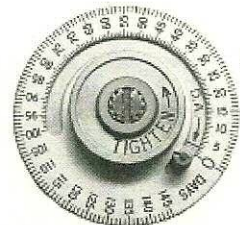
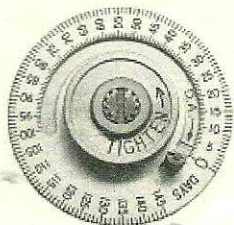
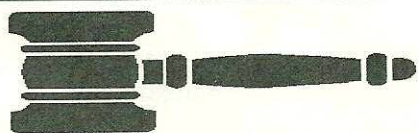


# THE DASHPOT



Issue 69 Newsletter of the Association of Minemen Spring 2010

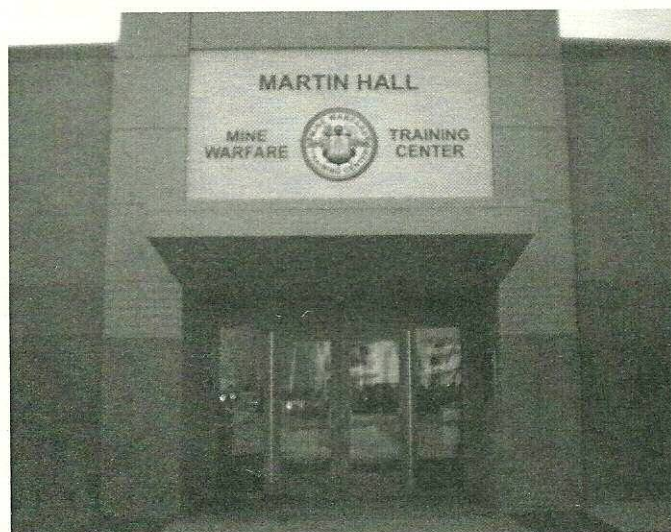


## FROM THE PRESIDENT Robert Hart

At this point many of us are returning from the dedication ceremony of the MWTC in Point Loma. A great deal of preparation went into this prestigious event and the attendance reflected it. We have Mr. Jim Lawrence, Warren Savage, Ron Swart and others to thank for their efforts in putting everything together. I, for one, was very anxious to get to San Diego and see my shipmate, Cecil, and his family again.

It is with a heavy heart that I must add that Connie and I, and our two daughters and son lost our youngest son and brother on February 15 in Newport, PA to cardiac arrest. The obituary can be found on the DASHPOT 'Taps' page.

Bob



The New Pride of  
Point Loma.

## WE ARE SAYING IT AGAIN SO PAY ATTENTION!

### 36TH ANNUAL AOM REUNION YORKTOWN/WILLIAMSBURG, VIRGINIA OCTOBER 15-17, 2010

Back to our beginnings in Yorktown, the 2010 AOM Reunion will be held at the Lexington Hotel/George Washington Inn, 500 Merrimac Trail, Williamsburg, VA 23185. Phone 1-866-787-4494. Room rates are \$79.00 which includes breakfast. This rate is good from 13 to 19 October. Mention AOM for the rate. The Hospitality room will open at 4:00 PM on the 14th for really early birds and will be open during the reunion. We have booked 40 rooms for the reunion. Please reserve your room early so we can all be in the same area. All rooms and functions are scheduled for the second floor and in close proximity (picnic in courtyard). Due to Virginia ABC rules no alcoholic beverages may be carried outside rooms in the hotel. Meal choices for the sit down dinner will be beef or chicken. The Reunion order form will be in the Summer issue of The Dashpot. Ed Oyer 804-887-3219 is the 2010 Yorktown Reunion Chairman. E-mail contact is John Loonam at [jloonam@yahoo.com](mailto:jloonam@yahoo.com) for those cyber minded.

**Continued on page 3 left.**

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## Reunion Continued

For your travel plans Newport News/Williamsburg Airport (PHF) 10 mi.), Norfolk International (ORF)(45 mi) and Richmond International (RIC) (45 mi) are all called local airports so get your best deal. There are banks, drug stores and supermarkets across the street from the hotel. The hotel has free and RV parking. Colonial Williamsburg, Busch Gardens and Water Country are just minutes away. Remember to bring items for the Scholarship auction.

## SCHOLARSHIP SCOOP



By Swede Carlsen

Spring is just around the corner and to be honest with you I'm glad it will be here soon. Speaking of spring, please remind all possible scholarship applicants to submit their applications by the end of May.

Scholarship application forms can be downloaded from the AOM internet site at [Http://minemen.org](http://minemen.org) or acquired from yours truly by snail mail at 1925 Pilgrim Ave, Bronx, NY 10461.

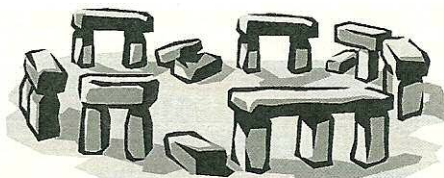
After the AOM Christmas stocking was emptied of donations, the general scholarship fund was raised to \$13,603.18. The Presidential Fund of \$19,596.10 is in a credit union CD drawing interest. Also the AOM has \$825 in a beneficial fund.

If we have as many scholarship applicants in 2010 as the AOM had in 2009 we'll be needing donations from the membership and friends. Remember it's TAX FREE. It's one of the AOM benefits since the AOM is a charitable organization. Let's give our leaders of tomorrow a helping hand!

Please donate to the AOM Scholarship Funds.

STAND TALL AMERICA!

**The biggest troublemaker  
you'll probably ever have  
to deal with, watches you  
from the mirror every  
mornin'.**



## From the Labrynth of the Historian

By Jim Cernick

Howdy AOM and Hello MW,

I hope those of you that got snow appreciates it, those of us here in this desert are feeling spring already, our week of winter done. Happy Birthday Texas, or TAXUS. Remember the Alamo and Goliad.

I picked up a WW2 photo album that belonged to the Captain of the USS Endurance, Horace G. "Hod" Stevens, lots of great photographs that I will share. Sadly, I couldn't find him listed in our history book.

If anyone has any info on him, please give me a shout. A few pics of wartime Charleston base had been removed or lost. The Endurance was involved in saving the Esso Bolivar, an oil tanker, from an enemy submarine. Stevens was also to be Captain of the YMS 56, but the war broke out and Endurance was selected for him. The album included the personal card of Admiral Felix Xerxes Gygax, Norfolk shipyard Commander 41-44, and he served in WWI as well.

The album also had a letter commending the Endurance, and to win the war, from Dorothy Thompson, one time wife of author Sinclair Lewis. She was one of the most famous and influential women during WW2. She met Hitler and was the first journalist to be kicked out of Germany.

Last but not least, there was a paper clipping of the Disney Minesweeping Pluto drawing, the "Mine Watchdog" which I'm vaguely familiar with, sure would like one of those patches for the collection. Lot's of history here, I'll be posting some in future issues, not bad for \$22.00 either, all for the growing AOM abyss.

Keep an eye out for me on any Mine Warfare deals too. I am still looking for that MK6 anchor. If you have something to sell that might be of an historical interest for our group, give me a holler, or better still, DONATE. I guarantee it will be cataloged, marked, stored safely



# 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 501-C non profit, non  
political 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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[www.minemen.org](http://www.minemen.org)





and passed down for our mine children and their cyborgs to enjoy.

Enjoy the last part of the 1951 Collier's magazine article about the USS Osprey in Korea. Maybe Bill can fit in a couple extra photos, if I send him some, too.

Push AOM in the school, build it in the Mine-shops, and sail it in the fleet and under. Give AOM memberships as an award incentive, it's easy, I STILL have 10 FREE 1-year memberships for ANY Minemen who will just contact me at barkinpig@AOL.com , barkinpig@clearwire.net , or 361-775-1219. Until next time, take care, DTTAFSA, BPIG sends



## FROM PHIL DECHENE

# 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 correct. If changes are required or you wish to be listed on the site e-mail me the information at pdechene@triad.rr.com. Phil DeChene AOM WEB Master

### E-mail – Active Duty

01/01/10 - Mike Szostkiewicz MNCS (SW); saabdude@mail.saabnet.com  
12/24/09 - Joshua E Pelant, MN3; pelant.navy@hotmail.com

### E-mail – Reservist

12/23/09 - Gary Evans MN2; gsevans4JM@comcast.net  
12/23/09 - Michael Macias MN1; Chachukc@yahoo.com

### E-mail – Retired

02/03/10 - Fred Dane MN1; battle48@live.com  
01/02/10 - Jim Daniel RPCS (MNC); kathydaniel33566@charter.net  
12/23/09 - CAPT. Danny Powers; djpfly@comcast.net  
12/10/09 - CWO4 John Loonam; jloonam@yahoo.com

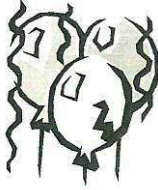
### E-mail – Former Minemen

01/01/10 - Dean W. Fauber MN2; dwfauber@wildblue.net  
12/27/09 - Dale Perry MN3; d\_p\_perryatlg@yahoo.com  
2/23/09 - Sherman B MacCready MN3; sherman@jcsvc.com  
12/14/09 - Hansford Cooper MNSN; hcooper@oppcatv.com;  
12/02/09 - Barry Payne MN2; bpayne094@roadrunner.com

**COURAGE DOES NOT ALWAYS ROAR.  
SOMETIMES, IT IS THE QUIET VOICE  
AT THE END OF THE DAY SAYING  
“I WILL TRY AGAIN TOMORROW”**



Mr. and Mrs. Muessig,  
John and Linda.



Congratulations On Your  
Rediscovery!

John and Linda Muessig were married  
December 19, 2009. We will have the  
privilege of extending our personal  
congratulations to the newlyweds at the  
Annual Reunion in Yorktown this October.

**Editor's Note:**

For John: I am happy for you all over myself. Thank  
God you again have adult oversight!

For Linda: A hearty "Welcome Back"...and our sincere  
condolences. Supervising John is a tough job as you  
well know, but somebody has to do it. I am delighted it  
is you.

*May you always sip happiness from your saucer  
because your cup has overflowed.*

THE

MAIL

BAG



Sorry I've been busy with school and activities.  
I'm home for the Christmas/New Year holidays.  
Will you please place the following thank you in  
the next Dashpot?

Dear Mineman Association Scholarship Com-  
mittee:

Thank you very much for the scholarship I was  
awarded from your association. I am attending  
Muhlenberg College in Allentown, PA and am  
enjoying everything about the college experi-  
ence. The curriculum is challenging, I have  
grown more mature and independent, and I  
have enjoyed making new friends and partici-  
pating in club and school-sponsored activities.  
The funds have been used for books and tuition  
and have helped out tremendously. Thanks  
again for the award.

Sincerely, Kyle Appleton

## Secondhand musings regarding the meanderings of John Iwaniec

Hi Stephanie (Coward)

Where are you headed to? I am in Iwakuni now  
as the Director of MCCS I have a 3 year con-  
tract. If you get in this neck of the woods let me  
know. Be safe and I hope you have a terrific  
New Year!

John

Hey..

Where the &%\$#@% is that???

Why are you going there??

I am heading to the Med & Gulf for awhile

Miss you!!

Send me a pic!!!  
Steph

Stephanie

Well looks like we are on opposite sides of the  
world. I am in Iwakuni which is about 1-1/2  
hours south of Hiroshima, Japan. Its cold as  
a witches (1/2 of a bosom) here we had snow  
flurries this morning. It may be cold, but it isn't  
keeping me out of the water, got these last  
weekend! Miss you girl hope you have a safe  
trip. I'm headed to Thailand in two weeks. Liz  
and Joleen came for a couple weeks but are  
now back in Hawaii trying to get the pack outs  
taken care of. They can't come out until Joleen  
gets out of school in May. I definitely miss the  
warm weather!

Take care!

John





7/11/2008

MNCM Don Jones: USN (RET). I really enjoyed your story about good old Hawthorne, Nevada. You described it just as it was when I was stationed there (January, 1953. September 1953). I also was in the J-11 unit. However after the Korean War was over I and a few others got our orders to go to North Island, California, from there I went to Okinawa and was there all of 1954. Hawthorne was the best duty station I ever had and I did not want to leave it. We had the training you mentioned with fork lifts etc.

