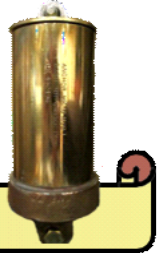




The DASHPOT



The Official Newsletter of the Association of Minemen

From the President

MN1 Charles Humbard (ret)



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. I always like the news when someone is feeling better or have recovered from a recent illness. Remember that you remain in our thoughts and prayers throughout your ordeal.

I would like to invite everyone to attend our Fifty Second AOM Reunion in San Antonio TX. WOW that is really a great accomplishment, 52 years! thanks to everyone that has supported the AOM over the years! We try to plan the reunions, East coast and West coast every other year so if it is hard to travel maybe it will be closer to you. We like offers to host the reunions please show off your hometown area and host an AOM reunion. Our last trip to San Antonio was great, I really enjoyed the Alamo and the river cruise!

For the local Charleston Minemen there is a lunch the first Friday of every month at 11am. The lunch is held at the Stones Throw Brewing in Goose Creek. We have around 12 attendees on a regular basis. Come enjoy lunch and some wild Minemen stories from the past!

Please pass the word about our AOM Scholarship Awards Program, we have awarded 240 scholarships totaling \$161,900.00. This is our way to help your families afford College. We have recently revised the application, please go check it out. Also I would like to thank the Scholarship Chairman and committee for their hard work.

Recently the U.S Navy band created an original sea shanty called Mines Below to celebrate the 85th anniversary of the Minemen rating. Very cool, please Google it and check it out.

Remember our Shipmates and their families who may need

help or just a phone call, text, or email now and then to lift their spirits or just to reminisce old times. We are still a close knit community that has always supported each other through the good times and bad times. Great job!

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

Charles & Kim

Fleet News

Mine Warfare Training Center



Mine Warfare Training Center would like to congratulate our following awardees:

MN1 Woodson: Master Training Specialist

ET1 Gran: Letter of Commendation

MN1 Lopez: Navy and Marine Corps Achievement Medal

RW1 Provines: Navy and Marine Corps Achievement Medal

Your achievement do not go unnoticed, and we commend you for your dedication to excellence. Bravo Zulu!

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)



Welcome to the summer issue.

The weather has been really different around the country this year. It is currently raining here in middle Tennessee and has been on and off for the last week. Around the country we have had very high temps and even a tornado in Alaska.

I hope everyone had a great 4th. Lots of different 250th celebrations around the country. My church had a special service on Wednesday morning and I was invited to be part of the honour guard. The 4th is a great time to celebrate with family and friends and enjoy our freedoms.

My condolences the families of those who have recently passed. You are in our prayers. If you know of any shipmates that have passed please let me know so I can get them acknowledged in the Dashpot. Also if there are any additions to the Binnacle List.

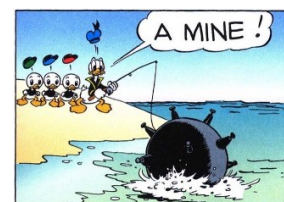
I hope all who are able can make it to San Antonio for the next reunion. These reunions are a great time to reconnect with shipmates and catch up on where their lives have gone after the Navy.

If you know any of the younger

Minemen please encourage them to join the AOM. They may enjoy the reunions and hearing some of the sea stories us "Older Guys" tell.

Til next time.

Dave "Badge" Badger



Secretary Treasurer Report- Jun. 2026

Our finances are holding in the black, thanks to you all who support the AOM by sending your dues in on time and the many folks who also donate to the scholarship fund. We are hopeful that this support will continue. However, membership is the biggest component of this. I cannot remember the last time we increased the dues. But with printing, postage, maintaining website and e-blasting the twice a month Minemen News, we may look into an increase of dues. My hope is that members send in their dues on time to hold off any increase. As a side note, we have 221 paying members in our data base. When you minus the 58 members that late paying their dues, 163 members are keeping us a float! That is 74% of our membership! Helps us to get to 100%. If you have any ideas that would be helpful in the successful operation of this fine association, I and the Board of Directors would be very happy to hear them. My email address is assocminemen@yahoo.com. Or, if you would like to send me a note by mail, here is the address. Association of Minemen, P. O. Box 2180, Temple City CA, 91780.

Thanks again Shipmates!

Nate Miranda



Membership Committee Report- Jun. 2026

Membership stats are 12 members that are overdue since October 2023, 18 that are overdue since October 2024 and 28 that are overdue since October 2025. A slight improvement from the last report. I have given a 3-year grace period for members to renew, so that they do not have to pay the \$5 reinstatement fee. That is something the previous membership chair did not do. Please

Membership Committee Report- cont.

take advantage of this before you are subjected to this fee.

As you know, keeping up with your dues helps the AOM stay in the black on printing and mailing of the Dashpot, as well as the twice a month Mineman newsletter, PO Box and general operating expenses. So please, take a look at the printed date just under your name in the address sticker. It will begin with OCT. and the year the dues are due. The other date on the right of your name is the Post Office mailing date. Do not confuse these dates! 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>. Thank you for supporting our AOM!

