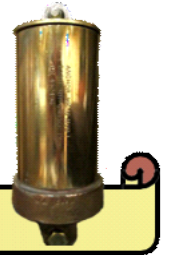




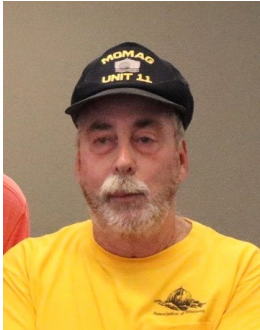
# The DASHPOT



The Official Newsletter of the Association of Minemen

## From the President

**MN1 Charles Humbard (ret)**



Our thoughts and prayers go out to everyone affected by Hurricanes Helene and Milton, please stay safe.

My sincere condolences to the families of recently departed, shipmates, and family members. Those who are on the binnacle list or suffering from a medical issue, but know that your shipmates are wishing you a speedy recovery. Each of you remain in our thoughts and prayers throughout your ordeal.

The 50th AOM Reunion in Reno NV, was a success. A good time was had by all, I think the one arm bandits had the best time of all.

The next big Minemen get together for 2024, will be the reunion at Short Stay for the Order of the Bushnell Keg group on the 1st and 2nd of November. Please contact Cowboy for info. We went last year and they had a large attendance.

Our 2025 AOM Reunion will be in Charleston SC.

God bless and protect our Solders, Sailors, Airman, Marines, Space Force, and Coast Guard. God bless the USA.



Mine MK 23  
Sweep Obstructor

## Dashpot News

To reduce costs We are investigating the possibility of going completely electronic except for those without email address or internet access.

The New Dashpots would be available on the 1 day of the new quarter, i.e. Jan 1, Apr 1 etc. On line at the AOM website, AOM Facebook page and can be emailed direct if desired. Please let us know your opinion. You can email, Call or snail me, address and phone number on next page.



By Don Moody

The 50th AOM (Association of Minemen) Reunion is now in the past. If you missed or were unable to attend you missed a great time being with old shipmates and meeting new Minemen. We told stories about our careers, young Minemen got to meet MNCM Ray Cobis (93 years old) and if you were at one of his tables during the reunion he would amuse you with his stories. He was to be our guest speaker, but had last minute health issues... he is doing fine now. If you know Ray, why not give him a call, email or visit.

If you are an AOM member we hope you can make it to the 2025 reunion (TBA). If you are not an AOM member what stopping you join today and we can listen to your stories. MN that do not attend do get talked about...



Hope to see you at a reunion.

DEDICATED TO SERVING THE U.S. NAVY

MINE FORCES

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 the knowledge of undersea mine warfare, necessary to America's first line of defense.

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From the Editor

MNC Dave Badger (ret)



Greetings,

Welcome to the Fall issue. I'm sorry I could not attend this year's reunion. I hope all that attended had a great time meeting old friends and shipmates.

If you don't subscribe to the AOM Facebook page you should check it out. There are a lot of interesting posts. The Mineforce has changed a lot since I retired. It is interesting to see what new tech is out there and how the Future Mineforce is moving forward.

I want to thank Don Moody and all the others that have found the Minemen who have passed and reported them for inclusion in the Departed list so they can be remembered.

If you know of any Minemen that have not joined the AOM, let them know of the purpose of the association, To bring together young and old Minemen to remember days gone by. We forget about the hard times and tell sea stories about the past. There is plenty to do for all, even if you aren't a member. Congratulation to the new offices of the AOM. Your work is appreciated.

As we enter into fall I hope everyone has a good time leading up to the holidays.



# Secretary Treasurer Report -

## Oct2024

There has been some confusion on the date when your dues are up with the new mailing labels. Your dues date is located right under your name. The other date on the label is the mailing date of the Dashpot. I will identify who is over due by underlining or highlighting the date under your name. If your Dashpot was forwarded by the Post Office, it is because I do not have your current address on file! So, if you have moved or anticipate moving, please send me your change of so I can update my records. Send your change of address to [assocminemen@yahoo.com](mailto:assocminemen@yahoo.com). Or by mail; Association of Minemen, P. O. Box 2180, Temple City CA, 91780

*Nate Miranda*



Hawthorne Greeter

Mine MK 51



Mine MK 6



Mine MK 16



Mine MK 56



### MEMBERSHIP REPORT – FY2023/ 2024

14 - NEW MEMBERS, 3 - REINSTATED MEMBERS and 19 - DROPPED MEMBERS. Of the dropped members, 4 - DECEASED, 15 – non-payment of dues since 2020 and 2021. The past due members stand at 16 for 2022, 21 for 2023. Of the 257 members on the mailing list, 25 are spouses of deceased members. 232 are dues paying members.

