1/00)

Mine Warfare Center of Excellence Chief selectees MN1 **Allen Alt**, USS Defender; MN1 **Michael Stultz**, USS Falcon; MN1 **Michael Cooley**, USS Kingfisher; MN1 **Jennifer Lauffenburger**, MOMAU 3; MN1 **Stephen Saunders**, MOMAU 5; MN1 **Greg A Williams**, MOMAU 8; MN1 **Ray Pendergrass**, USS Oriole; MN1 **James Adams**, USS Osprey; MN1 **Randall Childers** and MN1 **Michael Corvo**, USS Raven.

MN1 **Laura Rodriguez**, USS Kingfisher, was pictured demonstrating swimmer rescue

## MCM Squadron One welcomes new Commanding Officer

Capt. **Thomas B. Davilli** turned over command of Mine Countermeasures Squadron One to Capt. **Randolph K. Young** during a traditional ceremony on Thursday, July 27, at 8:22 p.m. (sunset), on the Naval Station Ingleside waterfront. Rear ADM **Jose L. Betancourt**, Commander, Mine Warfare Command, will be the keynote speaker. The Veterans Band of Corpus Christi provided musical selections.

Capt. **Young's** most recent assignment was as Chief, Science and Technology Section of the Joint Staff, Force Structure, Resources and Assessment Directorate.

## Mine Detection

Coastal Courier 7/14/2000

ADM **Charles B Young**, Commander Naval Undersea Warfare Center and NAVSEA's N93 attended a Coastal Systems Station briefing

about the capabilities and future of Airborne Laser Mine Detection System. Briefings centered on mine and submarine research including Organic Mine warfare and Advanced Sensors. High on the admirals interest was the stations work on computer aided detection and computer classification of organic mines.

**Thomas Michael** wrote to our website: (Mining Vietnam)

Just read DASHPOT. Was MN 68 to 71. Comment by **Cecil Martin**. "I don't believe we had any MN SEALS." Maybe, maybe not. Had friend in A school. **Daniel D Powell**. He and another guy went to SEAL training out of A school. Never heard of them again, the rest of the time I was in. You would think. They would have been back, if they didn't make it. Can't remember the other guys name. He was a rather large African American. Both were from small towns in Alabama. Both played college football. Anyone ever run into them?

As for the comments on chances of a Mineman going to PBR's. When I was in Okinawa. 68-69. I like grinding paint off mines, so much so I asked how I could get to Vietnam. I was young and it seemed like a good idea at the time. My MNC told me, Minemen were not allowed there for political reasons. No Mines no Minemen. Mining Haiphong was thought to be one of the big four that could bring China into the war. Further more they didn't need MN Seamen they had enough other seaman to get the job done. What he really wanted me to know was, that "I didn't know when I was well

off". In late 70. I was in Charleston. I heard they were looking for people again, even E4/E5. By then I knew I was well off. Got out Jan 72. But, I would have stayed for a chance to be part of that operation.

## Tiger Team revitalizes mines

Coastal Courier 7/28/00

The MK 56 mine is returning to the fleet after being scrubbed in 1998. An In Service Mine Program review held at CSS in April initiated a "Tiger Team" to assist MOMAUs Eight and Twelve in bringing the MK 56 back into service.

Team leader CWO-3 **Gary Riggins**, CO, MOMAU 12 and members MNC(SW) **Tom Vail**, COMOMAG; MN1 **Leonard Rambo**, MOMAU 12; MNC(SW) **Donnie Kiper**, CSS; and Civilians from NAVSEA and CSS support contractors made up the team. The team assembled at Unit 8 and proceeded to tear down and re-assemble a number of mines. Some of the MN at Unit 8 had never worked on a MK 56. The Tiger Team collected data during the tear down, testing and re-assembly to allow CSS to make long-range maintenance requirements. MOMAU 8's CO, LCDR **Matt Wisniewski** was impressed with the working relationships of the team with his sailors.