Nate Miranda



SCHOLARSHIP COMMITTEE REPORT

Scholastic Assistance Scholarship Program

The objective of the scholarship program is to attract young people who are enrolled in an ongoing scholastic or training program leading to their personal advancement in a qualified educational or training field in arts, sciences, or engineering.

The scholarship is called the

Association of Minemen Scholastic Assistance Scholarship.

Could you or a family member use help with college or trade school funds? Checkout the Association of Minemen (AOM)

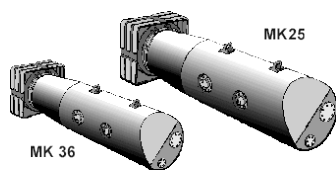
Scholarship program at minemen.org/wp 1 Aug Submission Deadline.

Ronald Glasen

Ronald Glasen

What types of Naval Mines were used in the Sea of Japan during World War 2

Don Moody



During World War II, the Sea of Japan and its surrounding entry points (such as the Shimonoseki Strait and Tsushima Strait) were heavily contested with sea mines. Both the Japanese and the Allies deployed specific types of naval mines tailored to their respective strategic needs.

Here is a breakdown of the types of naval mines used:

1. Allied (United States) Influence Bottom Mines

In the closing months of the war (specifically during ****Operation Starvation**** in 1945), U.S. Army Air Forces B-29 Superfortresses systematically blanketed Japanese territorial waters and the Sea of Japan with sophisticated ****influence bottom mines****.

Unlike older contact mines, these rested on the seabed in relatively shallow chokepoints and were triggered without physical impact. They primarily weighed either 1,000 or 2,000 lbs (454 or 907 kg) and used several specialized detonation mechanisms:

****Magnetic Mines (e.g., Mark 12 and Mark 25):**** Triggered by the disruption in the Earth's magnetic field caused by the steel hull of a passing ship.

****Acoustic Mines:**** Outfitted with hydrophone sensors (such as the A-3 and A-5 mechanisms) that detonated the mine when they picked up the specific audio signature of a ship's propellers or engines.

****Pressure Mines:**** Equipped with water pressure displacement sensors (like the A-6 mechanism) that could detect the hydraulic drop in water pressure generated underneath a large moving ship. These were notoriously difficult for the Japanese to sweep.

Many of these U.S. mines were dropped via parachutes to slow their descent and prevent damage upon hitting the water, and they featured ****ship-counting mechanisms**** (which allowed a preset number of ships to pass safely before arming) to confuse mine-sweeping efforts.

2. Japanese Defensive Moored Contact Mines

The Imperial Japanese Navy (IJN) approached mine warfare from a defensive standpoint, utilizing mines primarily to protect anchorages, harbors, and shallow choke points against Allied submarines.

The vast majority of Japanese mines were ****moored contact mines**** featuring ****Hertz Horns****—lead protuberances containing glass vials of acid. When a ship or submarine bumped into the mine, the horn bent, breaking the glass vial. The acid ran down into a

battery, generating an electrical charge that immediately triggered the main explosive.

****Type 93 Mines:**** The most ubiquitous family of Japanese moored contact mines used throughout the war for anti-submarine and anti-shipping defense.

****Type 5 and Type 6 Mines:**** Older but heavily utilized mechanical contact mines.

****Controlled Mines (e.g., Type 92):**** Placed near major harbors, these were linked by underwater cables to shore stations where operators could manually detonate them when an enemy vessel was spotted.

3. Allied Submarine-Laid Mines

Before the large-scale aerial campaign of 1945, American submarines also covertly seeded portions of the Sea of Japan and the Tsushima Strait. They utilized specialized mines designed to fit directly into standard 21-inch torpedo tubes, such as the ****Mark 12**** magnetic mine, allowing submarines to plant covert minefields deep inside enemy territory.

Don



Korea 1950 -
LCVPs
preparing to
sweep for
moored mines.

Korea

by Lyal Stryker, USN(Ret) from "US Naval Mines and Minemen A History"

The United States Navy did not utilize mines in the Korean Police Action (War) but the Minemen were there doing anything they were asked to do. Initially they conducted some of the first small boat (LCVP) moored mine sweeping as described later. As the Mine Warfare Forces became better organized, there were Minemen attached to Mine Squadron Three which was homeported in Sasebo Japan. While in port the Minemen prepared Mark 6 training mines for the helicopters to practice locating the many Russian moored mines in and around Wonson. At sea they performed various duties in support of the embarked Staff, including supervising the Combat Information Center (CIC). When anchored outside Wonson harbor they were assigned to work with the embarked Explosive Ordnance Disposal (EOD) team and participated in the recovery of several Russian contact mines. They also worked with the EOD team in maintaining the EOD boat and tending lines and air hoses for divers. Following the cease fire July 27, 1953, Minemen were assigned to LSTs that evacuated south Korean Marines from islands above the 38th parallel off the east coast of Korea. The Minemen screened and inspected all the ordnance the Marines brought aboard, much of which had to be "deep-sixed" because of their unsafe condition. Hand grenades had safety pins removed with only the release handle lightly taped down and demolition charges with fuzes installed. The Minemen also helped set up the mine school at Chinhae, South Korea and trained South Korean sailors as instructors.