Remember, there are two ways you can send in your dues. 1) you can mail it to; Association of Minemen, P. O. Box 2180, Temple City CA, 91780 or 2) electronic transaction by going to <https://form.jotform.com/90215855401148>.

*Nate Miranda*

### 2024 SCHOLARSHIP COMMITTEE REPORT

This year the Scholarship Committee Awarded 1 Scholarship. Since 1996 the Association Of Minemen have awarded 239 scholarships totaling \$161,150.00.

This year we received 1 Scholarship Application. This year we received an anonymous Donation of \$1,000.00 Sent in honor of Ron Swart. Ron said it was ok by him. We also received a \$500.00 donation to the Scholarship Fund from Clair Balderrama. Thank you, Clair and Mr/Mrs Anonymous.

Any apathy to the rules and instructions when filling out your application will be taken into Consideration by your Scholarship Committee when making our decision 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 a AOM Scholarship Your Scholarship Committee of Robert Stancik, Don Moddy, and myself Ronald Glasen Want to Thank You for your past support, and ask that you Please Continue to support the Scholarship Program with your generous donations. We must continue the Proud and Great Tradition of the "ASSOCIATION of MINEMEN SCHOLARSHIP AWARDS PROGRAM." Scholarship Chairman.

*Ronald Glasen*

Ronald Glasen



## MineWarefare Traing Center

Congratulations to MWTC's, UDWC's, COMOMAG's, and SMWDC's newest Chief Petty Officers! The following Chiefs were tested and accepted!

MNC Dutton

MNC Hochmuth

STGC Davis

YNC Martinez

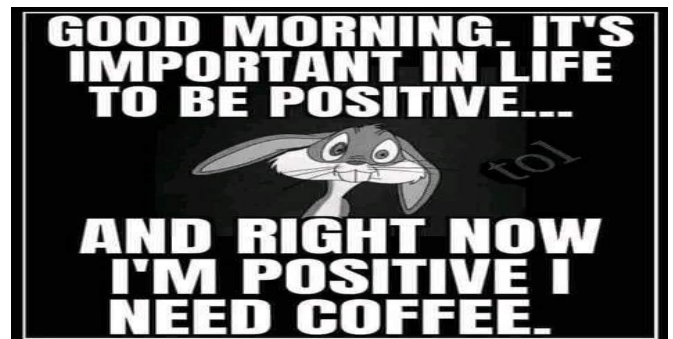
Navy Chief! Navy Pride!

### Update for the Association of Minemen:

The Naval Institute Press is actively working on the 3<sup>RD</sup> Edition of the book **Weapons That Wait**, all about USN Sea Mines and Naval Mining. This 2-year effort was authored by Scott C. Truver PhD with significant contributions from Captain Thomas B. Davilli, USN (Retired), Captain Mark R. Rios, USN (Retired), Commander Ronald E. Swart, USN (Retired), Commander Richard Nagle, USN (Retired), George W. Pollitt (former Technical Director COMINEWARCOM) Joshua Edwards, PhD (Under SecDef Staff) and David E. Everhart (former head of mine development at NSWC Panama City).

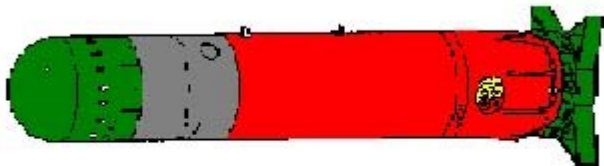
This history update covers USN mine systems and use from Mine Mk 1 through todays latest development programs, mining policy through the years and some historical information only found in our own AOM history book. The Naval Institute reports that they are very pleased with **Weapons That Wait 2025**, stating that it was a "new approach to naval history, a complex, highly rich with graphics/art/charts/tables-design, and compelling!" They are projecting an end -2024/early 2025 press run and delivery. I will keep you updated on their progress and will let everyone know when it becomes available for purchase.

All the best, Ron Swart



Visit the A.O.M Ship's Store

[Https:// minemen.org/wp/aom-ships-store/](https://minemen.org/wp/aom-ships-store/)



# GHOST SHARK XL-AUV ARRIVES IN THE UNITED STATES

## FROM NAVALNEWS.COM 8-20-2024



Ghost Shark XL-AUV (Anduril photo)

With the first Ghost Shark currently in Australia, this milestone will expand the test envelope for Ghost Shark by enabling concurrent testing on both sides of the Pacific and be available for collaboration with U.S. government partners.

