



The DASHPOT



Issue 50 Newsletter of the Association of Minemen Summer 2005



FROM THE PRESIDENT

William "Bill" Johnson

REUNION 2005 CORPUS CHRISTI, TX

The time really goes by fast when you are having fun. Here it is, time for another Dashpot Article, and it seems like only yesterday when I sent in the last one.

The Reunion Committee is hard at work putting together a program that will be enjoyed by all. Ron Swart has assured me that it promises to be a memorable event. See **Related Article** in this issue for further details.

Just a gentle reminder to remember our Scholarship Fund when you send in your reservations for the upcoming reunion. Our Scholarship Chairman, William "Swede" Carlson, will soon be busy sorting through the Scholarship requests and getting them ready for approval by the Scholarship Committee. Remember, **your donations are tax deductible.**

Have a safe and enjoyable summer. God Bless all of you and your families and **God Bless America.**



FIRST LDO MINEMAN MAKES CAPTAIN!

Commander Terry Auberry has been selected for Captain. He is the first LDO Mineman to be so honored. The AOM is proud of his accomplishment and wish him smooth sailing in his soon to be elevated status. More when the promotion is official.

CORPUS REUNION 2005

When: 21-23 October 2005

Where: Radisson Hotel Corpus Christi Beach, Texas

We have 50 rooms reserved: \$65 per night for a non-ocean view room and \$76 per night if you want an ocean view. The Friday night "Early Bird" will most likely be held in the hotel lounge area (or somewhere near-by if we can get a better deal) and the Saturday night dinner will be buffet-style (with two entree's) and will cost \$19.95 per person. The Sunday picnic and Bar-B-Que will be held aboard Naval Station Ingleside... the final price isn't settled upon yet but is expected to be reasonable like last year (about \$11 or \$12 per ticket for adults... kids age 7 to 12 for \$5.00 and under 7 years old will be free).

We will arrange for ship tours and a tour of the Mineman Class "A" school facilities. We will try to negotiate AOM membership prices for the Lexington museum and any other venues that will be willing to give us a good deal. RV parking is available nearby the hotel and also on NAS Corpus Christi. If you want to camp/RV, or have any unique requests (horse parking, cow punching, etc.) please contact Ron Swart at swartre@knology.net or (850) 215-9649 for specifics and assistance, as required. We'll publish more detail on the AOM web site as it comes available. You can get directions and more info at the website for the Radisson Hotel CC Beach below. Rooms are reserved under "Association of Minemen" and the point of contact in Corpus Christi is Master Chief Mineman Jerry Williams jerry.l.williams@navy.mil

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THE 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 with the mission of perpetuating knowledge of undersea mine warfare and championing its necessity as one of America's first lines of defense.



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FROM THE WEBMASTER

Below are recently changed or added e-mails on the AOM WEB Site. There have been several inquiries about e-mail addresses on the AOM WEB Site that are bouncing. If you are listed on the site please check to see if your address is current and correct. If changes are required e-mail me the information at pdechene@triad.rr.com. Phil DeChene AOM WEB Master

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When we long for life without difficulties,
remind us that oaks grow strong in contrary winds
and diamonds are made under pressure.”

- PeterMarshall



MAILBAG

April 11, 2005

LCDR Ron "Dragon" Gentry
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Curtis Christian, Secretary
Association of Minemen

Arthur Cook writes May 14, 2005

Nell has been in the hospital five times since we have been here, and from the looks of things will be in there again in the next week to ten days. Her heart is greatly expanded on one side, pumps water into the lungs, the lungs then sends it into the blood stream, and it gets to all parts of the body. She now has to sleep with the upper body greatly elevated and the legs also elevated a goodly bit. She is hurting all over, cranky as all hell all of the time and hurting all of the time, which is why She is so cranky. I haven been having all kinds of computer problems since it was assembled here, and as yet all parts of it do not work at all, but eventually I will get it back to normal, I HOPE. We are about 18 miles away from our one kid, the Daughter, now in the lower 50s, but then we are in the upper 80s. We had to get rid of the bulk of our furniture to squeeze into this place, but are more or less comfortable now, and expect that we have made the last move in our lives. We have a two bedroom apt (one of which is my computer and music room), a fair sized living room a VERY small kitchen (which we do not need), for all meals are served in the big dining room (food about as you would expect on a Destroyer after a few weeks at sea., two baths (one is a storage area for us, two large storage closets, and we are on the first floor of this five story building, housing (I Estimate) four hundred people, mostly older people. Quite a bit of things to do if you want to do them, and two large shopping centers within walking distance, but also they provide bus service to many locations including both shopping centers. When Nell goes into the hospital again it will be the Condell Hospital, which is a very large one, and as far as I can find out is one of the better ones. Let me hear from you once in a while if you will. I would not mind at all if the address got pretty well spread out to the Mine Force, for no one that I am aware of in the organization has any idea as to where I am now and expect to be for the remainder of my life, and it just might be nice to hear from some of the people I used to work with at Yorktown, on mine layers and at the West Lock Ammo Depot as well as on the USS Salem CM 11 and the USS Shannon DM 25. Thanks for the idea you brought up in your e-mail Also at least I now know that this machine is working sending and receiving once more. THANKS A LOAD.

Art Cook



Enclosed are my dues for this year and next. Sorry I was "Tardy with the Dollar"; time slipped away. Also sorry I missed the Charleston Reunion, I was getting in some sea time, a cruise from San Diego, four ports of call in Mexico's Rivera, Costa Rica, Panama, then cruising through the Panama Canal, Columbia, Grand Cayman, Jamaica, Bahamas and ending up in Port Canaveral, Florida.

Just got back from a grand tour of Egypt, coupled with a cruise up the Nile. Pat, my best friend and traveling companion, accompanied me on these trips, keeping me out of trouble and making sure I didn't sway from the straight and narrow.

I am still riding a HD motorcycle with the US Military Vets MC, judging car shows, restoring a 1951 Merc convertible (last project car), professionally writing for three car related magazines and tooling around in my "Black Tie Edition" Prowler.

Will be looking forward to seeing old shipmates in Texas this year.

Ron



05-05-05
AOM Editor

Today on "Cinco de Mayo" I am reminded to ask the Vietnam River Patrol commanders or anyone else what they know of PCF 44 Boat action.

When I was the M.O. at MAVMAG Subic my brother-in-law, now 100% disabled, visited the Hernandezes at Olongopo, P.I., from Vietnam. He told me that the enemy was entering South Vietnam through the rivers of Cambodia.

I could not tell him that CWO Sam English was preparing a team to deploy to Vietnam to train EOD and SEAL personnel on the DST 115 Mine.

As it turned out, I took the team and when we boarded PCF 44 on 6 March 1969 with DST 115s from the USS Washtenaw County (LST 1166). They were for planting purposes.

On the way we noticed a lot of holes above deck believed to be from LT John Kerry's action in December 1968. If you know, please help.

Blas Palma "Joe" Hernandez



MORE MAIL

To: Association of Minemen Member No. 1307
Attn: Admin Branch

Due to my discharge in January, I haven't been able to write 'til now concerning my dues. I wondered if I am still covered for the year '05 or did it expire? I know I paid for several years in advance, but I forgot how many. I am enclosing a check in this letter anyway. Please use it for my next dues. It has been a hectic year with my discharge and several sicknesses/deaths in the family while court proceedings for divorce take place. Sorry it is belated, but hopefully everything will work out just fine. Take care and have a great Mineman day.

Sincerely,
Misty S. Rains

Address change:
2725 W. 106 Pl.
Westminster, CO 80234

BINNACLE LIST



Loonam, John

Paul Santa Maria received a call from John Loonam's wife, Bobbie. John was in the hospital after suffering a heart attack and he had pneumonia. He underwent by-pass surgery Monday, May 16. Bobbie called after the surgery and said the surgery was successful and John was sitting up and should be able to come home in a few days. John should have been back at home a good while when you receive this newsletter. Let us keep him in our prayers.

**NEXT DASHPOT
ARTICLES ARE
DUE
1 SEPTEMBER
2005**

CONFEDERATE "TORPEDO"



Confederate Rains Keg Torpedo, circa 1861.

This torpedo was made of a beer keg with two solid wooden cones attached at each end (for buoyancy and stabilization), and contact or percussion fuses attached to barrel staves. It was anchored to the river bottom.

Barrel heads are marked "Constance Brewery".

Only two are known to exist.

This is the only known archaeologically recovered wooden torpedo in the world.

Discovered by Coastal Heritage Society member James E. Bell near the Savannah River in 1996. His efforts ensured this artifact remain on permanent loan with the city of Savannah.

Courtesy Georgia Department of Natural Resources



These photos were taken by Mr. James Bell after he recovered the keg torpedo from the banks of the Savannah River in 1996.



TAPS

Becker, Marion Brockwell

Marian Brockwell Becker, wife of Reynolds Becker passed away on March 19, 2005. Reynolds was the facility program manager at NMEF for about 20 years, then worked as a contract engineer in mine warfare for several years. He is a member of AOM.