We worked on live mines which was shipped to Long Beach, Calif. for shipment to Korea but as we were completing our task the war was over and away some of us went. I thought the unit was disbanded but guess I was mistaken. Some of my Buddies were MN2 Leroy Taylor, MN3 Ray Cobis, MNSN Paul Henry, MN3 Tony Ross, MNSN George Kelly, I was a MNSN, (discharged as a MN3. I took and passed the test at Hawthorne but was not notified for about five months at Okinawa due to my hopping from station to station).

While I was at Hawthorne I owned a 1940 Ford, (Sold it to Paul Henry), went fishing up in the California mountains. Gambled, drank beer and had a heck of a good time. Really hated to leave it. I have inserted a picture of an inspection and maybe you recognize some, I'm the second from the right next to Ray. Many of my friends have died, I see where George died, page six of Dashpot.

Thanks for the memories!

David Goldsmith

To David Goldsmith

7/11/2008

Hawthorne NAD, Ref. Summer issue Dashpot

I'm pretty sure Henry made the Navy a career. Could he still have been at Hawthorne 1954-1955? I know I ran into him somewhere possibly at Long Beach, too.

What was the name of the well-known/famous male singer in Reno that Tapscott had a fight with? Heard Tapscott punched him and busted his lip, which is bad news for a singer.

Did you ever get over to Yosemite National Park from Hawthorne? Seems like Roy Dayton had a car and several of us rode over to Yosemite for a long weekend. There was so much to do at Hawthorne. Some

guys went goose hunting down at Walker Lake. And fishing for trout in Walker Lake was a big deal. One of the biggest night clubs in Hawthorne gave a sizable reward for the largest trout caught in Walker Lake each year.

They claimed that Walker Lake was so salty, Mk 6 mines would work in it. Someone said they had tried it before and they worked fine.

On July 6, 1954, we had an earthquake right after Taps. Scared the devil out of me. The earthquake was centered somewhere around Fallon, NV.

I hated to leave NAD. I left there and went to the Philippines and most of my buddies went to Japan and I never saw them again. On Fridays, at the Marine mess hall they served lobster tail or fried shrimp. Some of the steaks they served were so big they had to put mashed potatoes and gravy on top of the steak because the tray was too small..

Sometimes while we were eating, they would bring prisoners from the brig in for their meal. If the Marine guards caught you looking at the prisoners, they would make you go and sit with the prisoners. They would march you back to the brig and hold you there until your division officer came to get you. That never did happen to me, but I saw several of our sailors marching over to the brig with the prisoners.

We live in the tiny town of Sherwood, Tennessee, population 500. It was my wife's hometown and she wanted to come back here to retire so we did.

Many thanks for the inspection picture. It reminded me of the old days, when we were spic & span for inspections and so very proud to wear that great uniform.

Best Regards, Shipmate - Many, many thanks for your service to our country.

Don Jones, USN Retired

DASHPOT ARTICLE  
DUE DATE FOR THE  
SUMMER ISSUE  
IS  
1 JUNE 2010



## CONVERSATIONS WITH TIM PATTON FROM THE "FRONT"

On Jan 11, 2010, at 6:29 AM, Paton, Timothy Mr CIV USN wrote:

Curtis, Hope you are well. I have let my AOM dues and membership fall way behind and was wondering if you still have information on me, as to when I last paid my dues. I would like to catch up and bring my membership into good standing. Please don't worry about hitting me with sticker shock I have it coming.  
Warmest Regards, Tim Paton

From: Swart Ron

Friday, January 15, 2010 20:21

Tim, how is it going? How is Louise? I got a 'Facebook' contact from Lawrence Gump. Still a SEAL and currently in Little Creek. You knew him as a MN, right? We just had a big mining meeting all week in SDGO. Lots of interest and great attendance. Whodathunkit? Stan couldn't attend as he's retired and has no clearance. We forge ahead without him I guess. Let me know how you're doing with adventures and daring-do as appropriate. All the best, ron

Paton, Timothy Mr CIV USN" Wednesday, January 20, 2010

Ron, I am doing fine and Louise is hanging in there, we stay in-touch daily via Skype which is an amazing advance in long distance communication not only do we get to talk to each other but we see each other as well. Quite a difference from 1988 when I was in Bahrain and you had to wait in line to use a MWR phone to call home.

I know Gump very well, is he a chief/senior chief by now? He use to work for me in Guam and we were on the staff together at CO-MOMAG, he's a good kid and has done very well for himself, I'm very proud of him, please tell him I said hello and wished him well. Stan and Beth sent me a Christmas care package that was awesome! I could not believe how much stuff Beth got into that little box but it was packed with all kinds of good unhealthy food groups like cookies and chocolate. They are two of the most considerate people that I have ever known and I'm glad they are my friends.

I am staying very busy here; there is always something to do. I'm not doing too much Mobile Technology Complex (MTC) work at the moment, which is what I came over here for, but I am helping the Crane Fielding and Training Team (FTT) get their logistics house in order and in doing so I'm learning how theater

logistics operates both in and out of country. It is quite the learning experience as this is the first time that I have ever been in a war footing environment. I do enjoy it greatly; the work that I do here has significant meaning to me and is very rewarding i.e. coordinating the material movement from one part of the country to the next for immediate use in the fight. I try to pallet ride every chance I get in order to see as much of the country as possible. Also word has spread that I am the Special Operations weapons parts guy and I have had a couple of SF guys knock on my hooch door asking for parts, it's a good feeling to be able to give them what they ask for in person, very gratifying. Amazingly I do not miss working in an office, I wear the same clothes for a week at a time and haven't shaved or cut my hair since arriving two month ago. This is as long as my hair has been in 20 years, lots of gray and still nothing on top. However I do shower daily, but I am not compelled to do so should I choose not to. I go to the gym nearly every day and have lost 30 lbs. since getting here; this is in part due to an outstanding dining facility, which has fresh fruit brought in everyday. I don't recall ever eating better in my life. With the exception of an occasional insurgent rocket/mortar attack life is pretty good here at Bagram.

Afghanistan is a country of great contrast there is a natural beauty to it that is hard to explain, kind of like South Texas except not as naturally beautiful. Bagram Airfield (BAF) is a pretty filthy place kind of like the old west very dry and dusty. They also burn all trash that is generated here so the air, often times, smells like burning garbage, it's about the only thing I can't get use to. However BAF is surrounded by the Hindu Kush Mountain Range (foothills to the Himalayas) which is currently snow capped making them stunningly majestic. I was up in one of the guard towers a few weeks back looking out over the BAF fence line, out of nowhere, with the mountains as a back drop, an eagle swooped down out of the sky gliding along the ground for what seemed like an eternity and coming to rest on a rock out-cropping. He stayed perched there for a minute and then took off into the distance of rammed earth mud structures eroded away by time and sheep herders and their flocks.

I have been here two month now and the time passes very fast, unless my funding dries up I plan on staying until 1 October of this year. Louise and I are thinking about going to the Minemen Reunion this year when I get home. I actually visit the AOM Web site frequently it's a good source of entertainment for me



served with please pass along my regards. One of the other things this place is good for is reflection. In that I don't have much of a social life over here I get to sit around in my off time reflecting on the past (but mostly reading) and in doing so I find myself thinking about life as a mineman amongst other things. It was a very good career filled with great people and memories and I do miss it terribly. If you'd like, please feel free to pass along this email to Bill Fortner for publishing in the next Dashpot. I wouldn't mind if some of the minemen I served with knew I was over here still getting after it and from time to time thinking of them in the brightest and kindest of light. Pictures to follow.

Please Stay In Touch

Tim



## Editor's Notes

Friday the 19th, and the ten days prior, sucked so incredibly that I am astonished people as far away as China were able to remain standing. It started with these little "glitches" in my operating system and "minor annoyances" in other supporting software that culminated Friday in a sixteen-hour battle royal with my computer that very nearly peeled away my thin veneer of civility and laid waste to decades of religious training. After I informed it that I had a perfectly good laptop that was eminently capable of doing the Dashpot, it is now doing as I demand, but grudgingly; however, I can feel it's hatred oozing out through the monitor. Yesterday was ill chosen for it to give me a ration of dookey. It was soooooo close to being a pancake and replaced. If it didn't take 48 working hours minimum to install and tweak the essential software I need and transfer files for the newsletter, this one would have been flattened with glee and malace aforethought. It was mere seconds from being a Frisbee airborne over the pasture. I made sure my computer knew that. I hate surly computers.

The laptop can't really do the Dashpot, but my desktop doesn't know that. ^\)



## TAPS

### Barco, Dale

Dale Barco, former MN3 died March 10, 2010 from heart trouble after a short stay in the hospital. Dale served aboard the USS Frasier (DM-24) 1949 – 1950. From there he was transferred to the Rhine River Patrol where he worked with Army EOD until he was honorably discharged. No further information available.

.....

### Elmore, James Santford

Funeral services celebrating the life of James Santford Elmore, 87, of 761 N. Mulberry Street, Statesville, NC were held at 11 a.m. today at Diamond Hill Baptist Church with the Rev. Larry Holleman officiating. Burial followed at Iredell Memorial Gardens. Mr. Elmore died Friday, April 24, 2009, at Wake Forest University Baptist Medical Center in Winston-Salem. Published in the Statesville [NC] Record & Landmark on April 28, 2009

.....

### Hart, Bret E.

Brett E. Hart, 39 years old, of Newport, son of MNC Robert N. and Connie (Stoner) Hart, went home to be with his Lord on Monday, February 15, 2010. He was born November 7, 1970 in Charleston, SC. He worked for Dayton Parts in Harrisburg and Hoover's Turkey Farm in Newport. He was a 1989 graduate of Newport High School, was an avid race car fan, and enjoyed hunting, cooking, and riding his motorcycle.

Brett is survived by his parents, MNC Robert N. and Connie (Stoner) Hart of Hartsville, SC, brother, Partick A. Hart and wife Katy of Emmitsburg, MD, sisters, Corina Kathryn Hart Chimics and husband Michael of Newport and



Services were held on Saturday from the Newport First Church of God with a time of visitation from 10:30-11:30 AM. A Memorial Service followed at 11:30 with the Reverend Cheryl Dorman officiating. Private family burial was in the Newport Cemetery. In lieu of flowers, contributions are requested to Perry Human Services, P.O. Box 436, New Bloomfield, PA. 17068 or American Heart Association, 1019 Mumma Road, Wormleysburg, PA. 17043.



**MN1 William E. Houlihan, USN (Ret)**

William E. Houlihan, 82, of 620 Vauxhall St. Ext., Waterford, CT, died peacefully Thursday evening, May 7, 2009, at his residence with his family by his side. He was born April 22, 1927, in Providence, the son of Harold J. and Irene (Martin) Houlihan. Mr. Houlihan served over 20 years in the U.S. Navy as a Mineman First Class Petty Officer and retired in 1966. He is a veteran of World War II, the Korea conflict, and the Vietnam War.

Following his military service, he worked at Electric Boat in electronic testing. William had a very full life and most days could be found on his tractor mowing his beautifully cared for lawn. He is survived by the true love of his life, Alberta (Beebe) Houlihan whom he married in 1954; two sons, William E. Houlihan Jr. and his wife, Lou Ann, of Sunrise, Fla., Joseph J. Houlihan and his wife, Dianne, of Waterford; two daughters, Bonnie Steele and her husband, Richard, of Danielson and Jean Kohl and her companion, Doug Southall, of Las Vegas, Nev.; six grandchildren, Damien Castleberry, Nadine Kohl Gengras and her spouse, Dylan, Carissa Houlihan, William E. Houlihan III, Mary Beth Houlihan Gray and her spouse, Tyler Gray, and Katie Houlihan; and two great-grandchildren, Gray and Casey Castleberry. Although he will be missed every day, he will be remembered forever in our hearts.