**Designed and built in Australia**, this Ghost Shark arrived in the United States via trans-pacific flight by a Royal Australian Air Force (RAAF) C-17A, showcasing its rapid and agile expeditionary capabilities. The vehicle was transported to coincide with Exercise Rim of the Pacific (RIMPAC), one of the world's largest maritime exercises held near the Hawaiian Islands to ensure the safety of sea lanes and security on the world's oceans.

Ghost Shark is designed to support subsea maritime missions globally. It is a modular, multi-purpose capability that can adapt to mission requirements, serving as an agile force multiplier. In a new era of strategic competition, a credible naval deterrent force is essential. Developing and fielding autonomous underwater capabilities at scale is critical to maintaining strategic deterrence, and Ghost Shark delivers that capability.

**Recently**, Anduril Australia unveiled the first prototype a year ahead of

schedule and on budget. Early production and testing have been crucial for rapid learning and iteration, enabling Anduril to deliver an operationally relevant capability at the speed required to defeat and deter the emergent threats. Anduril is leveraging technology from its proprietary AUV capability and its [Lattice](#) AI-powered software platform to develop Ghost Shark.

**In 2022**, Anduril signed a co-development contract with the Royal Australian Navy and the Defence Science and Technology Group to design and develop three 'Ghost Shark' XL-AUVs in three years. This agreement accelerates production and reduces costs compared to traditional large-scale systems and this investment allows Anduril to meet the urgency of the moment at a fraction of the cost of existing undersea capabilities.

The National Defence Strategy identified uncrewed undersea warfare capabilities as a critical capability for the Australian Defence Force (ADF). The advances in this program help address a capability need as well as potentially providing a fleet of low-cost multi-role autonomous vehicles to complement and enhance the current submarine and surface force. This additional Ghost Shark is an example of Anduril investing its own funds in R&D, to cut development timelines and move faster than traditional industry, avoiding the delays and cost overruns typical of cost plus contracts.

- End -



Ghost Shark Arriving in the United States for the first time via Royal Australian Air Force C-17 (Anduril photo)

# Mine Force Vietnam Memories

A summary of mining events in Vietnam from personal involvement starting in 1963 as an MNSN and ending in 1973 as an MN1. By Bob Defrees, CWO4, Ret. My first mine shop duty was Naval Magazine (NavMag), Subic Bay, Philippines, from October 1963 thru May 1965. (I had a brief four month tour at Drill Mine Preparation Facility, Long Beach, working on drill mines.) Subic Bay was a "Sleepy Hollow" in 1963, and duty was laid back and too easy. That changed in late 1963. The President of South Vietnam was killed in early November. Later that same month, President Kennedy was assassinated. Over the next few months the government of South Vietnam experienced a number of military coups replacing their president. During this period of instability, guerrilla activity in South Vietnam increased markedly. These events piqued the interest of underwater mine usage in Vietnam. Late in 1963 or early 1964, the use of mines in Vietnam got its start. Through the advantage of hindsight, it is clear that the Navy was woefully prepared for any type of mining campaign. Over a number of months through the summer of 1964, minemen of NavMag Subic prepared a number of mine loads for delivery to aircraft carriers. Mines selected were World War Two technology Mk 36 Mod 1 (magnetic), Mk 36 Mod 2 (acoustic), and Mk 50 (acoustic). None of these mine loads were delivered to any Navy ship. At some point in time, it was discovered that the suspension lugs on the Mk 36 series mine case were not strong enough to withstand catapult launch from an aircraft carrier. This led to the development of the Mk 13 Mod 0 suspension lug for these mine cases. The first batch of Mk 13 suspension lugs shipped by air to the Philippines to the Manila airport. I was an MNSN at the time. I was sent to Manila to pick up the suspension lugs. Off I went with a Filipino driver-no money, no food, nothing to drink. After I picked up the lugs, I had to go thru the Filipino jerk around before I could leave the airport. Customs wanted to see what the cargo was. After inspecting the cargo, the inspectors determined there was no value to them. After returning to Subic Bay, the process began to change the lugs on the Mk 36 mine case stockpile. It was then discovered that the new suspension lug would not fit on quite a number of mine cases because of two different