YORKTOWN - Marian Brockwell Becker, 86, formerly of York County, passed away Saturday, March 19, 2005. Mrs. Becker was a member of Yorktown Baptist Church, a Charter Member of York Ladies Lions Auxiliary, and a former member of Beta Sigma Phi National Sorority. She was a loving and devoted wife and mother, and will be missed greatly by her family. She is survived by her husband of 58 years, Reynolds G. Becker of Richmond, Va.; her daughter, Joan B. Cope, also of Richmond; and a sister, Bernell B. Blackwell of Chester, Va. A graveside service will be held at 3 p.m. on Thursday, March 24, in Peninsula Memorial Park. Memorial donations may be made to the Alzheimer's Association, #20 Interstate Corporate Center, Suite 233, Norfolk, VA 23502. Arrangements by Amory Funeral Home, Grafton.



Setsuko Bergey

WILLIAMSBURG - Setsuko Bergey, 72, of Williamsburg, died Thursday, March 17, 2005. Originally from Yokosuka, Japan, she came to the United States in 1963. Mrs. Bergey is survived by her husband, Frederick Charles Bergey of Williamsburg; daughter, Jenny Amburgey of Richmond; son, Paul Bergey and wife, Lynda, of Apex, N.C.; four grandchildren, Leah and Daphne Bergey and Jason and Jeffrey Morris; two brothers: Katsuo Sasaki of Yokosuka, Japan, Tero Owada of Yokosuka, Japan; sisters, Toshie Tabata, of Yokohama, Japan, and Katsue Owada of Tokyo, Japan. The family will receive friends from 1 to 3 p.m. on Sunday, March 20, at Bucktrout of Williamsburg Funeral Home. A graveside service will be held at Arlington National Cemetery at a later date. Arrangements by Bucktrout of Williamsburg. Published in the Daily Press on 3/19/2005.



BUTT, Jim CDR, USN (Ret.)

CDR Jim Butt died December 21, 2003 in Aydlett, NC. Jim was Ordnance Officer in Fasron 201, Malta where he was the Department Head for the Minemen.



EDITOR'S CORNER



Mrs. Beasley.

I don't ordinarily include articles about non-members or non-minemen, but this strikes me as a special case.

Mrs. Beasley came to Joe and Clare 16 years ago. They came home one afternoon and she was in their neighbor's back yard. Joe knew he had left for a visit to Virginia, so it didn't seem right for a dog to be in his yard. He called him to confirm that he hadn't left her, and was assured that he had never seen her before. Joe then went through all the normal procedures, SPCA, newspaper ad, local vet, etc., to find her owner. There was none to be found. The rest is history. She took on the arduous task of making Clare and Joe happy every day. She has also brightened the lives of the AOM members for 15 straight reunions. Not many members can claim that faithfulness. Even fewer can claim to be as cute.

On March 23, 2005, Mrs. Beasley's heart ran out of beats so, sadly, she will be unable to attend any more reunions.





ROGUES, RASCALS, AND RENEGADES

TALES FROM SUNNY SUBIC BAY

The Navy Chief Petty Officer is a rare breed, unique in all the world. Their acts of physical and mental agility are legendary. This is the story of one such Chief.

I think most everyone that reads the Dashpot has been, at one time or another, intimately familiar with the plain, but efficient, metal partition arrangement that populates most federal and military rest room facilities.

Once upon a time (I cannot use the proper naval phrasing in this newsletter) a Chief Petty Officer came to be stationed at MOMAG Unit NINE, on Naval Magazine Subic Bay, and was assigned to the Mine Assembly compound. This particular Chief Petty Officer was deathly afraid of snakes.

As many well know, the Philippine Islands are the international stock point and distribution center for snakes and the place where snakes from all over the world come on vacation. The islands boast of a colorful variety of these reptiles ranging from cobras to lesser lights in the reptile world. As a matter of record, one crew of Minemen at Subic captured a sixteen and a half feet long python and were incensed that the Commanding Officer of the MOMAG would not let them keep it for a pet, but I digress.

One sunny morning, those in his charge returned to the smoke shack for a break. As fate would have it, nature chose that auspicious moment to call and the Chief collected a copy of the Stars and Stripes and entered the head to sit a spell and contemplate world events. While he was perusing all the news the military establishment thought safe for the fragile military mind, the tiniest of movements above the door on the overhead rail that joined the stall dividers caught his eye. As he looked to see what might be causing it, he saw that it was a Bamboo Viper, one of the most colorful of snakes in the islands as well as one of the most deadly. At this point, the story becomes a bit hazy as many events took place rather quickly.

Realizing that he was in some significant peril, the Chief decided his best defense lay with his feet and he departed the premises. It is unfortunate that he did not unlatch the stall door as he took down the entire front wall and all the dividers connected to it. Being a three-holer, it was a lot of metal. Proceeding apace, he leaped the now

upright dividers in a single bound, removed most of the hinges on the head door leaving it hanging at a curious angle, and laid the screen door to the smoke shack completely flat. All this he reportedly accomplished in the span of a single heartbeat setting an Olympic record for the six meter high hurdle dash ... and he did it with his trousers still around his ankles.

The snake was never found. Presumably, it could not tolerate the piteous scream of anguish, the din made by the destruction of the facility, and the raucous laughter of so many witnesses and slithered off to quieter circumstances.

On a sadder note

Life at Subic was not all hard work in humid heat. In fact, a lot of skylarking took place, so much so that the CO became concerned that the level of effort he expected was not being met. In short, he thought that there was significant goofing off going on in the upper mine assembly compound.

Try as he might, he could never find a moment when the crew was not hard at work. Though he attempted to sneak in on countless occasions in different vehicles from different directions, the result was always the same. He did think it odd that men supposedly working so hard in the sweltering heat displayed not even the least bit of moisture from honest labor until minutes after he arrived.

No good thing ever lasts forever and fate played a cruel trick of the fun loving minions of mine assembly. As the CO entered the gate to the compound one rainy morning, he happened to see some wires protruding above the ground. A heavy rain had uncovered them. Quick as a chicken on a June bug he leaped from the truck and began to follow the wires to a buried 2.2 cubic feet rocket can containing batteries and a Sensitrol Relay. It only took a few minutes more before he uncovered the buried search coil. He traced the remaining wires to a buzzer in the mine assembly building.

Needless to say, he was not amused or in any way appreciative that the minemen had cleverly used mine components to rig a very efficient and effective alarm system no matter how ingenious it was. So ended the carefree days of naps and nachos in the upper mine assembly compound.



A HISTORY OF US NAVY MINE WARFARE IN THE POST-WW II ERA: A POLITICAL PERSPECTIVE

SCOTT C. TRUVER, PH.D.
GROUP VICE PRESIDENT
NATIONAL SECURITY PROGRAMS
CSSO/SYSTEMS ENGINEERING GROUP
ANTEON COOPERATION
MINWARA CONFERENCE
PANAMA CITY, FLORIDA
24 MAY 2005

Thanks, John, for the kind introduction. It is a bit daunting to be here today, standing in—as RADM Rick Williams and I are doing this morning—for former CNO Admiral Tom Hayward. In that, I apologize for a “bait and switch” that would have made Sears proud. But I do want to preface what Rick and I will provide during the next 45 minutes or so with remarks that ADM Hayward penned in a recent note. I believe you all have copies of his letter; so let me cull what I see as the critical perspectives that will help shape the presentations and discussions throughout the next few days. Quoting from ADM Hayward’s letter dated 13 May 2005:

“My admiration for the dedication and determination of the Mine Warfare Community is at an all time high. It is not easy to sustain year-in year-out commitment when the priority of your warfare area is constantly fighting for an appropriate place in the Pentagon’s agenda....”

“For five years the buzzword that gains instant recognition among the highest levels of the E-Ring is ‘transformation.’ ... I am a constant critic of those who fail to recognize that mine warfare, both

offensive and defensive, provides some of the most transformational capabilities of any warfare regime.”

“We are a navy that is lost in the trough of MCM thinking. Not that countermeasures aren’t vital. But we so routinely fail to think offensively, to promote offensive mine warfare concepts and applications as the first means of leveraging our naval strength.”

“So my message to you operational and requirements types..., especially the flag officers...: get behind mine warfare. Support the sponsors. Dedicate adequate resources for the task. The truth is, there is no shortage of good ideas and transformational technologies resident in this community. The shortfall comes in follow-through...making it happen.”

Good words to think about, on both sides of the MIW—mines AND mine countermeasures—equation.

[Pause.]
John Pearson asked Rick and me to provide a

“history” of U.S. Navy mine warfare, another daunting task, as neither Rick nor I are historians. I’m a political scientist, writer, and Group VP at Anteon, and Rick, as I’m sure you all know, is a former Navy flag officer, a Surface Nuke, whose last job was as PEO Mine and Undersea Warfare. So we did what one would expect; we changed the task to fit our capabilities. I’m going to review the Post-World War II political culture of Mine Warfare in the U.S. Navy, and Rick will provide an operational perspective, drawing on lessons from the past.

