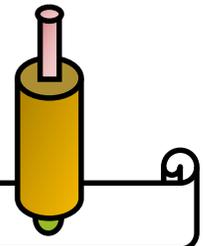




The DASHPOT



The Official Newsletter of the Association of Minemen

In This Issue:

- 2019 Reunion Review
- Mining Campaigns (Cont.)
- MIW Articles
- Navy Munitions Command Reports
- TAPS and Binnacle List
- Miscellaneous MN Stuff



From The President

MNEM John Epps, USN (Ret.)



I'd like to pass on my condolences to the families of our recently departed shipmates and family members. I also want to wish those on the Binnacle List a speedy and pain free recovery. You are in our thoughts and prayers.

Along with their other duties, Don Moody accepted the Communications Chair and Nate Miranda accepted the Membership Chair positions. Phil DeChene and Tom Hoffman were approved by the membership for another term on the Board of Directors and Denson Rivers is officially our new Chaplin. Doug Delong volunteered to take on the photographer role from Gary Cleland. I'd like to thank Don, Nate, Phil, Tom, Denson, Doug and Gary for their past, new and continued support.

If you didn't attend the San Antonio Reunion, you missed out on a great time; reminiscing with friends & family, great food and drink along the River Walk and many historical sites within walking distance of the hotel. We met new people, reacquainted with old shipmates and thanks to the membership, had a very successful Scholarship Auction. Our guest speaker, CDR Nicole Schine's presentation was Awesome!! She gave us a very candid look at our US Navy and Mine Warfare readiness.

Congratulations to the 2019 Minemen of the Year awardees; MN1 (SW) Robert K. Shimonek, MN1 (SW) Edson F. Villarreal and MN1 Matthew C. McPaul.

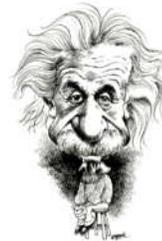
The Facebook page continues to boom. There are currently 682 members. Welcome aboard Shipmates. Your input and participation is making the page a success.

God bless our Soldiers, Sailors, Airmen and Marines and God bless the USA!

John

Notable Quotable

"Change is not a four letter word... but often your reaction to it is!" – Jeffrey Gitomer



"Blind belief in authority is the greatest enemy of truth."
— Albert Einstein



244 YEARS—ALWAYS STRONG



Association of Minemen

Dedicated to Serving the U. S. Mine Force

The Dashpot, published quarterly, is the newsletter of the Association of Minemen (AOM), a non-profit organization incorporated in the State of South Carolina...to perpetuate a knowledge of undersea mine warfare, necessary to America's first line of defense

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"The DASHPOT" Editor

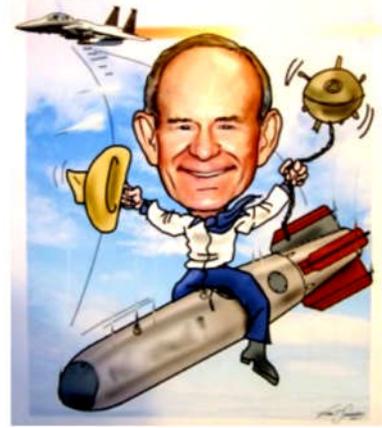
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dashpot-editor@comcast.net

Input for Fall 2019
Dashpot #102 is due NLT:

1 February 2020

From the Editor...



The Holidays are approaching fast and our 45th annual Reunion and business meeting was a great success. A big BZ and thanks to CDR Schine for her excellent talk. I'm sorry my wife and I couldn't attend this year, but we'll shoot for Charleston in 2020!

Congratulations to our Minemen of the Year: MN1 (SW) Robert Shimonek, MN1 (SW) Edson Villarreal and MN1 (SW) Mathew McPaul. Bravo Zulu!!

Now to indulge in a bit of editorializing: as I prepared the History article for this issue, (the analysis of Operation Starvation) , I was struck by the similarities between our current fleet Mining and Mine Counter-measures readiness picture and that of both the WWII U.S. mining forces and the Imperial Japanese Navy's mine sweeping capability. There are many lessons our Navy leadership should to take to heart as we sundown the aging MCM-1 Class and move to the LCS; also (hopefully) work to improve our mining capabilities. I hope you take some time to read about this pivotable operation toward the end of WWII.

All the best! RON





Membership Committee Report

I am happy to report for the month of October 2019 we welcomed 6 new or reinstated members. Thanks to the efforts of our AOM Facebook page and current members reaching out to old shipmates! Last year's stats are equally impressive and can be found in the Reunion Meeting Minutes on pages 4-7.

Now for the not so good report! We have 68 members that have passed dues! 6 are from 2017, 9 from 2018 and 53 from 2019! The way to identify if you are one of the 68 is by looking at the mailing label on your Dashpot. If that date is circled or highlighted, please remit your dues by mailing your check or via PayPal at this link: <https://form.jotform.com/90215855401148>. Also, if you have moved since the last mailing, send me a note at assocminemen@yahoo.com so I can update our mailing list. It cost us .65 for returned mail and another \$1.30 to resend to your new address.

Thank you!

Membership Chairman, Nate Miranda

Secretary Treasurer Report

I'd like to thank all that had the opportunity to attend this year's reunion in San Antonio. And for those who were not able to attend, we missed you! I was able to meet and talk to new members and get reacquainted with old shipmates, some of which I have not seen since the late '70's! Our auction this year was a blast! Many, many thanks to all the bidders! Great times!

Having completed my first year as your Sec/Treas, I can report that the Association is moving forward with all of your support! We are continuing to improve our abilities towards making it easier to pay your dues and donations to the Scholarship Fund via PayPal. While it does cost us a service fee to do this, it is a small price to pay for ease and convenience for those who choose to us this system! Of course, we welcome the use of mailing your dues in as well! If you can think of anything that could improve how we do business, please feel free to email me your suggestions at: assocminemen@yahoo.com. A sincere thank you for your support!

Nate



This year the Scholarship Committee has awarded 4 Scholarship Awards. Each scholarship was worth \$750, for a total of \$3,000. Since 1996 the Association of Minemen have awarded 233 scholar ships totalling \$155,900 In 2017, the number of scholarships awarded was 5. In 2016, we had 4 Scholarship Awards, in 2015, we had 12 Scholarship Awards, and 2014, we had 10 Scholarship Awards. As in 2018, all of our applicants just graduated high school or are already in college. This year we received 4 applications. Of the 4 applications all were from women, and none were from men. One of the applications was from a PAST AWARD recipients, and three were from first time applicants just graduating high school and are entering college for their first time. Any apathy to the rules and instructions when filling out the application, will be taken into consideration by your committee when making our decisions for any scholarship award. The rules for completing an application must be strictly adhered to as they were written. These rules are published on the AOM Web Page. Under Section G. Paragraph 2 of the AOM Published Rules.

To Receive An AOM Scholarship.

- (1) The Candidate must complete the application forms S-land S-2.
- (2) Provide a current transcript of credits earned from applicable schools.
- (3) Provide two letters of recommendation.
- (4) Provide a study plan covering the scholarship term, which provides a synopsis of the field of study he or she plans to complete, and
- (5) any other pertinent information the candidate feels might enhance their chances of receiving the Scholarship AWARD.

Failure to follow these rules will make the application incomplete, and will not be considered for a scholarship award. Your Scholarship committee of Robert Stancik, Ed Smith, and myself Ronald Glasen want to thank you For your past support, and ask you to Please continue to support the Scholarship Program with Your generous donations, our Scholarship Fund could use a little tweaking, as the Scholarship



Fund is not without limits , and a little shot in the arm would be greatly appreciated. We need to continue the proud and great tradition of the Association of Minemen Scholarship Awards Program.

The 2019 Awardees are:

- | | |
|--------------------|----------------------------|
| Catlin Clark Ivy | Tech Community College |
| Hailey Healer | Flagler College |
| Olivia Dow Erwin | Limestone College |
| Mackenzie Franklin | Midlands Technical College |



Scholarship Committee Chair



AOM Membership Reminder

As a reminder, your membership expiration/due date can be found on the DASHPOT mailing label just above your name. Example: If Oct. 2019 and beyond is on your label, you are up to date. If Oct. 2018 and lower, you are behind and should catch up as soon as possible. Dues can be paid up for as many as 5 years in advance, if you choose that option.

Nate

Membership Minutes

edited for The Dashpot – 10/30/2019

This includes the report of BOD activities from the 2018 reunion to the end of the 2019 BOD meeting to the membership and the 2019 membership meeting

2019 AOM BOARD MEETING MINUTES

CALLED TO ORDER - By President John Epps

10/8/2019 @ 9:10 AM

WAIVED READING MINUTES OF THE 2018 MEETING

Minutes of 2018 AOM board meeting were approved.

WAIVED READING MINUTES OF THE 2018 MEMBERSHIP MEETING

BOD approved carrying minutes to the membership for approval

BEGINNING OF 2019 BOD MEETING REPORTS AND ACTIONS

2019 BUSINESS / CORRESPONDENCE SINCE 2018 BOD MEETING ADJOURNED:

Fifty Five items of business were handled by the BOD from the 2018 reunion to the beginning of the 2019 BOD meeting.

OFFICER APPOINTMENTS:

Interim appointments by John Epps:

Denson Rivers was appointed Chaplin

Nate Miranda appointed Membership chair

Don Moody appointed Communications chair & webmaster.

2019 BOD STANDING COMMITTEE REPORTS

All 2019 standing and special committee reports were delivered by the respective chairpersons or The President and approved by the 2019 BOD.

2019 SCHOLARSHIP AWARDS

Four \$750 scholarships were awarded at a total cost of \$3,000.