mine case designs. Hence the Mk 13 Mod 1 suspension lug for the separate mine case design. Then when changing out the lugs, it was discovered that quite a number of the old suspension lugs could not be removed from the mine cases because the screws had frozen in place over the years. In August 1964 the USS Maddox was attacked by torpedo boats of the North Vietnam Navy. This action intensified the use of mines as an option in Vietnam. NavMag Subic minemen prepared a number of mine loads for delivery to aircraft carriers. The mines were assembled to Condition C (batteries installed). The mines were a mixture of Mk 36 Mod 1, Mk 36 Mod 2, and Mk 50. After the attack on the Maddox, Mobile Mine Assembly Teams (MOMAT) from Long Beach, Whidbey Island, and Yokosuka were deployed and augmented the Subic Bay minemen. The MOMATs then deployed to aircraft carriers on Yankee Station. The previously mentioned mine assembly evolutions were repeated for a number months into early 1965 but eventually petered out. The mine assembly operations stopped, and the MOMATs returned to their home bases. I was promoted to MN3 just prior to being transferred from NavMag Subic. I transferred to NAD Oahu, Hawaii, in May 1965 and returned to NavMag Subic in December 1966. During this 18 month period, there was little progress in effecting a mining campaign in Vietnam. The spring of 1967 saw the execution of air laid mining operations in Vietnam that would be relatively short-lived. There was a series of mine plants from February thru April from the carriers USS Enterprise and USS Kitty Hawk. The first of these mine plants was from the USS Enterprise on 27 February 1967. This was the first offensive mine laying operation since World War Two. The mines used were Mk 52 Mod 2 (magnetic) and Mk 50 (acoustic). During one of these early mine plants, some mines were planted in shallow water. The Vietnamese removed the mines from the water, and they were shown in the U.S. on evening news TV programs. I was a member of the last mine assembly team to prepare mines for planting. I had been recently promoted to MN2. The team flew to the USS Kitty Hawk to effect final preparation of mines Mk52 Mod 2 and Mk 50 for planting. The mines were planted by A6 aircraft. When the aircraft returned from laying the mines, the team OIC (WO1 George Russell) sent me and another team member to the flight deck to retrieve arming wires from the aircraft (to determine how many mines probably armed). This was our first time on a flight deck during air operations. With no flight deck training or

# Mine Force Vietnam Memories (Cont)

experience, we stumbled thru arming wire retrieval as the aircraft returned to the ship. I almost got blown off the carrier by the jet blast from an A6. I was saved from going over the side of the ship by a parked, bomb laden A6 aircraft. This was the last aircraft mine plant in Vietnam until the spring of 1972. The new underwater weapon of use henceforth was the Destructor (DST) Mk 36 which was still under development. Back at NavMag Subic, I was assigned as the DST Shop Supervisor. The only DST work we did was on the DST 115, a surface laid mine being used in South Vietnam. That DST work was visual inspection only. We assisted engineers from NAD Oahu, HI, in this work. The first shipment of approximately 100 Mk 75 DST Kits arrived at NavMag Subic in late May-early June 1967. These kits contained the components to convert the 500 pound Mk 82 LD GP bomb to the DST 36. The DST Kits used two test sets. The Mk 502 for the Mk 42 firing mechanism and the Mk 503 for the bomb body. Civilian engineers accompanied the DST Kits to orient Subic minemen and test the Mk 42 firing mechanisms. The kits were opened to remove the Mk 42 firing mechanism for testing. The engineers had anticipated some failure of the firing mechanisms on the Mk 502 test set. They had devised an alternate test for the firing mechanisms. This test used an AN/PSM-4 multimeter connected by a cable to the firing mechanism. The test area was a room in the Mine Component Test building. A pickup truck drove slowly by outside the building at a distance of about 15 feet. A successful firing test was indicated by a deflection of the needle on the multimeter as the truck drove by. To test the countermine function of the firing mechanism, a small mallet was rapped sharply on the bench with the multimeter attached to the firing mechanism. The countermine function was indicated by a rapid deflection of the needle on the multimeter. Using these alternate tests, most of the previously failed firing mechanisms tested OK. After firing mechanism testing, the kits were reassembled for delivery to an aircraft carrier on Yankee Station. Prior to the arrival of the DST Kits, a core of minemen to train carrier personnel on assembly, test, safety, and operational characteristics was selected. From what I remember, those personnel were WO1 Russell, MN1 Pete Williams, MN2 Jake Stevens, and me. The first carrier to use the DST was the USS Constellation. The first group of DST kits was flown to the carrier on Yankee Station by C2 aircraft from NAS Cubi Point. WO1 Russell and I accompanied the kits. G-1