But, for those interested in history, we have a display on the back wall—History of Mine Warfare, 1600-2001—courtesy of Dave Tubridy at the Station.

I’m sure you’ve all heard the phrase: “The more things change, the more they stay the same.”

That is very true for the Navy’s Mine Warriors in 2005, because there are some fundamental, compelling, and enduring concepts and principles that have fashioned your post-WWII history and **will** contribute to your success or failure in the future.

To that end, I am reminded of the oft-quoted phrase of the philosopher-historian George Santayana: “Those who do not remember the past are condemned to repeat it.”

Or, as Winston Churchill expressed it, “The further backward you look, the further forward you can see.”

And that presents challenges, because the political history of mine warfare in the U.S. Navy—with politics defined as who gets what, when, where, and how—is fraught with a lack of sustained and stable commitment: relatively long periods of benign neglect, disinterest, uncertainty, and insufficient funding punctuated by relatively short bursts of grave concern and avid support—usually directly related to some mine warfare embarrassment recently experienced—and soon followed by relatively long periods of benign neglect, disinterest, uncertainty, and insufficient funding as the Navy leadership focuses on “more important” concerns.

MIT political scientist Harvey Sapolski, in his book *THE POLARIS SYSTEM DEVELOPMENT*, explained the inherently and necessarily political process by which a government program can achieve high priorities and guarantee resources for R&D, programmatic, and operational success. “The success of the [Polaris Fleet Ballistic Missile Submarine] program was dependent upon the great skill of its proponents in bureaucratic politics. Without their quick recognition of the political nature of decisions determining the procurement of weapons, I do not believe that sufficient resources could have been assembled to create the...FBM Fleet.”

There is perhaps only one other U.S. Navy program that has had similar R&D, programmatic, and operational success as the Polaris FBM, and that is the AEGIS Anti-Air Warfare System in the TICONDEROGA and ARLEIGH BURKE surface warships. Looking at both Polaris and AEGIS, then, some of the secrets of naval warfare political success can be gleaned for the future of the MIW community. And, if you know the histories of these programs, you’ll remember that it was not at all certain that success would be assured.

Both Polaris and AEGIS had a **set of well-defined goals that stayed constant**: the Special Projects Office was focused on having the nation build a solid-fuel ballistic missile and a fleet of ballistic missile-launching submarines. Nothing more, nothing less. The AEGIS Shipbuilding Program, PMS400, had the goal of building a fleet of surface warships armed with advanced phased-array radars and surface-to-air missiles capable of defeating massed Soviet Naval Aviation raids.

Both were **born and sustained in favorable environments**: for Polaris, it was the demand-pull for a survivable nuclear deterrent within a strategic context of Mutual Assured Destruction, bitter U.S.-Soviet rivalry, and a budgetary context of virtually unlimited resources—particularly by today’s standards. AEGIS was conceived as the Soviet Navy began to break out of its historic boundaries, seeking to challenge the U.S. Navy everywhere and holding at risk aircraft carrier battlegroups with increasingly capable anti-ship cruise missiles launched from aircraft, surface ships, and submarines. “AEGIS...you can’t leave homeport without it” was the Program Office’s Unique Selling Point—and it sold!

The success of both Polaris and AEGIS also depended upon their **proponents’ ability to promote and protect their programs**: competitors had to be eliminated; reviewing agencies had to be out-manuevered; defense and Navy officials, admirals, congressmen, defense industry, the media, and academicians had to be co-opted: every opportunity to promote and protect Polaris and AEGIS had to be seized and won—whether the challenge came from OSD or the Hill or the Navy, itself.

Finally, both had to **have long-term champions skilled in bureaucratic politics and possessing great managerial strengths** to manage technological complexity. Both Polaris and AEGIS WERE “Rocket Science” and needed leaders with broad and deep technical, engineering, and program-management expertise. Admirals Levering Smith, William F. Raborn, and Wayne E. Meyer were and are masters in these areas. And, in the case of Polaris, it didn’t hurt to have the active backing of ADM Arleigh Burke, Chief of Naval Operations.

To this list, of course, you can add ADM H.G. Rickover, the “Father” of naval nuclear power, who had excellent relationships with key Senators and Representatives and their staffs to ensure that Rickover’s—and not necessarily the Navy’s—nuclear-power goals were achieved.

Compare the Polaris/AEGIS political-culture experience with Mine Warfare since 1945.

Instead of a single set of well-defined goals that stay constant, we have MIW goals and program elements that often compete among themselves for priorities and resources and are far from stable: for example, whether to emphasize mine countermeasures at the expense of offensive and defensive mining; within the MCM arena, how to allocate scarce resources between mine hunting and mine sweeping; what’s the correct balance between organic and dedicated MCM forces; and what element of the MCM Triad—AMCM, Surface MCM, and EOD—needs to be supported most urgently?

This situation is made more complex by the fact that, except in rare cases, the MIW community does not procure its own major platforms—and can be held hostage, at times, by the competing goals and priorities of other warfare sponsors.

Moreover, Mine Warfare tends to be emphasized in non-favorable environments and as a knee-jerk reaction to an embarrassment and urgent, albeit ultimately ephemeral perceptions of need. Let me give you two quotes to illustrate this:

First: “...when you can’t go where you want to, when you want to, you haven’t got command of the sea. And command of the sea is the rock-bottom foundation for all our war plans. We’ve been plenty submarine- and air-conscious. Now we’re going to start getting mine-conscious—beginning last week.”

And the second quote: “...I believe there are some fundamentals about mine warfare that we should not forget. Once mines are laid, they are quite difficult to get rid of. That is not likely to change. It is probably going to get worse, because mines are going to become more sophisticated.”

The first speaker was ADM Forrest Sherman, CNO, in late October 1950 lamenting the fact that an extensive minefield in a 400-square mile area off Wonson, North Korea—a mix of some 3,000 Soviet 1904- and 1908-vintage moored mines and more modern magnetic-influence bottom mines—kept a 250-ship amphibious task force at bay. The operational plan had allocated only ten days and insufficient MCM vessels to clear several channels, intelligence on the mine threat was all but absent, and maps and charts of the area were inadequate. Ultimately, only 225 of the 3,000 mines were swept, and the North Koreans

had another 1,000 mines in reserve.

The second speaker was Admiral Frank B. Kelso, CNO, in October 1991 reacting to the more than 1,300 mines that had frustrated planned Marine assaults against Iraqi forces in Operation Desert Storm—a few of the mines were of a 1908-vintage and a crude Iraqi design but others were modern Soviet and Italian multiple-influence weapons, including at least 200 of a multiple-acoustic type that had never been seen before in the West. The operational plans had allocated only a few days to clear assault lanes, intelligence on the mine threat was all but absent, and maps and charts of the Northern Arabian Gulf were inadequate. Our intelligence about the Iraqi mine-threat was so incomplete that two U.S. warships suffered mine-strikes in areas that our intel analysts assessed were mine-free—the USS TRIPOLI and PRINCETON were damaged severely, with PRINCETON taken out of the war.

Both Wonson and the mine-war in Operation Desert Storm had the near-instantaneous effects of revitalizing mine warfare in the U.S. Navy. And not only in an infusion of much-needed funding, but also in the understanding that somehow mines were still important to the Navy during a period of great change: Global Strategic War in the 1950s and the uncertainty of the “Post-Cold War Era” in 1992.

Among other post-Wonson initiatives, the Mine Countermeasures Station at Panama City was expanded, a new building added, and it received a new name: Mine Defense Laboratory. Renewed scientific advice was brought into the MCM community through the establishment in 1951 of the Mine Advisory Committee at Catholic University. And a myriad of surface and, for the first time helicopter, MCM platforms, systems, and technologies were championed and funded. Nearly 250 MCM ships were launched in US yards for US and foreign-navy service, with about 60 going to the US Fleet, and less than two years after Wonson an HRP-1 helicopter successfully towed standard mechanical sweep gear. The growing emphasis on AMCM culminated in Admiral Elmo E. Zumwalt’s “Project 60” decision as CNO to place almost complete reliance on helicopter MCM ops in the future, reversing the history that relied on surface ships and swimmers.

A few months after Wonson, Vice Admiral Turner C. Joy, Commander, Naval Forces, Far East, concluded that “...the main lesson of the Wonson operation is that no so-called subsidiary branch of the naval service, such as mine warfare, should ever be neglected or relegated to a minor role in the future.” By the mid- to late-1950s, however, Navy attention and priorities had turned elsewhere, including the development of “Super-Carriers,” nuclear-propulsion in submarines and eventually surface warships and CVNs, and the

development of the Polaris and follow on submarine-launched ballistic missile systems. Born into a strategic context not unlike World War II, the post-Wonson environment of Cold War refocused attention away from MIW. Especially from the mid-1960s on, if MCM were going to be important in some future conflict with the Soviet Union and the Warsaw Pact, the US Navy would rely on allies to take care of the overseas areas, while the Navy's MCM forces would be responsible for keeping U.S. homeports mine-free.