Ron Glasen asks for donations to fund additional scholarships.

2020 SCHOLARSHIP FUNDS AVAILABLE

Report to the Scholarship committee was added this year – there will be funding available that provides \$1500.00 for the 2020 scholarship awards.

2019 COMMUNICATIONS COMMITTEE

20 plus changes and improvements to website.

Looking for ways to improve from a static to dynamic website. 10 Minemen News emails sent (Derick sent others). 322 people, goal is to get more, MIL address get bounced, People need real email addresses like gmail, yahoo, etc. to receive emails. Looking at ways to improve it.

2019 DASHPOT EDITOR

Four issues of the Dashpot, printing & mailing \$1,390.67

2019 MEMBERSHIP COMMITTEE

Since November we have had 28 new or reinstated members. (11 Reinstated and 17 New members).

Nine (9) dropped members. Five (5) due to returned Dashpot with no forwarding address. And four (4) returned Dashpot labeled deceased.

2019 HISTORIAN

Gather a record of past presidents, never done before. Ron Swart put in Dashpot.

2019 BOD SPECIAL COMMITTEE REPORTS

2019 REUNION COMMITTEE REPORT

47 registered for reunion

3 cancellations

additional built into meal cost for geedunks in hospitality room

\$3200.00 expense for meals

it was necessary to move and reschedule the BOD meeting spaces. Gary thanks all who assisted

2020 REUNION COMMITTEE REPORT

Reunion expected to be in North Charleston

Date not settled, but it is expected to be in mid-October 2020

Humbard is waiting for notice of the dates for the Ranger reunion

He is unsure how the Azuma group will be melded with the AOM

The 2020 reunion is hosted by Charles Humbard in Charleston, SC.

2021 REUNION COMMITTEE REPORT

Denson Rivers offered to be the 2021 reunion chair.

2019 NOMINATING COMMITTEE REPORT - both

Tom Hoffman and Phil DeChene have stated their desire to extend their service to the AOM BOD.

2019 FINANCIAL REPORTS

TREASURERS REPORT

TREASURER'S REPORT 2018/2019

CASH	\$55,464.28
SCHOLARSHIP FUND	\$10,986.10
SANTA MARIA SCH FUND -	\$20,857.23
DUES RECEIVED	

2018	\$1,560.08
------	------------

2019	\$596.66
------	----------

2020	\$327.29
------	----------

2021	\$372.20
------	----------

2022	\$162.58
------	----------

TOTALING	\$3,018.81
----------	------------

HISTORY BOOK	\$2,050.00
--------------	------------

STORE KEEPER	\$1,331.00
--------------	------------

TOTAL	\$5,431.00
-------	------------

EXPENSES THIS YEAR

SCHOLARSHIPS	\$3,000.00
--------------	------------

DASHPOT PRINTING & MAILING	\$1,390.67
----------------------------	------------

The cost for printing all 4 quarters which include mailing, returned Dashpot postage. Bulk permit transfer and annual renewal fees are not included here in that they are listed separately below. Total Dashpot printed was 955 copies. Which works out to \$1.46 a copy!

HOST GENERAL WEBSITE	\$59.40
----------------------	---------

PERMIT IMPRINT APPLICATION FEE.	\$225.00
---------------------------------	----------

NEW PERMIT# 270	\$225.00
-----------------	----------

P. O. BOX	\$115.00
-----------	----------

CONSTANT CONTACT	\$175.05
------------------	----------

HOST GENERAL WEBSITE DOMAIN	\$19.70
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OPERATING FUND	\$2,691.28
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Membership minutes (continued)

Paid for flag replacement, treasurer's stipend, office supplies and mailing reimbursements.

TOTAL OPERATING EXPENSES

\$8,651.10

PAYPAL REPORT

It cost us 2.2% plus .30 each transaction. Our year end numbers are:

\$3,041.00 – Paid to PayPal by our members

\$2,963.33 – Our net

\$77.67 – PayPal Fees

Nate Miranda

Action – History book value recalculated to equal the change in value from a previous membership vote that changes the selling price to \$25.00 per copy.

2019 STOREKEEPER REPORT

Storekeepers report was presented by John Epps and will be published in the Winter 2020 Dashpot.

2019 OLD BUSINESS / UNFINISHED BUSINESS

AOM BOD FLAG AND STREAMER REPLACEMENT

– BOD voted to rescind due to 2018 membership voting to fund entire replacement.

AOM MEMBERSHIP FLAG AND STREAMER REPLACEMENT

– Replacement completed, BOD approved carrying to membership to close out the item.

2019 BOD NEW BUSINESS

ADDITIONAL \$133.38 TO ACCOMMODATE EXTENDED BOD MEETING – interim business required convened BOD approval.

MNOY – Names MNOY winners have been received and will be named at the membership meeting.

2019 COCC AWARDS – No tentative COCC award-ees were received – carry to membership. Dick Schommer advises he only had 3 clock faces and 2 sets of keys. and due to health issues will no longer provide COCC plaques.

APPROVAL OF INTERIM APPOINTEES

Denson Rivers was appointed Chaplin and received BOD approval.

Nate Miranda was appointed Membership Chair and received BOD approval.

Don Moody was appointed Communications Chair & Webmaster and received BOD approval.

MULTIPLE AND DIFFERING VERSIONS OF THE BY LAWS WERE DISCOVERED

The BOD selected the version that appeared the most up to date, declared it the working version and will post it on the website.

THE 'PAUL AND MYRTIS DAY SANTA MARIA SCHOLARSHIP FUND' SHUFFLE

The 2018 action that combined subject fund with the AOM Scholarship fund was questioned, researched, found not in the best interest of scholarships and was returned to its original status.

THE DISAPPEARANCE OF THE CD FUNDED INVESTMENTS IN 2010

BOD approved return to allow placing association funds in investing instruments.

APPROVE CARRYING AOM DOCUMENTATION REVISIONS TO MEMBERSHIP

AOM documentation revisions were published in the 2019 Spring Dashpot #99 as required in the association By Laws and will be carried to membership for approval.

APPROVE PLACING DONORS NAME ON SCHOLARSHIP AWARD LETTERS

Donor's Name Authorized to be placed in the Scholarship Award Letter if requested by the donor.

APPOINT COMMITTEE TO REVIEW AND REVISE SCHOLARSHIP FUNDING AND REPOSITORIES

Based on Paul Santa Maria's conversation with John Epps and others regarding the two Scholarship awards mentioned in Officer Duties, there would appear need to further define and document the processes for handling donations and funds available to the Scholarship Committee.

REDIRECT DESIGNATED CONTROL OF THE 'PAUL AND MYRTIS DAY SANTA MARIA SCHOLARSHIP FUND'

BOD approved the control of the 'Paul and Myrtis Day Santa Maria Scholarship Fund' be placed under control of the committee specified by paragraph #7 of the President's Challenge.

THREE MEMBERS SURFACED WHO CLAIMED THEY PAID FOR AND DID NOT RECEIVE HISTORY BOOKS

BOD approved that copies of the History book be sent at association expense to the three claimants, who have already received their books.

ADD GENERAL DISCUSSION SEGMENT TO THE BOD AND MEMBERSHIP MEETING AGENDAS

BOD approved adding a General Discussion Segment to the BOD and Membership Meeting Agendas.

DASHPOT DISTRIBUTION TO FAMILY OF DECEASED AOM MEMBER

Regarding continuing distribution of the Dashpot to AOM member's surviving family; we have received a request for such a continuation From MNCM Glow's daughter and approved the request. This will likely be reviewed further by committee.

REVIEW DUTIES OF THE AOM HISTORIAN

Don Moody was appointed to chair committee to address this issue.

FUNDING OF EXPENSES FOR REUNION DINNER SPEAKER

Approved allowing of lodging and dinner meeting meal cost for dinner speaker on request of the reunion chair and approved by the treasurer.

GENERAL DISCUSSION

This discusses the conversations initiated while working other business and held discussion on that topic for the

Membership minutes (continued)

General Discussion segment.

Gary Cleland questioned whether or not plaques were being prepared for the MNOY recipients:

Tracey Hays is having them made at a trophy shop in the Charleston area.

CDR Schine's suggestion that ACDU sailors be canvassed for membership. She was advised that the AC-DU Master Chiefs tell us that they are not allowed to give us sailors e-mail addresses.

Increase scholarship award – Denson Rivers asked if the scholarship award amount should be increased – he was advised that the issue was addressed with the increase to \$750 with the yet to be approved document revision scheduled in the membership meeting. In the 2018 BOD meeting a motion was made to increase the award to \$800, which is above the BOD approval level. In the 2018 membership meeting, the subject was proposed and the scholarship chair did not wish to increase the award value – the issue was tabled without a vote.

ADJOURN The president entertained a motion to adjourn. Adjourned @ 2:00 PM

2019 AOM GENERAL BUSINESS MEETING

MINUTES CALLED TO ORDER - By President John Epps 10/9/2019 @ 9:40 AM

MINUTES OF 2018 MEMBERSHIP MEETING:

Reading of 2018 Membership Meeting minutes was waived. Minutes were approved by the membership. All activities of the BOD from adjournment of the 2018 BOD meeting as indicated in the BOD report above were covered with the membership.

2019 BOD STANDING COMMITTEE REPORTS:

These reports are reported in as part of the general business meeting while the full report for this segment is documented in the BOD minutes. All standing & special committee and financial reports were presented to the membership.

SCHOLARSHIP COMMITTEE REPORT

Ron Glasen Reported on the 2019 Scholarship Awards. Four scholarships were awarded at a cost of \$750.00 each for a total of \$3,000.00. Ron extends a plea for funding to award additional scholarships.

