



THE DASHPOT



Issue 74 Newsletter of the Association of Minemen Summer 2011



FROM THE PRESIDENT Gary Cleland

**37TH ANNUAL AOM
REUNION
POINT LOMA, CA
OCTOBER 14 - 16, 2011**

Hello from San Diego, California. Our nation just celebrated Memorial Day this past Monday. While enjoying the weekend with immediate family, my father-in-law, Kenny, a combat veteran from WWII and I were asked by the neighbors if we both served in the military. I replied yes, both of us, to which they both thanked us for our service. It struck me, then, as an extra special moment to be standing there with Dad Kenny. Here is a man I revere and respect beyond description, the honor I felt at that moment will long be remembered.

Why bring this up? Well as I drove home later that day, I got to thinking about all of the Chiefs and Officers that I have served with and whom have had a very positive influence on me and my active and reserve career. To my former shipmates and mentors, a personal and heartfelt THANK YOU for your guidance and support!

As we begin the summer season, the 2011 San Diego Reunion will soon be upon us. Remember, as you send in your reservations; please contribute generously to the Scholarship fund so we may award as many scholarships as possible.

Warren Savage received an email from Danish Commander (Ret) Jorgen Lorenzen inquiring about coordinating a visit to San Diego for this year's reunion. Warren and I will be working closely with Jorgen to make the visit a reality.

God bless our Soldiers, Sailors and Marines and God bless the USA.

Gary.

All AOM members and associates are welcome to attend our 37th Annual Association of Minemen Reunion and be part of a most memorable event. Sign up now, we are finalizing touches for our Reunion in San Diego, CA. I want to thank everyone for their assistance especially the 2011 Association of Minemen Committee, our President, our Directors, as well as all the involved members and friends, for their assistance in our pulling together our Reunion. We are looking forward to our 37th annual Association of Minemen being held from 14 October to 16 October 2011 in San Diego, California at the Holiday Inn San Diego Bayside. This hotel location was selected by the AOM Reunion Committee Team to house our reunion as well as most of our annual meetings, functions and activities. Our 1996, 2003, 2007 and 2009 AOM reunions were also held in San Diego at the Handlery Hotel and Resort and received "WELL DONE" from those in attendance.

The Holiday Inn San Diego Bayside is located at 4875 North Harbor Drive intersecting Nimitz in San Diego, CA 92106 only one (1) mile from the San Diego International Airport (Lindbergh Field) across from San Diego Bay. The 37th Association of Minemen Reunion is being planned

Continued on page 3.

ON THE INSIDE

<i>The Mail Bag</i>	4
<i>Taps</i>	6
<i>Honor Page</i>	10
<i>Confederate Torpedo Service</i>	11
<i>Fleet News</i>	15



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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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and operated by our nucleus team consisting of President Gary Cleland, W. C. Holloway, Jerry Chipman, Jim Miller and Warren Savage as well as other southern California AOM members and associates. We eagerly look forward to this event as one to be truly remembered and surpassing our 35th AOM reunion also held in San Diego.

The team is in the process of putting together activities which include our annual Early Bird, banquet, picnic and auction as well as other endeavors and annual meetings. We are looking forward to making this truly a family oriented function which enhances networking and camaraderie. We are looking at the USS Midway, Naval Station, San Diego Zoo, Sea World, casino sites and other activities.

The Early Bird receptions will be held on Thursday, 13 October at 1200 in Harborview room of the Holiday Inn and Friday 14 October starting at 1000 on the Poolside Deck in the Pool Side Hospitality Room with refreshments available. This will be a great opportunity to greet, meet and mix. There will be maps and handouts available as well as photos from the past. The hospitality room hours will be from 10:00AM to 10:00PM 13 October to 17 October 2011.

The Board of Directors meeting will be held tentatively Saturday morning at 1000 on 15 October at the Holiday Inn. Our General Membership meeting is scheduled to be held also on Saturday, 15 October starting at 1400 at the Holiday Inn. Our Banquet will be held on Saturday, 17 October starting at 1800 at the Holiday Inn.

Our Annual AOM picnic and auction are planned for Sunday, 16 October 2011 starting at 1130 hrs at the Navy Mine Warfare Training Center on base across the street from the Holiday Inn.

We will be using our Dashpot and the AOM website to keep everyone up to date on what is happening. We are looking forward to having a great & meaningful reunion.

To make reservation arrangements with the Holiday Inn San Diego Bayside, 4875 North Harbor Drive in San Diego, San Diego, CA 92106, call 1-619-224-3621 or the Holiday Inn National number at 1-800-662-8899. A FAX is available 619-224-1787. Special Group Rate is available OCT 14 to 17 2011; Room rates are \$109.00 plus 12.5% tax, single or double; ID yourself as "Association of Minemen" to get special rates, cut-off date is 20 September 2011. Check-in time is 4:00 PM and checkout time is 12:00 noon. Hotel parking is free. For your convenience, there is a Holiday Inn Restaurant on site. There is also a

Navy Exchange outlet located across the street as well as ten restaurants in close walking distance.

COMPLIMENTARY provided:

- PARKING
- Twenty Four hour Airport / Amtrak Shuttle service Call Hotel directly for service.
- Shuttle to local shopping and Balboa Park and San Diego Zoo
- Hospitality Suite with coolers, ice, portable bar, display tables (with 20 rented sleeping rooms)
- One hour welcome reception with beer, wine and soft drinks and cold hors d'oeuvres (with 20 rented sleeping rooms)
- Use of TV/DVD/VCR for viewing past events
- Kids 19 and under stay free. Kids 12 and under eat free at Hotel Restaurant with a dining adult.
- Senior discounts offered at Hotel Restaurant featuring home style, affordable cooking

**FROM THE
RETIRED DESK OF
YOUR
EX-SECRETARY**



Curtis reports that fishing is so good and the fish so big he is having to use heavier line to haul them in. He invites those interested to stop by, have a cool one and catch a few or just reminisce (tell sea stories).

NEW MEMBERS!

Welcome Aboard

To

**Terry C. Dunne, MN1 (RET)
John E. Grein, MN3
Michael R. Snell, MN3.**

Hope to see all of you at one of the reunions!

**Since the early 1970s,
the Russian Navy has had in its
inventory a mine that
attacks subs at the speed of
240 feet per second.**

Comforting thought isn't it?