A graveside service was held 11 a.m. Tuesday at the Gardner Cemetery, New London, with full military honors. In lieu of flowers, please make donations to Hospice Southeastern CT, 227 Dunham St., Norwich CT 06360. Published in The New London [CT] Day on 5/9/2009

Hughes, John Judson

John Judson Hughes, 72, entered into life June 18, 1937 in Lincoln, Nebraska, and entered into rest December 14, 2009 in Phoenix, Arizona, after a tragic auto accident.

He leaves behind to cherish his memory: his wife of 41 years; Ann, daughter; Melissa (Robert) Summers, son; Martin (Bethany) Hughes, 9 grandchildren; Brandon (Cheryl), Malinda, Bryson, Judson, Mikaela, Mark, Shelby, David and Colton, 1 brother; Charles (Alice), niece; Nancy (Kevin), nephew; Barry (Cathy). He was preceded in death by his parents; Judson & Florence Hughes.

He was a U.S. Navy Veteran who served from 1955-1958; most of that time he was stationed at the Naval Ordnance Facility in Yokosuka, Japan. He was a Gideon and had owned a small print shop from 1969-1985. He was a diehard Nebraska Corn Husker fan and almost never missed a game. A real talker who always saw the bright side of the world. At the time of his passing, he had been working for IntelliQuick Delivery for about twelve years. He was actively involved in his grandchildren's lives, always doing for and with them all sorts of activities. He truly loved the Lord and was a member and active participant at Desert Springs Community Church. Over ten years ago he started and continued to coordinate the Phoenix Connection, connecting former graduates of Lincoln (NE) High School in the Southwest area.

Services were held 10:00 am, Saturday, December 19, 2009 at Desert Springs Community Church, 14440 W. Indian School Rd., Good-year, AZ 85395; interment followed at 10:30 am, Monday, December 21, 2009 at National Memorial Cemetery of Arizona, 23029 N. Cave Creek Rd., Phoenix, AZ.

In lieu of flowers the family request that donations be made to: The Gideons International, P.O. Box 140800, Nashville, TN 37214-0800 or at [www.gideons.org](http://www.gideons.org).



## Gracie Hunt

It is my sad duty to announce the passing of an AOM friend, the wife of the late Charles Edward Hunt, MNC. Gracie Hunt continued her membership in AOM after the passing of her husband in 1996. Some in the Mine Force community remember her as "a great friend and funny lady." She had been receiving treatment for cancer these past several months and her passing represents a large degree of sadness for all of us. Her obituary reads:

Gracie White Williams Hunt., wife of the late Charles Edward Hunt, of Hanahan, SC passed away Monday morning, December 28, 2009. The relatives and friends attended her Grave-side Funeral Service in Beaufort National Cemetery on Wednesday, December 30, 2009, at 1:30 p.m.

Gracie was born May 10, 1931 in Norlina, NC, a daughter of the late Frederick Whaley Williams and the late Lula Anna Harton Williams. She was a member of the Association of Minemen and was a wonderful wife and mother with an uplifting, fun personality, who gave freely of her love. She is survived by a daughter, Kristi Gass and her husband, Jerry Gass, Sr., of Huger; a son, Paul F. Hunt of Huger; two grandchildren, Jerry Gass, Jr. and his wife, Stevi, of Fayetteville, NC and Jesse Gass of Myrtle Beach; and a brother, Digger Williams of Virginia.

Memorials may be made to the American Heart Association of SC, 409 King Street, Suite 300, Charleston, SC 29403; American Lung Association of SC - Coastal Branch, 1941 Savage Road, Suite 200-A, Charleston, SC 29407; Ronald McDonald House, 81 Gadsden Street, Charleston, SC 29403, or to the Association of Minemen, P. O. Box 69, Eutawville, SC 29048-0069.

## Ponting, John F.

John F. "Jack" Ponting, 76, of rural Spencerville, died Saturday evening, March 7, 2009, at St. Rita's Medical Center, in Lima.

He was born April 6, 1932, in Parkview, the son of Beulah (Hilyard) and George L. Ponting, who preceded him in death. On July 3, 1959, he married Ethel Rose Mox, and she survives. Other survivors include two children, Joni McLaughlin and John E. Ponting, both of Powell.

Mr. Pontig served in the U.S. Navy during the

Korean War and achieved the rank of MN2 or possibly MN1

Funeral services were at 10:30 a.m. Friday at Thomas E. Bayliff Funeral Home, in Spencerville, with the Rev. Robert King officiating. Burial followed in the Allentown Cemetery, where military rites were conducted by the Harry J. Reynolds Post 191, American Legion, and the Bowersock Bros. 6772, VFW, both of Spencerville.

Some folks may remember Jack from Yorktown as his picture is on <http://www.hartshorn.us/Navy/navy-01-pre55.htm>

While much time has passed, Jack's wife, Ethel, would probably welcome a note of condolence, even at this late date. Her address is:

Ethel Ponting  
8840 Agerter Rd  
Spencerville, OH 45887-9721  
(419) 647-6048

## Stott, William H.

William H. Stott, 81, of Florence Avenue, Latham died at St. Mary's Hospital, Troy on Friday, December 4, 2009 after a long battle with leukemia. He was born in Delmar, graduated from Bethlehem High School and attended Siena College, Loudonville. He was the son of the late William and Florence Becker Stott. He retired from the NYS Department of Transportation, Albany after many years of service. Bill was also a retired US Navy Veteran and an avid local sports fan. He was a member of the Colonie Elks Club, Cohoes Kiwanis Club, Cohoes Caretakers, and the Cohoes Multi Service Senior Center. Bill is survived by his wife, Myrtle Beaupre Stott of Latham, his daughters, Judith Stott of Latham, Jill Stott of Saratoga and Joyce Stott of Latham, granddaughter, Carmen Martin of Latham and uncle of David Dussault of Waterford.

Funeral Tuesday December 8th at 10:30 am at the Dufresne Funeral Home, Inc., 216 Columbia Street, Cohoes with Deacon Charles Valenti, officiating. Interment in Gerald B. H. Solomon Saratoga National Cemetery, Schuylerville. Relatives and friends may call at the funeral home on Monday from 4 to 8 pm. Contributions may be made in Bill's memory to the Cohoes Multi Service Senior Center. Published in the Albany Times Union from 12/6/2009 - 12/7/2009



# THE DEDICATION OF MARTIN HALL



## Martin Hall Bldg 652 Dedication Ceremony



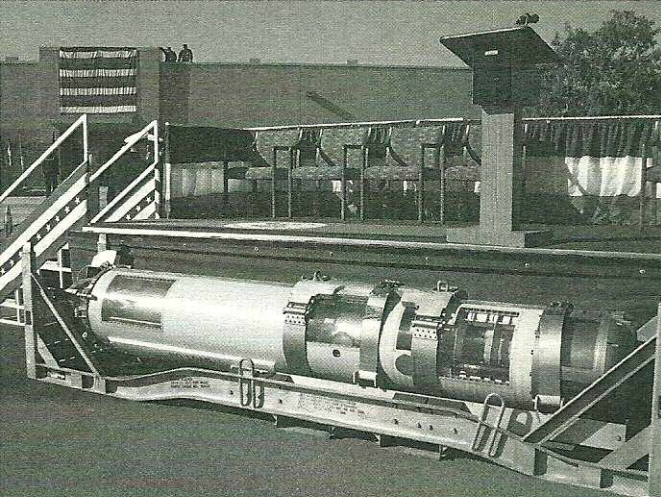
0900

Friday, 12 March 2010  
Mine Warfare Training Center  
San Diego, California

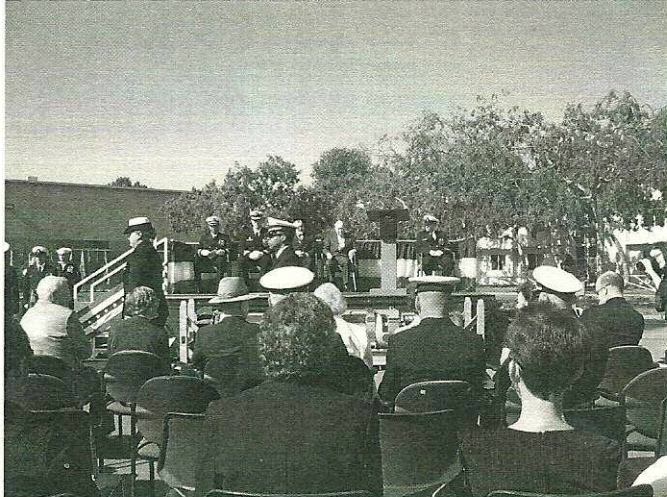
Having of facilities offers an excellent opportunity to honor heroic Naval officers and enlisted personnel, as well as others, who made well-recognized major contributions of benefit to the Navy. There is the added benefit of informing the Navy at large and the civilian community of the deeds and contributions of those so honored.

(OPNAVINST 5030.117, paragraph 3)





**The stage is set...**



**The ceremony begins...**

Mr. James Lawrence, Director of Training, Mine Warfare Training Center was the Master of Ceremonies. Speakers included CDR Joseph Darlak, USN as CO MWTC, CAPT Keith Hamilton, USN, CO NAVFAC Southwest; Mr. Trevor Clarke, R.A. Burch Construction Engineer and CAPT Paul Marconi, USN, CO Naval Base Point Loma. RADM Roy F. "Latch" Hoffmann, USN (Ret) (though you can hardly tell it) was the Guest Speaker and worth the trip. Sad to say, there were no photos of these notables at the podium available at the time of printing.



**LT Cecil Martin, USN (Ret) spoke, under the watchful eye of RADM Hoffman.**



**CDR Robert Thomas, CHC, USN provided both the Invocation and the Benediction...**

Heavenly Father, we ask your blessing upon all who are gathered here and pray that You will continue to be with us. Inspire us by Your wisdom, that we may appreciate the true nature of command and the serious consequences that flow from it.

Thank You for the leadership traits You instilled in Mr. Cecil Martin - Navy Cross recipient. May these traits be exemplified in the daily character of the students who matriculate at this training center.

Continue to endow these Flag Officers, senior leadership and CDR Darlak with strategic courage and divine guidance to lead others through the minefields of life.

We thank You for the supporting cast of family members, Kasuko and Mary Linn, and others who continue to serve as the foundation of love and appreciation in the lives of these paragons of leadership.

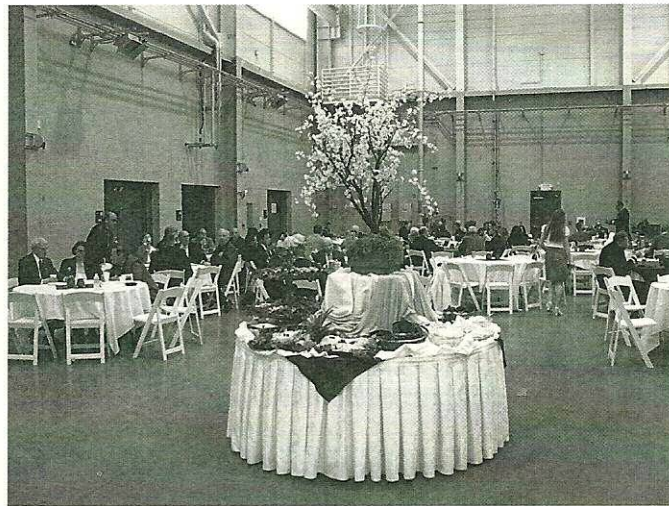
And we thank You for the prayers of the Association of Minemen that keep this field of service alive and vibrant with history, fellowship and remembrance. Let every student know that they stand on the shoulders of others who have paid the price with their blood, sweat and tears.

Empower us and equip us, that all our actions may give honor and praise to Your name in which we pray. Amen.