And, AMCM never quite captured sufficient imagination, priorities, and funding to replace the dedicated mine forces—something that we might hold in mind as the Navy pursues organic MCM platforms and systems in *perhaps* higher priority than the dedicated ships and surface systems. The advent of the MCM variant of the Littoral Combat Ship could ultimately blur the distinction between the two; but it will be some time before we know that for sure.

(It is indeed fortuitous that the lead LCS is an MCM variant, but that might be more the result of serendipity than explicit intent: of the three warfare areas initially identified for the LCS—MCM, ASW, and ASuW—only MCM systems slated for airborne or organic missions are sufficiently mature to be modularized and integrated for the Flight 0 Sea Frame. ASW and ASuW systems lag further behind, with ASW particularly hamstrung by a "...low priority since the end of the Cold War," according to the CNO's 2005 ASW master plan.)

Four decades after the Wonson MCM Renaissance, the Navy announced in January 1992 a Mine Warfare Plan intended to "preserve and enhance current capabilities and identify new areas of emphasis to meet the operational requirements of the 1990s and early 21st Century." In addition to an objective of "mainstreaming" MIW throughout the Navy, the Plan outlined 17 new-program starts—from deep-water remote mine-hunting systems to shallow/very-shallow buried mine-detection systems to surf and craft landing zone laser detection and obstacle-clearance systems—and near-term and far-term concepts of operations that emphasized in-stride clearance in support of over-the-horizon assault. An immediate supplemental infusion of some \$50 million in FY92 was followed by subsequent funding increases such that all of Navy MIW funding almost reached the Holy Grail of 1% of Navy Total Obligational Authority in FY 1994 and 1995.

This post-Operation Desert Storm MCM Renaissance, however, came at a time of intense searching for "Peace Dividends" that would reallocate federal funding from defense to non-defense needs, a Base Force "right-sizing" that saw the Navy put into motion a force-reduction process that continues to today, and a Roles and

Mission Commission that was the precursor to the Quadrennial Defense Reviews. Within a few years, the glide-slope of MCM funding was trending downward, a fact-of-life that had already generated increasing congressional oversight and the requirement for an annual MIW certification plan, and later two letters from the Secretary of Defense "fencing" MIW funding from being reallocated by the Navy for "more important" needs. Today, only a few of those 17 "new-starts" are still being pursued.

The two other factors of success for Polaris and AEGIS—their proponents' ability to **promote and protect their programs** against all other programs inside and outside the Navy, and the existence of long-term champions skilled in bureaucratic politics—have largely been absent in the MIW community. Rick touched on this in his discussion, but rarely has a CNO—Forrest Sherman in 1950...Frank Kelso in 1992—put MIW on the line and protected the program of record from those who had different priorities. And only occasionally has the MIW community had a champion—perhaps "gadfly" is more appropriate—willing to risk it all for the good of the MIW community, or a CNO, like Tom Hayward or Vern Clark, ready to "talk-the-talk" AND "walk-the-walk" for MIW.

[In that regard, can anyone name the only CNO since 1945 who had a tour in MIW? ADM Mike Boorda—C.O. of USS PAROTT MSC-197. Others might point to ADM Robert Carney, who had at least one MIW experience: as C.O. of the USS DENVER, on the night of 23 July 1943, he laid a large quantity of naval mines along the Bouganville sea lanes extensively used by Japanese naval forces. Not that it might really matter, but no other CNO since the end of World War II, including ADM Mike Mullen, has had any real operational or programmatic experience in MIW.]

The experience of the 1992 MIW Plan is instructive for the future. Not only did ADM Kelso personally endorse and sign out the Plan, he "authored" at least one article in a professional journal underscoring the need for the revitalization of MIW. And, he dispatched CAPT Robert O'Donnell, then the MIW Resource Sponsor in OP-03, to spread the "Gospel" of MIW to anyone who would listen, including senior civilians in OSD, GEN Colin Powell and the JCS "tank," fleet and regional CinCs, and many in between. The "Apostle of the 1992 MIW Plan," Bob even contacted the U.S. Air Force, or maybe it was the other way around, as some Air Force planners had become interested in how the B-1 and B-2 could be employed as high-volume mine-layers—remember it was an environment of right-sizing and roles and missions reviews!

It was this type of proselytizing and co-opting potential competitors that helped generate the support for the 1992 MIW plan and subsequent funding requests, however ultimately short-lived.

ADM Kelso retired, beaten down by the Tailhook and IOWA scandals, and CAPT O'Donnell transferred to CNA and then Ingleside.

That's not to say there have not been MIW champions who remained champions after leaving the MIW community. RADM Chuck Horne comes to mind, as does Marine Corps GEN Jim Jones, who served as N85 in the mid-1990s. GEN Jones kept his ear close to the "MIW ground" while he was PP&O in MC HQ and also SMA to SecDef Cohen. Concerned that MIW funding had "turned south," GEN Jones was the catalyst of the two SecDef letters to the SecNav, instructing on the need to preserve MIW funding. Clearly, here was someone who understood the art and science of bureaucratic in-fighting and maneuver!

Looking back, between Wonson and Operation Desert Storm, or even Operation Iraqi Freedom, for that matter, it is clear that the use of mines and the need for effective mine countermeasures have indeed touched and shaped the Navy's political consciousness. But, like the person who pulls out his hand from a bucket of water, the impression left behind has been fleeting.

During the Vietnam War, at least two US Navy warships, USS KING (DLG-10) and USS WARRINGTON (DD-843), suffered mine strikes, possibly from "friendly fire" of US Navy-dropped bomb-conversion Destructor Mines. Various sources indicate that US Navy aircraft dropped as many as 11,000 DSTs in coastal waters, rivers, and even along jungle trails. After much debate, the Navy mined Haiphong harbor in May 1972 with a combination of DSTs and about 100 magnetic-acoustic mines. Traffic into and out of Haiphong stopped immediately—replicating the US experience in Operation Starvation against the Japanese homeland at the end of World War II. According to Dr. Henry Kissinger, the Haiphong mining was the primary event that brought the North Vietnamese back to the Paris Peace Talks.

As the US Navy seeks to design, engineer, and acquire the new 2010 Mine—what some have dubbed the Modular Autonomous Undersea Weapon System, or MAUWS—the strategic as well as tactical value of our own mines in both offensive and defensive Sea Power 21 roles should be a prime consideration—both Sea Shield AND Sea Strike. ADM Hayward might have it right; from his letter quoted earlier: "We are a Navy lost in the trough of MCM thinking. Not that countermeasures aren't vital. But we so routinely fail to think offensively, to promote offensive mine warfare concepts and applications as the first means of leveraging our naval strength." Barely underway, the MAUWS/2010 Mine program apparently has already suffered budget cuts of some \$20-\$30 million in the "out-years" of the POM07 FYDP.

In Operations Nimbus Star/Nimbus Moon, 1974-75, the US Navy assisted in clearing the Suez Canal and its approaches of mines and UXO left over from the October 1973 Arab-Israeli War. AMCM helos from HM-14 operated from USS IWO JIMA (LPH-2) and INCHON (LPH-12).

The "Patriotic SCUBA Divers" Mine Crisis of January 1980 showed that a "terrorist" threat of mining, in this case the Sacramento River during the midst of the Soviet Grain Embargo announced by President Carter, could stop domestic shipping cold. After a call from an unknown group calling itself the "Patriotic SCUBA Divers" claimed to have placed a mine in the waterway, it took four days of mine hunting by the USS GAL-LANT (MSO-489) to determine the channel was safe. No ships moved in or out until the "all-clear" was given.

The use of mines as a weapon of terror was replicated in the summer and early fall 1984 by Libyan naval personnel using the ferry GHAT to roll off "99501" mines throughout the Red Sea and Gulf of Suez. As many as 19 ships reported damage from underwater explosions, which generated a multinational MCM response: Egypt, Great Britain, France, Italy, the Netherlands, the Soviet Union, and the United States provided support. Ultimately only one mine was rendered-safe and recovered by Royal Navy divers, and proved to be a Soviet design of which neither the Royal Navy or US Navy had any intelligence.

Among all the other issues that concern the Navy and Coast Guard in homeland security and defense operations in 2005, they must have a "niche" assessment of the potential use of mines by various terrorist groups intending to make a statement or more, and how they will respond to such a threat.

In Operation Earnest Will, 1987-1990, the Navy dispatched SMCM vessels and AMCM helos to the Persian Gulf, in the wake of the BRIDGETON and USS SAMUEL B. ROBERTS (FFG-58) mine-strikes. ROBERTS was almost broken in half by an M08/39 contact mine, which caused nearly \$100M in damage to the frigate.

Mines were also used by the Argentine military during the Falklands Crisis (1982) and by the Tamil Tigers against Sri Lankan naval and coastguard targets. Reports have the CIA or *Contras* using limpet mines in Corinto Harbor, Nicaragua, causing damage to two ships in 1984. During Operation Desert Storm, a sortie of four US Navy A-6 Intruders attempted to lay Quickstrike mines in the Khwar 'Abd Allah waterway, without known effect, and various reports have the Navy employing Quickstrikes against bridges and airport runways, with better effect.