SCHOLARSHIP

SCOOP

by Swede Carlsen



Scholarship award time is close at hand. The applications for the AOM Scholarship have started to accumulate.

We've already passed 2010's applications of nineteen. By the application deadline, the AOM should have twenty-one requests in the scholarship basket.

The AOM has \$19,861.93 in the Presidential Fund, \$20,429.25 in the General Scholarship Fund and \$625 remaining in the Benevolent Fund.

If all of the scholarship applications are awarded, the General Fund will take a big hit. To be able to award as many scholarships in 2012 as was possible in 2011, we have to replenish the scholarship locker, so please start donating as early as possible.

The membership might find it a good idea to give a memorial donation in past president Robert 'Willie' Wilson's name! Willie was always a generous donor!

Stand Tall America

Dear Association of Minemen,

I wanted to thank you all very much for the scholarship of \$750 for this school year. Being at an out of state school, financials can be a bit tough. I really appreciate you all considering me for this scholarship. It is an honor to have received this scholarship again. It is an amazing attribute to your organization to help all these students in a time of financial struggle. Have a great time at the reunion!

Thanks again, Nicole Loonam

January 12, 2011

Association of Minemen P.O. Box 69
Eutawville, SC 29048-0069
Dear Committee,

I wish to thank the Association Of Minemen Committee for the check in the amount of \$750. I graduated last spring from the College of San Mateo with an Associate Arts Degree and am now enrolled at Oregon State University. I am continuing my education and playing baseball... another chapter of my life begins.

Out of State tuition and living costs are expensive and I greatly appreciate your help. Thank you again for your support and generosity.

Sincerely,
Glenn Wallace



THE MAIL BAG

A thank-you card from John Loonam addressed to the AOM

Thank you very much for the prayers and kind words. The floral arrangement was beautiful. Thank you for everything.

The Loonam Family.

Notice of Recent Passing.

MNCM Donald Krupczyk, USN (Ret)

Don passed away June 12, 2011, at Trident Hospital at 2:37 a.m. Memorial service was at The Fleet Reserve, 99 Wisteria Road, Goose Creek, SC 29445, Wednesday, June 15, 2011, at 6 p.m. Arrangements by Dove Funeral Service, 4310 Curry Ford Road, Orlando, FL 32806 (www.postandcourier.com/deaths)

Full obituary will be in the fall Dashpot.

The best leader is the one who has sense enough to pick good men to do what he wants done, and self-restraint enough to keep from meddling with them while they do it.
Theodore Roosevelt



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 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 Webmaster

E-mail – Active Duty

05/05/11 - Garrett A. Mooney MN2 (SW); garrett.mooney@navy.mil
03/07/11 - Brian A. Rey MN1 (SW); brian.rey@navy.mil

E-mail – Reservist

05/10/11 - Michael Snell MN3 USNR; whiteknight7570@yahoo.com

E-mail – Retired

04/17/11 - CW02 Ross Johnson; smw18@verizon.net
04/01/11 - Terry C. Dunne BU1 (MN1); tcdvad99@comcast.net
03/20/11 - Scotty Helms MN1; scothlm@netzero.net

E-mail – Former-Minemen

06/04/11 - Harris L. Crowley, Jr. MN2; harris50@charter.net
06/04/11 - Ryan Fling MN3 (SW); fling.ryan@yahoo.com
05/05/11 - Thomas Payne Mineman; thomas3452@att.net
04/17/11 - John E. Grein MN3; jegrein@yahoo.com
04/09/11 - Donald Shilling MN3; starman@vintageacres.com
03/30/11 - Ron "Skin" Benskin MN1; varmint22@hotmail.com
03/20/11 - Gan Uesli Starling MN3; Old name was "John Wesley Starling", gan@starling.us



AZUMA ISLAND 1967



TAPS



Barbara “Bobbie” Loonam

It is with deep regret that I announce the passing of Barbara “Bobbie” Loonam, wife of CWO4 John F. Loonam, USN (Ret.)

Barbara Ellen “Bobbie” Loonam, 73 of Gloucester, VA, quietly passed away at home surrounded by her family on March 31, 2011 after a long battle with colon cancer; born in Hasty, Arkansas, raised in Hollywood and San Diego, CA. Barbara traveled and lived all over the world with her family during her husband’s 30-year Navy career before settling down in Gloucester, VA, 29 years ago. Barbara was a full-time homemaker until her seven children left home when she then worked in home healthcare and as a seamstress at Colonial Williamsburg costume shop. She was a member of St Therese Catholic Church and the American Legion Auxiliary Post 75 in Gloucester.

Barbara, daughter of the late Garland and Tabitha Morris, was a devoted Wife, Mother to all and Fighter until the end. Survived by her husband of 57 years, John Loonam; sons Mike, (Greenville, SC), John, Jr., (Beaufort, NC), Larry, (Greenville, NC), Greg, (Front Royal, VA); daughters, Kathy Sillery, (Williamsburg, VA), Diane Parker, (Newport News, VA), and Sandy Loonam, (Gloucester Point, VA); brothers Harold Morris, (Viola, KS), Denny Johnson , (Ridgley, TN); sisters, Bonnie Gerlach, (Viola, Kansas), Pat Maher, (San Antonio, TX), Gheri McDonald, (Charlotte, NC); 11 grandchildren; 6 great-grandchildren and many extended family and friends.

Celebration of Life Service was held at St. Therese Catholic Church, 6262 Main Street at 11:00 a.m. Theresians provided a reception following the service, all were welcome. Arlington National Cemetery Internment services will be announced at a later date.

Gifts in her memory may be sent to St. Therese Parish Growth Fund.

Derick S. Hartshorn, Chaplain-AOM

Alexander James ‘Mac’ McPherson

It is with sadness that I notify the membership of the passing of one of our members. AOM member Alex McPherson passed away 5/23/11 in Gloucester, VA. Mac was a minesweeping Electrician’s Mate. I believe he was assigned to Jack Smoot’s Reserve Unit at NWS Yorktown. He has attended many AOM reunions.

GLOUCESTER, VA - Alexander James ‘Mac’ McPherson, passed away on Monday, May 23, 2011, after a courageous fight with cancer.

Born July 22, 1937, he was preceded in death by his parents, Alexander James McPherson Sr. and Mary O’Dowd McPherson of Toomebridge, N. Ireland and his wife of 30 years, Frances Allen McPherson.