2020 SCHOLARSHIP FUNDS AVAILABLE

The BOD has reviewed funding available and provides \$1500.00 for the 2020 scholarship awards

A committee of the President, Treasurer and the scholarship chair will review scholarship funding processes for providing a more enlightened collection storing and distribution process to report to the BOD for action.

2019 HISTORY COMMITTEE REPORT

Gather a record of past presidents, never done before. Ron Swart put in Dashpot.

2019 MEMBERSHIP COMMITTEE REPORT

Since November we have had 28 new or reinstated

members. (11 Reinstated and 17 New members) Nine (9) dropped members. Five (5) due to returned Dashpot with no forwarding address. And four (4) returned Dashpot labeled deceased.

COMMUNICATIONS COORDINATOR REPORT

20 plus changes and improvements to website. Looking for ways to improve from a static to dynamic website. 10 Minemen News emails sent (Derick sent others). 322 people, goal is to get more, MIL address get bounced, People need real email addresses like gmail, yahoo, etc. to receive emails. Looking at ways to improve it.

2019 DASHPOT EDITOR REPORT

I don't have the financial info on the Dashpot so my "report" is that I produced 4 issues of the Dashpot newsletter each year. The Fall issue input will be due 1 Nov 2019. I'll put it to bed about a week later. Best, Ron

SPECIAL COMMITTEE REPORTS

2019 REUNION COMMITTEE REPORT

The floor is offered to Gary for the 2019 reunion report. As the 45th Annual Reunion planner I wish to report that as we enter into the last 5 weeks before the reunion starting with expiration of the room block expires Saturday 7 Sep. Reports to San Antonio Riverwalk on our daily schedule shortly thereafter along with a rough count on meals for the dinner with final count due Oct 4. I will be forwarding the final room count as soon as I have it.

47 registered for reunion

3 cancellations, additional built into meal cost for geedunks in hospitality room. \$3200.00 expense for meals it was necessary to move and reschedule the BOD meeting spaces

Gary thanks all who assisted

2020 REUNION COMMITTEE REPORT

Reunion expected to be in North Charleston Date not settled, but it is expected to be in mid October 2020

Humbard is waiting for notice of the dates for the Ranger reunion.

He is unsure how the Azuma group will be melded with the AOM

The 2020 reunion is hosted by Charles Humbard in Charleston, SC.

2021 REUNION COMMITTEE REPORT

Discussion on whether decision made in BOD meeting or membership meetings.

Epps advised that Swede had sent an e-mail inquiring whether or not the location could be suggested via e-mail and suggested Bremerton, WA – unfortunately he did not offer to be the host and did not respond to following e-mails. The suggestion is held not acted on. Again there were no takers on either the chairmanship or a location. The issue was again tabled.

NOTE: During the membership general discussion session, Denson Rivers offered to be the 2021 reunion chair and was appointed.

Membership minutes (continued)

2019 NOMINATION COMMITTEE REPORT

Both Tom Hoffman and Phil Dechene stated their desire to extend their service to the AOM by extending for an additional term.

Motion to accept nominees by – ___ Glasen _____

Seconded by - _____ Humbard _____

DISCUSSION ON MOTION – None

Motion Action – Approved – All; Opposed – 0

Action - Tom Hoffman and Phil DeChene were named directors for the 2020 to 2022 term.

2019 BOD FINANCIAL REPORTS:

2019 TREASURER'S REPORT

Full Treasurers report can be read in the BOD meeting section

2019 STOREKEEPER REPORT

Full Storekeepers report will be available in the Winter 2020 Dashpot

2019 MEMBERSHIP OLD BUSINESS

AOM FLAG REPLACEMENT

Entertain motion that the flag, streamers, pole, shipping container and insurance value calculation is completed and assembly was shipped to San Antonio by Charles Humbard about Sept 16th and carried to membership to approve and vacate the action.

Motion to accept and close by – Atkins

Seconded by – unknown

Motion action - Approved – All; Opposed – 0

2019 MEMBERSHIP NEW BUSINESS

MNOY

The 2019 winners of the MNOY award are:

Sea: MN1(SW) – Robert K. Shimonek

Shore: MN1 (SW) - Edson F. Villarreal

Reserve: MN1 – Matthew C. McPaul

Plaques are being prepared by Tracey Hays.

COCC

Potential Clock Clockers nominated were:

CWO4 Gary Riggins

MNCM Bruce Chapman

MOTION TO APPROVE AOM DOCUMENTATION REVISIONS.

AOM documentation revisions were published in the 2019 Spring Dashpot #99 as required in the Association By-Laws.

Motion Action – Approved – All; Opposed – 0

FLAG CEREMONY

The flag and streamers have been replaced, allowing continuation of the flag ceremony.

Ray Cobis presented a streamer for AUW NAS Cubi Point RP. It was decided to have it placed at the dinner meeting.

TONIGHT'S DINNER SPEAKER

The speaker for this year's reunion is: COMOMAG
CDR Nichol Schine, USN

GENERAL DISCUSSION

There were topics carried over to general discussion:

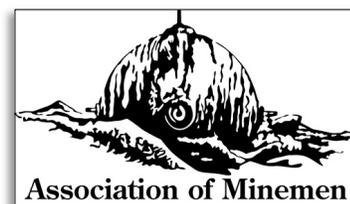
Bill Roberts questioned if it would not be a money saving device to have the Dashpots e-mailed to all recipients: Discussion indicated that all AOM members are not on the internet.

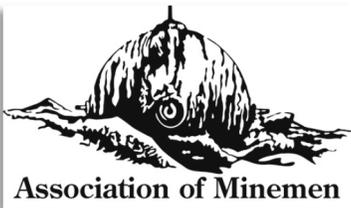
John Loonam suggests that the contact information for the flag and streamer company to be placed in the Dashpot: John Epps advises he will forward it to Ron Swart for inclusion in the Dashpot.

Denson Rivers agrees to host 2021 reunion on derived west coast location – he was provided with a marked up copy of the 'Reunion Planning Guideline' and should receive a smooth copy.

Adjourn

The president entertains a motion to adjourn Meeting is adjourned 10/9/2019 @ 11:05 AM

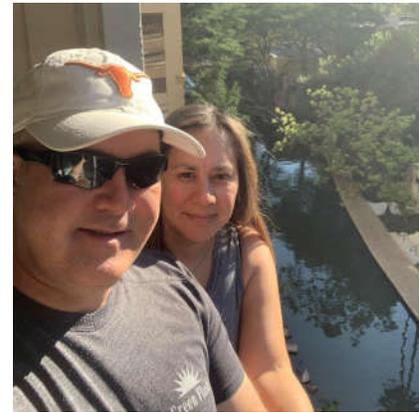




A.O.M REUNION 2019



- Eddie Atkins
- Gary Cleland
- Ray Cobis
- Doug DeLong
- Juan Delgado
- Cole Drum
- Danny Epperly
- John Epps
- Donald Fanelli
- Darryl Fox
- Ron Glasen
- Joe Harris
- Scotty Helms
- Beth Hudson
- Charles Humbard
- John Loonam
- Mac McKenzie
- Michael Ball
- Nate Miranda
- Donald Moody
- Robert Morrison
- John Muessig
- Tom Reichard
- Gary Riggins
- Densen Rivers
- William Roberts
- Warren Savage
- CDR Nichole Schine
- Harold Shelton
- Robert Stancik
- Robert Stegge



2019 MINEMAN OF THE YEAR (SEA)



In his Mineman of the Year package, MN1 (SW) Shimonek was sited as the keystone of the USS Charleston's Combat Systems team. He led a team of 14 Sailors through a demanding TYCOM new construction. Basic Phase, RFSA, CSSQT, and FCT. As Weapons Division Leading Petty Officer he expertly managed a division of 14 Sailors in daily maintenance, operations and equipment troubleshooting and repairs on 67 weapon systems. His mentorship and guidance resulted in 1 Senior Sailor of the Quarter selection, 1 Junior Sailor of the Quarter selection, 3 NAM's and 2 LOC's. He conducted training on many topics normally not associated with Mine Warfare for Sailors across every department of the ship: Small Arms Weapons Familiarization, Crew Serve Weapons Familiarization, MK110 and CHAFF loading, Sea RAM loader assembly and disassembly and Anti-Terrorism Force Protection. He is the principle lead for all Anti-Terrorism Training certification events, he wrote 15 ATFP drill packages, validated 12 distinct watchbills for all ATTT and weapons evolutions. He coordinated 43 ATFP drills totalling to over 150 hours of training, resulting in an overall AT certification score of 99.2%, surpassing critical inspection benchmarks for LCS-2 Class ships Anti-Terrorism Force Protection events. He is the primary Small Arms Marksmanship Instructor, he delivered over 20 hours of weapons familiarization training and led 5 small arms and 4 crew served weapons qualification events. His efforts resulted in the qualification of 126 Sailors across multiple LCS commands. For the pre-commissioning ship acceptance, MN1 Shimonek efficiently completed 20 hours of department inventories, verifying over 2,356 items against required equipage lists. Additionally, he conducted 10 hours of space acceptance and turnover with the Gulf Coast Ship Supervisor and AUSTAL USA leads, ensuring that USS Charleston would be delivered to the Navy on time. As the Enlisted Surface Warfare Specialist (ESWS) Coordinator, he developed a training plan for 46 Sailors to complete their initial warfare qualification and requalification. As a result, 34 Sailors requalified and 5 earned their initial qualifications enabling CHARLESTON to fly the ESWS Pennant!