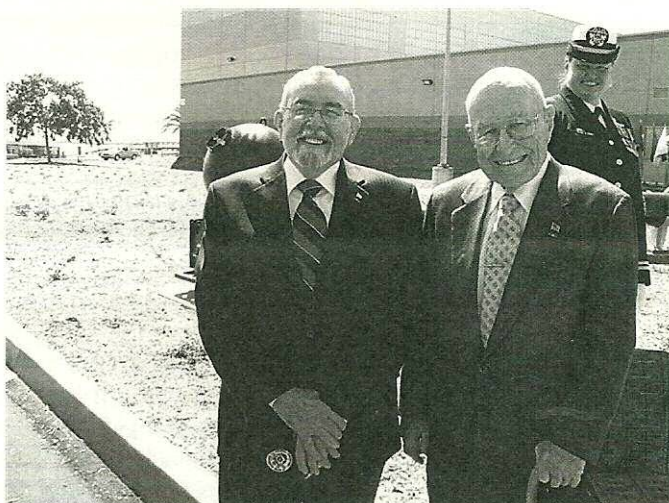
After the formalities comes the fun.  
The Admiral's Table.  
Notice the young sailor. When youth attends wisdom so intently there is hope for the future.



A view of the AOM food table and those attending. How decorative the food display looks. In close up, the effects of some serious pillaging and plundering was evident.



Cecil with CDR Darlak.  
An entrance view as the backdrop showing part of the mines display.



Cecil with RADM Hoffman.  
Many would say a pair to draw to and they would say it with respect.

Actual retirement from mine warfare can be very elusive at best. Cecil can't, he now as a building to worry about; Toby won't simply because it just isn't in his nature to quit; and RADM Hoffman... I don't believe the thought has ever crossed his mind.



Some serve for 4 or 6 years, some for 20, some for 30, but, for some, service never ends. The change from blues to muffti does not alter their minds or their devotion to Duty, God and Country. To the young, learn your history; to the old, freely dispense it.

### Mine Warhorses





## COMOMAG SAN DIEGO, CA

It has been a demanding first quarter of 2010 for COMOMAG. The Mine Readiness Certification Inspection Team traveled to East Asia to certify three NMC East Asia Division Units in their mine building capabilities. Congratulations to the officers and crew of NMC EAD UNIT GUAM, OKINAWA, and MISAWA for their outstanding performance during their MRCI's resulting in their certification. Also, well done to MOMAU ONE and NMC CED UNIT CHARLESTON for their exceptional Calibration Capability Evaluations.

Best wishes are extended to all the First Class Petty Officers who recently learned of their Chief Petty Officer selection board eligibility and a heart-felt congratulations to MNCS Bostic on his selection to Limited Duty Officer (Surface Ordnance).

On 26 February, a beautiful south Texas day, COMOMAG held a change of command ceremony outside building 36. LCDR David A. Lauffenburger, COMOMAG's Chief Staff Officer, relieved CDR John B. Vliet as the Commander under the Navy's "Fleet-Up" program. Captain Edward J. Quinn, Navy Munitions Command, presided over the ceremony. Additionally, he addressed the staff on BRAC, providing a perspective on our consolidation with NMC and how "COMOMAG becoming increasingly integrated with NMC and joining a bigger, better outfit" benefits both activities. COMOMAG bids

farewell and following seas to CDR Vliet for a successful new assignment as the Combat Systems Officer in USS George H.W. Bush (CVN 77).



CDR Vliet piped aboard.



CDR Vliet passes the con to  
LCDR Lauffenburger



CAPT Quinn presents CDR Vliet's  
Retirement Award.





# ROGUES, RASCALS AND RENEGADES

## The Uniform Code of Military Justice as applied by Hizzoner the Right Honorable Senior Chief "Buck" Fowler, USN (Ret)(Dec)

Buck was epitome of "Old Navy" leadership. I met him at West Loch in the late 60s and I learned much lore of the sea and great tales of iron men and wooden ships. Some people call these "Sea Stories".

He was an imposing man, tall, well over 6', weathered and appeared to be constructed of spars and wire rope covered over with a tanned buffalo hide, heavily scarred around the knuckles. When not out with the Lt. inspecting the station dump (Joe Glowa would have been proud.), Buck could be found roaming the division or feet up in the palatial office he shared with the Lt.. While he had assigned the Lt. a regal space out of the line of noisy, distracting foot traffic, he chose for himself a position dead center that permitted his view of the length of Building 6, some 200 feet or more, and the guest parking spot. He felt it useful to know who was arriving, though he would not have been in the least ruffled if CinCPACFLT had arrived naked in a pumpkin carriage drawn by snakes. He distrusted file trays and chose to file everything in a single pile on his desk in what is known as a "Gambler's Spiral". It was an elegant method carefully constructed by aligning the top left and bottom right corners of a document precisely 3/16th of an inch to the right of those on the document below. Though it often reached the majestic height of 6 inches or more, Buck could instantly locate any document in his possession by simply gauging the angle from zero and height from the desk top. It was a feat I saw unerringly repeated countless times except for once when I took leave of my senses and straightened up his desk. The uninitiated would have thought I said something intemperate about his mother.

One day I was in the office discussing something with the Lt. when the phone rang and Buck answered. Thunder boomed, lightning flashed and here was a disturbance in the force. I recall words to the effect of, "Bring them to me, NOW," in a raspy, guttural voice right out of the "Exorcist". In a flash, the fever passed and he casually told the Lt. there had been a "scuffle" in Building 8 and that Petty Officer Teague was bringing the two involved for an interview as the assaultee wished to press charges. He said he would handle the matter if the LT didn't mind. Everything after the word "matter" was a courtesy. He settled back into his chair, propped his feet up and cast about for his pipe and tobacco pouch. Minutes later the two arrived escorted by Grady Teague, a virtual mountain of a man himself.

Buck had them approach the "bench" and asked the assaultee to tell his story. He did, but clearly upset by the matter, he refused to press the report while the miscreant stood with a surly look on his face faking disbelief. There was little doubt that the first man was telling the truth, but Buck gave the other his due and silently tamped his pipe. When the miscreant stopped waxing eloquent, Buck asked if he was done and he nodded yes. It was quiet for a minute, maybe two, when Buck laid his pipe aside and sat in deep thought. Then he exploded from feet up to vertical, sending his chair on a perfect 3-bank carom to a position far distant behind Grady, slammed both hands on the desk and shouted BS (though he did not abbreviate) only an inch from the bad boy's face and loud enough to be heard at Building 8. It was a splendid butt reaming, but not his best. Buck was wise in the ways of seamen and saved the best for round 2 which he knew would be inevitable with this one. When he stopped, the surly young sailor made a terrible error in judgement. He turned to the other sailor and said that it made no difference what the Senior Chief said and that, after work, he was going to kick...and that was as far as he got. The speed and the ferocity of the onslaught was blinding as Buck jumped the desk flat-footed, inserting himself between it and the idiot. What took place after that can best be described as thermo-nuclear devastation; carnage or massacre are terms far too mild. Now towering over the man, Buck bent the idiot's back a full 45 degrees with the force of his tirade. The man's eyes looked like dinner plates with slices of olive for pupils. So did mine and the Lt.'s. Not Grady though, he stood at parade rest rocking back and forth on heels and toes, totally unaffected. When Buck hit his peak, four knees buckled and Grady reached out and caught both by the backs of their shirts to keep them upright for the grand finale. Buck advised the mouthy idiot that he would be wise to accompany the other sailor night and day and set a watch about his berth lest any of the idiot's friends or even friends of the idiot's friends were to entertain any idea of retribution. Yea, verily, should the lad dash his foot against a stone or incur the slightest bruise, abrasion, contusion or even the faintest smudge on his clothing, Buck assured him that any evidence of the foregoing would result in a lifetime in the brig as he could, and would, trump up so much on him that the idiot would be old and gray before it all got straightened out. It was over as quickly as it had begun. He nodded, Grady then swirled them around and assisted them out of the office, looking over his shoulder through narrowed eyes smiling broadly. Buck, looking for his lighter, casually said, "That ought to do it."

This story, like most true stories of the sea, had a happy ending. The two young men became fast friends in their own right and Buck retired to Boulder, Colorado where he became a...youth counselor. I wonder how THAT worked out.



## AWARD SUMMARY:

CDR VLIET, Meritorious Service Medal  
MNC Sanchez, Navy Achievement Medal  
MN1 MYERS, 2009 Sailor of the Year  
MN1 MYERS, Navy Achievement Medal  
LS2 DUPLECHAN, Sailor of the Quarter, 4TH  
QTR 2009  
LS2 DUPLECHAN, Navy Achievement Medal

As COMOMAG transitions to San Diego this June, we pledge to continue providing superior customer service through a seamless transition.

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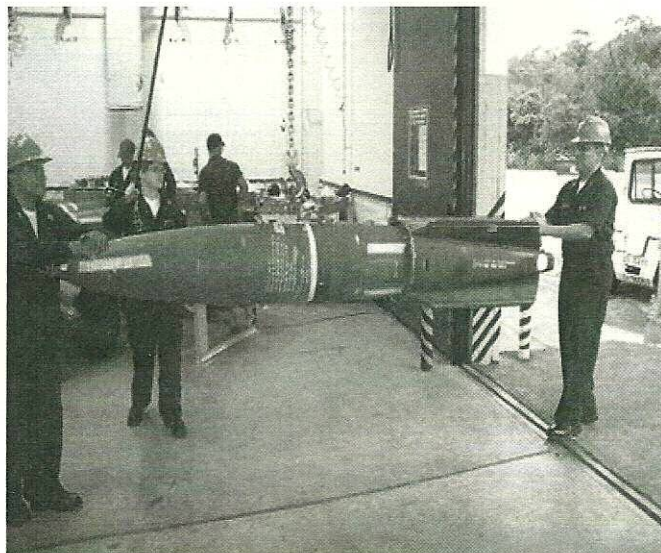
## NMC EAD UNIT OKINAWA MINE DIVISION KADENA, JAPAN

It's been an exciting time for those of us here at NMC EAD Unit Okinawa. We'd like to start things out by sending out a big thank you to LT Morgan and the entire MRCI inspection team who were out for our biennial certification inspection this past quarter. The inspection was an absolute success and we are certified and approved to continue building for another two years!

We'd also like to send out a special thanks to Reserve units NR MOMAU 1 and 7. All your hard work leading up to and during MRCI 2010 was noticed and appreciated.

While not involved in inspections, we had teams deployed throughout the globe for varying missions. Most notably this quarter, we deployed a MAT team to Thailand in support of Cobra Gold 2010. The team reported successful mission accomplishment and are enjoying their return from deployment.

All of us here are now anxiously looking forward to next quarter with even more MAT teams scheduled to deploy, as well as our ESI inspection due in May.

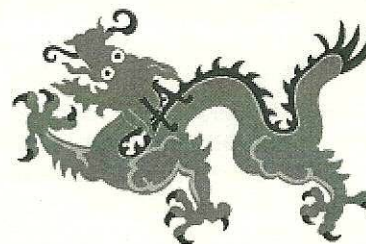


MN2 Pazazanon (reserves), MN3 Russell (active) and MN2 Sandoval (reserves) guide weapon to trailer.



NMC EAD Unit Okinawa MAT Team members alongside our Navy brethren from VP 45 and Royal Thai Navy brethren from the Royal Thai navy mine prep shop in Utapow, Thailand during Cobra Gold 2010.

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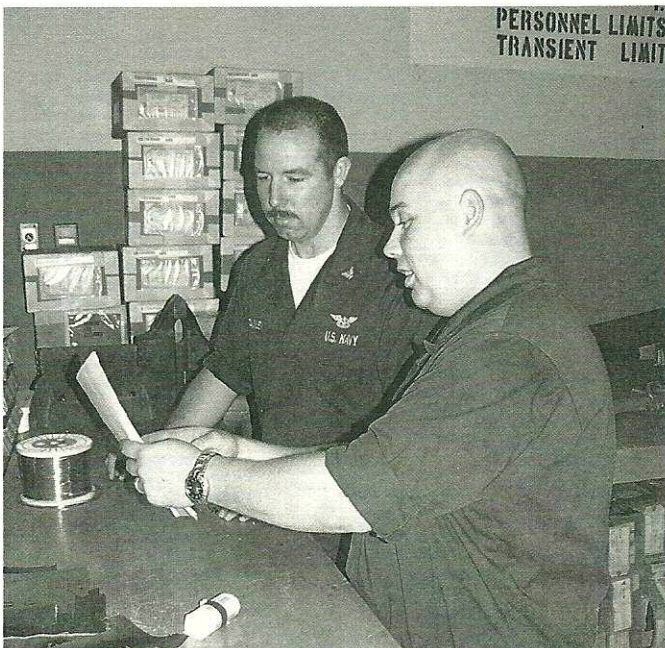


## **NMC EAD UNIT MISAWA, JAPAN**

**By MN2(SW) Barrows**

Greetings from frozen Misawa, Japan. We have had busy winter months filled with snow, fun and inspections. Did we forget to mention snow?