Division was assigned the DST preparation and assembly task. We provided orientation for ship personnel on handling, safety, preparation, assembly, and operational characteristics. G-1 division assembled and tested (with Mk 503 test set) all DST Kits into DST 36. The DSTs were planted by A6 aircraft. After the initial DST plant, WO1 Russell returned to the Philippines. I remained on the ship for the remainder of the five week line period. As fast as the DST Kits rolled from the production line, they were flown to Cubi Point and delivered to NavMag Subic. The firing mechanisms were removed from the kits and tested. The DST Kits were then flown from Cubi Point to the Constellation. (The Constellation was the only carrier that was assigned the DST mission at that time.) The initial DST kit productions were around 100 at a time. The Constellation received a delivery of kits from NavMag Subic once or twice a week. The DSTs were prepared for planting shortly after the kits were delivered to the ship. The USS Forrestal was the next carrier to receive the DST mission. Ship personnel were given training at NavMag Subic prior to ship departure for Yankee Station. The Forrestal relieved the Constellation on Yankee Station. On 29 July 1967 the Forrestal was devastated by a fire and multiple explosions. This tragic incident killed 134 sailors, destroyed numerous aircraft, and caused significant damage to the ship. The mine personnel on the ship had no injuries and rode the ship back to the Philippines. The Constellation was sent back to Yankee Station. I was back on the ship for another five week line period. Other carriers arriving in the Philippines prior to going on Yankee Station received DST training at NavMag Subic. These carriers also assumed the DST mission. As DST Kit production ramped up, more kits were available for the carriers. Production eventually increased exponentially. The kits were flown to Cubi Point and transported to NavMag Subic for testing of the firing mechanism prior to the kits being issued to the fleet. The operation to test the firing mechanisms was labor intensive. The kits had to be unpalletized, the firing mechanisms removed and tested, the kits repackaged, and repalletized. By late 1967 DST kits in multihundred shipments were frequently arriving at NavMag Subic. The number of kits available for fleet issue numbered in the thousands. Eventually ammunition ships carried the DST Kits for issue to aircraft carriers. Mine assembly teams for the carriers on Yankee Station were initially

## Mine Force Vietnam Memories (cont)

provided by NavMag Subic. At the beginning the teams were one or two members. The teams integrated into whichever division prepared the DSTs for planting. In late 1967 or early 1968, MOMAT teams from Long Beach and Whidbey Island augmented the NavMag Subic minemen. Mine assembly teams from these MOMATs were also assigned to Yankee Station carriers. I made my last trip to Yankee Station in March 1969 on the USS Enterprise. This would not be my last involvement in Vietnam mining operations. I left Subic in May 1969 for NAS Atsugi, Japan. We closed the Atsugi mine shop in September 1970, and I transferred to NavOrdFac Yokosuka, Japan. We closed the Yokosuka mine shop in May 1971 and I returned to NavMag Subic Bay. I was promoted to MN1 shortly after returning to Subic.. NavMag had continued its involvement in mining operations in Vietnam. In addition to providing DST Kits to the fleet, they were providing the carriers on Yankee Station with mine loads. These were exclusively Mk 52 Mod 2

mines. On 9 May 1972 a mine load from the USS Coral Sea was planted in Haiphong harbor in North Vietnam. This was the beginning of Operation Pocket Money, the campaign to mine Haiphong and the other major ports of North Vietnam. A total of 36 Mk 52 Mod 2 mines was placed in the inner and outer sections of Haiphong harbor during the May 9 mine plant. This mine plant resulted in Haiphong harbor being closed to shipping for the remainder of the war. Haiphong was the only harbor mined on 9 May. Beginning May 11 another 10 major harbors of North Vietnam were mined. The mining continued until January 1973 as part of both Pocket Money and Linebacker I and Linebacker II operations. About 5,200 Mk 52 mines and Mk 36 Destructors were planted in Pocket Money. About 6,500 Mk 36 Destructors were planted during Linebacker operations. The mining operations, along with bombing operations of Linebacker I (May 10 thru October 23) and Linebacker II (December 18-29), was a key reason North Vietnam agreed to negotiate a peace deal. The Paris Peace Accords were signed on January 27 ending the war