An unquestioned leader, MN 1 Shimonek both helped establish CHARLESTON'S First Class Petty Officer Association and was elected Master at Arms. He authored the command mentorship instruction and has been instrumental in the development of the "Sailor 360" training plan. MN1 Shimonek was ranked #1 of 56 Mineman for Littoral Combat Ship Squadron ONE ISIC ranking board. He completed Anti-Terrorism Tactical Watch Officer qualification (ATTWO), ESWS requalification and Small Arms Weapons Instructor School. An active community leader, he volunteered 30 hours with El Cajon National Little League.

Shimonek's performance skyrocketed over this past year. He had a super star performance during a demanding deployment, TYCOM new construction, and basic phase. His work ethic, leadership, and dedication to mission accomplishment were catalysts for the success of CHARLESTON'S crew. The Sailors under his charge are tightly knit, technically proficient, and professional. His leadership and expertise in ATFP, and DC were critical to multiple certification events,



MN1 (SW) Robert K. Shimonek

commissioning, sail around, and return to homeport. He was the first non-khaki to obtain an ATTWO qualification which speaks volumes to his CO's confidence in him.

Petty Officer First Class Shimonek was born 22 October 1986 in Corsicana, TX. He is married to Darian Shimonek and has two children, Sydney Ann Shimonek and Micah Patrick Shimonek. He enlisted in the United States Navy in November 2007, and completed Basic Training at Recruit Training Command (RTC), Great Lakes, IL., where he remained for a short period completing ATT training enroute to Ingleside, TX. Upon completion of Mineman "A" school in March 2008, MN1 would report to Mobile Mine Assembly Unit 15 in Ingleside, TX. While at MOMAU 15 he advanced up from Seaman to Petty Officer Third Class. In February 2009 he transferred to Crew FEARLESS onboard the USS PIONEER (MCM 9) in San Diego, attending AN/SLQ-48 "C" school enroute. MN1 spent 5 years with MCM Crew FEARLESS completing RIMPAC 2010 in Hawaii and 4 rotational tours in BAHRAIN before returning to San Diego onboard USS CHAMPION (MCM 4) for 6 months before being transferred to Enlisted Recruiter Orientation (ENRO) Division in Pensacola, FL. MN1 was stationed at NRD San Antonio and recruited out of NRS Killeen as a NROTC and special programs recruiter from Dec 2013 to Dec 2016. MN1 Shimonek reported to LCS MCM DET 6 in January 2018. In November of 2018 MCM DET 6 merged with LCS Crew 216 and Commissioned the USS CHARLESTON on March 2nd of 2019 in Charleston, SC and completing sail around back to homeport San Diego. His decorations include the Navy and Marine Corps Achievement Medal (5), Good Conduct Medal (3) and various unit and campaign awards.

BRAVO



ZULU



2019 MINEMAN OF THE YEAR (SHORE)



Navy Munitions Command Pacific East Asia Division, Unit Okinawa

MN1 (SW) Villarreal currently serves as Leading Petty Officer for a very demanding Quality Assurance Division (QA/SO) overseeing the receipt, inspection and verification of 2, 212 ordnance line items for Navy Munitions Command Pacific East Asia Division Unit Okinawa. He is responsible for ensuring three divisions of 67 Sailors and Marines comply and adhere with all Naval Ordnance Regulations and Qual Cert guidelines. He has led his division in the inspection of 104 magazines encompassing more than 8,500 line items.

Petty Officer Villarreal: - Led his team during the preparation, inspection, and verification of over 301 tons of ordnance shipped out during 20 surface and flight evolutions. Furthermore, he oversaw the inspection and receipt of over 576 tons of ordnance received from various units across the Pacific AOR.

- Led a team of personnel during three real world alert package deliveries and two emergency deliveries to squadrons stationed in Okinawa, Japan.
- Acted as the lead supervisor and QASO with three personnel during the 2019 Cooperation Afloat Readiness and Training in Thailand.
- As a newly qualified Pier Safety Observer, he coordinated and observed the safe offload of ordnance from the USS Patriot (MCM 7), and received a Bravo Zulu from the Commodore of COMCMRON SEVEN.
- As Qualification & Certification Board Member, he trained and qualified one QA/SO and 6 Team Leaders.
- As First Class Association President, he acted as Board Chairman during two Junior Sailor of the Quarter boards. He volunteered and assisted in the implementation of six MWR fundraising events. - Implemented and managed the commands Family Care Plan Program and Exceptional Family Member Program.

Petty Officer Edson F. Villarreal was born on March 19, 1992 in Waterbury, Connecticut. He lived in Virginia Beach, Virginia where he graduated from Landstown High School in 2010. He enlisted in the US Navy and reported to Recruit Training Command Great Lakes in March 2011. After completing recruit training in Great Lakes, he graduated top of his class in Mineman "A" School at Mine Warfare Training Command, Point Loma, California in November 2011. He then reported to Mineman "C" School for AN/SLQ-48 Mine Neutralization Vehicle training then reported to USS Defender (MCM-2) in April 2012. While serving on Defender, he participated in various exercises and completed two Mid-Cycle Inspections before USS Defender was decommissioned and hull swapped with USS Chief (MCM-14) in 2014. During his time on Defender, he worked as an AN/SLQ-48 technician and CIC Division Repair Parts Petty Officer. He was meritoriously advanced to MN3 then advanced to MN2 and awarded two Navy and Marine Corps Achievement Medals. He remained part of the crew that worked to make the USS Chief operational and then transitioned to Armory Division as the Work Center Supervisor.



MN1 (SW) EDSON FRANCIS VILLARREAL

For the remainder of his time onboard USS Chief, he served as the Armory Leading Petty Officer. Deck Leading Petty Officer (LPO). Damage Control Training Team Leader. Anti-Terrorism Training Team Leader. Combat Systems Training Team Leader. Departmental 3MA. MWR Funds Custodian and was awarded the Navy and Marine Corps Achievement Medal. Meritorious Outstanding Volunteer Service Medal (MOVSM) and Korean Defense Service Medal. In March of 2017, he transferred to Navy Munitions Command Pacific East Asia Division Unit Okinawa, where he was advanced to MN1. He worked as the Mine Division LPO. Command Duty Officer, MWR President. Command Suicide Prevention Coordinator, and Command Sponsorship Coordinator. He supervised the successful completion of two multinational exercises: FOAL EAGLE and Cooperation Afloat Readiness and Training (CARAT) He led 16 sailors in the completion of the 2018 Mine Readiness Certification Inspection (MRCI) with a score of 92%, setting the standard for all NMC Units in the Navy. He was awarded the Federal Government Mentor of the Year award for his actions in mentoring and aiding ten sailors with their college education, resulting multiple advancements and recognition for those Sailors. He led the Mine Division through the 2018 Explosive Safety Inspection, verifying 3,000 Mine Warfare assets, which led to an overall score of satisfactory. Committed to education, He has taken classes from Tidewater Community College, American Military University, and currently attends University of Maryland University College. His personal awards include NAM (three awards). Good Conduct Medal (two awards). Korean Defense Service Medal. MOVSM and various campaign awards.

BRAVO



ZULU



2019 MINEMAN OF THE YEAR (RESERVE)



Naval Reserve

Mobile Mine Assembly Unit Five



MN1(SW) Mathew McPaul

MN1 (SW) McPaul has been the Operations LPO for NR MOMAU 5 during FY18 and has been responsible for overall training and Qual/Cert compliance for 27 enlisted personnel. Under his leadership during this time, 5 members completed their TM qualifications and 4 more advanced to TL. With the loss of our SEL and only local Chief to ADSW orders, MN1 McPaul readily took on additional responsibilities within the Unit.

Leading up to the 2018 Mine Readiness Certification Inspection at NMCPAC EAD Unit Misawa, MN1 McPaul systematically trained and prepared NR MOMAU 5 personnel to ensure quality certification compliance with NMCPAC EAD Unit Misawa Training Plan. This COMOMAG Inspection Team issued NMCPAC EAD Misawa a score of 935/1000 overall and found zero discrepancies in "Program 6- Qualification and Training" of the MRCI Inspection report. Also, during the MRCI, MN1 McPaul oversaw enlisted personnel with NR MOMAU 5 and NR MOMAU 8, which resulted in a combined total of 3312 direct operational support hours, production of 108 Mines with 92% RC integration between the 23 members of NR MOMAU's 5 and 8 and 25 active duty personnel of NMCPAC EAD Unit Misawa. For his accomplishments, MN1 McPaul was awarded the Navy and Marine Corps Achievement Medal by the Commanding Office of NMCPAC EAD Misawa.

MN1 McPaul was born in Pittsburgh, Pennsylvania, on May 9, 1988, and lived there through his graduation from Northgate High School in 2006. He enlisted in the Navy after graduation and reported to Recruit Training Command at Great Lakes in July, 2006. After graduating RTC, he was transferred to Lemoore, California, in October, 2006, to attend AT "A" School and "C" School. In June of 2007, he reported to the USS John C. Stennis (CVN-74) as part of the "Black Knights" Strike Fighter Squadron 154 (VFA-154) supporting Operations Iraqi Freedom, Enduring Freedom and a joint-military exercise off Guam called Valiant Shield. He spent 1 ½ years on the Stennis until, due to medical issues, he was required to cross rate and chose the MN rating.