The crew trained very hard preparing for the MRCI. Although having a very junior crew, the inspection went very well. The long hours and numerous training exercises paid off with a passed MRCI. Mother Nature was very generous during our inspection week and held the snow back until our inspection was complete. Mineman First Class Jesse Rupe lead the upgrade, as the red hat, and was awarded with a Navy Achievement Medal for his outstanding job.



**MN1(AW) STANLEY & AO1(AW) ALLEN  
DISCUSS SAFETY PROCEDURES FOR  
FORKLIFT OPERATIONS.**

Two sailors stood out for their hard work and professional knowledge for the calendar year 2009. Congratulations to Mineman First Class Jessie Montalvo, who was named our Senior Sailor of the Year and Aviation Ordnanceman Second Class Phillip Nistal, who was named our Junior Sailor of the Year.

Construction will begin on our building in April. The construction will add more office space, larger locker rooms, crew kitchen and many more useful items. The crew is excited about the construction and looks forward the final result.



**MNCS(SW) COLLINS AND AO(CAW) MOQUIN  
CUT THE RIBBON DURING STAND UP  
CEREMONY**

Now that the snow is melting and weather has shown signs of spring, sailors are planning their warm weather trips. Baseball, Mt. Fuji and the Cherry Blossom Festival are just a few trips being planned right now. Warm weather is very rare in Misawa and when it does get warm, we take full advantage of the nice weather. We even had a record high for February of 62 degrees.

Sailors have been busy studying for their upcoming advancement exams by forming study groups. Senior sailors have taken extra time to sit down with the junior sailors and study with them. The goal of every sailor aboard NMC EAD Unit Misawa is to help all junior personnel reach the next level of qualifications or advancement.

We would like to thank Master Chief Donnie Kiper, who retired after a long and dedicated career to the Navy. The crew thanks you for all that you did.





**MNCM(SW) KIPER AND IT2(SW) IRIBE AT  
MNCM(SW) KIPER'S  
RETIREMENT CEREMONY.**

## Departures

MNCM(SW) Kiper  
AO1(AW/SW) Robertson  
AO1(AW/SW) Holdren  
AO1(AW/SW) Dieppa

## Arrivals

GM2 Lacasse  
AO2 McGee  
MN2(SW) Stone  
MN2(SW) Harrell  
LS2(SW) Vermong  
MNSN Weber  
MNSN Partin  
MNSN McCormick  
MNSN Clymer  
MNSN Prewitt

## Awards

JSOQ 3Q09 – MN2(SW) Barrows  
SSOQ 3Q09 – MN1(SW) Walters

JSOQ 4Q09 – IT2(SW) Iribe  
SSOQ 4Q09 – MN1(SW) Walters

JSOY 2009 – A02(AW) Nistal  
SSOY 2009 – MN1(SW) Montalvo



**NMC EAD UNIT MISAWA PLANKOWNERS.**

**“Life is a grindstone.  
Whether it grinds you down or  
polishes you up depends upon  
what you are made of.”**

**-- John Maxwell**





## **NMC UNIT CHARLESTON GOOSE CREEK, SC**

**By MNCS(SW) Mike Szostkiewicz, MN1(SW/SS)  
James Morgan and YNSA Brent Jarvis**

Hello and welcome from the world's largest, busiest most productive munitions command! It has been an extremely exciting and busy time here at NMC Unit Charleston. First we bid "Fair Winds and Following Seas" to MNCS(SW) Shawn Barker as he departs for San Diego, California assuming the duties as Senior Enlisted Leader in MCM CREW BULWARK. Senior Barker was awarded the Navy Commendation Medal for his meritorious service while serving as Operations Officer and Mine Production Officer during his tenure. We also say "Farewell" to MNC(SW) Benny Juarez as he and his family departed the Naval Service. They will be greatly missed.

NMC Unit Charleston welcomes MNCS(SW/ AW) Timothy Hickman as Command Master Chief relieving MNCS(SW) Mike Szostkiewicz of his duties as Senior Enlisted Advisor. Master Chief Hickman arrives here after serving as CMC for Mine Warfare Training Center, Ingleside TX. Senior Szostkiewicz remains onboard as the Mine Production Officer.

Awards were abundant this quarter as NMC Unit Charleston had the distinct pleasure of honoring 21 Sailors with Navy and Marine Corps Achievement Medals for superior performance before and during the December Explosives Safety Inspection. Several monetary stipends were also awarded to our NMC civilian counterparts. These awards were earned as NMC Unit Charleston scored above average and maintained our explosive certification.

Team Charleston Warriors hit the ground running thus far in 2010 completing eight Fleet exercises totaling 267 mine shapes, along with seven upgrade and service workloads totaling

43 mine shapes and 2332 assembly component parts. We have been extremely busy supporting ET missions across the country as well as maintaining the world's largest Service Mine Stock. Along with three Mine Assembly Teams deployed in support of Joint Forces Exercise, Barksdale AFB in Bossier City, LA along with VP-16 and VP-30 Squadrons, in Jacksonville, FL.

Additionally, in an ongoing effort to maximize productivity, several Quality Assurance Value Stream Analyses were conducted regarding various ammunition movement processes. These events depicted our dedication to refining our ordnance programs, qualification and procedures.

Lastly, we extend a Welcome Aboard and Bravo Zulu to AOC(SW/AW) Linward "BUBBA" Wiggins who is on loan to us from USS CARL VINSON (CVN 70). Chief Wiggins has been an integral part in our OIS/ROLMS integration. His professional knowledge of ammunition and reporting paved the path with new ideas and a fresh look at OIS.

### **Calibration Audit and Recertification:**

NMC's Test Set Repair and Calibration shop had its Bi-Annual Calibration Audit for recertification from March 8th through the 12th. The audit was conducted by Norfolk Naval Ship Yard representative Steve Elliott. The audit tested the lab's technicians for performance and knowledge of calibration as well as administrative procedures, inventory control and general cleanliness. The CAL Lab was recertified and significantly reduced the number of discrepancies noted from the previous inspection. Kudos to "Team TSR" for all of their hard work and dedication.

### **Maritime Prepositioning Force:**

One of our myriad of missions here at NMC Unit Charleston, SC is that of the Maritime Prepositioning Force. Here's an excerpt from: <http://www.msc.navy.mil/pm3/mpf.asp>

Fifteen Military Sealift Command (MSC) prepositioning ships are especially configured to transport supplies for the U.S. Marine Corps. Known as the Maritime Prepositioning Force (MPF), the ships were built or modified beginning in the mid-1980s and are forward-deployed to the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea. The ships contain nearly everything the Marines need for initial military operations -- from tanks and ammunition



on to food and water and from fuel to spare parts and engine oil.

The ships are organized into three squadrons: MPS Squadron One, usually located in the Mediterranean Sea and eastern Atlantic; MPS Squadron Two, usually located at Diego Garcia; and MPS Squadron Three, normally in the Guam/Saipan area. In addition to Marine Corps designated ships, MPS squadron staffs also oversee all other prepositioning ships in their geographic operating areas.

Each MPS squadron carries sufficient equipment and supplies to sustain about 15,000 Marine Corps Air Ground Task Force personnel for up to 30 days. Each ship can discharge cargo either pierside or while anchored offshore using lighterage carried aboard. This capability gives the Marine Corps the ability to operate in both developed and underdeveloped areas of the world.

Locally, our hard-chargin' civilian ammunition handling force had their hands full this quarter. They downloaded the USNS 1st LT JACK LUMMUS (T-AD 3011) & USNS 2nd LT JOHN P. BOBO (T-AK 3008) disassembling over 200 cans combined. Then uploaded the USNS DAHL (T-AKR 312) & USNS Pfc Dewayne T. Williams (T-AK 3009) assembling over 200 cans combined.

Received 2 ship loads of ammunition by train, a total of 252 20ft ISO containers. With a total weight of 5,822,890 lbs (1,153,578 lbs NEW). Containers worked on trains received during this quarter, 21 Complete Downloads (CD), 19 Re-inspects (RI), 26 Work (WK), and 52 Complete Uploads (CU). Shipped 159 ISO containers of ammunition by train to be loaded aboard ship, with a weight of 4,118,920 lbs (612,320 lbs NEW). Containers worked on outbound train 8 CD, 24 CU, 112 RI, and 23 WK containers.



Serving as flagship for Maritime Prepositioning Ship Squadron (MPSRON) 3, USNS 1ST LT JACK LUMMUS is the fourth ship in the 2ND LT JOHN P. BOBO - class Cargo Ships. She carries a full range of Marine Corps Air Ground Task Force cargo for 30 days. She also has LO/LO as well as RO/RO capabilities. Navy lighterage consists of powered and unpowered causeways and small boats to move them around.

## MARINE CORPS LIAISON OFFICE:

We would like to Welcome Aboard Gunnery Sergeant Alex Salazar. He will add a wealth of knowledge to our "Devil Dog" Ammunition Handling Specialists.

Congratulations are in order for the following Marines and their families:

Corporal Nicholas Call re-enlisted in February for 4 years.

### Newborns:

Staff Sergeant Dustin Hoyle and his wife welcome their new baby girl: Caitlyn Savana Hoyle born on 2 Feb 10

Sergeant Eric Snook and his wife welcome their new baby boy: Caleb Jamisen Snook born on 19 Jan 10

## AWARDS AND RECOGNITION:

### NAVY ACHIEVEMENT MEDAL:

LCDR Mike Mills, MNCS(SW) Mike Szostkiewicz, MNC(SW) Jerry Gerhardt, MNC(SW) Benny Juarez, MNC(SW) Rob Al-lard, LS1(SW/AW) Denise Hood, LS1(SW/AW) Lisa Smith, MN1(SW) Eric Gummersheimer, MN1(SW) Jeremy Koski, MN1(SW/SS) James Morgan, MN1(SW) Alex Sanchez, MN1(SW) John Sisson, MN1(SW) Shane Stone, MN1(SS) Lance Thomas, MN1(SW) Jason "Big Willy" Willis, MN2(AW) Amanda Hall, MN2(SW) Rob Lichford, MN2 Keenan Nishimura  
MN2 Doug Reynolds, MN2(SW) Justin Tassey

### ADVANCEMENT:

MN1(SW) William Holbrook, advanced to current rank

### CPO BOARD ELIGIBLE:

MN1(SW) Jeremy Koski, MN1(SS) Lance Thomas, MN1(SW) Hugh Mitchell  
MN1(SW) Eric Gummersheimer, MN1(SW) John Pennington, MN1(SW/SS) James Morgan

### Sailors of the Quarter 4TH Quarter, 2009:

Senior Sailor of the Quarter: MN1(SW) Jeremy Koski

Junior Sailor of the Quarter: MN2(SW) Justin Tassey

Blue Jacket of the Quarter: MN3(SW) Sergio Rojas

### 2009 Sailors of the Year:

Senior Sailor of the Year: MN1(SW) Hugh Mitchell

Junior Sailor of the Year: MN2(SW) Justin Tassey



**Blue Jacket of the Year:** MNSN Beau Temple

## **DEPARTURES:**

MNCS(SW) Shawn Barker  
MNC(SW) Benito Juarez  
MN1(SW) Miguel Torres  
MN2(SW) Dennis Landman

## **SPECIAL RECOGNITION:**

### **NAVY MUNITIONS COMMAND CONUS EAST DIVISION SAILOR OF THE YEAR**

Navy Munitions Command (NMC) Unit Charleston has laid the foundation for 2010 with an impressive list of accomplishments for FY 2009. After consolidating Navy, Marine and Civilian personnel into a single Unit of 119 members strong, the former Mobile Mine Assembly Unit 11 (MOMAU 11) has become an iconic example of teamwork and efficiency that sets the bench-mark for the Mine Warfare community. Our Team of "Low Country WARRIORS" has been commended for an exemplary Explosives Safety Inspection, Weight Handling Equipment Award, a Safe Driving Award and a Material Handling Equipment Operator's Safety Award for no accidents recorded in 2009 due in large part to the methodical oversight of the command's Quality Assurance (QA) division. Among NMC Unit Charleston's QA division is a prodigious Sailor, Mineman First Class (Surface Warfare) Hugh Allen Mitchell, whom has received the title of CONUS East Division Sailor of the Year for 2009.