## Mine Warfare Training Center welcomes new Commanding Officer

Capt. **James A. Haggart** turned over command of the Mine Warfare Training Center to Capt. **Gary Belcher** during a change of command ceremony Friday, June 30, in front of MWTC. Rear Adm. **Jose Betancourt**, Commander, Mine Warfare Command was be the keynote speaker.

Capt. **Belcher's** most recently was Commander, Mine Countermeasures Squadron Three.

Join the AOM today. Send in your application to the Sec/Treas  
PO Box 71835  
Charleston SC29414



## USS Oriole welcomes new Commanding Officer

CDR Michael A. Strano turned over the helm of USS Oriole (MHC 55) to LCDR Jonathan Christian during a change of command ceremony on Friday, June 23, on the Naval Station Ingleside, Texas, waterfront. CAPT Gary Belcher, Commander, Mine Countermeasures Squadron Three, was the guest speaker. LCDR Christian's most recent assignment was flag secretary/aide to Commander, Cruiser-Destroyer Group Twelve.

(from p17)

## Mining Haiphong

by LT Ed Oyer, USN Ret.

The piece on mining Haiphong in the Summer Dashpot highlighted an historic event.

I and MN1 Trestrial, one of the best MN, Sailor, and ET and two MN2's were in the right place and at the right time on that May 9th 1972 day - on board the USS America, CVA-66 for an FSMT exercise to be done on 10 May.

I was jolted out of my bunk with these words "The Captain and Admiral want to see you now." Suddenly, due to the mining, we Minemen were in great demand- the Squad Dog was #3 on my list. The CO wanted to know what the evolution for the morning was. I suggested that I and my sailors not actively participate but merely observe and let the AO's do their jobs as MN may not always be there - he agreed as did the Admiral.

My sailors watched below decks and I inspected each plane as it was loaded then we MN retreated to the bridge for the launch.

The AO's did a great job using the NATOP's (procedures) of the time. Haiphong gave us Mn our 15 minutes of fame, otherwise the FSMT would have been another "lets get this over with."

We all know the "Drill" mines are

only of importance when we need them or when the mines (in the Persian Gulf) almost sink three of our ships.

Some how, I recall, we never swept a single mine at Suez (HM-14) or in Vietnam, and we had the settings - sterilizers did the job. I have most of the published data on those operations.

A more emphatic mention of the psychological effect of mines should have been made.

**Side bar.** I was "offered" the opportunity to go to the Mid-East on the DST program as a civilian (W/O ID card)- I turned it down - I either went as a Navy Officer or not at all - no one else went. Can't you just see me in the Mid-East in 1973 W/O an ID card? Does a certain Marine Colonel ring a bell? Editor's note Enclosed with Ed's letter was a copy of his orders from COMINSEWARFOR assigning him temporary duty on board USS America and a letter of appreciation from COMOMAG, CDR L.M. Stryker, stating: "The training conducted by you and your team was essential to prepare AMERICA for performing important facets of its overall mission. Additionally, particular attention was focused on your efforts since you represented the first attempt by this command to provide comprehensive mine familiarization training in the shipboard environment

Save this issue! I recommend you keep this issue with your personal copy of the "U.S. Naval Mines and the Minemen" as it contains historical accounts not covered in the book. Could be, some day, a continued or supplement to the original will be written.

## Piggy-Back

Foc'sle 7/21/2000

The USS Cardinal and USS Raven were sea-lifted to the Arabian Gulf on the back of the Norwegian float on/float off ship M/V Blue Marlin. The forward deployment of the Cardinal and Raven is in support of an initiative to increase U.S. Fifth Fleet MCM capabilities. Other initiatives include the forward deployment of four MH-53E "Sea Dragon" MCM aircraft to Bahrain. The heavy lift operation saves engine wear and crew transit time. The last time it was used the USS Ardent and USS Dextrous were lifted to Bahrain in 1996. They are still there.