In February 2009, he reported to Ingleside, Texas to attend MN "A" School and MN Boatswains Mate "C" school. After completion of training, he reported aboard USS Pioneer (MCM-9) stationed in San Diego, CA, as part of MCM Crew Fearless. While on Pioneer, he deployed to the waters off Hawaii for the biennial Rim of the Pacific (RIMPAC) exercise in 2010. In August of 2010, he was transferred to USS Ardent (MCM-12) where he served for a year in Bahrain. As an E-4, he worked in the Armory and was in charge of the Qual/Cert program. During this time the Ardent trained with mine countermeasure ships of the Royal Navy and participated alongside French Ships Croix de Sud and Var as well as the ships of Standing NATO Mine Countermeasures Group (SNMCMG) 2 in a joint exercise, in the Arabian Gulf. In June 2011, he reported to Lackland AFB in San Antonio, Texas, to attend the 30 day Naval Corrections Academy. After completion of the class, he reported to the Naval Consolidated Brig in Chesapeake, Virginia where he worked as a corrections officer for

three years. In June 2014, he transitioned into the Navy Reserves as an MN2 and was assigned to NR MOMAU 5 at NOSC Pittsburgh where he immediately advanced to First Class. For the last year, MN1 McPaul has been the Operations LPO for NR MOMAU 5 and has been responsible for overall training and Qual/Cert compliance for 27 enlisted personnel. Under his leadership during this time, 5 members completed their TM qualifications and 4 more advanced to TL. With the loss of our SEL and only local Chief to ADSW orders, MN1 McPaul readily took on additional responsibilities within the Unit. During his 12 years of service, MN1 McPaul has been awarded 3 Navy Achievement Medals, 4 Good Conduct Medals, the Global War on Terrorism Service Medal and Expeditionary Medal, the Navy and Marine Corps Sea Service Deployment Ribbon, and the National Defense Service Medal. He earned his Enlisted Surface Warfare Specialist pin in 2011 while assigned to USS ARDENT. While on Active duty in 2013, he started working on his undergraduate degree, completing 18 credit hours before separating. After returning home, he attended the Community College of Allegheny County and the University of Pittsburgh where he graduated with a Bachelor of Science Degree in Information Science with a concentration on computer networking. He is a Network Administrator for US Steel in Pittsburgh, PA, where he lives with his wife, Jennifer and son, Maxwell.



NAVAL AIR FACILITY MISAWA, Japan (NNS) -- Navy Munitions Command East Asia Division (NMC EAD) Unit Misawa Sailors completed two weeks of training and certification with Reservists from Mobile Mine Assembly Unit (MOMAU) 5 and MOMAU 8, March 22. MOMAU 5 Sailors, from Pittsburgh, and MOMAU 8 Sailors from Austin, Texas.

BRAVO



ZULU





AROUND THE MINE WARFARE FLEET

NMC COMOMAG By **MNC (SW) Jonathan Wampler**

Greetings from Commanding Officer, Mobile Mine Assembly Group (COMOMAG). Fall has brought about many activities and exciting new changes to COMOMAG! As the days begin to shorten and the temperature drops, we hope everyone can take advantage of the last few weeks of Fall before the holiday season. We at COMOMAG have been busy preparing and here is a look at what we have been up to.



In honor of National Hispanic Heritage Month, the COMOMAG family headed down to historic Chicano Park and was treated to a very informative and entertaining guided tour by Mario Tero. He was one of the original artists that worked on the murals in 1970 and had strong emotional connections to each one. Chicano Park is a testament to the strong will and determination of the Hispanic people to stand up for what they believe. Mario aspires to create an informative virtual tour that can be accessed while viewing the murals; we wish him all the best and thank him for the fantastic tour! Pictured to the left is Mario and the COMOMAG team in front of one of his murals.

We also got the chance to attend the final San Diego Padres home game of the season at PETCO Park. Although, they lost to the LA Dodgers, it was a great opportunity to further build the camaraderie at COMOMAG and reinforce our family mentality!

The N31 Service Mine division consisting of LCDR Brent Ricker, CWO4 David Sledge, Mr. Dave Epton, MNCM Favian Garcia, MNC Duncan Ellson, and MN1 Tyler Cowen all headed to Japan to conduct Mine Readiness Assist Visits (MRAV) for Naval Munitions Command (NMC) Units Misawa and Okinawa. MRAV is an integral part of the Mine Readiness Certification Inspection (MRCI) process that ensures all NMC's are maintaining the highest standards of proficiency. Additionally, MNCM Garcia and MNC Ellson traveled to NMC Unit Charleston to assist in the Initial Calibration Training, Procedural Review, and Certification of the new MK 650 Underwater Mine Test Set.



The N32 Exercise Mine division consisting of Mr. Rodney Biggs and MNCS Chris Alford traveled to Bahrain to assist with IMX-19 exercise. The large scale deployment exercise will support many different entities throughout the 5th Fleet AOR for the entire year!

COMOMAG also hosted our annual CO Symposium. It is a weeklong event where leaders from both Active and Reserve Mineman Units come together to discuss and plan future schedules as well as get an update on the current status of mining. The event culminated with the retirement of CWO4 James Thomas after 34 years of faithful Naval Service! Fair winds and Following Seas, Shipmate! Thank you to all who attended and we look forward to next year! The fall season has delivered awesome news in terms of advancement here at COMOMAG. David Sledge has been selected for promotion to CWO5 and will officially become a "Unicorn" within the ranks of the Navy. Aquilla Montero selected to CWO3! Additionally, we welcomed a **new Chief Petty Officer, MNC Jonathan Wampler**. Congratulations to everyone who was promoted throughout the season!

Thank you to the Association of Mineman for inviting CDR Nichol Schine to be a guest speaker at the reunion! She had an outstanding time and was very grateful for the opportunity to be around so much history in the Mineman community.

We hope that everyone can enjoy the last bit of warm fall weather and in preparations for the winter, remind everyone to stay safe throughout the holiday season! As always, COMOMAG is steady on the helm at the forefront of mine warfare, making mining great again, one mine at a time! See you next year!





AROUND THE MINE WARFARE FLEET

By MN1(AW) Courtney Crank

Greetings from the Navy Munitions Command Pacific CONUS West Division Unit Seal Beach, Underwater Weapons Department (UWD) in sunny California!

~MISSION UPDATES~

NMCPAC CWD UWD finished this Fiscal Year in high fashion. This Quarter ended strong with the refurbishment and shipment of 219 assets and kits in support of IMCMEX, VACAPES, HAWKEX, MCM USV Testing, C2X, MCM 4 and EODTEU Training.



Target MK 49s standing by for shipment to the Fleet.

Amidst the heavy demand from the Fleet, the crew also launched into high training mode. COMOMAG's bi-annual Mine Readiness Assist Visit (MRAV) begins in November, and with fresh Sailors onboard, UWD ramped up its Upgrade Training.

Over the course of 2 months, the crew built 120 Quick Strike mines, providing the necessary hands-on training needed to qualify and certify seven Mineman to their next/initial proficiency level.

Training and Fleet Exercise supplementation weren't the only objectives this Quarter. UWD stood up a 10-manned crew to meet RSC-1 at North Island, retrieving, palletizing, and transporting 37 recovered assets from both the SHOBA and 340th & Global Storm exercises.



UWD Team preparing SHOBA assets for transportation.

Unit Seal Beach would like to congratulate YN1 (SW/AW) Carbajalmendiola for her selection through the Meritorious Advancement Program.

The command was also pleased to re-enlist MNC (SW/EXW) Tassey, MN1(SW) Bengé and MN1(AW) Crank into the Navy.

Last, but certainly not least, NMCPAC CWD Unit Seal Beach's Chief Mess was proud to welcome their newest member, LSC(EXW) Lila Dowell.

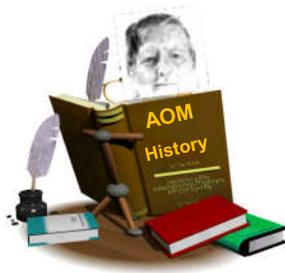
~HAIL AND FAREWELL~

Welcome aboard GM2 Deloatch, GM2 Bartido, GM3 Cesar, MN3 Cook, GM3 Garlington, MN3 Norwood, MN3 Podeswik, MN3 Poore and MN3 Haring. You guys are going to do great here!



The Dowell girls welcoming NMCPAC's newest Chief Petty Officer LSC(EXW) Lila Dowell.





AOM Historian Don Moody



Four Mining Campaigns (#3)

AN HISTORICAL ANALYSIS OF THE DECISIONS OF THE COMMANDERS



A research paper prepared by
Commander James A. Meacham,
U.S. Navy, (Ret.) Circa 1968-1970

STARVATION FROM THE SKIES

Operations. In the evening of 27 March 1945, a flight of more than 100 B-29's took off from Tinian Island and headed toward Japan, carrying mines. The attack was carried out in a remarkably efficient and professional manner, considering that it was the first of its kind and that training had been minimal. During the early morning hours of the next day, the mines were laid generally as planned, by RADAR from low altitude (5000-8000 ft), from each aircraft acting individually, rather than from formation. Ninety-two of the planes laid their mines in their primary areas; 67 of these aircraft struck the vital Shimonoseki Straits, dropping their 633 mines, both magnetic and acoustic types. About three-fourths of these were Mk 26 and Mk 36 one-thousand-pound types* and the rest were Mk 25 two-thousand pounders. * *Editor's note: Mk 26 was similar in appearance to Mine Mk 36 but slightly longer with a half-slant nose and contained a larger amount of explosive (TORPEX).*

Shortly after daybreak on the same day, the 71-ton ship *Tensei Maru* actuated one of these mines and sank near the mouth of the Wakamatsu harbour at the Western approach to Shimonoseki. Thus, commenced "**Operation Starvation**", the first attempt ever to effect strategic blockade by air power. During the ensuing weeks until surrender, the campaign was to continue, using mines in enormous numbers and eventually achieving results all out of proportion to the effort expended and probably beyond the wildest dreams of its staunchest partisans. The Navy had proposed such an attack early in 1944, following some agitation by the Mine Warfare Section of the Commander-in-Chief, U.S. Fleet Staff. The superiority of land-based aircraft, particularly the B-29, for this mission was recognized. Admiral Chester A. Nimitz's (CINCPAC) staff was likewise enamoured of the plan and tried to sell the idea to the planners of the XXI Air Force passing through Hawaii en route to Saipan. Detailed operational logistic plans were produced and urged on the Air Forces. In October 1944, the Committee of Operations Analysts (an Army-Navy-civilian group formed in 1942 to advise the services on strategic bombing targets) issued a report indicating that a strategic mining attack would be a better option than bombing for the long-range bombers. A subcommittee reported ten days later that it believed Japan could be blockaded by aerial mining and recommended that this be done. The Air Forces had been quite cool toward the mining project up to this time, believing that direct bombing of factories and other land targets would produce better results.