[Pause.]

The great irony and paradox for the Navy MIW community's political culture and history since 1945 and looking "further forward" is that mines do work and that mine countermeasures will almost certainly be needed in a future crisis or conflict. The post-WWII operational history underscores this irony: of the 17 US Navy ships that have been damaged by adversary action since September 1945, 14 of them were the victims of mines. When the US Navy employed mines, as in Haiphong, they were usually effective, both operationally and politically. More to the point of MIW in Sea Power 21, in recent Pacific Fleet exercises, senior flag officers were concerned that they could not carry out OpPlans because of a lack of modern mines and the platforms to deploy them.

And yet, during this same period, the MIW community has been subjected to a near-constant roller-coaster of long periods of neglect punctuated by short but intense "get-well" efforts. Only recently has this trend been short-circuited: the "mini-Renaissance" in MIW—primarily MCM—since 2002 or so. Unlike so often in the past 60 years, there was no apparent "mine embarrassment" that generated sufficient support to get MIW funding up to the 1% Navy TOA "goal." When asked about that during an interview with the CNO, he replied succinctly, "because it's the right thing to do."

Still, this might well be the exception that proves the rule.

"What do we have to do, to keep the Navy's attention focused on Mine Warfare?" General Jim Jones asked a reporter during his stint as the SecDef's SMA. "Ships got to sink and people must die, or it will be business as usual," came the reply. The General nodded....

[Pause.]

One of the political-culture challenges for the MIW community in 2005 stems from the fact that it is a "community" in name only. As much as MIW goals are fragmented and compete among themselves for scarce resources, so the MIW industry is fragmented, dominated by smallish-companies or smallish elements of larger companies competing, while the MIW Caucus on Capitol Hill looks forlornly to the service for guidance. In short, the need for a community critical mass is compelling.

Moreover, there have been few, if any, mine-warfare admirals, that is, someone selected for flag from the SMCM, AMCM, or EOD communities who has the knowledge, wisdom, respect, and ability to take the fight to the Pentagon. That's not to say that the current system cannot or will not "work." But with a flag champion of some longevity in Mine Warfare and influence—along the lines of a Levering Smith, William F. Raborn,

Wayne E. Meyer, and H.G. Rickover—the community can more actively shape its political culture and assure its future programmatic and operational success.

In that regard, I cannot be convinced, after having worked, peripherally, I admit, on MIW requirements, programs, and issues since 1979, that there has never been or will be no one in MIW, past or present, who could not or can not qualify for flag rank. Perhaps this is the real measure of the MIW community's political culture and influence.

At the very least, so long as the Mine Warfare Command continues to exist—an uncertainty in light of the current BRAC round and rumors that ASW and MIW might be merged into a single USW warfare area—someone should investigate the career-path of the COMINWARCOM, perhaps to have had prior-service as the Deputy, Expeditionary Warfare (N75B), before taking command in Ingleside/Corpus Christi or San Diego. In that way, COMINWARCOM will have to live with the decisions taking during his or her OPNAV tour.

I'm going to close by underscoring the Polaris and AEGIS lessons-learned for Mine Warfare in 2005 as it looks ahead to an uncertain future:

Articulate clearly your MIW vision and establish a set of well-defined goals—and programs! —that stay constant for more than the two-year budget cycle.

Take advantage of the QDR Process to shape and sustain a joint environment favorable to MIW. As the CNO underscored last night, "It's all about access," and "access" is a Joint concern.

Seize and win every opportunity to promote and protect the program of record: work to eliminate competitors; out-manuever reviewing agencies; and co-opt defense and Navy officials, admirals, congressmen, defense industry, the media, and academicians. If "co-opt" is too strong a phrase, then substitute "educate" or "inform" key constituencies, stakeholders, and partners in the vision, requirements, capabilities, and programs of the nation's MIW forces.

And finally, find and keep your long-term champions who are skilled in bureaucratic politics and who possess great managerial strengths to manage technological complexity—and maintain if not exceed 1% of Navy TOA!

Otherwise, in the words of that great American philosopher, Yogi Berra, it will be "déjà vu all over again." Thank you.

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"U.S. Naval Mine Warfare Plan, Programs for the New Millennium." Fourth Edition. (Washington, D.C.: Director, Expeditionary Warfare, Office of the Chief of Naval Operations, January 2000). **Dr. Scott C. Truver** is Group Vice President, National Security Programs, and directs the Center for Security Strategies and Operations (CSSO) in Anteon's Systems Engineering Group. In addition to his management and business-development responsibilities, he supervises and carries out research and analytical efforts relating to international relations and U.S. national security, defense, naval, and maritime issues and concerns. He holds a Top Secret clearance. The CSSO comprises approximately 190 people and has annual revenues of some \$30 million.

Since 1972, Dr. Truver has participated in numerous studies for government and private industry in the United States and abroad; he has also written extensively for U.S. and foreign publications. He joined TECHMATICS in March 1991, and in May 1998 Anteon Corporation acquired TECHMATICS. From February 1984 to March 1991 he served as Director, National Security Studies, at Information Spectrum, Inc. From May 1977 to February 1984, he was the Senior Marine Affairs Analyst at the Santa Fe Corporation. He was a Research Associate and Research Fellow (Rockefeller Foundation Grant) at the Center for the Study of Marine Policy, University of Delaware, from September 1974 to May 1977, and held a University Fellowship in Political Science at the University of Delaware, 1972-1973. His research and analytical support has

included efforts for the following:

- § Secretary of Defense (Comptroller, International Security Policy, Installations and Environment, Net Assessment)
- § Defense Nuclear Agency
- § Defense Advanced Research Projects Agency
- § Director, Transportation Security Agency
- § Ballistic Missile Defense Organization and Missile Defense Agency
- § Secretary of the Navy, Chief of Naval Operations, and Commandant U.S. Marine Corps
- § OPNAV Roles and Missions Task Force
- § Deputy Chief of Naval Operations for Plans, Policy, and Operations (N3/N5, N51)
- § DCNO for Resources, Warfare Requirements, and Assessments (N8/N80)
- § Director, Navy QDR Directorate (N8C)
- § Director, Navy Operations Group
- § Directors for Expeditionary Warfare (N75), Surface Warfare (N76), Submarine Warfare (N77), and Air Warfare (N78)
- § Chief of Naval Research, Office of Naval Research
- § The Commanders, Military Sealift Command, Mine Warfare Command, Naval Air Systems Command, Naval Doctrine Command, Naval Sea Systems Command, Navy Warfare Development Command, and Space and Naval Warfare Systems Command
- § Director, Navy International Programs
- § Program Executive Officers for Aircraft Carriers, Littoral and Mine Warfare, Submarines, and Ships; the AEGIS, DD-21, DD(X), and LCS Programs; *Nimitz*-class and CVN-21 Programs; *Seawolf* and *Virginia* Submarine Programs
- § Naval Surface Warfare Center—Carderock, Dahlgren, and Port Hueneme Divisions
- § Commandant, U.S. Coast Guard, key USCG Assistant Commandants, the Program Executive Officer Integrated Deepwater Systems Project, and Commander Atlantic Area
- § Maritime Administration
- § National Academy of Sciences and the National Science Foundation
- § General Dynamics Corporation
- § Lockheed Martin Corporation
- § Newport News Shipbuilding
- § Northrop Grumman Corporation
- § Saint John Shipyard
- § Vickers Shipbuilding

Dr. Truver is the author, co-author or editor of numerous papers and reports, several hundred articles, and four books—*The Strait of Gibraltar and the Mediterranean Sea* (1980), *Weapons that Wait* (2nd ed., 1991), *America's Coast Guard: Safeguarding U.S. Maritime Safety and Security in the 21st Century* (2000), and *Riders of the Storm* (2000). He assisted in the production of the Navy-Marine Corps strategy papers, *...From the Sea* (1992), *Forward... From the Sea* (1994), *2020 Vision: A Navy for the 21st Century* (draft, July 1996), *Operating Forward... From the Sea* (1997), the *Maritime*

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For the Instituto de Cuestiones Internacionales, Madrid, Spain, he prepared a study of the environmental aspects of modern coal-fired marine propulsion plants. During his work with the Center for the Study of Marine Policy, he supported research into the environmental policy implications of offshore industrial-port islands, for the National Academy of Sciences; environmental and operational issues related to vessel-traffic safety systems, for the U.S. Coast Guard; and alternative fisheries enforcement regimes, for the National Science Foundation.

Dr. Truver holds a Doctor of Philosophy degree in Marine Policy Studies (1978)—the first Ph.D. in this field ever awarded by an institution of higher education—and a Master of Arts degree in Political Science/International Relations (1974) from the University of Delaware. He also holds a Bachelor of Arts degree in Political Science from Susquehanna University (1972), and is a 1968 graduate of Forrest Sherman High School, Naples, Italy.