## COMOMAG congratulates Reserve personnel

Congratulations to the following NR MOMAU Commanding Officers who have been selected for Commander: LCDR Michael S. Brady NR MOMAU EIGHT and LCDR Mark S. Boehle NR MOMAU FOUR

Congratulations to the following LDO Selectee: MN1 Joseph A. Osvart NR MOMAU TEN (Commissioning Date: FEB 01/ENS)

Congratulations to the following MN1's who made MNC: MN1 Walter Jones and MN1 Richard Marvin

Job well done on achieving a great milestone in your Naval careers!

(LTJG Sharon Bingman (N7) COMOMAG Training/Reserve Affairs)

47 of our most wanted members will be lost after this issue due to non-payment of dues. If your label says 1999 its good-bye!



## NRMOMAU 10 El Paso, TX

by MN1 J A Oszvart

After another long journey, members of NR MOMAU 10 participated in the April, 2000 MRCI conducted at MOMAU Eight, Guam. along with the hard work, members got to see some old faces and meet new faces among the active duty personnel there. Now begins another year of planning and training to prepare for the next MRCI. Another member of the unit was recently married. MN1 **Ernesto Ruiz** and his new bride, **Veronica**, celebrated their happy event with a party at their new home on August 26, 2000. MN1 **Oszvart** completed leadership school at JRB Ft. Worth in August while **MNCS Lopez** and **MNC Grieb** were in Long Beach helping out there during their second annual training period. the unit is preparing for the departure of **LT Filley** as he goes on to new adventures, and will try to accomplish running itself without an officer in charge. FY2000 has been a good year for the Unit and we are looking forward to exciting things happening in the coming new year.

## Correspondence

Retired LT **George Russell** writes: After leaving the navy in 1974 I obtained a B.S. in education from the University of Utah and taught 6th grade for one year in Sandy, Utah (20 miles south of Salt Lake City). In 1978 we moved to Live Oak, Florida where I taught high school as the NJROTC Naval Science Instructor. I did this for one year, then worked 3 years for Occidental Chemical Company in White Springs, Florida as a Shift Supervisor making phosphoric acid for fertilizer.

Live Oak is too small of a town for me (about 12,000 pop.). So, we moved to Dothan, Alabama (my parent's hometown at the time)

where I worked for Sony as a quality control supervisor. The plant had a production line making a million video cassettes per day. All Sony video cassettes sold in the USA are made there. After six years it was decided to move back to Sandy, Utah and resume teaching school. For the past 13 years I have taught elementary school. I am planning to teach one more year before fully retiring.

## Thoughts about the mine force

by J.E. Trick, MNC USN Ret.

Just an old pin

The other day I called an old shipmate, **Roger Kiages**. He and I worked in component test on Azuma Is. **Roger** was and still is a big ham radio man. He belonged to the Navy Mike and Key club on the base in Yokosuka.

**Roger** gave me a pin from the club over 40 years ago, it stayed in my jewelry box all those years. Recently I sent the pin to him, he lives in RI. and like me is in a wheelchair. How good to find him after all these years. It was just an old pin but it meant so much. That is what being a good shipmate is all about.

I started to wax nostalgic and thought of the talented Minemen I have served with, for example no car ever was so broken that **Mike Cummings** could not fix it. No country and western song was so intricate that **Harry Bright** could not play it. No TV was so out of kilter that **George Kelly** could not make it right. No plug was so stuck that the strong sure hands of **J J Sbei** could not connect it. When you needed advice **Fred Reid**, (the most squared away MNCM I ever knew) was always willing to give it. **Ed Sprecher** demanded perfection and strived to instill this in all his men, he could chew you out too. That made many a better Mineman.

Can do...