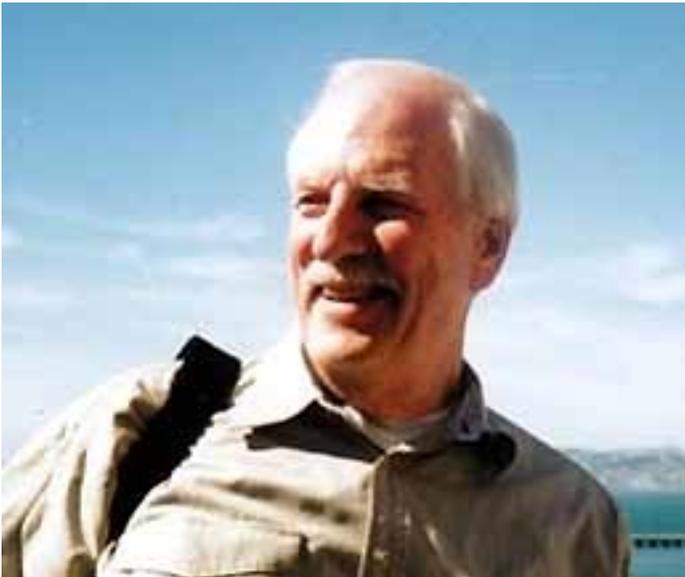
Mac served proudly in the United States Navy during the Vietnam War and the Naval Reserve and also retired from Naval Weapons Station in Yorktown. He was a member of VFW Post 8252, Moose Lodge # 886, American Legion Post #83, and the Association of Minemen.

He is survived by his children, Mary Kay McPherson Edgar and her husband, Ed, Dana McPherson Kohlhorst and her husband, Daryl, and Mark Alexander McPherson and his wife, Stephanie; his stepchildren, William Peterson McLean and his wife, Jenn, Richard Allen McLean and his wife, Holly and Suzanne Elizabeth Wood; his brother, John McPherson. Mac was Grand-daddy to 14 grandchildren, David, Kathryn, Erin, Benjamin, Kasey, Alex, Elizabeth, Madison, Hunter, Parker, Pete, Fox, Michael and Isabelle. A memorial service in his honor was held at 11 a.m. Saturday, May 28, 2011, in the chapel of Andrews Funeral Home.

Memorial donations may be made to DAV, P.O. Box 58, Gloucester, VA 23061.

“Sometimes, when one person is missing, the whole world seems depopulated.”

Lamartine



Ronald J. McGrain

Sadly, one of the tasks I am faced with is to pass on the sad tidings of deceased AOM shipmates. The latest notification concerns a fellow Azuma Island Mineman and close personal friend, Ron McGrain.

Ronald J. McGrain, 76, of Banning, CA passed away peacefully in his home on the morning of April 7, 2011 as a result of Leukemia.

Ron was born July 20, 1934, in Sandusky, Ohio, raised as one of three children to parents William and Florence McGrain. Ron attended grade school locally, leaving Sandusky High School early to join the United States Navy. As a Seaman in the Navy, Ron traveled the world and was a decorated soldier in the Korean War. After being discharged, Ron returned to Sandusky where he met his first wife, Joyce Smith. In 1958, Ron and Joyce welcomed daughter, Ronee'. After a brief residency in Milford, IN, in 1962, Ron relocated his family to Anaheim, CA for a career in Operations Management. After the passing of his wife Joyce in 1994, Ron met and married his current wife Dianne McGrain; in 1996, they were married and relocated to Banning, CA to enjoy their retirement, electing to serve as a member of the Riverside County Grand Jury from 2009 through January 2011. He was a Member of the Association of Minemen, a fraternal and scholarship organization dedicated to those who served in the U.S. Navy Mine Force.

Ron was predeceased by his first wife Joyce, parents William and Florence McGrain, and sister Mary. He is survived by his wife Dianne, daughter Ronee', stepchildren, Darla, Bobby, and Jennifer, brother Dick, 9 grandchildren, and 7 great grandchildren.

Services were held May 1, 2011 at Weaver Mortuary in Beaumont, CA, with a private service held at Riverside National Cemetery on May 3rd, 2011. In lieu of sending flowers the family is requesting donations be made to San Geronio Hospital, located in Banning, CA.



Alexander James 'Mac' McPherson

Mac was a minesweeping Electrician's Mate. Believe he was assigned to Jack Smoot's Reserve Unit at NWS Yorktown. He has attended many AOM reunions.

GLOUCESTER, VA - Alexander James 'Mac' McPherson, passed away on Monday, May 23, 2011, after a courageous fight with cancer.

Born July 22, 1937, he was preceded in death by his parents, Alexander James McPherson Sr. and Mary O'Dowd McPherson of Toomebridge, N. Ireland and his wife of 30 years, Frances Allen McPherson.

Mac served proudly in the United States Navy during the Vietnam War and the Naval Reserve and also retired from Naval Weapons Station in Yorktown. He was a member of VFW Post 8252, Moose Lodge # 886, American Legion Post #83, and the Minemen Association.

He is survived by his children, Mary Kay McPherson Edgar and her husband, Ed, Dana McPherson Kohlhorst and her husband, Daryl, and Mark Alexander McPherson and his wife, Stephanie; his stepchildren, William Peterson McLean and his wife, Jenn, Richard Allen McLean and his wife, Holly and Suzanne Elizabeth Wood; his brother, John McPherson. Mac was Grand-daddy to 14 grandchildren, David, Kathryn, Erin, Benjamin, Kasey, Alex, Elizabeth, Madison, Hunter, Parker, Pete, Fox, Michael and Isabelle. A memorial service in his honor will be held at 11 a.m. Saturday, May 28, 2011, in the chapel of Andrews Funeral Home.

Memorial donations may be made to DAV, P.O. Box 58, Gloucester, VA 23061.

MNCM John Paul (“Opie”) Opocensky, USN (Ret)

It is with deep regret and sadness that I report the passing of our fellow AOM member, John Paul (“Opie”) Opocensky on 4 April 2011. Upon taking his last breath, he was immediately in the arms of the Lord whom he had given his life to.

John and wife Kitty attended the 2010 AOM Reunion in Williamsburg and, although in failing health, Opie was an inspiration to all who were fortunate enough to meet him.