Petty Officer Mitchell led seven Sailors in the diligent and accurate processing of 95,000 mine shapes and components while maintaining an impressive 98% weapons reliability rate and an overall inventory accuracy of 99.2%. His efforts

as Qual/Cert Board Member and training team member produced the qualification of 31 active duty Sailors, ensuring NMC Unit Charleston maintains 100% readiness at all times. His commitment to the command and the Navy speaks volumes to his character and dedication. NMC Unit Charleston has started the new year with great pride due to Sailors like Petty Officer Mitchell and the consummate teamwork that takes place every day within their dawning Military and Civilian Unit.



**Mineman First Class (Surface Warfare)  
Hugh Allen Mitchell**



**TEAM CHARLESTON WARRIORS**  
"We work hard... so others don't have to!"

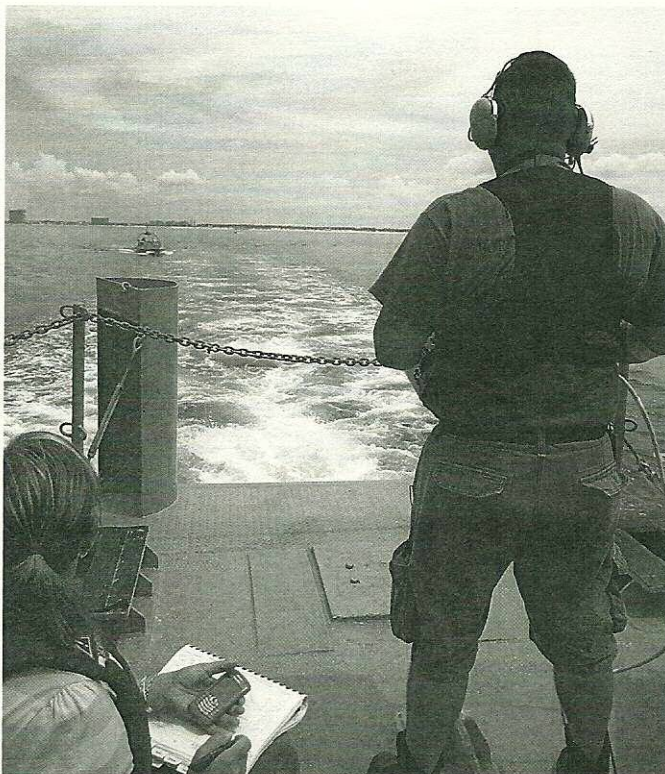


# LCS MCM DET ONE AND TWO SAN DIEGO, CA

By MN1(SW) McFall, MN2 Stevenson, MN3 Hill

Greetings from all the Mineman at LCS Mine Countermeasures Mission Package Detachments One and Two!

Here is the latest and greatest:

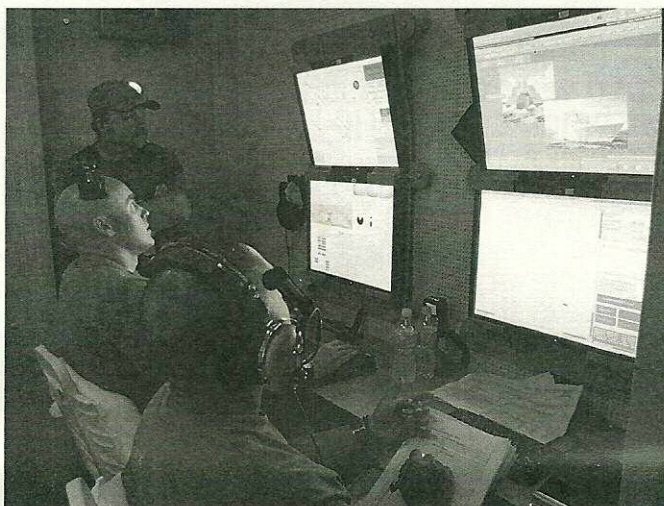


**MN1 (SW) Rey receiving hands-on ROP Training.**

DETs ONE and TWO attended End-to-End (E2E) Phase II Training in Panama City, Florida. While there, each Sailor received hands-on training on the AN/WLD-1 Remote Minehunting System (RMS) and Unmanned Influence Sweep System (UISS), as well as a MEDAL planning and tactics refresher. During RMS testing, detachment watchteams ran multiple shallow and deep water missions. This training brought the LCS MCM DETs one step closer to a finished product. Both the RMS and UISS watchstanders also received valuable Remote Operator Pack (ROP) Training. The ROP is a vital asset to the launch and recovery of both vehicles. At the end of August, when training came to an end each Sailor involved had become a more experienced asset to the LCS MCM Community. Bravo Zulu on a successful training evolution!

The ribbon cutting ceremony for the Mission Package Support Facility (MPSF) at Naval Base Ventura County, Ca was held on 15Oct2009. This facility will house all systems necessary for the various Mission Packages aboard LCS.

In November 2009 Mission Package (MP) personnel assisted in critiquing the Standard Operating Procedures (SOP) for transporting various systems from the Mine Countermeasures (MCM) Mission Modules (MM) to the Air Mine Countermeasures (AMCM) squadron on-board the ship. This was the first time MCM and AMCM worked together in an LCS environment.



**MN1 (SW) Byrne and MN1 (SW) Lacson conducting UISS console operations during E2E PHASE II.**



**USS INDEPENDENCE (LCS 2) was commissioned on 16Jan2010. LCS 2 has a larger mission bay than is predecessor giving the MP personnel ample space for Mine Countermeasure systems.**

.....  
: **GOT A MINE PROBLEM?** :  
: **THESE GUYS HAVE THE CURE!** :  
.....



## HONORABLE MENTIONS

### Awards

MNC (SW) Greer - Navy Commendation Medal  
MN1(SW) Lacy - Navy and Marine Corps Achievement Medal  
EN1 (SW) Butts - Sailor of the Year  
EN1 (SW/AW) Satenay - Junior Sailor of the Year  
MNC (SW) Just - Mineman of the Year

### Advancements

MN1(SW) Lacson MN1(SW) Sweet  
MN1(SW) Cormier MN1(SW) McFall  
MN1(SW) Hill MNC(SW) Just  
MNC(SW) Elizondo MNC(SW) Gumin  
MNC(SW) Treece MNC(SW) Tallchief

EN1 (SW/AW) Satenay was advanced with the Command Advancement Program just before the holidays. Bravo Zulu to Petty Officer Satenay!

### Hail

LCDR Oravec MNCS Trotter  
MNC Ross MN1(SW) Truis  
MN1(SW) Andrews MN1 Harris  
MN1 Merry MN1 Taylor  
MN1 Guilt EN2(SW) Davis  
MN2 Bates MN3 Hill

### Farewell

LCDR Alota LT Cooper  
MN2(SW) Lacy MNC(SW) Greer  
EN2(SW) Ruis MN1(SW) Carlisle  
MN1(SW) Contreras MNC(SW) Treece  
MNC(SW) Tallchief MNC Kormylo

### New Family Arrivals

EN1(SW/AW) Satenay welcomed a boy, Tristan, in AUG09.

AG2(AW) Washington welcomed a girl, Gene-see, in OCT09.

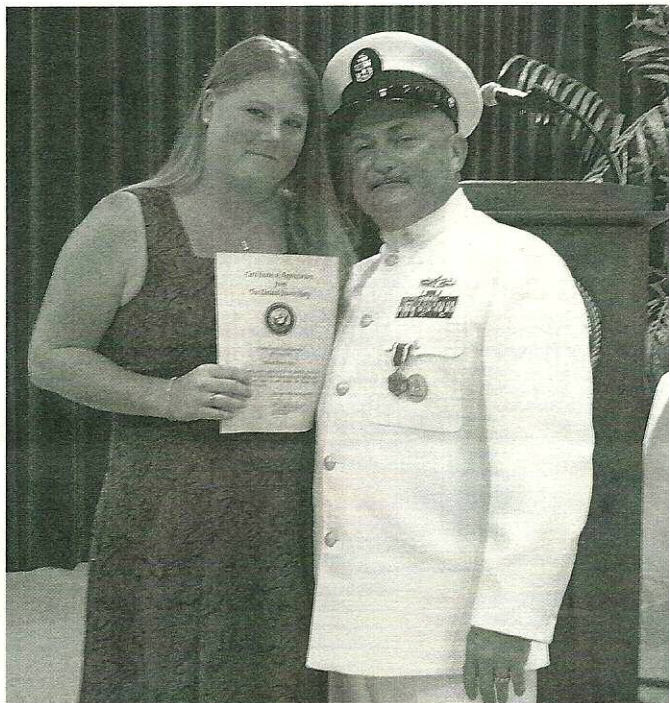
MN1(SW) Bryne will be expecting boy in JUN10.

MN2 Stevenson will be expecting a girl in JUL10.

MN1(SW) Knott is expecting an arrival in AUG10.

Congratulations on all the new arrivals!

And finally, to all those aspiring to be Chiefs, GOOD LUCK!



**MNCS (SW) King retired in 2009.  
Fair Winds and Following Seas. Shipmate!  
MNCS(SW) King and his lovely wife.**

## FREE 1-YEAR DASHPOT SUBSCRIPTION OFFER TO END!!

The Historian can't live forever you know.

Officers, are you indignant at waiting for the "old man" to get off the Dashpot command copy and route it? Chiefs, are you incensed at having to read the command copy through careless wardroom gravy spatters? Elite Enlisted, tired of trying to decipher the Dashpot through goat locker coffee stains. If so, call Jim Cernick at (361) 775-1219; E-mail BARKINGPIG@aol.com; or snail-mail the AOM Historian at 2305 Westlake Circle S., Ingleside, TX 78326.

THE FIRST TEN INQUIRIES WILL BE REWARDED!

### BUT WAIT!!!

Jim, benevolent soul that he is, will throw in a one-year membership in the Association of Minemen as well... THAT IS A \$15.00 VALUE! If you don't like the Dashpot, give it to another Mineman, but keep the one-year AOM membership as a gift.





**By MN3 Courtney Ruble**

Greetings from the World Famous Vanguard! HM-14 houses the largest helicopter in the Navy, the mighty Sea Dragon (MH-53E). This quarter has been an exciting 3 months indeed! With the humanitarian missions on top of our next DET wave, we have kept ourselves quite active. Here is a look at what we have been doing:

### **OPERATION UNIFIED RESPONSE**

When disaster struck Haiti, HM-14 launched into action. On January 13, with a mere two hour notice, HM-14 sent out six MH-53(E)s to the USS Carl Vinson for transport to the disaster stricken country. Thanks to the heavy load bearing helos, they are performing many tasks to help support the rescue missions taking place. HM-14 and 15 have merged together, performing the hourly tasking placed upon them.

The pilots were hard pressed for landing zones, having to use soccer fields and dried river beds as drop zones, but as always, the squadrons adapted and overcame such obstacles. Since the initial crisis, the USS Bataan has relieved the Vinson and from there the two squadrons have split off, leaving two of HM-14's birds on the ship and six (four from HM-14 and two from HM-15) to Guantanamo Bay, where currently the DET team is not only contributing to the logistical support of the squadrons, but is also supporting the maintenance teams that are stationed in the ships.



**MH-53(E) coming in for a landing on the USS Carl Vinson.**



**AWS2 Dangerfield and AWS2 Maxwell in support of the Haiti crisis.**



Onboard the Bataan, the squadrons' maintenance teams are hard at work keeping the 53s in great working condition, working around the clock to keep up with the Aircrewmen's fast paced schedule. To date, HM-14 has pulled over 300 flight hours, moved nearly 1,000 passengers (25 of which were MEDEVACS), performed the heavy equipment movements for some of the other military establishments, and delivered over 1,000,000 pounds of food, water, and medical supplies.