## US NAVY WORD SEARCH



R	S	R	Y	X	R	Z	W	P	B	B	K	V	L	H	X	H
P	C	C	C	P	C	B	A	R	G	N	I	Y	I	O	K	Z
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COMMITMENT  
 QUARTERDECK  
 SCUTTLEBUTT  
 BOOT CAMP  
 STARBOARD  
 BULKHEAD  
 COURAGE  
 GANGWAY  
 GEEDUNK  
 GALLEY  
 SAILOR  
 HONOR  
 DECK  
 HEAD  
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 RACK  
 SWAB  
 TAPS  
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 BOW  
 PIR





**DEPARTMENT OF THE NAVY**  
MINE WARFARE TRAINING CENTER  
33150 DESTROYER LANE, BLDG. 11, SUITE 457A  
SAN DIEGO, CA 92147-5184

11 Sep 24

From: Commanding Officer, Mine Warfare Training Center  
To: President, The Association of Minemen  
Officers and Board of Directors  
The Association of Minemen

Dear President Humbard, Officers, and Members of the Board,

It is my distinct honor and privilege to extend heartfelt congratulations to The Association of Minemen on the occasion of its 50th anniversary. Reaching this historic milestone is a testament to the enduring legacy of those who have served and continue to serve in the crucial mission of naval mine warfare.

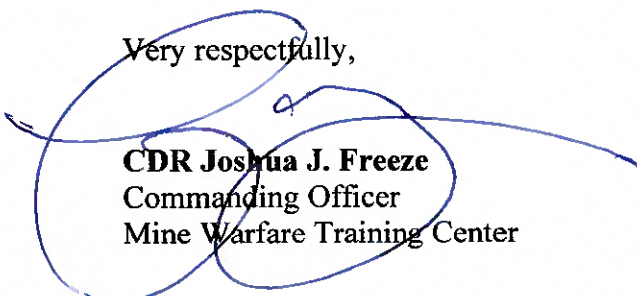
For five decades, The Association of Minemen has been a beacon of camaraderie, professional excellence, and unwavering support for its members. Through its dedication to preserving the heritage of mine warfare and its commitment to fostering bonds among both active-duty and retired Minemen, the Association has significantly contributed to the readiness and effectiveness of our Navy's mine warfare capabilities.

As we commemorate this momentous anniversary, I would like to recognize the hard work of the officers and board of directors, who have carried forward the vision of the founders and continue to ensure the success of this important organization. Your efforts in supporting the welfare and professional development of Minemen have left an indelible mark on the Mine Warfare community.

On behalf of the Mine Warfare Training Center, I extend our deepest gratitude for the Association's partnership, dedication, and service over the years. We look forward to continuing to work together in strengthening the legacy of mine warfare and ensuring that future generations of Minemen are equipped with the knowledge and skills to uphold our critical mission.

Congratulations again on this remarkable anniversary, and I wish The Association of Minemen many more years of success.

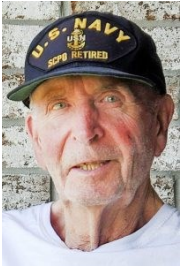
Very respectfully,

  
**CDR Joshua J. Freeze**  
Commanding Officer  
Mine Warfare Training Center

# Fair Winds and Following Seas Departed

## James Cottrell, MNCS

DOB: 22 Sep 1935 - DOD: 27 Sep 2021,



James Richard "Chief" Cottrell, 86, passed away Monday, September 27, 2021, in Biloxi, Mississippi.

## Judith Maryee Cottrell Dec 11, 1939 — Aug 7, 2022



Judith Maryee Cottrell, age 82, of Gulfport, Wife of James Cottrell passed away on Sunday, August 7, 2022

## Joseph A Beetar, MN3,

DOB: 2 Feb 1943 - DOD: 17 Jan 2017



Joseph A. Beetar, age 73, of Hackettstown formerly of East Brunswick, NJ died Tuesday, January 17, 2017 at Hackettstown Regional Medical Center.

## MN2, Dean Wade Fauber

11-25-1957 to 10-20-2022

Tallahassee, Leon County,  
Florida

"Dean was a good friend who would help out anyone in need."