John was born in Prince George County, Virginia on 11 May 1925, the son of Paul Opocensky and Emily Rusnack Opocensky. He attended schools in Hopewell, Virginia and enlisted in the US Navy on 25 July 1942 and was sent to Norfolk for basic training. He served in many assignments, both ashore and afloat during World War II. Following the war, he married Alice C. “Kitty” Williams on 13 July 1946. They had four children: Cheryl Kay Opocensky Gillyard (3 children), Linda May Opocensky (killed by a drunk driver at age 17), Joseph W. Opocensky (1 child), Betty Sue Opocensky Crosby (3 children). Opie retired as Master Chief Mineman on 1 September 1972 at Charleston and settled with Kitty in Ladson, SC. After retiring, he attended Lake City Community College in FL and received his degree in Golf Course Management. He then worked as a superintendent at Jeckyl Island, Georgia Golf Courses. He was also a member of the American Legion, VFW, Fleet Reserve Association and Association of Minemen.

Those fortunate to stay in contact with Opie were on his list of e-mail friends. One of his great delights was to send e-mails of a spiritual nature; touching and compelling articles that were likely responsible for bringing others to a relationship with the Lord. He will be greatly missed by those who knew him.

The funeral Service was held Friday, April 8, 2011, 11:00am, in the McAlister-Smith Funeral Home Goose Creek Chapel. Burial was on Saturday, April 9, 2011, 1:00pm, Blanford Cemetery in Petersburg, VA.

Condolences may be sent to the family at: 621 Oxford Rd, Ladson, SC 29456-6271. The home phone is (843) 797-7053

Derick S. Hartshorn, Chaplain-AOM



Don C. Risk

From bits and pieces shared with me from Don Jones and Chief Zoc (Zygmund O. Chuhay), I learn that, Don C. Risk, one of our Mineman compatriots passed away on 1 September 2010 in or around Reno, Nevada.

His name appeared in the Fleet Reserve Magazine. He was born 3 March 1937 in Muncie, Indiana. He leaves his wife of 22 years, Frances, children Kim, Regina and Kris, 11 grandchildren and 5 great grandchildren. The brief obituary in the Reno Gazette-Journal on September 5, 2010 states that he passed away after a long battle with cancer.

While much time has passed and condolences might be somewhat belated, the last address I have for his son, who survives him is:

Donald C Risk, Jr.
20702 El Toro Rd, Apt 359
Lake Forest, CA 92630-6131
I have no listed phone number.

I wish I could do more in communicating this sad event but the intervening time had made it difficult to do so.

Derick S. Hartshorn, Chaplain-AOM



CWO Julius James “Jim” Tresley

I regret to notify you that we recently lost a fellow shipmate Julius James “Jim” Tresley, former MN3 or MN2, AOM # 0852, who passed away on the 28th of April.

Jim Tresley formally known as Julius James Tresley was born in Hot Springs, SD to Ben and Rena Tresley. Jim lived in Sturgis, SD and his parents divorced when he was approximately 2 years old. His older brother Charles left SD with

their father for California where his father worked with polo horses for most of his life and Jim was bounced around between his mother and grandmother until his beloved grandmother passed away.

Then he moved to Everett, WA to live with his father's sister Aunt Adeline and Uncle Guy. Then back to live with his brother Charles and his father in Lawndale, CA. They moved around southern CA a lot until his brother moved out and joined the military.

Jim started supporting himself around age 16 and worked grooming show horses. The last stop on the show circuit was Bakersfield where Jim's boss knew that Aunt Adeline and Uncle Guy lived. Jim was fired and encouraged to finish High School at Bakersfield High School where he won many medals on the diving team and enlisted in the Navy reserve. Jim took a course or two in college then enlisted in the Navy and served 4 years and spent a tour of duty in the Korean War. Jim's last station was in Hawthorne, NV and settled there for several years. He was married for a few years and had a son Eric and a daughter Elaine. He worked his way up to manager for Safeway Stores and met the love of his life Dee. In 1959, they moved to Sparks where they raised their 3 children, Pam, Mark and Jimmy.

Jim was always passionate about flying and received his private airplane license while still in Hawthorne. In 1964 after the Stead Air force Base opened a flying academy he enrolled in the helicopter and fixed wing flying course, his love was flying helicopters. When he completed the course, Jim enlisted in the United States Army. He spent two tours of duty in Vietnam. After the first tour he was stationed in Baumholder, Germany where he met and flew for General Harry Heistand. The second time he was deployed to Vietnam it was at the request of General Heistand he was ordered to stay an extra month to personally pilot the helicopter for General Heistand. Jim was one of the last Army aviators out of Vietnam at the end of that war.

The decorations and medals Jim received for his service are: the National Defense Service Medal, Good Conduct Medal, Army Aviator Badge, Bronze Star Medal with 1 Oak Leaf Cluster, Air Medal W/V Device and the 24th Award, Distinguished Flying Cross, Vietnam Service Medal w/1 Silver and 1 Bronze Star, Vietnam Campaign Medal w/60 Device, Vietnam Cross of Gallantry w/Silver Star and Palm, Armed Forces Honor Medal 1st Class, 4 Over Sea Service Bars, Senior Army Aviator Badge.

Jim loved serving his country flying helicopters in the US Army. The only thing he was truer to was his family. After the loss of their son Mark in a tragic drowning accident in Fort Benning, GA, Jim felt it best to move his family back to Sparks to be near the extended family for emotional support. Jim resigned from the Army in 1975. After that he worked for Boomtown for over 20 years as purchasing director. No matter what he did, he did it with the utmost honesty and integrity to the best of his ability.

Photos of Jim at Hawthorne may be found at: <http://www.hartshorn.us/Navy/navy-18b.htm> (picture # DD-23, DD-24 and DD-29, all courtesy of Don DeCrona)

In lieu of flowers please make a donation to Sparks Christian Fellowship (510 Greenbrae Drive, Sparks, NV 89431-3137) in Jim's honor. Jim's Memorial Service was held at Sparks Christian Fellowship on Thursday May 5, 2011 at 1pm.

Please join me in keeping the Tresley family in your thoughts and prayers. His wife, Dee, may be reached at 8071 Hazelnut, Reno, NV 89506-6897 (775) 972-6115

CAPT Verner E. "Vern" Unger, USN (Ret)

Another belated death in our ranks was passed on by Sec/Treas Mike Femrite. I have been able to dig up only a few details.

Verner E. "Vern" Unger died 28 August 2009 at his home in Amityville, L.I., New York. He was born 5 Feb 1937 and was an AOM member. He was the president of Port St. Lucie Shipping Co., Inc. and an active member of the Fort Schuyler Maritime Alumni Association.