CLARK DEFENDS PLANS TO MOVE MINE WARFARE COMMAND TO SAN DIEGO INSIDE THE NAVY 23 MAY 05)

As part of the latest base-closure round, the Navy plans to relocate Mine Warfare Command from Corpus Christi, TX, to San Diego, a change that Chief of Naval Operations Adm. Vern Clark believes will help the mine warfare community.

The Navy proposed moving the command and the Mobile Mine Assembly Group to the Fleet Anti-Submarine Warfare Center in Point Loma, CA. The service would also move its Mine Warfare Training Center from Texas to San Diego to consolidate it with the Fleet Anti-Submarine Warfare Training Center there.

The naval station at Ingleside, TX, would be closed and the air base in Corpus Christi would be realigned. The command's ships, along with dedicated personnel, would be relocated from Ingleside to San Diego. Helicopter Mine Countermeasures Squadron 15 (HM-15) and dedicated personnel, would move to the naval station in Norfolk, VA.

"The command is moving west," Clark told Inside the Navy May 17 following an appearance on Capitol Hill before the base closure commission. "The ships are going west. The airplanes are going east."

Asked whether the admiral in charge of Mine Warfare Command would be shifted to San Diego, Clark said, "Yeah. . . . They are going to link up with the ASW Command."

The command could be connected to Fleet Forces Command in Norfolk in terms of organizing, training and equipping forces, but "in terms of functionality and undersea warfare" it is headed to San Diego, he said.

MINEWARCOM, which was established in Charleston, SC, in 1975, moved to Corpus Christi in 1993. Moving the command again will work out better for the mine warfare community, said Clark.

"Well, they're going to be close to the numbered fleet commander. It will facilitate integration with all of the exercising pieces that go on," Clark explained, before a passing lawmaker drew him into another conversation.

According to a 2005 Navy report on the service's base closure and realignment plans, the idea is to move mine warfare surface and aviation assets to major fleet concentration areas and to reduce excess capacity. The report says Gulf Coast presence can be achieved as needed with available Navy ports at the naval air bases in Key West, FL, and Pensacola, FL. U.S. Coast Guard presence is expected to remain in the Gulf Coast

Continued on page 21.



LETTER OF COMMENDATION
TO
Operations Specialist First Class
Surface Warfare
Adrian M. Davis
United States Navy

“FOR SUPERIOR PERFORMANCE OF HIS DUTIES AS MOBILE MINE ASSEMBLY GROUP’S ASSISTANT FLEET MINEFIELD PLANNER. RESPONSIBLE FOR MAINTAINING WORLDWIDE OFFENSIVE, DEFENSIVE, AND PROTECTIVE MINEFIELD PLANS ISO NAVY AND AIR FORCE MIW OPERATIONS. HE DEVELOPED TARGET PACKAGES WITH THE

LATEST INTELLIGENCE, ENVIRONMENTAL, AND WEAPON SELECTIONS FOR 23 IN SERVICE MINEFIELDS. HE DEVELOPED AND DELIVERED TWO EXERCISE MINEFIELD PLANNING FOLDER SUPPORTING FLEET AND AIR FORCE MARITIME MINING OPERATIONS. HIS ACTIONS ASSISTED CARRIER AIR WINGS AND B-52 BOMBER SQUADRONS TO CERTIFY THEIR CREWS FOR DEPLOYMENT. HIS UNQUESTIONED TECHNICAL EXPERTISE AND PROBLEM SOLVING ABILITIES WERE INSTRUMENTAL AS THE SUBJECT MATTER EXPERT FOR UMPM DATABASE. BY USING THE LATEST INTELLIGENCE AND ENVIRONMENTAL INFORMATION, HE ENSURED THE CORRECT MINE TYPE, QUANTITY, AND SETTINGS WERE UTILIZED IN ORDER TO SUPPORT MINING OBJECTIVES FOR CURRENT FLEET OPLANS. HE LED PRODUCTION OF THE TIME CRITICAL, FOREIGN MINING CAPABILITY STUDY IN SUPPORT OF COMINWARCOM’S CRITICAL FIGHTS EXERCISE. HIS EFFORTS INCLUDED ANALYZING OVERHEAD IMAGERY OF FOREIGN BEACHES, RESEARCHING FOREIGN MINE TYPE INVENTORY, RESOLVING MINE SETTING CALCULATIONS, AND EMPLOYING FOREIGN MINEFIELD DOCTRINE. HIS ENTHUSIASMS, ATTENTION TO DETAIL, AND UNYIELDING WILLINGNESS TO EXCEL CONTINUE TO KEEP N5 DEPARTMENT PERFORMING AT THE HIGHEST STANDARDS OF EXCELLENCE.”

J. M. DENNETT
COMMANDER UNITED STATES NAVY
COMMANDER, MOBILE MINE ASSEMBLY
GROUP



MOMAU ONE SEAL BEACH

by LT Bart D. Hall

CO’s CORNER. MRCI, those words shiver my bones, but now it’s a thing of the past. As always the crew MOMAU One has risen to the occasion and accepted the challenge thrown upon us. With over 4 months of long hours and spending Saturdays at the building, it all came to an end with the final word of the day “PASS.” Let me tell you, if it wasn’t for a great crew on Monday through Saturday and NASCAR races on Sunday, my life would have been miserable prepar-

ing for the inspection. With that being said, now it's time to focus on other exercises around the corner and plenty of command functions to keep the calendar full for a while. Throughout all the long hours and hard for the crew, we still managed to have a highly successful Forklift and Crane training for our reserve unit. Also, I'd like to extend my sincere appreciation to MOMAU Reserve Units 3 & 4 for the outstanding assistance they provided during their week of active duty training in preparation for our 2005 Mine Readiness Certification Inspection (MRCI).

Always, I have to say thanks to the fine members of the Destroyer Escort Sailors Association (DESA) for their continuous support of MOMAU One and our events. We celebrated our annual Easter party with DESA and the man of the hour, or should I say bunny of the hour, the DESA Bunny.

Before I forget, I want to personally extend a congratulations to MNSN Creadick for making the Navy baseball team roster. He is currently TAD to San Diego to fulfill his obligations on the baseball team. It's amazing to sailors prosper in their hopes and dreams, and to have a one at my command is very awarding. The crew and I will show our support by appearing at his home games and hoping he is selected as an all-star so he can continue his passion. Did I mention he's a pitcher, our very own Randy Johnson.

We had a chance to test our brains and freshen up our learning skills a couple of weeks ago with the CLEP exams. MNC(SW) Weatherholt coordinated with San Diego Navy College and had their representatives come and proctor our exams. We had about 80% of the command participate in the exams and it was a great turn out, can't go wrong with a little education.

A couple of our sailors made a trip to Edwards Air Force Base to deliver some of our critical asset for an upcoming training exercise. Two MK 65 Handlers, to be specific, were delivered, so good luck to the Air Force and hope all goes well. Most recently MOMAU One crewmember's participated in the Del Amo Mall Armed Forces parade in Torrance, CA. Over 150,000 onlookers were in attendance for the festivities as MOMAU One contributed by displaying various bottom and moored display mines.

HAILS & FAREWELLS. Welcome aboard MN2 Nissen from USS SWIFT (HSV 2) and MN2 Lane from MCM Crew Charlie.

Farewell to MN3 Buss who transferred on 5 May 2005, and also to MN3 Kaboskie and MNSN Ricks who will be transferring at the beginning in June and continuing their service onboard USS PATRIOT.

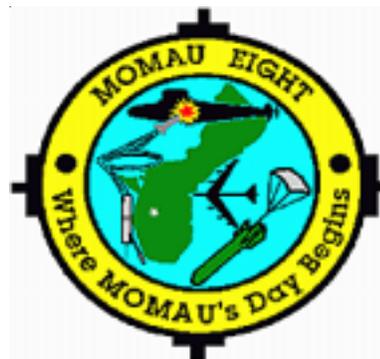
AWARDS & RECOGNITION. Congratulations to MN2(SW) Gumin for his selection as Sailor of the Quarter and Congratulations to MNSN Blow for his selection as Blue Jacket of the Quarter.

ON THE HORIZON. We have a lot of upcoming events that we'll be participating in, but we'll survive. Upcoming are: LEAD SHIELD ROGUEX III, TARAWA ESG, JTFEX, MOMAU Ten Reservist crane/forklift training, Explosive Safety Inspection (ESI), and Administrative and Material Assessment (ADMAT).



MOMAU FIVE SIGONELLA

We sadly must bid a fond adeau to Unit 5. It is soon to be but a memory in the minds and hearts of hundreds of Minemen.



MOMAU EIGHT GUAM, USA

By MN1 Eugene T. Smith

Hafa Adai!

Hope this edition of the Dash Pot finds you and yours are doing well. We'll start off by reporting that MOMAU Eight recently provided 175 MK 82 Quickstrike Mines in support of "MARIANAS TRENCH MINE-EX 05. Mr. Ken Waringa and MNC (SW) John Caporuscio from CSS Panama City were recently onboard to provide some excellent and much needed SLMM training. Reserve units MOMAU 9 & 10 were also here for their two week annual training from 13-29 April. Additionally we are preparing for our Explosive Safety Inspection (ESI) 13-24 June, MRCI Assist Visit 26-30 September, and Administrative and Material Inspection (ADMAT) 07-11 November 2005.