## John James Herwer, MNC, Sun City, CA, DOB: 31 Mar 1920 - DOD: 22 Apr 1991

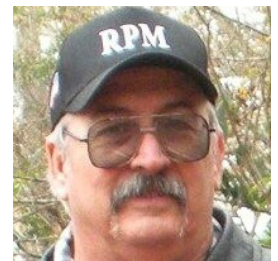
From Thomas Herwer, his son:

My dad John joined the California Army National Guard from 1937-39 he served with the 160 Inf. Regt. and made the rank of Corporal E-4. In Oct 1939 he joined the US Navy and was sent to San Diego for boot camp. In Dec 1939 he was assigned as a GM to the USS Tern (AM-31). The Tern was part of the Pacific Fleet which was moved from San Diego to Pearl Harbor in June 1940. On Dec. 7th 1941 the Tern was moored at the end of 1010 dock. My dad made it though the bombing and was reassigned to the USS Preble (DD345) and again assigned to the USS Medusa (AR-1). By now my dad was a GM2c and was sent to Mine Assembly Unit 134 Mount Coot-Tha Brisbane, Australia. Where he helped set up mine production unit. John was promoted to GMM 1c since there was no Mineman rate until Oct 12th 1943. He had the War time rating of Gunners Mate Mines. In Feb 1944 my dad was promoted to the newly established rate Chief Mineman (CMN) later in the 1950's the rate changed to MNC

## Robert P Mullins, MN3

12-18-1953—4-11-2017

Robert (Bob) Paul Mullins, Sr., 63, of Dayton, TX went to be with the Lord on Tuesday, April 11, 2017. He was born in Baytown, TX on December 18, 1953 to Otto and Melba Mullins. Bob has lived in Dayton, TX for the last 35 years. He was a veteran of the U.S. Navy and a longtime employee of Enterprise Products. Bob enjoyed outdoor activities; hunting with his sons, hiking, and metal detecting. He was an avid home brewer. He volunteered with Boy Scouts and was an excellent dance-prop grandpa.



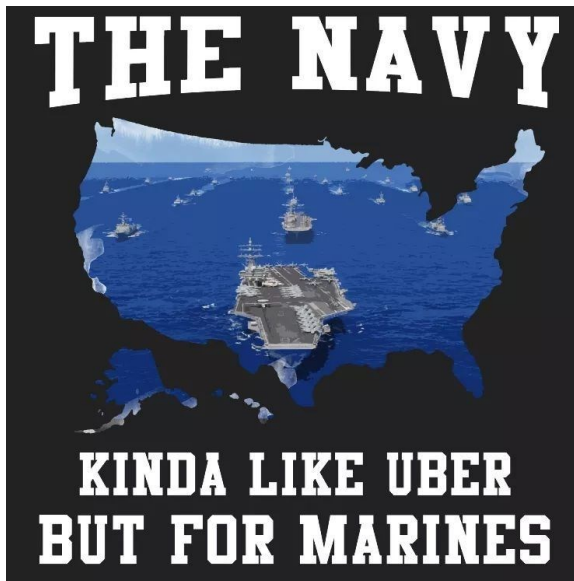
## Fair Winds and Following Seas Departed (Cont)

**Dennis Donald Iversen**  
May 20, 1948 - July 5, 2023

Dennis "Denny" Donald Iversen, 75, of Black Hawk, SD, died at his home, with his wife by his side, on Wednesday, July 5, 2023.



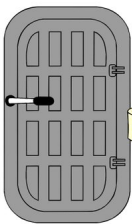
Denny was born May 20, 1948, in Pierre, SD, son of Donald and Regina Iversen. He grew up on the family ranch at Wendte, SD. He attended school in Wendte through the 8th grade and graduated from Pierre High School in 1966. Dennis then attended Black Hills State prior to enlisting in the Navy, where he served for 8 years.



I JUST THOUGHT IT ODD THAT A CHIEF CAN BECOME AN ENSIGN, BUT AN ENSIGN CAN'T BECOME A CHIEF.



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## The Binnacle List



Walter "Kent" Bynum is a twenty-one-year retired Mineman Master Chief Petty Officer. He served across four countries and two seas (Pacific & Atlantic) and had three beautiful daughters with his incredible wife, Denise, of

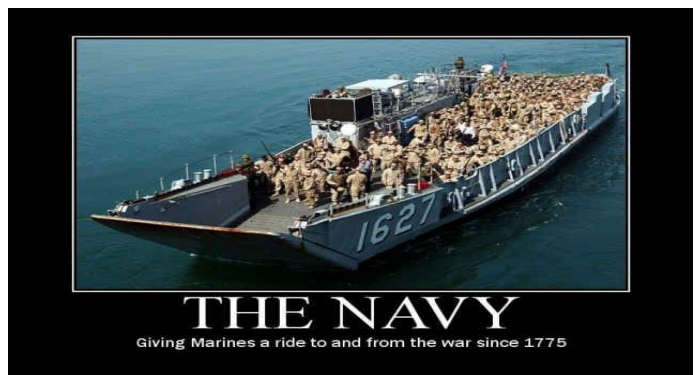
fifty years.