The Powell Funeral Home of Amityville no longer has records of the passing of Captain Unger. His wife Louise survives him. I found her address and wonder how best to handle condolences at this late date. Nevertheless, I am supplying her address:

Louise Unger
67 Purdy Lane
Amityville, NY 11701-3921
(631) 691-6532

Derick S. Hartshorn, Chaplain-AOM



HONOR PAGE

MN3 MICHAEL SNELL USNR



Well as far as how did a Mineman end up in Afghanistan. Well, I can give you the short version. Currently I am part of CHB-14 (Cargo Handling Battalion). I have been told it is because I have 16 years of experience as an over-the-road truck driver prior to signing up for the Navy. Anyway, I was suppose to go to Bagram to work in the Post Office for six months. I am to the understanding that I am the first Mineman in the history of the Navy to attend the Postal Clerk "A" school.

Well after 3 months of pre-deployment training and two days prior to flying over to Afghanistan my mission was cancelled. I was given three options. 1. To go back to drilling reservist status. 2. Get on the next cycle to Bagram and work at the Phoenix Reserve Center. 3. Get on the next available mission, whatever it is. It would either be to the Horn of Africa or Afghanistan. Well I decided to take the next available.

I got a call about a month later from a detailer asking if I had an interest in going to Afghanistan to work on MRAPS. Well I had to find out what an MRAP was. Two weeks later, I was at Camp Atterbury in Indiana going through 3 months of combat training. I was on what was known as a Provincial Reconstruction Team (AKA PRT mission).

After the training was complete and we actually made it to our FOB (FOB Wright) it was discovered that there were civilian contractors that worked on the MRAPS.

There was actually talk about sending me home. Well there was an opening in the supply department. I took that and found myself spending a lot of time in the armory. I was able to learn a great deal about small arms from a GMCM Joe Love, he is retired. He told me he helped the Navy develop the slim mine.

While I was there I kept very busy. I worked in medical during MASCASULTIES, worked with locals to build things around the FOB, work with the Afghan Border Patrol on small arms instruction or whatever was needed.

Well, like I said that is the short version. My deployment was supposed to be 6 to 8 months long. My last order revision was written for 542 days (17 months, 3 weeks and a few days).

Our command was made up of Navy Officers. We had the best CO. It was a joint Navy, Army and Air Force mission.

MN3 Michael Snell USNR received a Purple Heart, Combat Action Ribbon and the Combat Action Badge for action in Kunar Province, Afghanistan on 07/03/10.

Ed Note: Any questions about Minemen NOT being able to do anything, anytime, anywhere?



The Civil War

THE CONFEDERATE TORPEDO SERVICE

By R. O. Crowley

Formerly Electrician of the Torpedo Division, C. S. N.

(The Century / Volume 56, Issue 2, The Century Company, New York, June 1898)

PART FOUR

Offensive Torpedo Warfare

So far we had been acting on the defensive, and the torpedoes described might be called defensive torpedoes. It was now determined to apply offensive torpedoes; if the enemy would not come to us to be blown up, we would go to them.

The first thing to be done was to prepare a fuse which was not dangerous to handle, and which would explode quickly on contact with any substance.

To this end we made some sheet-lead tubes, the rounded end being of much thinner lead than the other part.

These tubes were about three inches long and one inch in diameter. Into this tube was inserted a small glass tube, of similar shape, filled with sulphuric acid, and hermetically sealed. The vacant space about the glass tube was then tightly packed with a mixture of chlorate of potash and pulverized white sugar, and the mouth of the lead tube was closed by fastening a strip of muslin over it.

Now, if the rounded end of the leaden tube is brought into contact with any hard substance, the thin lead will be mashed, the interior glass tube broken, and the sulphuric acid becoming mixed with the preparation of chlorate of potash and sugar, an immediate explosion is the result. We then prepared a copper cylinder capable of containing about fifty pounds of powder, and placed several of the leaden fuses in the head, so that no matter at what angle the butt struck the hull of a ship, one of the fuses would be smashed in, and flame from the potash and sugar ignite the powder. At the bottom of the copper cylinder there was a socket made to fit on the end of a spar.

We discussed the matter of exploding spar torpedoes by electricity, but the difficulty of arranging a contrivance to close the electric circuit when the torpedo came in contact with the hull of a ship, and want of conveniences for stowing a galvanic battery in the launch, induced us to adopt the fuses above mentioned instead.

This was a formidable weapon, and one extremely dangerous to handle. We first experimented with an empty cylinder fitted with leaden fuses. The copper cylinder was fastened to a spar attached to the bow of a small steam-launch. Thus prepared, we "rammed" an old bulkhead, or wharf, at Rocketts, in the lower part of Richmond, at first unsuccessfully. We then tried it loaded with twenty-five pounds of powder, and, lowering the spar torpedo about two feet under water, again rammed the bulkhead. The effect of the explosion shattered the old wharf and threw up a column of water, completely drenching the occupants of the launch.

Our steam-launch, or "torpedo launch," as it was called, was prepared for an expedition against the enemy's fleet snugly anchored off Newport News. Just at this time a new difficulty presented itself. The launch burned bituminous coal, the smoke from which could be discerned at a long distance, and the sparks from which at night would disclose its presence to an enemy. Some one suggested that we might obtain anthracite coal by dredging at the wharves and in the docks at Richmond. This was accordingly done, and we obtained a supply of the anthracite, for which an almost fabulous sum was paid.

Our launch was about twenty feet long, about five feet beam, and drew three feet of water. She was fitted with a small double engine amidships, and there was sufficient space in her bow for three men, and aft for an engineer, who also acted as fireman. An iron shield was then fixed on her, completely covering the men from plunging rifle-shots.

Thus equipped, and all being ready, we towed the launch down the James River, on a dark night, to a point about ten or fifteen miles below City Point, and then let her go on her dangerous mission.

There were only four persons on board of her, namely, the commanding officer, a mate, a pilot, and an engineer.

From reports afterward made, we learned that she steamed down toward Newport News until the approach of daylight, and then hid in a swamp until the next night, when the attempt was made to blow up the U.S.S. Minnesota, then the flag-ship of the Federal fleet, and the largest war vessel in the Union service. The launch steamed all through the fleet that night, being frequently challenged by the deck lookouts. Finally the Minnesota was seen looming up grimly in the darkness, and, letting down the spar torpedo in the water, the launch rammed the ship just below the water-line on her starboard quarter.