The CB motto is "can do" but Minemen can do and, have done and will continue to do, for example. When the Polaris program ran out of MTs who went to missile school and to POMELANT ? Minemen. When the Post Office went on strike who carried New York City mail 2 Minemen from Earle. When a new mine site was needed in the Philippines, who built it? a J-11 1 unit of Minemen. When the repair Div. on board the Gilmore AS 16 needed a POIC for the drafting shop and the Tech Library, who did it? right, a Mineman. When the Chapel program in Iceland need an organist, a Mineman played. When the PBRs in Nam needed captains who did it? Minemen. When the VF squadron in Kef. needed an engine hung, who drove the cherrypicker ? Minemen. In fact the Mine shop did so much with so little for so long, the Navy thought we could do anything with nothing. So you see Minemen, CAN DO. The Minemen of today can do the impossible it may take longer but after all they are Minemen

Thank you for reading these mental meanderings from an old, proud Mineman.

## Hard Wired

By John Loonam

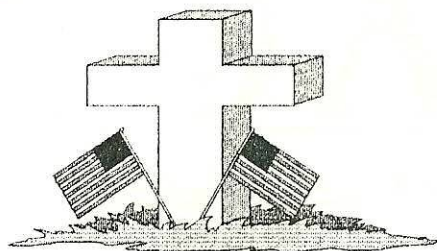
Articles discussing "hard wired" in this issue and describing a technique to prevent mines from falling from aircraft with their safety wires in place. Normal operation allows the wires to remain with the aircraft as the mine falls. Emergency jettisoning of the mine allows the wires to remain in place and drop a "safe" mine.

My 30 years was spent without the Navy resolving the unintentional dropping of arming wires with the mines. It was blamed on electrical solenoids by Minemen and mines by air crews.

Hard wired meant the solenoids were by-passed and the wire attached to the aircraft. No problem except no way to drop them safe!



## TAPS



Since our last newsletter we have learned of the following members and friends that have passed away. The membership of the Association of Minemen wish to express their sympathy to the families of those departed ones who now reside with our most Supreme commander.

AOM Member **Tony Ross** December 1999 (we carried articles about Tony passing just neglected to put him here in the appropriate article)

It is with deepest regret that I inform you a shipmate and a friend, Active Duty, Chief **Phil Taylor**, MOMAU 1, died early this morning 15 August 2000, of an apparent heart attack. He was 37. (Ed Simmons)

Retired LT **George Russell** said that **David E. Yancey** MN1 passed away about Jan 8, 1973 at his home in Charleston, SC and **Michael Ray Spencer** MN1 passed away Feb. 24, 1974 both were on active duty at the time.

Monica Stokes, 38, civilian, Code 20 NMEF Passed away in August from cancer.

### Phil W Taylor, MNC USN

By LCDR Ed Simmons, C.O.

The sudden death of Chief Mineman **Phil Winston Taylor, Junior** on 15 August has left us stunned and saddened. He was 36 years old. I like many of my shipmates and friends have had time to reflect and realize the positive impact that this shipmate, this friend, a mentor has had on the Seal Beach and Los Alamitos communities. I have known the "Chief" since he first reported on

board Mobile Mine Assembly Group Unit Nine in the Republic of Philippines in 1983. I was a Chief and heading out to my next assignment. I remember he was fresh, cocky, spirited young Mineman Seaman ready for the challenge that laid ahead of him. Later, I knew of his professional abilities, where he made a name for himself. I think that was and still is a very important thing for a sailor to do. That is to be recognized as an expert in one's field. It wasn't until I reported to Charleston, South Carolina that I again, had the privilege of knowing "Phil." I believe he was an instructor at the Fleet Mine Warfare Training Center and he would come over to the command, MOMAG Unit Eleven, and mingle with his shipmates and friends. We played softball and I was able to share a beer or two with him. Time flew and it is now 1999, Chief **Phil Taylor** had orders to be the Mine Production Officer and Command Chief here at MOMAU ONE. I made some inquiries on where he had been and found out that from the School in Charleston, he was a Company Commander down at Orlando and was coming in from EOD Schools in Indian Head. It was evident Chief had become a top notch professional, expanding his Mineman Ordnance background into many new fields. When he reported in May 1999, I was able to review his record and talk with him on his new position. It was evident I had a hot runner. Chief has been my executive officer, my confidant, and the senior enlisted leader at the command. He has molded, scolded, redirected our junior sailors, always mentoring them on what was proper, expecting nothing short of excellence from them... and he touched us with his personal concern and friendship. I could go on and on about his professionalism and leadership. It was second to none. And it is those things we warriors cherish. But it is times such as this that I remember the