Kent is currently facing severe non-alcoholic fatty liver disease (NAFLD) and will hopefully very soon be on the list for a liver transplant. He likely may also be needing a kidney transplant, which may or may not happen at the same time. He has not submitted a VA claim, and we are attempting to gather all the information to do so; if you have served with Kent in any of these locations and are willing to provide a VA "buddy letter/statement," also known as a VA Form 21-4138 (attached), we would greatly appreciate it (only fill out the statement, we'll take care of the rest).

Below is (roughly) Kent's service record:

- Oct 1974: Entered Navy (OKC, OK)
- Oct 1974: E-2/4, Boot (Camp San Diego, CA)
- Dec 1974: E-4, Mineman A-School (Charleston, SC)
- Jun 1975: E-4/5, MOMAG Det 3, Mineman (Colt Neck, NJ)
- Jun 1978: E-5, MOMAG Det 5, NAS Sigonella (Sicily, Italy)
- Dec 1978: E-5, Fleet and Mine Warfare Training Center, Mineman (Charleston, SC)
- Jun 1979: E-5, MOMAG Det 14, Mineman QA (Glen Douglas, Scotland)
- Dec 1979: E-6/7, Naval Magazine Lua-lua-lei, MOMAG Det 7, (Honolulu, HI)
- Jun 1984: E-7, Fleet and Mine Warfare Training Center, Mineman Instructor (Charleston, SC)
- Jun 1986: E-7/8, MOMAG Det 5, NAS Sigonella (Sicily, Italy)
- Jun 1990: E-8, Senior Enlisted Academy (Newport, RI)
- Sep 1990: E-8/9, MOMAG Det 8, Mineman (Guam, MI)
- Sep 1993: E-9, Recruit Training Command, Instructor (Great Lakes, IL)
- Dec 1995: E-9, Retired (21 years)

Please contact his son-in-law, Tyler Rennell (USAF, ret), at [proudpatrot@gmail.com](mailto:proudpatrot@gmail.com) or 240-499-4682 for any questions or to submit a buddy letter. Thank you very much.





**Reunion *City: Reno, NV***

***Dates: Sep 23 - Sep 26, 2024***



David & Janey Cleand



Don Moody



Gary & Christie Cleand



John & Carolyn Epps



Ken & Liz Pfitzer



Mark & Diane McClain



Michael & Pokie Ball



Michaëlle Elliott



Misty Rains



Nate & Rose Miranda



Robert & Irene Stancik



Ronald Glasen



Sandy Loonam & Carolyn Epps



Scotty & Linda Helms



Alex & Anna Higgins



Allen & Luz Broyles



Ron & Ellen Chapman



Charles & Kim Humbarb



Darryl Fox

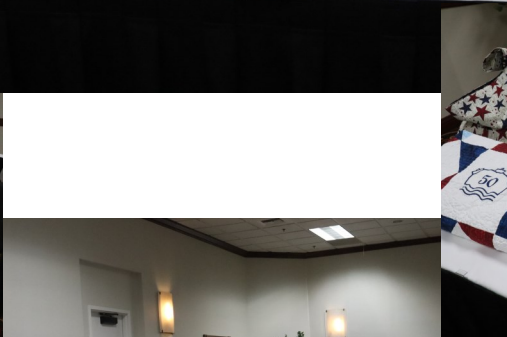


Mine MK 67

# 50th AOM Reunion Meet and Greet day



# 50th AOM Auction Day



# 50th AOM General membership meeting and Dinner



**Association of Minemen  
P.O. Box 2180  
Temple City, CA 91780**

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**1974 - 2024**

**MEMBERSHIP APPLICATION**

NAME \_\_\_\_\_ RANK/RATE/TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ - \_\_\_\_\_

DATE \_\_\_\_\_ EMAIL \_\_\_\_\_

TEL \_\_\_\_\_ SIGNATURE \_\_\_\_\_

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ELEGIBILITY \_\_\_\_\_ APPROVED \_\_\_\_\_

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 Our on-line member application link- <https://form.jotform.com/90215855401148>. If you have any questions about your membership, please send an email with your question to: [assocminemen@yahoo.com](mailto:assocminemen@yahoo.com).