The effect was terrific, the shock causing the Minnesota to tremble from stem to stern. Several of her guns were dismantled and a big hole was opened in her side by the explosion of the 50-pound torpedo.

Owing to the strong tide prevailing at the time, and the violence of the ramming, the launch perceptibly rebounded, so that at the instant of the explosion, which was not simultaneous with the blow, a cushion of water intervened between the torpedo and the hull of the Minnesota, thus weakening the effect and probably saving the ship. She was so thoroughly disabled, however, as we afterward understood, that she had to be towed off, and underwent repairs in the docks. Our men were greeted with showers of bullets from the deck of the ship, but they struck harmlessly against the iron shield of the launch, which quickly steamed away under cover of darkness, and escaped.

This, I believe, was the first instance of successful ramming with torpedoes and the subsequent escape of the attacking crew, most other cases happening subsequently resulting in the death or capture of the attacking party. The effect of this daring attack exercised a great influence on the Federal fleets everywhere. It was necessary to double the watches and exercise untiring vigilance against any further attempts.

During the last year of the war arrangements had been perfected to secure a large quantity of insulated wire, cables, acids, batteries, and telegraph apparatus, etc., from England, an officer having been sent there for that purpose. Every material requisite for the extension of our torpedo system throughout the entire South was obtained, and a small advance shipment did actually reach us through the blockade at Wilmington. The remainder was put on board a swift steamer, with the intention of running the blockade and returning with a full cargo of cotton; but from stress of weather, or other causes, the steamer put into the port of Fayal, and, as I understood, was wrecked in that port, either from the stupidity of the pilot or from treachery. The entire cargo was lost, and it was impossible to duplicate our material before the war ended.

Torpedo Operations in Charleston

Perhaps there is no harbor on the Atlantic coast so well adapted for defense by submarine batteries as that of Charleston. All the requisite accessories for a successful defense by this method exist in a

remarkably favorable condition. The main ship channel passes toward the city, between Morris Island on the one side, and Sullivan's Island on the other, with Fort Sumter between the two islands. Each of these points offers sure protection to galvanic batteries, and each is capable of being made the central point of independent systems. The submerged battery wires radiating from each position could not be destroyed by dragging in the daytime without coming under fire of the land batteries, and with the aid of calcium lights thrown on the position at night, any attempt at dragging would be extremely hazardous. Besides these natural advantages, the depth of water is not too great for effective explosions.

As previously stated in this paper, we were without the necessary material to extend our system to Charleston harbor; besides, the exigencies of the situation at Richmond and Wilmington were too pressing to permit us to think of Charleston. However, some attempts were made by the local military authorities to lay torpedoes in the harbor, and a large one was planted in the main channel, the wires being led into Fort Sumter.

On April 7, 1863, the Federal fleet commanded by Admiral Du Pont moved up the channel northward toward Sullivan's Island, the frigate Ironsides in advance, followed by the ironclad Keokuk and the wooden vessels. At a distance of about one thousand yards these powerful war-ships opened fire on Fort Sumter with terrific effect, and received, in return, a heavy fire from all the adjacent forts. The Ironsides passed over and over the torpedo before mentioned, and everybody awaited with intense anxiety the moment when it was expected she would be blown to pieces by its explosion. It failed to "go off," however. Several reasons were assigned for the failure, but probably the true reason was wet powder and want of system in properly testing the wires and the torpedo-tank.

The Federals believed that the harbor was thickly studded with explosives; and although this belief exercised a very considerable moral effect, it did not prevent them from advancing bravely to attack powerful forts, not knowing at what moment their ships might be destroyed.

The "Cigar-Boat"

In the "Southern History Society Papers," Colonel Olmstead gives the following account of an interesting episode in the service which did not come under my eye:

During the summer of 1863 there was brought to Charleston, South Carolina, by rail from Mobile, Alabama, a peculiarly shaped boat known as the "cigar-boat." Its history is linked with deeds of the loftiest heroism. This boat was one day made fast to the wharf at Fort Johnson, opposite Fort Sumter, preparatory to an expedition against the Federal fleet. It was built of boiler-iron, about thirty feet in length, with a breadth of beam of four feet, and a vertical depth of six feet. Access to the interior was had by two man-holes in the upper part, covered by hinged caps into which were let bull's-eyes of heavy glass, and through these the steersman looked in guiding the motions of the craft. The boat floated with these caps raised only a foot or so above the level of the water. The motive power was a propeller worked by the hands of the crew, cranks being provided in the shaft for that purpose. Upon each side of the exterior were horizontal vanes, or wings, which could be adjusted to any required angle from the interior. When it was desired that the boat should go on an even keel, whether on the surface or under the water, these vanes were kept level. If it was desired to go under the water, say, for instance, at an angle of ten degrees, the vanes were fixed at that angle, and the propeller worked. The resistance of the water against the inclined vanes would then carry the boat under. A reversal of this method would bring it to the surface again. A tube of mercury was arranged to mark the descent. It had been the design of the inventor to approach near to an enemy, then to submerge the boat and pass under the ship to be attacked, towing a floating torpedo to be exploded by means of electricity as soon as it touched the keel.

Insufficient depth of water in the harbor prevented this manner of using the boat, however; and she was then rigged with a long spar at the bow, to which a torpedo was attached, to be exploded by actual concussion with the object to be destroyed.

While the "cigar-boat" was at the wharf at Fort Johnson, with some of her crew on board, she was suddenly sunk by the waves from a passing steamer. Days elapsed before she could be raised. The dead bodies of the drowned crew inside were removed, and a second crew volunteered. They made repeated and successful experiments in the harbor, but finally they too went down, and, from some

unknown cause, failed to come up. Once more a long time passed before the boat was raised, and then the remains of the devoted crew were taken from her; nevertheless, still another set of men came forward and volunteered for the perilous duty.

Finally the expedition started; but it never returned. That night the Federal sloop-of-war Housatonic was reported as having been sunk by a torpedo in the lower harbor; but of the gallant men who had thus accomplished what they aimed to do, at the risk of their own lives, nothing definite was ever known until after the war, when divers, in endeavoring to raise the wreck of the Housatonic, discovered the "cigar-boat," with the bleached bones of her crew, lying near the wreck of the noble ship she had destroyed! (CSS Hunley was in fact not discovered for more than 140 years.)