The COA report plus continued pressure from the Navy, and eventually the Secretary of War, finally won the acquiescence, if not the enthusiastic support of the Air Forces. The Navy had wanted the campaign to start late in 1944, but the Air Forces, looking upon the COA notion as an unrealistic idea to win the war painlessly, wanted to delay the mining at least until the Japanese aircraft industry had been substantially destroyed. Finally, by way of compromise, it was decided that the campaign would commence in the Spring of 1945. The mission was assigned to the XXI Bomber Command.

Planning commenced in late 1944, with a target date for commencement of 1 April 1945. The objective was nothing less than the complete sea blockade of the home islands of Japan. A secondary mission was to prevent the deployment of military forces by sea. The Navy provided the mines and assembly services while tactical planning and minefield design was done by the 313th Bomber Wing. Before the mining campaign began, the enemy had about two million gross tons of shipping in vessels of over 1000 tons. The intelligence estimate at the time believed that this was the minimum Japan could have and still maintain its industrial output. Hence, the effects of any losses would be felt immediately. The Japanese merchant fleet had already suffered considerably from submarine attacks. The submarines, however, were unable to penetrate at will into the inner zone about the home islands because of defensive minefields and air patrols. It was this traffic in the inner zone which was the objective of *Operation Starvation*. An initial decision was made to concentrate in Shimonoseki. This decision is of great importance in studying the "whys" of mine warfare and should therefore be examined in some detail. There was some disagreement on the goal of the mining attack. Blockade was the stated objective, but many felt the goal was sinking ship traffic. *(With a minefield of less than 100% effectiveness or threat, ship sinking and blockade are not only incompatible, but almost mutually exclusive goals for the minefield planner. If some ships are sunk, others must necessarily be getting through, thus the blockade is less than perfect. Conversely, if blockade is in fact achieved, no ships need be sunk.)*

Although the effectiveness of Operation Starvation is universally demonstrated by ship loss statistics, it is clear that blockade was the goal. The denial to Japan of food and materials of war from overseas holdings was the main and constant objective of *Operation Starvation*. Given this blockade as a goal, strategic studies of the seaborne transport of Japan led to the selection of the following primary targets, in order of priority: Shimonoseki Strait, Bisan Seto, Kobe-Osaka, Hiroshima-Kure, Sasebo, Nagasaki, Nagoya, Tokyo-Yokohama, Yokosuka, Tokuyama and Shimizu. The priority corresponded generally but not precisely, to ranking in percentages of total shipping handled. There were obviously two methods of going about the business of building a blockade. The first was to concentrate upon the most important targets first. This approach would cause the enemy immediate clearance problems in his important ports and hopefully would disrupt traffic

in his most vital areas. A disadvantage of this method was seen in the fact that the enemy could concentrate his countermeasure forces and perhaps claw out a channel more rapidly than if his sweepers were divided among several ports. The second possible approach was that of spreading out the initial mine plants more or less uniformly among the targets. This was seen to have the advantage of "putting the enemy on notice that he was facing a mining attack over a wide area." This was believed to "permit him to develop countermeasures in all areas."

At the time that *Starvation* was to commence, the plans for the Okinawa invasion were well advanced. That operation was scheduled to commence on 1 April. Thus, the planners tried to get a tactical spill-over from the mining by attacking areas which would interfere with fleet movements during the early days of the invasion. In fact, it did have this effect. The giant battleship *Yamato* and its escort of a light cruiser and several destroyers sortied through the Bungo Strait on 6 April. The mines in Shimonoseki first delayed the sailing of the task group, then forced *Yamato* to take this exit where detection was almost certain. In this position, the force was easily located by U.S. reconnaissance aircraft. *Yamato* was sunk the next day by carrier planes. Three factors dictated the decision to concentrate the initial mining efforts in the highest priority areas: (1) the hope of early disruption of commerce in the vital areas, (2) the thought that this course of action would delay the Japanese in "developing countermeasures in all areas" and (3) the idea that the first mine drops would also serve a tactical purpose by interfering with warship movements. Of course, it is impossible to know which of these factors weighed heaviest in the decision. The wish of the planners to get an additional tactical benefit from their early plants is certainly reasonable. Insofar as this factor had influenced the decision to concentrate, it must have been due to the idea that a large number of mines in Shimonoseki would effectively close it to the passage of warships, whereas a smaller number might not. Reflection on these courses of action and the advantages and disadvantages of each reveals several factors in the minds of the American planners. First, they assumed that the Japanese possessed a fairly sophisticated mine countermeasures establishment, one capable of developing countermeasures rapidly if stimulated and one capable of rapid concentration at the point of attack, or dispersal to meet a diffused attack. More importantly, the planners considered that mine countermeasure efforts could and would be applied to the fields in a proportional way. That is, with x number of mines, the Japanese would do y amount of sweeping, clear a channel and be off and running; $2x$ mines would require some multiple of y effort, and so on. Also, the idea of causing effective disruption of commerce in the area of concentration with robust minefields, was based upon the unarticulated reasoning that commercial and civilian ship traffic would unwittingly contribute to mine clearance, thereby further weakening the effects of the blockade. A lesser number of mines might not withstand the combined countermeasure effects. Finally, there was the idea that "putting the enemy on notice" was somehow disadvantageous to the cause. This indicates that surprise sinking of ships were desired and consequently, a certain divergence in thought from the goal of blockade creeps into the planning process; for how can blockade be achieved without somehow putting the enemy on notice that his harbors are mined? The idea that countermeasures would be "developed more effectively by dispersed forces" is patently the product of woolly thinking. Such an assumption does not stand up when subjected to analysis considering the Japanese point of view. Once the mining had commenced, the Japanese were extremely concerned for the fleet units. In many cases

warships were inconveniently delayed in order to give the mine sweepers additional time to work. When *Yamato* and its task force sailed in April, all mine sweepers available in the entire area were used to sweep a channel in Bungo Strait, and even then, the Japanese considered it sheer luck that she was not mined. Large warships did not use Shimonoseki after 28 March 1945, the day of the first mine drops. This indicates an extreme fear of the mines on the part of the Japanese. In fact, the raids of the first two days developed a threat of sinking a destroyer of only about 11% while traversing the normal channel, and certainly less for a battleship. It appears that the Japanese were influenced from the outset not so much by numbers of mines as the fact that there were *some* mines. In other words, once a creditable threat was established the mine threat was seen as a unity, not as some degree of danger. In fact, the Japanese grossly underestimated the number of mines that were actually laid. Their refined estimate was 3690 mines, when in reality, over 12000 were laid. This analysis corresponds to one's common sense expectations of such a situation. The enemy, once he is mined, will be overcautious because of the severe consequences of being wrong on the risk side.

It appears certain that the tactical factor of denying passage through Shimonoseki should not have entered into the initial U.S. decision to *concentrate* there, for any creditable mine plant there, as a part of a widespread campaign, would have had the same effect upon Japanese actions. To complete the analysis of the decision to concentrate, it remains to examine the U.S. suppositions that only by such concentration could early blockade of Shimonoseki and other primary ports be effected, and that there was something to be gained by not "alerting" the mine sweeping forces in other areas.

The idea that the mining campaign could be effective anywhere without alerting mine sweeping forces everywhere is patently specious. A much better case could be made for the idea of *causing them to be alerted* and perhaps expend some of their resources in the quest for non-existent mines. Or better still, would it not be possible that several unmined ports might be blocked for at least a short period simply as a "sympathetic" reaction to a mining attack against another?

The last factor of the decision to concentrate is embodied by the following train of thought: Shimonoseki is incomparably the most important target; thus, it is desirable to blockade it first, and only a heavy concentrated minefields consisting of all available mines was required to effectively blockade, would do. Certainly, if a lighter attack would have sufficed, the concentration decision was wrong and extra mines ought to have been used to blockade elsewhere. There is no question that Shimonoseki was the 'fattest' target and that it should have had first priority, as a blockade there would cause the greatest disruption. However, the idea that concentrating all available mines in this location was required to effectively blockade there, is seen as incorrect when viewed historically. The actions and thoughts of the Japanese do not indicate that the decision to concentrate was the proper one. First of all, the Japanese countermeasures forces were not sophisticated to the degree that they could apply just enough effort to clear a channel and no more. Actually, this is an idealized situation which likely will never exist anywhere.

On receipt of news that an area has been mined, the Japanese normally swept from dawn to dusk in the affected area with the forces available and then let the ships try to go, staying within the swept channel. The Japanese had no way of knowing what the remaining threat was in their channels after a given sweep effort. In interrogation after the war, the question was asked directly as to how the decision was made as to when to open the channels. Was one ship lost out of ten acceptable, or what measure at all was used? The answer

was that no measure at all was used. After each mining attack, the area was closed to shipping and then the mine sweepers went to work. When the pressure built up for the halted shipping to proceed, it proceeded and took what losses it had to. In general, local commanders made these decisions and the masters of the merchant ships were given considerable leeway as to whether or not they would proceed.