MN3 Sakaris seen here torquing a Surface Control Gage on a SLMM

HAIL AND FAREWELLS

Recently, MOMAU Eight said “Fair Winds and Following Seas” to MNC (SW) Michael Ward, retiring after 20 years of honorable service. Chief Ward has made numerous contributions to MOMAU Eight and the Mine Force. He will be missed.

Other departures:

MN1 Koski transferred to USS WARRIOR

MN3 Darby transferred to USS ORIOLE

New arrivals:

MN2 (SW) Kelly Freeman – USS DEXTROUS

MN1 (SW) Larry Thetford – USS ROBIN

MN3 Jason Sydenham – USS KITTY HAWK

MN2 (SW) Robert Kapsa – USS PATRIOT

MNSR Christopher Beeler – MINEMAN “A” SCHOOL

and myself – COMCMDIVTHREEONE.

REENLISTMENTS

The following shipmates recently committed themselves to serving this great nation:

MN1 (SW) Abel Gonzalez – 6 more years

MN1 (SW) Charles Keefer – 6 more years

MN2 (SW) Robert Kapsa – 6 more years

BIRTHS

We would also like to announce the birth of Derrick Sakaris to MN3 Brandi Sakaris, and Omario Haygood to SK1 Rodney Haygood and his wife Rose.

SOY / SOQ

We’d like to congratulate the following personnel for their accomplishments:

SK1 (SW) Loreli Brown - Senior Sailor of the Year

MN3 Samuel Darby – Junior Sailor of the Year

MN1 (SW) Joshua Van Matre - Senior Sailor of the Quarter 1Q05

MN2 (SW) Kelly Freeman - Junior Sailor of the Quarter 1Q05.

YNSN Eric Coates – Blue Jacket of the Quarter

RECOVERED

We are also happy to report that MNCM Shadow (command mascot) has returned to full duty after having been shot by “terrorist” poachers. She made a speedy recovery with the help of the XO (CW03 Forsythe) and family.

Well that’s all for this edition, take care and we’ll see you next time.



MOMAU ELEVEN GOOSE CREEK

by MNC Stanley King

Summer is here, the temperature is rising, and MOMAU Eleven is busier than ever. We have successfully completed our Mine Readiness Certification Inspection (MRCI), and are preparing for our Administration Material Inspection and Explosive Safety Inspection (ESI) inspections. The command received a 98.4% validity in supply management, and 100% validity in weapons reliability. The MRCI team members were LCDR Bachand, MNMC Williams, MNC Kent, and Mr. Helgerson (MNCM Ret). Team MOMAU, consisting of MOMAU Eleven, Naval Reserve Units Six and Seven members, proved that it can provide quality weapons to the fleet.

In addition to preparing for Major command inspections, we have provided mine shapes for various exercises and continue to perform scheduled maintenance. Finally, we are preparing to receive equipment and personnel from MOMAU Five due to their scheduled closure.



MNMC Williams inspects installation of TDD.



MNC Kent inspecting Arming device installation



Transportation crew prepares to lift weapon

HAIL AND FAREWELLS

The command gives a hearty hail to MNCM(SW) Donny Kilper, MN2(SW) Frederick Saporita, MN3 Daniel Gower, MNSN Calvin Jones, MNSN Gregory Pettit and MNSN Justin Dennehy. We bid farewell to MN2 Rhett Bailey, MN3 Shaun Moser, and MN3 David Harvey.

Daniel Musante, MNSN Shawn Thornton, MN3 Bradley Derum, SK2 Luis Garci, MN2 Matthew Ledford, MN2 Gregory Warren, MN1 Robert Allard, MN1 Joan Braham, MN1 William Senseney, MN1 Casey Watkins, MNC Ollie Collins, and CWO2 James Traylor. They received Navy Achievement Medals for superior performance ISO of MOMAU Eleven's MRCI.

AWARDS

Congratulations: We'd like to congratulate the following personnel for their accomplishments: MNSN Daniel Kline, MNSN Jamnis Lacy, MNSN

This is all for now. Stay safe and have an enjoyable summer.



MOMAU Eleven, Naval Reserve Units Six and Seven members assemble for a group picture after a long hard week

One day, your life will flash in front of your eyes ... Make it worth watching.



MOMAU FIFTEEN INGLESIDE

From the Desk of the Commanding Officer:
LCDR Julian Wyatt

Congratulations to YN3 William Howard on his selection for advancement to Petty Officer 3rd Class!!

From the Desk of the Mine Assembly Officer:
MNCS(SW) Michael Stultz

A well deserved Salute to our Sailors of the Quarter:

SSOQ: MN2 (SW) Toby Mozek; Mine Assembly Technician
JSOQ: MN3 Craig Bruner; Mine Assembly Technician

ADMIN DEPARTMENT SITREP: Department Head: YN1 (SW) Eldrid Vistro

Our sights are set on the upcoming ADMAT in August. Thus far, a complete scrub of the Tickler and most if not all instructions and notices have been reviewed. In June, CMWC will be on station for an assist visit and we are looking forward to a "top down review" of standards and procedures. Additionally, we would like to thank LT Parks and YN1 (SW/AW) Parados from CMWC, who provided excellent feedback on a few programs, during an assist visit for Supply Department. As the command Educational Services Officer, we are on track for 100% SMART Transcript evaluation by Navy College for all command personnel, with 100% of our personnel on track for their Rapid Associates Degree through University of Phoenix!

OPERATIONS DEPARTMENT SITREP:
Department Head: MN1(SW) William Andrzejewski

Exercise MIREM LOE-05-2, passed and opening (PAO). Two critical contacts of interest; RONEX 05-2 and GOMEX 05-2, nine assets have been provided, maintaining a visual watch. This has been an extremely busy 3 months. Exercise support has involved MOMAU 15 taking lead on

one exercise with coordination between MOMAU 1 and MOMAU 11, for a total of 67 shapes. MOMAU 15 was represented by MNC (SW) Dunbar, MN1 (SW) Kopelwitz and MN2 (SW) Mozek. Nice job gentlemen. One of our goals this year was to eradicate all outstanding work orders and to streamline the process, and to date, we have achieved success!! Thank you to all Departments. The other two major goals were to redefine the Mentorship Program, spearheaded by the Commanding Officer and to revise the PQS instruction. This has been enlightening for the entire command and we now have a product that will benefit all members from initial check in, to PMT inside the command as well as outside the command. When the next DASHPOT issue rolls around, MN1 (SW) Terry Billen, will have transferred to the MHC Crew INFLICT. We wish you fair winds and following seas shipmate. Thanks for all of your hard work and for passing the torch to MN3 Trisha Mason. If you need anything, do not hesitate to call upon us.

SUPPLY DEPARTMENT SITREP: Department Head: SK1(SW/AW) Jerilynn Pruske

Congratulations to MN3 Rick Schmidt and his new bride, Crystal Schmidt, who were married on May 14, 2005. Supply Department has completed its first ADMAT assist visit by CMWC, LT Parks and YN1 (SW/AW) Parados, from 16-17 May 2005. This was an intensive review of the checklist and conformance to instructions. I would have to say that it was a learning experience for both, Supply Department and CMWC. Supply Department recently completed another time trial with the SPOT (Services Parts Ordering Tool) System, which PMS 495 had complete oversight. Thus far, the system has decreased the time it takes to order parts.

PRODUCTION DEPARTMENT SITREP: Department Head: MNC(SW) Robert Dunbar

From Southern California, to Corpus Christi Operational Area, to the VACAPES; MOMAU 15 has logged numerous hours in airports, hotels, the waterfront and has networked with well over a dozen agencies, to ensure success with each and every operation! OPTEMPO with refurbishment of mine shapes, corrosion control incentives and recent delivery of mine shapes for the USS Lexington (display shapes for the museum), have been nothing short of outstanding. In my absence, MN1 (SW) McIntosh has been acting Department Head and has done an absolutely stellar job. Thanks for all of your hard work MN1.

QA DEPARTMENT SITREP: Department Head: MN1 (SW) Terry Ward

MOMAU Fifteen has taken the lead on our NAVOSH Instruction to include an extremely

detailed self-assessment of all areas. With the assistance of Naval Station Ingleside Safety Department, we are reviewing current practices and fine tuning how we do business. The objective is safety for all personnel through awareness of programs.

Community Support: Congratulations to the following personnel who participated in the South Texas Special Olympics:

LCDR Julian Wyatt
MN1 (SW) Andrzejewski
YN1 (SW) Vistro
MN1 (SW) Billen
IT2 (SW) Burgin
MN3 Dease & Mrs. Aimee Dease (Command Ombudsman)
MNSN Gardner
MN3 Reinersten & Brennah Reinersten
MN3 (AW) Stevens



**HISTORY REPEATS ITSELF...
BUT EACH TIME THE PRICE GOES
UP.**

Clark Defends from page 15.

region, according to the report.