*"Patience and perseverance have a magical affect
before which difficulties disappear and obstacles
vanish."*

- John Quincy Adams

Incredibly
OLD NAVY





GOOSE CREEK, SC

by MNCS(SW) Mike Szostkiewicz, MN1(SW) Michael Lynch, MN1(SW) Travis Hutchens

TEAM CHARLESTON WARRIORS

“We work hard... so others don’t have to!”



Last quarter ushered in some new faces as well as promotions for the US Navy’s busiest mine shop. We saw the promotions of four 1st Class Petty Officers MN1(SW) Carlos Espinosa, MN1(SW) Henry Glenn, MN1 Kennan Nishimura, MN1(SW) Devin Smith as well as four 2nd Class Petty Officers MN2(SW) Marshall Collins, MN2(SW) Michael Butts, MN2(SW) Sergio Rojas, YN2(AW) Jacquie Wright all while continuing on our busy workload schedule.

Our Mines Department was busy with six exercises though not solely based throughout Navy Region Southeast. There were two Versatile Exercise Mine (VEMS) exercises in support of MCMRON 5 in 5th Fleet AOR. A total of 6 Mine Assembly Teams (MAT) deployed in support of worldwide fleet operations for this quarter, the largest of these exercises was the In-water Reliability Evaluation (IRE) of numerous MK-65s MK-62s sent to both Dyess Air Force Base, TX and Barksdale Air Force Base, LA. Our Mine Assembly Teams also worked side by side with Ms. Tina Baxter of NSWC Panama City, FL and Mr. Jerry Ellis and his team of mine warfare professionals from NSWC Indian Head, MD during the assembly and Post Mission Analysis phases as well. We also welcomed a visit from Mine Warfare Systems Specialists of Innovative Professional Solutions, Inc. retired Minemen (Master Chief) Bob

Bainbridge and (Senior Chief) Ollie Collins who assisted with the Quickstrike Mod 3 weapons. Our Sailors worked flawlessly with our civilian counter parts to build, ship, fly, drop and recover all assets, showcasing NMC Unit Charleston's flexibility towards success. At the time of this writing, IRE photos have not been approved for public release, however, we will post an update in the next DASHPOT.

NMC Unit Charleston also had a plethora of visitors including NMC CED CAPT Charles Marks and COMOMAG CAPT (select) Paul Harvey. Both showed a great appreciation to the work that is done here as well as talking to young Sailors and Marines and civilians about taking NMC Unit Charleston into the next decade. We also hosted a very successful visit from Ms. Susan Murphy, Mr. Dennis Camp of NMC CED and Mr. Ed Simmons of COMOMAG. This visit was centered upon fine tuning the Fleet Ordnance Support Model (FOSM) reporting for all of our mine warfare specific tasks which included an in-depth analysis of the necessary level of detailed needed to perform all mission tasks and functions.



CAPT Marks discusses keys for continued NMC success as Team Charleston.

Balancing our mission workload with community service continues to be a prominent factor for our Team Charleston Warriors. Of special note, numerous Sailors participated in a local elementary school's Track and Field Fun Day, as such MN1(SW) John Pennington, LS2(AW) Dennis Novesteras, MN2 Matthew Schumacher, MN3 Chris Gonzalesbouton, MNSN Michael Thompson all received Letters of Appreciation from CDR Marquis Patton.

As we ushered in a new group of personnel, we piped ashore four great Sailors: MN1(SW) Shane Stone, MN1(SW/SS) James Morgan, MN2(SW) Justin Tassej and YN2(SW/AW) Keyosha Wilson. All three left an indelible mark on NMC Unit Charleston from their dedication that they brought to the command.

Maritime Prepositioning Force:

One of our myriad of missions here at NMC Unit Charleston 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 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 lighter age carried aboard. This capability gives the Marine Corps the ability to operate in both developed and underdeveloped areas of the world.

Our civilian counterparts on the MPF and Rail team were heavily involved in the shipping and receipt of nearly 6000 tons of ammunition and supplies from USNS SISLER (T-ARK-311), USNS PFC EUGENE A. OBREGON (T-AK-3006), USNS SGT WILLIAM R. BUTTON (T-AK 3012 and USNS POMEROY (T-AKR 316). We have ensured that all worldwide ordnance movements have gone smoothly and efficiently.

Congratulations and Welcome Aboard go out to:

Sailors of the Quarter (4TH Quarter 2010):

Senior Sailor of the Quarter: MN1(SW) Michael Lynch

Junior Sailor of the Quarter: MN2(SW) Jonathon Reeves

Blue Jacket of the Quarter: YNSN Brent Jarvis

Sailors of the Year (2010):

Senior Sailor of the Year: MN1(SW) Shane Stone

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

Blue Jacket of the Year: MN3(SW) [now MN2(SW)] Sergio Rojas

Sailors of the Quarter (1st Quarter 2011):

Senior Sailor of the Quarter: MN1(SW) John Pennington

Junior Sailor of the Quarter: MN3(SW) Brandon Evers

Blue Jacket of the Quarter: MNSN Daniel Rendon

Arrivals:

MN1(SW) Shane Senseney

MN2(SW) Sean-Edward Killip

MN2(SW) Noah Kalemkiewicz

MNSN Teanny Yeun

MNSN Gage Corpuz

MNSN Shane Machado

Mr. Homer Gonzales

Mr. Todd Burrows

Departures:

MN1(SW) Shane Stone

MN1(SW/SS) James Morgan

MN2(SW) Justin Tassey

YN2(SW/AW) Keyosha Wilson

MN3 Matthew Hamm



YN2 Wilson receiving end of tour NAM by CDR Patton



MN2 Matthew Schumacher receives a CO's LOA from CDR Marquis Patton.



MN3 Chris Gonzalesbouton receives a CO's LOA from CDR Marquis Patton.



MNSN Michael Thompson receives a CO's LOA from CDR Marquis Patton.



Warriors looking on as MN2 Tassey being piped ashore.

That's all from the Low Country! See you next Quarter! HooYah



LIBYAN MINE DESTROYED EARLIER THIS WEEK

5/6/2011

Note the rubber dinghy used to deploy the mine. It appears to be entangled with the mine case and may not be fully deflated. If there is a standard mine anchor it is out of sight beneath the mine case. The mine appears to be on a short

tether & may be too deep to endanger most surface vessels using the Misarata port. The mine plummet may have malfunctioned

The mine case is spherical and is believed to have five chemical horn firing devices. The explosive charge is estimated to be 115-kg (The Brits stated that the charge was more than 100-kg). Those characteristics match that of a Soviet designed M-08 moored contact mine. The mine case color is light gray whereas Soviet moored contact mines are usually black.