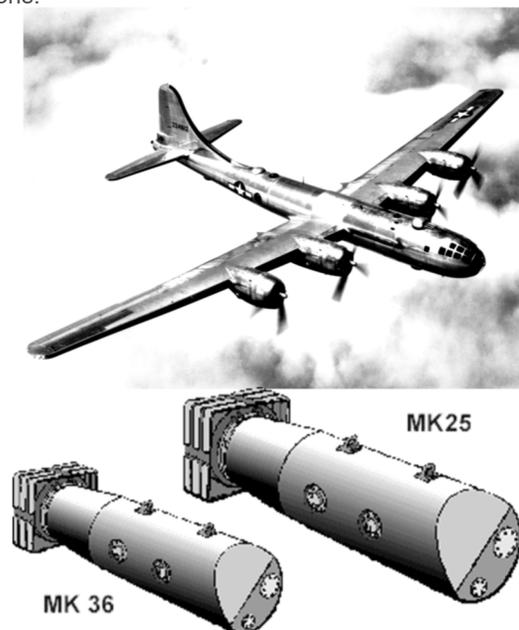
Finally, Japanese officers testifying after the war, were unanimous in their view that continuous mining was more effective than concentrated large-scale efforts. For example, Captain K Tamura, I.J.N. testified *"of course larger-scale (mining) attacks at intervals also caused a lot of trouble, but when you continually dropped them, it meant we were using equipment 24 hours per day... a continuous defense is hard to keep up. From the point of view of a long war, it is far better to continuously seed mines to a given area because we are never confident of a swept channel."* Captain R. Minami said, in the same series of interrogations, that he considered it much better to conduct simultaneous mining, rather than concentrate in one area, which permitted the Japanese in turn, to concentrate their sweeping effort there. This attitude presupposes that the Japanese considered they could achieve lower losses after an area had been swept by a large number of sweepers rather than by a small number. It therefore follows that they felt it necessary to devote some sweeping effort to any affected area. Thus, the original assumption that the Japanese would disperse their mine countermeasures forces so as to cover all mined areas was essentially correct.

As Starvation continued, the planners soon realized that the closure of ports was not primarily influenced by numbers of mines or their settings, but more so by the number and frequency of attacks. Also, by factors largely beyond the control of the United States such as the amount of time which could be afforded to devote to seeping. The decision to concentrate was therefore reversed and it was decided to increase the frequency of sorties. It was also apparent that the Japanese were not going to be blockaded. They were suffering tremendous losses but continued to send ships out to face the mines. This was due to their sheer desperation at this point. They had to have shipping or starve. Literally. The earlier estimate that their remaining shipping was marginal was proven correct. Thus, any level of loss significantly below 100% would be superior to accepting the blockade and its consequences.

In view of this fact, a decision was also made to alter the mine settings to decrease their firing width. This had the operational effect of fewer numbers of mine fires (lower threat) but with a higher proportion and total number of ship *destructions* (versus fires resulting in lesser damage). It was accepted that the full blockade would only be achieved when the Japanese merchant fleet was destroyed and not sooner. This was due to factors over which the United States could exert little or no influence. The enemy was reacting to the mining in terms of his overall situation and national character, and not according to estimates, percentage figures, attack-loss ratios or anything else, except for a desire to continue the war and not starve. As they became progressively more desperate, ships were sailed through channels known to contain mines without any countermeasure preparation whatsoever. Under these conditions, the decision to decrease mine firing width was unquestionably correct. It was, to a certain extent, frustrated in the Shimonoseki area where many ships were beached which otherwise might have been sunk. The basic fact remains that by decreasing the mine firing zone, the United States gained in numbers of sinkings with no offset disadvantage. The enemy could be brought to terms *only by sinkings*, which had increased. This idea of the planners was proved sound by events.

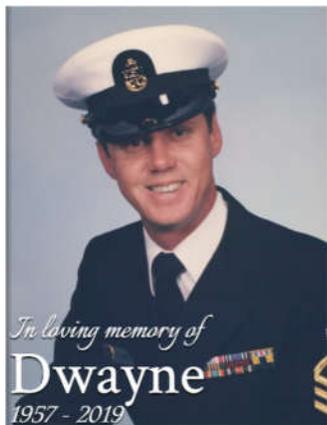
The grinding battle of attrition went on. Japanese losses decreased as their total tonnage decreased and finally the blockade was essentially achieved in July with only 400,000 tons of shipping remaining to Japan, primarily in the Inland Sea.

Generalizations from the Operation. In the case of Starvation, the great generalization that stands out clearly, is that the achievement of blockade by mines is largely dependent upon the mentality and military condition of the enemy. Regardless of the actual minefield threat in terms of mine density and threat percentage levels, an enemy can get his ships through an attempted blockade *if he is willing to accept the losses*. It would therefore seem to be unwise to plan a mining attack with the primary goal of blockade, should the enemy be willing (or sufficiently desperate) to suffer losses in order to breach the blockade. Intangible factors concerning enemy mentality will be a decisive factor. Consequently, an intelligent guess regarding his thinking and situation is likely to be more accurate than any attempt to apply statistical theory to achieving a successful blockade. Secondly, it appears from this analysis that a determined foe can be expected to deploy mine countermeasure forces to all affected areas and to attempt some measure of traffic control. It seems certain that the reaction to mines will be more intense in the case of warships than with merchant vessels. Therefore, a bare minimum of minefield credibility will likely have a profound effect on warship movement, whereas the effect upon merchant traffic will be somewhat less severe. A mined enemy may underestimate the number of mines planted. This conclusion must be applied carefully for its corollary is that effectiveness of the minefield may be overestimated. The Japanese, in this case, had no trouble believing that 3600 mines had caused all their trouble when, in reality, *over three times that number* were laid. Finally, it is clear that the Japanese reacted to numbers of attacks (mining sorties), rather than numbers of mines laid, ships sunk, estimated threat or anything else. That said, in this case, the enemy reacted to the frequency and number of attacks *only after sinkings occurred*. It is doubtful if their actual response to being mined would have been the same without verification of a creditable threat. Once credibility was established, the observed following mine plants unquestionably had more effect upon Japanese actions.



2020 Winter DASHPOT Next Campaign #4:

Frustration of an Assault



MNCS (Ret.) Dwayne Baldwin, 62, husband of Cyndi Medeiros Baldwin, died Sunday, September 29, 2019, at Providence Health Hospital in Columbia. Born in Louisville, KY, he was a son of the late George Lee Baldwin and Lenore Young Evans Baldwin.

Dwayne "Beans" Baldwin was a U.S. Navy veteran and served 23 years as a Mineman, a military son, and a proud military father. He found his high school sweetheart after 25 years of distance, married, and lived in Sumter, SC. It is a love story for the ages; they held each other close even when distance separated the two; they picked up right where they left off and enjoyed watching their children grow, get married, begin their careers, and have children. They held each other close until the very end and he is holding onto Cyndi now and patiently waiting, like he did before. He was a doting grandfather to the 7 grandchildren and gave incentives for earning straight A's like any proud grandfather would do. From saluting his daughter at her graduation, to saluting his son at his BMT graduation, Dwayne was proud. He was an avid fisherman, who loved to share his love of angling with his wife, children, and grandchildren; he always had a line in the water. Dwayne led a selfless and giving life; he did all he could for everyone else and then some. He was a leader and a hero to all that had the pleasure and privilege of knowing him. Surviving are his wife Cyndi; four children, Laura Iturralde (Jorge) of St. Augustine, FL, D.J. Baldwin (Kaitlyn) of Ladson SC, Jennifer De Young (Matthew) of Hampton, VA and Jaclyn Johnston of Frankfort, KY; a brother, Evan Baldwin of Spencer, NC and seven grandchildren.

Funeral services were held at the Chapel of the Elmore Hill McCreight Funeral Home with Rev. Dr. David Richardson officiating. Burial will be in Arlington National Cemetery at a later date.



Richard William Joyce, 54, formerly of Washington, passed away peacefully Friday, October 4, 2019, surrounded by his loving family, after a heroic battle with cancer.

Richard was born to Richard and Rose in 1965. He was a proud member of the U.S. Navy for 10 years, where he travelled the world and had two beautiful children, Laura and Michael.

After returning home, he enjoyed his life fishing and hunting and served as a wildlife conservation officer for the Pennsylvania State Game Commission.

In 2003, he married the love of his life, Teri, and together they raised his two children. After his first battle with esophageal cancer, Richard and Teri fulfilled their lifelong dream to retire in Florida and spend their days with their dogs, Brutus, Maddie and Willa. All those who knew Richard, for a short time or throughout their life, will remember him for his great sense of humor, contagious laughter and his love for his wife and family.

Richard is survived by his parents, Richard and Rose; his beloved wife, Teri; his children, Laura Swanson and Michael Joyce; his stepson, John Arne; his sister, Tracy Domos; his nephew, Jack; his two grandsons, Liam and Will; along with several extended family members and close friends.

In lieu of flowers, the family requests that memorial contributions be made in memory of Richard to your local humane society.



Teresa Jean Rosenbaum

March 26, 1955 - October 17, 2019 passed away at UT Medical Center at the age of 64. She was married to her soulmate Roger Dale Rosenbaum for over 45 years and loved her flower garden!

The Binnacle List



28 Oct Hello friends! This is Glenn, Derick's son... Derick was transported to MUSC - Medical University of SC for more intensive treatment after suffering a severe onset of shortness of breath. We took him to the local ER, Saturday afternoon and they transferred him around 9pm. Derick had emergency surgery to drain some fluid from around his heart in the middle of the night last night and is in ICU. Please keep him in your prayers today. Me and my sister Tracy will be going there this morning. His condition was already quite fragile, so this added complication is very concerning. Thank you for your thoughts and prayers.