**HM-14 loading up for another supply drop.**

## SHAMALEX

November through December 12, 2009, HM-14's tactician MN3 Christopher Wagoner gave an outstanding performance in support of HM-15's SHAMALEX in Bahrain. As the tactical expert, MN3 Wagoner trained MN3 Cody Meredith (HM-15) in the finer points of the MEDAL (Mine-Warfare Environmental Decisions Aid Library) and CPMA (Common Post Mission Analysis) systems. In part to his guidance, the Mk 103, Mk 105, and Q-24 missions went off without a hitch, making SHAMALEX a successful exercise.

## FAIR WINDS AND FOLLOWING SEAS

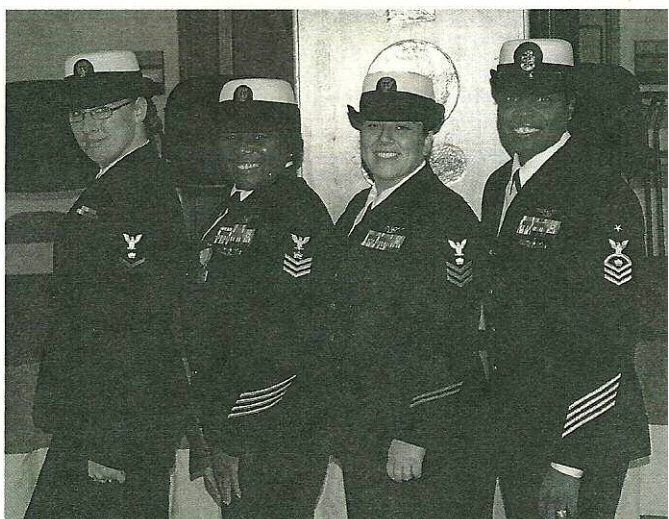
After 20 years of outstanding service, MN1 Mary Yvette Jackson retired February 12, 2010. With fierce, female, Mineman pride, her retirement ceremony was comprised of only the female sailors with whom she had worked with during her last tour. MN1 Jackson's farewell speech was rather enlightening with that little comedic twist she is so famous for: "In my first duty station, I was instructed to polish down a MK 6 ball...I had that ball almost as shiny as Senior Chief Standley's head!"



**Tactics Division wishes MN1 a hearty farewell.**

With her family, friends, and shipmates by her side, HM-14 relieved MN1 of her watch and piped her ashore for the final time. Below is a look at the many places MN1 Mary Jackson has been:

- ~RTC, Orlando, FL '90
- ~Mineman A School, Ingleside, TX '90
- ~MOMAG Unit 9, Subic Bay '91-'92
- ~MOMAG Unit 11, Charleston, SC '92-'96
- ~MOMAG Unit 10, Okinawa Japan '96-'00
- ~MINEWARFARETRACEN, Ingleside, TX '00; '04-'05; '07
- ~MOMAU 14, Yorktown, VA '00-'01
- ~MOMAU 5, Sigonella Italy '01-'04
- ~CHNAVPERS Support, Washington, D.C. '04
- ~USS Kingfisher MHC 56 '05-'07
- ~HELMINERON Fourteen, Norfolk, VA '07-'10



**MN3 Ruble, MN1 Jackson, MN1 Stevens, and MNCS Kulisek, ready to go!**



**Fair winds and following seas to:**

oMN1 Jackson, Mary – Retired: 20 years

**DET Support:**

oAWS1 Miller, Ethan – Haiti Relief

oAWS2 Marti, Joshua – Haiti Relief

oAWS2 Winton, Steven – Haiti Relief

oMN1 Denson, Fredrick – Pohang, S. Korea

oMN2 Willems, Anthony – Pohang, S. Korea

**Welcome Back:**

oMN3 Wagoner, Christopher – Bahrain

**Awards:**

oMN1 Jackson, Mary – Navy and Marine Corps Achievement Medal

**!VIVA LA VANGUARD!**


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## The Former Soviet's "Cluster Bay" Rising Mines

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by Don Jones, MNM, USN (Ret) jodo496usn@aol.com

In 1969, while assigned to MAAG, Taiwan, two of Taiwan's former USN coastal minesweepers (MSC) were to participate in an MCM operation with South Korea. I was to ride one MSC to South Korean waters and another advisor would ride the other. But, the Joint MCM operation was abruptly canceled on April 15, 1969, when a U.S. spy plane was shot down by North Korean MIGs. When attacked, the EC-121M aircraft was 90 miles off the northeastern port city of Chongjin, well outside North Korea's territorial waters.

Tragically, a total of 31 American lives were lost. Some plane wreckage and two bodies were recovered by USN and Soviet Navy ships. Fortunately, it was an American ship that discovered a large, sub-laid Soviet exercise mine floating in a vertical position. Someone on the recovery ship made a picture of the red and white striped mine with a rounded nose while it was still in the water. It was a fortuitous discovery, because when the deep-sea rising mine's advanced technologies were fully understood and assigned the unclassified nickname Cluster Bay, an important person in Washington, DC, declared that the U. S. Navy was ten years behind the Soviets in mine developments.

During the late 1970's, while teaching Soviet, rocket-assisted rising mines to a 2-week Reserve class at FMWTC, I told the above story and noticed a trainee waving his hand. He claimed he was on the ship that found the mine and after its recovery they quickly covered it with a tarp and returned to Japan.

During the 1980's, the nicknames descriptions of several Soviet-designed deepwater mine systems were compromised and started appearing in arms magazines, etc. Cluster Bay was one of the advanced mines described.

**During early 2009, the Russians offered to sell variants of the often recovered mines we sometimes called RVM and Cluster Bay.**

**Editor's Note:** The four lines of text above should make the blood of every Navy ship, battle group and fleet commander run cold. You carry no onboard defense against a high explosive, high speed, underwater rocket locked in on your midships keel. Without the mine countermeasures technology being developed today and the vessels being built today to deploy this technology, your ship, your battle group and your fleet is just walking blindfolded and barefoot through a cow pasture just hoping for the best every time it leaves port. You will not even have the time to say what you just stepped in. Think about it. Think about it a lot.



A Cluster Bay exercise mine, photographed near Tallinn, Estonia, was similar to the ones now being offered for export by the Russians.



# Men of the Mine Sweepers

*"Where the fleet goes, we've been!"*

By CHARLOTTE KNIGHT

*Collier's War Correspondent*

Collier's, November 10, 1951

Continued from Fall and Winter issues.

## With One Engine Gone

The remaining ships put boats in the water and began picking up survivors. The Incredible turned right and started to back out. "About that time I lost my starboard engine and my number one generator," said Flynn, "so I had to go through the mine line on one engine. We had cut 14 mines and they were still floating around. Then all of a sudden I lost all my generators. We were under direct fire from shore batteries--and we were stopped cold. It was very embarrassing. Then Dusty came alongside, with the Chatterer and the Mockingbird on either side, and towed me out.

"They say a mine sweeper can't back up. But we did."

Ever since her almost miraculous escape, Flynn's ship has been known as the "Incredible Incredible."



Between trips on his Incredible, Lt. Edward Flynn, of Ozone Park, N. Y., watches sailor Ernest Mosier, of Davenport, Iowa, paint fangs on "pig"

For his heroic work in leading his ship into densely mined waters to rescue the survivors of the Pirate and the Pledge, and for towing the Incredible out with no casualties to his

crew or damage to his ship, Dusty Shouldice was awarded the coveted Navy Cross. And there isn't a man in his outfit who wouldn't pin a dozen stars to it.

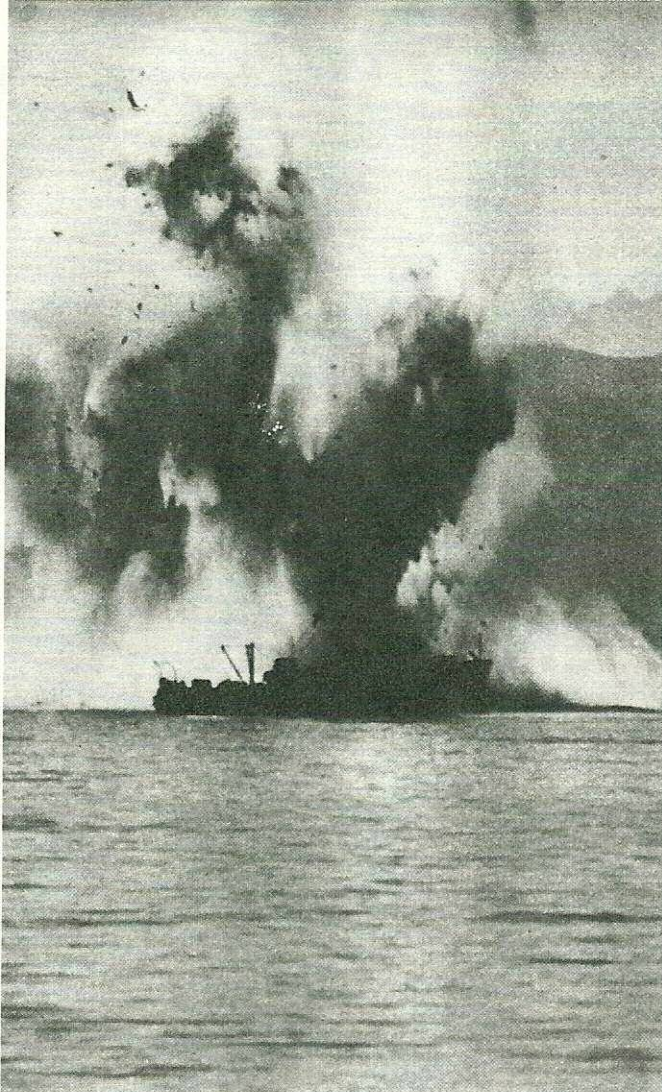


Veteran sweeper Lt. Commander "Dusty" Shouldice, of Oakland, Calif., led Mine Division 31 in Far East. He earned the Navy Cross at Wonsan

Finally, by October 18th, the date which had been set as D day for the landings of our troops at Wonsan, the mine sweepers had cut what they had every reason to believe was a clear channel right to the beach. But on that day, mine sweeping suddenly took a new and terrifying turn.

"It had been duck soup all day," Dusty recalled. "We had about one hour to go to give the high command the go-ahead to let the big ships come in. They had said; 'We want it by 1600 hours, Dusty,' and I said: 'I'll give it to you by 1500' and we would've, too---and then, damn it, we ran into this 'influence' field. I was in the Mockingbird: the Redhead was ahead of us and the magnetic field around one of her otters triggered an 'influence' mine and set it off. That explosion set off a second mine next to it. Then a couple of ROK (Republic of Korea)





As the USS AMS-34 steamed by, this South Korean-manned mine sweeper was destroyed by a mine off Wonsan, Korea

U.S. NAVY PHOTO

## Invasion Troops Had to Wait

The high command must have had some stronger words for it. The accidental discovery of just three or four magnetic mines--mixed in with the others in the channel--had neutralized for the time all their plans. Until the whole area had been thoroughly swept all over again--this time for magnetic mines--the amphibious force couldn't budge. It took another eight days--while the other ships just there. Meanwhile, of course, Wonsan itself had been captured by the Republican 3d Division, and our invasion force was never in serious jeopardy.

"But suppose it had been held by the enemy on October 18th," observed one of the mine-force men. "Then you can see what we mean.

waters was sufficient to frighten even a veteran like Dusty Shouldice. "Mines never really scared me until that first 'influence' mine blew up in Wonsan. And none of us has really been able to erase the element of fear since then.

The magnetic mine (a category entirely different from the moored contact type) is one of the "influence" mines, so called because they are activated by some specific property of an approaching ship--acoustic (tripped by the noise of the propellers, for instance), magnetic, pressure, photo-electric or the like. Actually, there are no limits to the grisly possibilities: an inventor can mix them, for example, so that you get bizarre (and almost unsweepable) combinations of magnetic and acoustic mines, or acoustic coupled with pressure--and so on until, as one of the mine sweep people said: "It drives you nuts just thinking about it." And the enemy, if he really wishes to be difficult about it, can set mines so that they do not become active until days after an area has been declared "swept." (Hence the necessity of continual "check sweeps.")