Osprey-class minehunting ships now homeported at Ingleside are scheduled for decommissioning between fiscal years 2006 and 2008 and will not relocate, the report states.

Moving MINEWARCOM and the Mine Warfare Training Center to San Diego creates a center of excellence for undersea warfare, combining both mine warfare and anti-submarine warfare disciplines, according to the report. By removing the mine warfare community from "a location remote from" the fleet, the reorganization will better support the shift to organic mine warfare, the report argues.

The relocation of Helicopter Mine Countermeasures Squadron 15 (HM-15) to Norfolk consolidates all mine warfare aircraft in one fleet concentration area. This location "better supports" the HM-15 mission by locating them closer to the base where they would embark aboard C-5 transports for overseas employment and mine countermeasures ship and helicopter coordinated exercises, according to the report.

But lawmakers from Texas are sour on the proposed base-closure changes for their state. As the Base Realignment and Closure (BRAC) Commission reviews the Pentagon's recommendations in the coming months, Texas lawmakers plan to fight to keep facilities in their state open, like lawmakers from other states facing base closures.

Sens. Kay Bailey Hutchison (R-TX) and John Cornyn (R-TX) have vowed to pull Ingleside from the list of scheduled base closures. Rep. Solomon Ortiz (D-TX) is also fighting to keep Ingleside open.

"Ingleside is the only deep water port in the Gulf of Mexico and it is critical to our homeland security mission," said Hutchison during a recent visit to Corpus Christi, according to a statement released by her office. She called Ingleside the closest naval base to Mexico and Central and South America and the newest and most modern naval base in the country.

In a separate statement released May 19, Hutchison said the BRAC Commission had accepted her request to hold two regional hearings in Texas. The first hearing will take place in Dallas on June 22 and the second in San Antonio on July 11, according to her office. In addition, the commission has agreed to send one of its members to each of the BRAC locations in Texas, according to the statement.

Ortiz has been pushing for the commission to hold a BRAC hearing in Ingleside, according to a report published in the Corpus Christi Caller-Times.

Editor's Note: It ain't over until the fat lady sings and the music is still playing.



MCM NEWS

IRONMEN WITH AN IRON HEART

by IC3 (SW) Rosenbach,
MCM CREW IMPERVIOUS PAO



Crewmen admiring the new "Battle E"

In an ever-changing Navy, the USS AVENGER stands proud at all times. Since 12 September 1987, her crew always made known to all that she was on the forefront of Naval excellence. She proved herself in Operation Desert Storm with a mine clearing expertise that was a step above expectations, clearing the way for her fellow shipmates to protect freedom from at any cost.

She did this without question, without expectation of any kind. Her crew fought with true honor, courage and commitment. She proved herself for the rest of the class, long sealing the deal of future mine sweepers to be built as she was.

With each Officer, Chief, Petty Officer, and Seaman that passed through her mighty bulkheads throughout her reign, USS AVENGER did not waver, and did not grow weak, or comfortable. Instead the crew of the USS AVENGER—those Ironmen—aimed higher, fought harder, and worked smarter to become better than the last crew. This became the tradition of being an Ironman, not through the command philosophy, not through a grand speech given by the many great Senior Enlisted Leaders, but through an unspoken pride felt by each member aboard.

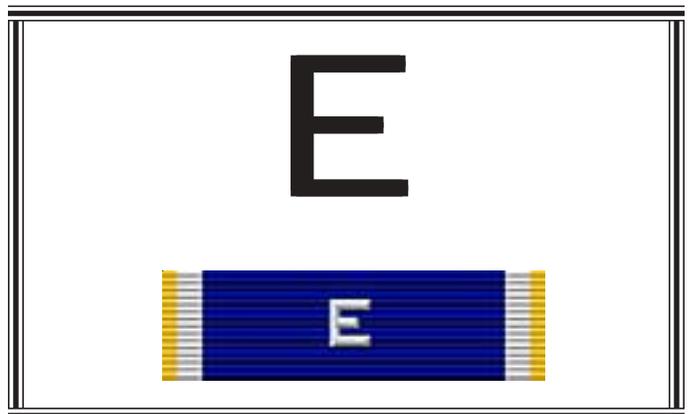
USS AVENGER participated with the world, at RIMPAC 2004, and without question and without surprise to her leaders, the ship made it to Hawaii, and returned with over 19,000 miles traveled without a major engineering casualty. She also opened the eyes at the highest echelons of command around the Navy by hunting and discovering all mines tasked, she gave more information and data than was requested by the Navy than what they could handle. She attacked each task, each mission, no matter how great or small, and made her name, her Ironmen known throughout the Navy.

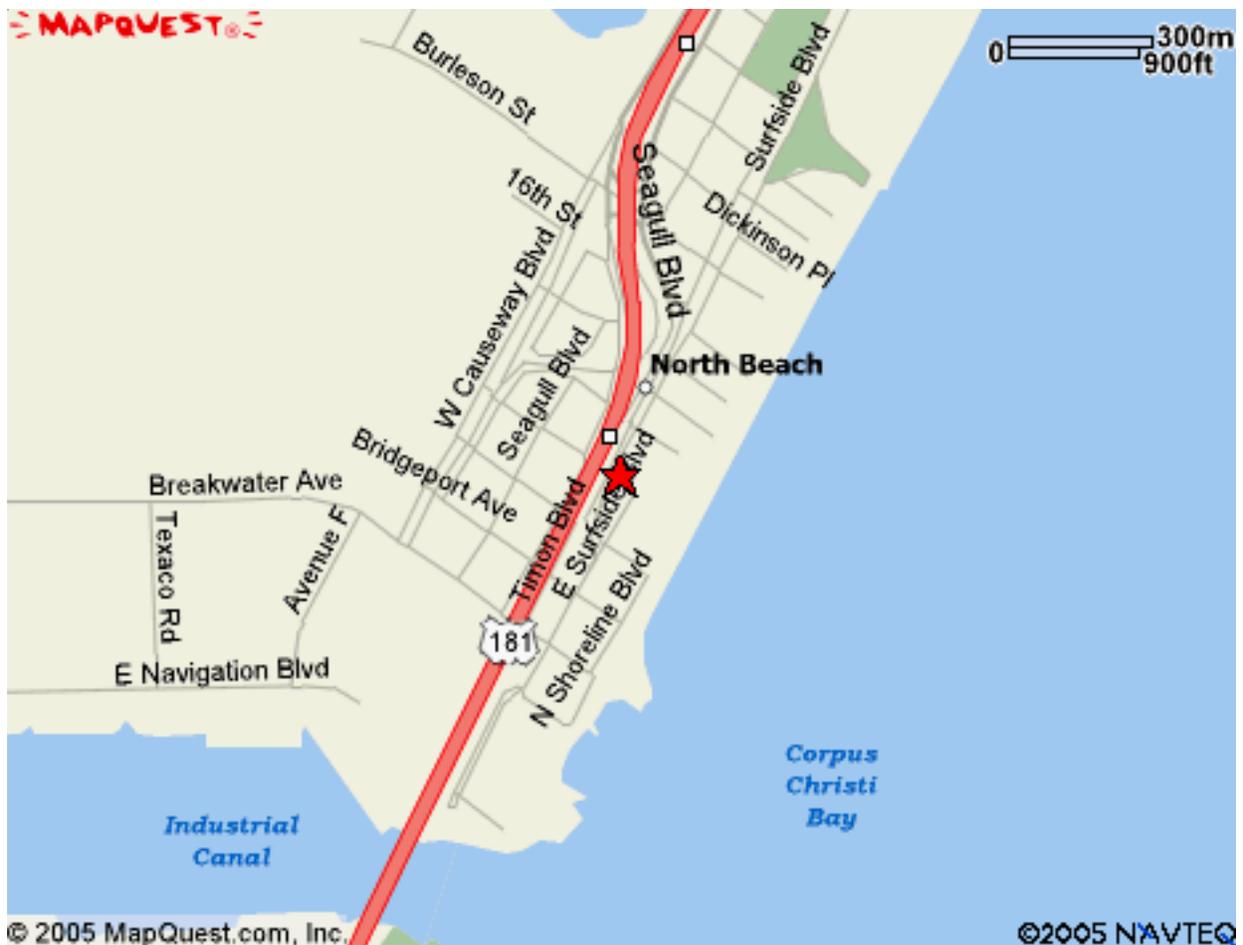
The Ironmen did this without hesitation, and with an ease that could not be mistaken for anything other than greatness. She did this not expecting anything. The Ironmen did this with an iron heart. For they knew that no award was needed, because they did this for themselves to follow the unspoken tradition that was set within the ship so long ago with her first crew. Being one of the last ship's in her class without a Battle-E, the Ironmen returned home from her deployment with their heads high, and their hearts full, for they knew that they were true Ironmen, and an Ironman needs no satisfaction other than doing the mission, completing it, and being the best.

The Navy has seen otherwise, for today those Ironmen now bear the Battle E for the first time in the ship's history, and even though it was not needed to tell them they are the best, they all now have the pride of showing it on their uniform.



USS Avenger (MCM 1) crew.





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