Kathleen Maddox reports that Ross is home and he wants to thank everyone for the calls and the cards. He is getting about with his cane. He is putting up a sign: tree one - Ross zero! He thanks everyone for there thoughts and prayers. We will see you in Charleston next year. Thank you for thinking about Ross.



In addition to her husband, she is preceded in death by father, Clyde Bowman; mother, Wanda Sue Bowman.

She is survived by daughters, Hope Wilson (Justin), Tammy Rosenbaum, and Jennifer Rosenbaum; grandchildren, Jodie Rosenbaum, William Tilton, Jerry Wilson; brother, Mike Bowman (Cathy); sister, Penny Cutshaw (Rick) and several other family members. Family and friends gathered at the East Tennessee State Veteran's Cemetery, 2200 East Gov John Sevier Highway for graveside services.

U.S. Naval Offensive Mining Updates Will Focus on Sub Community Tactics, Smart Mines

By: [Megan Eckstein](#) November 5, 2019 4:10 PM



A Mark-63 Quickstrike Mine is mounted on a P-3 Orion aircraft in the foreground while Aviation Ordnanceman 3rd Class Cooper Peterson, assigned to the ordnance division of Patrol Squadron (VP) 40, communicates with aircrew during preflight. US Navy photo.

The U.S. Navy is taking offensive mining more seriously under the National Defense Strategy and is working to bring new technologies and tactics to the fleet to modernize mine warfare for a high-end fight. Though mine warfare has previously resided somewhere between the surface warfare community and the expeditionary and amphibious warfare communities when it comes to paying for the mines, developing tactics and techniques and conducting training events, the submarine community is on the verge of becoming much more involved in mining, the head of the mine warfare division at the Naval Surface and Mine Warfighting Development Center said recently. Capt. Chris Merwin said that former Vice Chief of Naval Operations Adm. Bill Moran wrote a memo this spring asking if mine warfare was well positioned for great power competition. "That task went to many folks – the fleet commanders, the four-star fleet commanders, the OPNAV staff – we spent the summer working through that. A lot of that work is still going on," he said while addressing the National Defense Industrial Association's annual Expeditionary Warfare Conference, but he previewed some big changes. Today, Merwin said, "at SMWDC mine warfare division, I own the five people that do mine warfare plans, mining plans for the United States Navy. We write all the minefield planning folders for the systems we have right now – basically we have Quickstrike mines, air-delivered bomb conversions, and we have a few submarine-launchable mines. That is what we have now. And I have the planning folders that we would use to put those in." "That is changing big time. [The Office of Naval Research] has been involved in this for a while, and there are a lot of systems, Future Naval Capabilities, that are being tested," he continued. "The future of mining will be [unmanned underwater vehicle] clandestinely launched mines. And that's probably as much as I can say here." Asked during a question-and-

-answer session what SMWDC's role would be in offensive mining in the future, he said, "the submarine community has not been very engaged in mining in the past; that is changing. They're getting very interested. The Extra Large UUVs and even some additional submarine-launched mines, that is the future. So I think the submarine force will be very much more engaged. In fact, it's quite likely they're going to own it, at least on the man, train and equip side. Who's going to own it on the [command and control] side, that's actually being worked out right now; we're gaming that at [the Navy Warfare Development Command] next month. So for now, I definitely still have a role; in the future, I may or may not. We'll always have some sort of connection to it (through the division's role as a deployable mine warfare commander), but the submarine community is definitely taking much larger ownership of that than they have in the past." During a subsequent presentation at the Expeditionary Warfare Conference, Sam Taylor, who heads the mine warfare program office within the Program Executive Office for Unmanned and Small Combatants, discussed new technologies that will shape the future of offensive mining. Like Merwin said, Taylor explained that today the Navy has the Quickstrike family of mines – the Mk 62, Mk 63 and Mk 65 unguided 500-pound, 1,000-pound and 2,000-pound bombs, respectively – as well as the Mk 67 Submarine Launched Mobile Mine (SLMM) in its inventory. In the works, though, is the integration of the Quickstrike mine with the Joint Direct Attack Munition (JDAM) tail kit and the Extended Range (ER) wing kit to increase the standoff distance when employing mines and to give them guidance capabilities.

The Navy first demonstrated the Quickstrike JDAM capability at the Valiant Shield 18 exercise in the Northern Mariana Islands last year, and it has also completed another operational demonstration, according to Taylor's presentation slides. Navy photos show that a B-52 Stratofortress assigned to the Air Force's 49th Test and Evaluation Squadron in Louisiana conducted an operational demonstration of the Quickstrike-ER in the Pacific Ocean in May 2019. In addition to the tail kit and wing kit integration efforts, the Navy has also competitively awarded a contract for a new target detection device for the mines, according to the slides.



The Navy is also working on a Clandestine Delivered Mine to support the submarine- and UUV-delivered mining that Merwin mentioned. Taylor's slides showed the CDM program conducting prototyping efforts now and estimating initial delivery this current fiscal year, in Fiscal Year 2020. Most notably, though, the Navy is conducting its **Hammerhead** mine program under the Maritime Accelerated Acquisition program rapid acquisition authorities granted by Congress. **Hammerhead** was started in 2018 and would take the **Mk 54 "effector"** (torpedo) and *encapsulate it in a canister* that could be prepositioned and then activated later as needed by fleet commanders. The modular design would allow for easy upgrades to the weapon, the sensors or the communications and control systems. Taylor said in his presentation that the Navy selected **Hammerhead** for the MAA program and is using other transaction authorities (OTAs) to develop the sensor in a big to move forward in development as fast as possible. "A resurgence in mining has taken place for the past few years as the Navy goes to the [National Defense Strategy]. However, we're trying to pivot smartly, deliver the capability the warfighter needs as quickly as we can, so we're trying to use whatever authorities are there, whatever things we can," he said. "As I said, **Hammerhead** is an MAA, and we're looking at other tools in the toolbox to accelerate that delivery even more." Asked by USNI News during the question-and-answer session what it said about offensive mining that **Hammerhead** was selected as a rapid acquisition program, Taylor simply said, "all I can say in this forum is, **Hammerhead** was highly desired, we needed to update where things are, and it says that mining is important to us in this near-peer competition. And I'll leave it at that."

Will we soon see the "Son-of-CAPTOR" ?





Mineman Miscellany



On October 12, 1943, The Navy Bureau of Ordnance (BuOrd) established the Mineman rate and re-designated those Gunner's Mates (Mines) and Ordnance Technicians whose primary duty was the maintenance, assembly and planting Navy Underwater Mines, as Minemen.

Lucid (MSO 458) is currently in the process of being restored to a museum in Stockton, California.

On March 15th 2012, the USS Lucid was dedicated at a ribbon cutting ceremony presented by the Stockton Historical Maritime Museum and The San Joaquin Building Futures Academy. The Lucid currently is berthed at the "Building Futures Academy" site where SJCOE students will be directly involved in all phases of this exciting project. Opportunities to learn and practice skills developed from woodworking preservation and finishing, drafting, electrical, plumbing and metal fabrication, to historical research will all be presented.

Upon return to it's original appearance, the Lucid will be moved to become a representative part of the historic downtown waterfront area near Weber point, where over a thousand boats and ships were built beginning in the 1850's ending in the 1980's. There, the Museum Lucid will become a permanent icon, open to the public for tours and special events. She will serve to honor Stockton's maritime and shipbuilding history, the men and women who labored there, Former/Active Duty Navy and those who served aboard the small vessels that were such a big part of the United States Navy.



50 Years



Azuma Island Mine Shop Reunion 2020 in Charleston, SC

The 50th anniversary of the closing of the Naval Ordnance Facility on Azuma Island in Yokosuka Japan will be the theme of the **2020 AOM East Coast Reunion to be held in Charleston, SC.** All former Minemen and other Shipmates who served, are invited... **AOM members or not!**

We have many of the names but need contact information and more photos from your time in Japan. Our AOM web site will dedicate a page to all those who served on Azuma Island, in whatever capacity. The very idea rouses some really wonderful memories of "Baka Shima" among those who served there. We want to know all those who served with NOF in the middle of Tokyo Bay. If you ever served on Azuma Island or know of someone who did, please send it to **Don Moody** at donmoody8@gmail.com and/or **Bill Holloway** at: william.holloway1010@gmail.com The **AOM Reunion Coordinator** for 2020 is **Charles Humbard** at charleshumbard@gmail.com

Did you know there was a Mine Force Song?

U.S.N. Mine Force Song
Words and Music by BRENNAN BARD

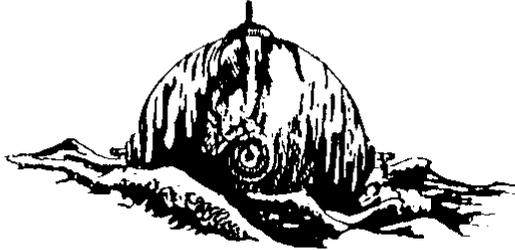
Make way for the men of iron, that go down to sea to sail the wood-en ships. Whose hearts are made of steel, while

George 1943 by BRENNAN BARD
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Don't forget to pay your AOM dues.
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Application Fee: \$5.00 - Annual Dues: \$15.00 - NOTICE: To maintain membership, dues must be paid annually by the month of October. The dues expiration date is printed on the mailing label above your name. Mail checks to the Association of Minemen, P.O. Box 2180, Temple City, CA 91780