Influence mines are colloquially called "mud-ders" or "luggers" because they sink directly to the bottom of the sea and do not require any mooring lines or buoyancy chambers to keep them in a position where they will have physical contact with a ship. This complicates the sweeping problem, obviously, since they cannot be "cut" with ordinary sweep lines.



Norton Hampton, of Roxbury, Mass., attaches a cutter to a sweep line. Arranged about 250 feet apart in the water, cutters sever mine cables

United Nations forces have captured intact some of these magnetic mines in Korea and have reported them to be clearly of Soviet



manufacture, well constructed, extremely sensitive, and certainly equal in many respects to anything we have along this line.

In addition to the fact that the mines are of Russian manufacture, there are reports that Soviet advisers instructed a few North Koreans as to how to lay influence mines and then, to insure secrecy, later shot them. Admiral Sherman himself was credited with the statement that we have evidence that many of the Russian mines had been laid in Wonsan prior to June, 1950, when the Korean War broke out.

While the current form of the mine itself is more than 350 years old, the magnetic mine is of modern vintage: its first use in warfare was by the Germans, when Luftwaffe planes laid several of them along Britain's east coast in late 1939. Several Allied ships were sunk before the British, working at top speed on the project, developed some countermeasures. In general, there still are just two: self-protection of the ships and sweeping of the mines.

The first countermeasure is known as "degaussing" a ship. (A "gauss" is a unit of magnetic field intensity named after Karl Friedrich Gauss, an eminent German mathematician.) Every metal object (such as a mine) has magnetic properties. When another object with different magnetic properties (a ship, for instance) gets near enough, a disturbance is created with triggers off the mine. To degauss a ship, coils or "girdles" are placed around its hull and very strong counter currents are passed through them, theoretically making the vessel magnetically "nonexistent." The method, however, is not infallible.



Osprey crewmen hustle to their stations in heavily mined waters. It's guessed we've swept up less than half of the thousands of enemy mines

When it comes to the other measure, that of sweeping magnetic mines, the problem is sim-

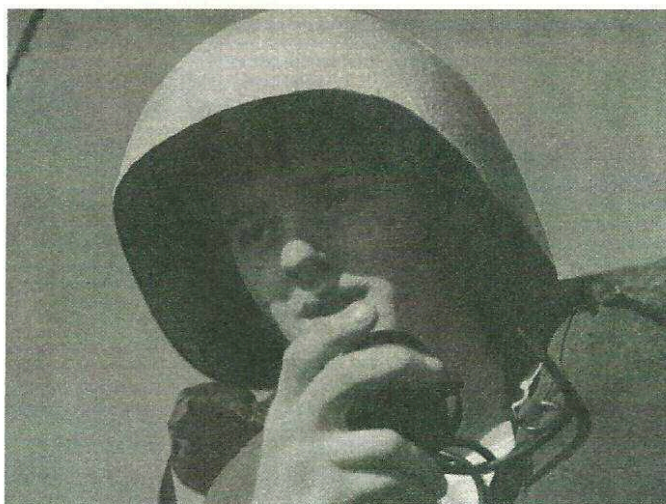
ply one of exploding the mine by deliberately producing a very strong magnetic field at a safe distance from the sweeper.

And that is precisely what we, aboard the gallant little Osprey, intended to do that dreary day when we sailed out of Inchon.

There were two of us on the mission; besides the Osprey, we had the Waxbill, whose skipper, Lieutenant J. W. Janecky, of Minneapolis, was OTC. (All the small sweepers, by the way, are named after birds, "Why?" I asked one of the sailors. "Beats me," he said. "Guess some joker in Navy headquarters belongs to the Audubon Society--Can you think of any other reason?")

## Warning Signals Are Hoisted

We were nearing So Sudo channel. "Hey, you guys," shouted one of the men, "give me a hand with those sweep balls." Visible for some distance, these black rubber balls are hoisted during sweeps as the international signal for sweeping. Signal flags were already at code Howe Fox: "Engaged in mine sweep operations. Keep clear."



Electronics Technician James Staples, of Seattle and the Osprey, wears his talking gear. Sweeper personnel have won over 250 awards in Korea

There were no fancy communications aboard ship. The skipper, Lieutenant Levin, called his instructions through a wooden tube on the bridge. "All engines ahead one third." We were coming alongside the island of Palmi-do and very soon would be ready to sweep.

Lieutenant (jg) Lloyd Lauderdale, of Beaumont, Texas--a graduate of the Mine Warfare school at Yorktown, Virginia--was the mine sweep officer, which meant that he was in charge of the sweep detail and responsible for getting the gear in and out, a tricky business



at best. He had already ordered the sweep detail to put on their life jackets and man their stations. While sweeping, all crew members except those engineers tending the main engines are required to stay on the upper decks to minimize casualties in case the ship hits a mine.

We began "streaming" (lowering into the water) our magnetic gear from the ship's stern. This consisted of two huge cables, a short leg and a long one, held together by canvas "marriage bands." Floats or "pigs" keep it buoyant. The long leg is allowed to pay out to about 1,200 feet: at the end of the short leg is a copper electrode.

When the sweep (known as a jig-sweep because it forms a "J" as it floats astern) is finally streamed, a powerful generator is turned on. This sends out a powerful pulsed current which passes through the cables and the water and creates a strong magnetic field, capable of detonating any mines in that area--providing, of course that the mines have been obligingly set to make this possible.



The Osprey's Philadelphia officers map strategy. Lt. (jg) Phil Levin (front) is ship's skipper; Lt. (jg) Dave Beadling is executive officer

More often than not, magnetic--as well as other influence mines--are preset so that their mechanism is not tripped the first time a ship passes over, or the second, or possibly even the tenth. They can be set in any way the enemy chooses. This complicates the sweeping problem and requires an almost endless (or so it seems to the mine sweep men) number of "counts" over an area before mine commanders dare give the "all clear."

That particular day, our Osprey and the Waxbill swept all day along two different paths, going and coming, and thereby chalked up a total of four "counts" over the channel with-

out setting off any mines. Possibly the mines which were supposed to be there had become inactive. (Fortunately, influence mines do not have a very long life, compared to contact types.) But, as Dusty had pointed out on innumerable occasions, greater than the fear connected with sweeping mines is the worry that maybe you've missed one, especially when a big ship is coming in.

So, this same outfit would have to sweep this same channel again and again and again, going through this same tedious, difficult, nerve-racking routine for an undisclosed number of times before they could safely assume that a threat did not exist.

By the time we steamed back into Inchon late that afternoon, I began to understand why the mine sweep force is often referred to as "the vikings of the modern Navy": wooden ships and iron men. I had had one day of sweeping and I was utterly exhausted; the Osprey's men, not so long ago, had had 48 straight days of it at one stretch without a break.

This sign greeted UN forces at Wonsan beach. The mine sweeping men are termed: "vikings of the modern Navy"

U.S. NAVY PHOTO



For weeks, on all sides, I had heard nothing but the highest praise for the men of this branch of the service. Now I could appreciate it. "Everybody in this outfit has got more spirit than I've ever seen before in my life," said Phil Levin, "and every other mine sweep skipper here feels the same way.

"No matter how tough it gets, they never gripe," agreed Lieutenant Commander Wells R. Bill, of Poughkeepsie, New York, operations



officer for Mine Squadron Three (whose present commander is Captain R. C. Williams, of Baltimore, Maryland), "Most of them are reserves, thrown into the outfit in a hurry. Some of 'em have never seen a mine sweeper before; but they get indoctrinated in a hurry."

That the Navy is cognizant of both their heroism and the quality of the job they've done is evidenced by the fact that more than 250 awards have gone to mine sweep personnel in Korea so far.

And that we are now, it is to be hoped, finally aware of one of the greatest lessons of the Korean War--the urgent necessity for an improved and expanded mine force--is probably indicated also by the re-establishment a few months ago of an over-all command--Mine Force Pacific Fleet--at Pearl Harbor, with Rear Admiral John M. Higgins, of Madison, Wisconsin, who is one of the Navy's "most seagoing" admirals, as its commander.

## Mine War's Future Predicted

Admiral Higgins told Collier's: "It is obvious from the mine warfare we have been engaged in during the Korean action that these deadly weapons can and will be effectively employed by any enemy we may face in the future.

"It is a basic military fact that any small maritime nation, with only elementary transportation facilities, little technical experience and a minimum of improvised equipment, can deny the use of its ports and the shallow waters along its coasts to a large, modern naval force at little cost to itself, simply by the extensive laying of even elementary types of mines."

Korea has shown us that more complex mines are sure to be developed, and they will therefore be more difficult to sweep. However, it is well to remember that this only poses a challenge: for there probably never will be developed a permanently unsweepable mine. Mine laying versus mine sweeping, mine versus countermine--it's a race for superiority in research and supply.

Korea provides something of a basic proving ground, too. Already, it is good to report, we've made improvements in our techniques: the Wonsan and Chinnampo sweeping operations provided some thrilling examples of close co-operation among helicopters, PBM patrol planes, underwater demolition frogmen and sweeper craft, as well as very small boats

equipped with midget gear--all clicking on one operation.

And we will have plenty of opportunity for developing many other improvements in gear and method; we are still sweeping mines laid in World War II; and come early peace or not, Mine Squadron Three will have to stay at the job of sweeping up Communist mines until they no longer pose a threat to our ships.

There will be no cease fire for the mine sweepers for a long time to come. THE END

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## The Perils of Overseas Shore Duty Or

### Miz Dee and the Gecko Errant

My shy and retiring bride (of then some ten years) and I returned home one evening from dinner at the Chief's Club on NAVSTA Guam. I had just unlocked the front door and was in mid stride reaching for the light switch when one of the small, green geckos that inhabit the island in vast numbers jumped, leaped, flew, fell or otherwise caused itself to become affixed to Miz Dee's head.

In less than a heartbeat, Miz Dee, shrieking like a banshee, hit me in the back like a giant water buffalo with diarrhea racing for a paved road on which to do his business. (They don't do that in the jungle when asphalt is available.) The incredible force catapulted me, ass over teakettle, into the closet, taking its sliding doors along for the ride.

Before I could blink, the world around me shifted on its axis, reversed itself several times, then steadied as my mind assimilated and processed an extraordinary amount of unexpected information. I found myself head-down in a toy box, feet up, tangled in fallen hangers, coats and jackets desperately trying to come to grips with why I was in that predicament.

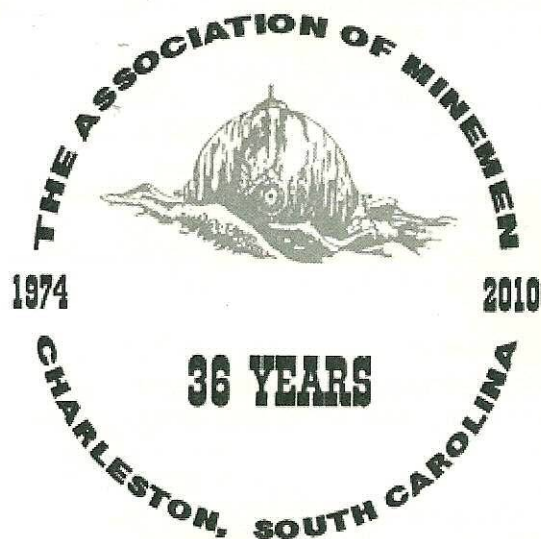
After several moments, I was finally able to focus on her upside down outline framed in the door by the streetlight. I remember her highly agitated and impatient voice screaming, "Will you get out of there and help me...where is it?...do you see it?...get it off me!" while she did a most vigorous twirling and hopping dance with artistic flailing of arms. **I did not hear, "My goodness, dear, I am sooooo sorry. Are you injured in any way? May I help you up?"**

After the lights were on AND a meticulous search of the premises for other lurking attack geckos had been completed, I was left with the eerie feeling that, somehow, it was all my fault...



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