friend and shipmate who gave so much of himself to his family, to his command, to the community, every place he has been he has touched us. To his wife, **Nora** and children **Michael** and **Chase**. Remember he has touched all of us and his goodness lives on, in us. It is with our deepest condolences and prayers that we honor him and remember him. On behalf of the Seal Beach and Los Alamitos Communities, I extend to you, your children and many family and friends, our support and prayers for healing. May God Bless.

### Zumwalt DD-21

Cecil Martin sends

#### PRESIDENT NAMES NEW SHIP CLASS AFTER ADMIRAL ZUMWALT

The President announced today that the Navy will honor Navy Adm. Elmo R. "Bud" Zumwalt Jr., by naming its 21st Century Land Attack Destroyer (DD 21) after him. Zumwalt, who became the youngest man ever to serve as chief of Naval Operations (CNO) in 1970, passed away in Durham, N.C., on Jan. 2, 2000. Appropriately, this class of 32 future warships will embody Zumwalt's visionary leadership and well-known reputation as a Navy reformer.

The Zumwalt class will incorporate several advanced technologies and introduce a number of design features to improve the DD 21 sailor's quality of life.

Armed with an array of land attack weapons, USS Zumwalt will be capable of delivering an unprecedented level of offensive firepower from the sea. It will also be the first U.S. Navy ship to be powered and propelled by a fully integrated power system, including modern electric drive. The cruiser-sized Zumwalt will be manned by a crew approaching one hundred and will feature new habitability standards and shipboard amenities, including staterooms for the entire ship's company.

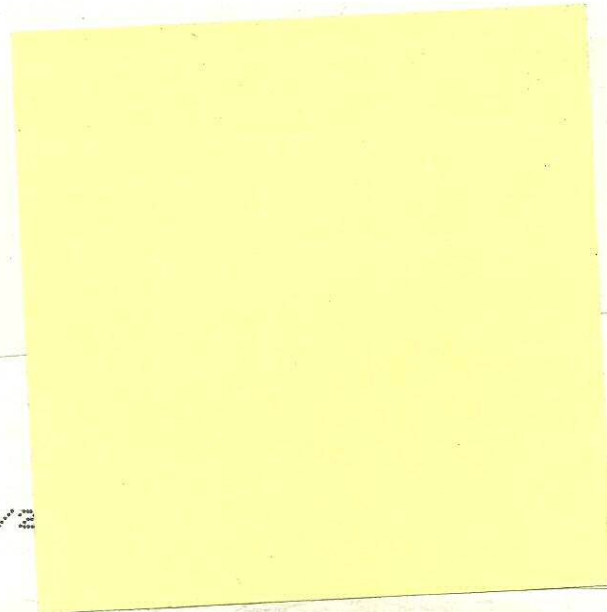


Association of Minemen  
P.O. Box 71835  
Charleston, SC 29415-1835

Non Profit  
U.S. Postage  
PAID  
Charleston SC  
NO. 270



Return Service Requested



23061/2

Application to join AOM  
ASSOCIATION OF MINEMEN  
P.O. Box 71835  
Charleston, SC 29415

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.  
Effective after 2 November 2000 dues increase to \$15.00 Application fee remains \$5.00 (No cash please)