Don Jones, Sherwood, TN

Editor's Note: If they had an Inspection Group checking their assembly and laying procedures regularly errors like this just wouldn't happen. At the moment, I can't seem to remember just what was the proper assembly of mines for dinghy delivery or the proper method of dinghy laying, however, this ain't it. Bill

**DASHPOT ARTICLES
DUE
1 SEP 2011**

MINEHUNTERS PICK UP THE GAUNTLET IN THE GULF



(Foreground to background) PNS Munsif, HMS Chiddingfold, HMS Grimsby, HMS Pembroke, PNS Muhafiz and USS Gladiator with a Sea Dragon from HM-15 overhead. Picture MC1 Lynn Friant, USN 05 May 2011 THERE'S four Britons, two Pakistanis and two Americans.

What a fine example of international naval co-operation.

In the middle of the Gulf, Allied mine warfare forces join up for Arabian Gauntlet 11 – a Royal-Navy led test of the ability of divergent ships to work together to deal with a potential mine menace in the heat of the Gulf (where it's now in the mid-30s Celsius – over 90°F).

Your cast for Arabian Gauntlet were mother ship RFA Lyme Bay, two Sandowns (HM Ships Grimsby and Pembroke), one Hunt (Chiddingfold), one US Avenger-class minehunter (USS Gladiator), one very large USS minehunting helicopter (a Sea Dragon from the 'Blackhawks' – HM-15) and two Pakistani (PNS Munsif and Muhafiz).

The UK Maritime Battle Staff used Lyme Bay – officially a landing support ship, but she's being employed in the Gulf as a support vessel for Britain's four Bahrain-based minehunters (Middleton, No.4 in the quartet wasn't partaking in this exercise) – as their base to choreograph a number of training serials and tests.

Following a joint departure from Bahrain, Pembroke led the minehunters in some co-ordinated gunnery.

After there was some core business (ie minehunting) with a sustained hunt in challenging temperatures and a less-than-benign sea state.

The weather did not stop Pembroke launching her Seafox robot submersible to track down several exercise mines, while her clearance divers also took to the murky waters of the Gulf to do the same.

“Exercising with so many different countries has really given us the chance to further our skills and gain a useful insight into working with minehunters from other countries,” said Lt Cdr Angus Essenhugh, Pembroke’s CO.

Arabian Gauntlet drew to a close with the big guns joining in – Arleigh Burke destroyer USS Higgins and Pakistan’s brand-new frigate, PNS Saif.

Air and surface targets were successfully engaged by the swelled force, demonstrating its ability to respond swiftly and effectively to a variety of threats.



RECOVERY & JOINT EXPLOITATION OF THE RED SEA MINE



During early July 1984, the Libyan Navy took command of the RO/RO ferry GHAT & carried out a secret mining mission in International waters. Over the next few weeks, 18/19 commercial vessels were damaged by underwater detonations in the Gulf of Suez & the Red Sea. The degree of damage varied from minimal to severe, depending on water depth, vessel size, athwartship firing distance, & bottom type. Some of the larger vessels reported detonations hundreds of feet away from the ship. Several countries quickly deployed MCM assets to the area. The British Ton-class minesweeper, HMS Gavington, was assigned the Gulf of Suez area for mine-hunting operations.

When a Soviet MCM force also headed for the area, the Naval Intelligence Support Center (NISC) deployed a foreign mine analyst as an observer on a USN warship shadowing the Soviet vessels. I was a foreign MCM analyst, but at the time was on emergency leave.

When I returned to work, HMS Gavington had discovered a mine at a depth of 141-ft.. A gutsy mine clearance diver found an unknown mine type with its nose buried into the bottom up to a white band marking the mine’s CG-point. He made pictures and recorded a series of numbers visible on the mine. Most prominent was the number 995 stenciled in black on the green mine case. The master diver was later decorated by the Queen.

We received a color videotape of the mine which had been lifted and moved to shallower water. A request for help in identifying the strange mine found by the Gavington accompanied the videotape made by a Sea Owl ROV.

One of the pressure actuated switch & timers (PAS&T) matched that of a Soviet designed & submarine-laid rising mine. Die-stamped numbers on the PAS&T also matched those of the rising mine. The other PAS&T's number, 995, was new. Both PAS&Ts had spring-loaded bore riders that kept the mine from arming inside a sub's flooded torpedo tubes. A message was sent assessing the mine to be a Soviet-designed, sub-laid bottom mine with magnetic & acoustic sensors.

During attempts to sever the mine's instrument section from the charge case the section was flooded & severely damaged. The instrument section was rushed to England for examination. The charge case was dragged onto a beach in Egypt.

I traveled to southern England to assist in the joint U. S., British, & Egyptian exploitation of what the news media had dubbed the Red Sea mine or Mine Type 995. The mine used a small, cup-sized seismic sensor that had never been seen before by the West. It was mounted in the aft end of the charge case, but had been removed & sent along with the instrument section. The magnetic sensor, assessed to be a conventional search coil, had remained installed in the charge case & didn't arrive for almost a week. When the charge case arrived, with its explosives removed, we closely examined the short search coil. Search coil extensions were judged to result in much improved performance over older magnetic sensor designs. The mine was 21-inches in diameter, almost 13-ft. long, & weighed 2,190-lbs. The warhead weight was about 1,540-lbs. of probable TGA-5 (a mixture of TNT - RDX-Aluminum & Wax) explosive (about 1.4 times as powerful as TNT).

British newspapers blamed Libya for the mining of international waters, but no "smoking gun" linking Libya to the mining was discovered during exploitation of the Red Sea mine. However, when the Libyan RO/RO GHAT was examined in Germany it was discovered that the stern loading ramp had been recently damaged, possibly during the mining operation. Years later, pictures/drawings & data in the Military Parade magazine & Soviet/Russian sales brochures for the DM-1 submarine-laid, bottom mines closely matched information discovered during joint exploitation of the Red Sea mine.

Submitted by: Don Jones, MNMCM, USN (Ret)
E-Mail: jodo496usn@aol.com



Can we keep him, Boss?...we'll feed him a monkey every month...

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