As Minemen have answered the call in the past to perform duties outside the requirements of their rate, they will continue to do so in the future. Minemen are well trained to meet all challenges because they are MINEMEN.



Navy Munitions Command Atlantic Unit Charleston



Congratulations to our two newly minted Second Class Petty Officers!

Please join us in celebrating the advancement of MN2 Butler and MN2 Salinas

Bravo Zulu shipmates !!!



Navy Munitions Command Pacific CONUS West



After an extraordinary 48 years of combined active duty and civilian federal service, Navy Munitions Command Pacific CONUS West Division proudly recognizes Mr. Mark Zinnel on his well-earned retirement. Throughout his remarkable career, Mr. Zinnel exemplified unwavering professionalism, exceptional leadership, and an enduring commitment to mission success. Thank you, Mr. Zinnel, for nearly five decades of faithful service to our Navy and our nation. We wish you and your family fair winds, following seas, and the very best in retirement!



Navy Munitions Command Pacific CONUS West



In celebration of our Nation's 250th birthday, the Navy Munitions Command Pacific CONUS West Division team came together for a Fourth of July Fun Run/Walk and potluck brunch. The event provided an opportunity for Sailors and civilians to strengthen camaraderie, promote physical fitness, and reflect on the values that have united Americans for 250 years.

Following the run and walk, the team enjoyed a brunch potluck, sharing great food and fellowship while celebrating two incredible career milestones.

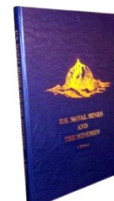
Mrs. Laura Hood was recognized for 25 years of dedicated service, and our Executive Director, Mr. Roosevelt Simmons, was honored for an outstanding 35 years of service.

Happy Independence Day from the NMCPAC CWD team!



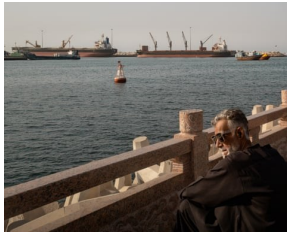
Visit the A.O.M Ship's Store

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



Hormuz disruption will continue until 80 mines blocking route are cleared

From The Guardian



Oil tankers, general cargo ships, bulk carriers and fishing boats anchored off Muscat, Oman, on Thursday. Photograph: Elke Scholiers/Getty

Tanker owner trade body says centre of strait will stay shut for 'some time', and vessels forced to hug Omani coast risk running aground

The centre of the strait of Hormuz is blocked with about 80 mines that will need clearing for normal shipping to resume, the independent tanker owner trade body has said.

Several vessels began to exit the Gulf through the key maritime chokepoint on Thursday after the signing of a memorandum of understanding (MoU) between the US and Iran.

However, shipping is not expected to return to normal for some time, even if a ceasefire lasted, because of the mines and other obstacles, underlining the continuing challenges facing global trade.

"The main route ... through the middle of the strait of Hormuz, that's closed, that's dangerous," said Phil Belcher, the marine director at Intertanko, the tanker owners association.

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"The main route ... through the middle of the strait of Hormuz, that's closed, that's dangerous," said Phil Belcher, the marine director at Intertanko, the tanker owners association.

"The latest figure we had was that there's 80 mines in the strait of Hormuz. It's an enormous amount and it's going to take some time to clear."

During the conflict Tehran laid mines in the centre of the strait in the traffic separation scheme, which has been in place between Iran and Oman since 1968, to restrict the movement of tankers and other vessels.

About 20,000 seafarers were left stuck either side of the channel, although some ships managed to sneak through at night near the Omani coast with their transmitters off and with US assistance. Others paid to travel through Iranian waters in an arrangement nicknamed "Tehran's tollbooth".

The shipping industry is keen to see a return to using

the standard route, which before the conflict allowed about 130 ships a day to cross the strait, through which about 20% of global oil used to flow.

"This is like a highway where the road in the middle is closed and you are using the hard shoulder," said Belcher.

"We need to get the highway open so we can get the volume of traffic through safely. One of the big issues we've got at the moment is the navigational risk, the risk of running aground on the rocks. It's very close to the rocks on the southern route, the Omani route."

With high numbers of vessels trying to pass through narrow areas of the strait, the shipping industry is warning of the risk of collision. This risk is intensified by the "signal jamming" that Iran has reportedly carried out during the conflict, where electronic interference has prevented ships' navigating and positioning systems from operating, leaving them effectively sailing blind. A collision, grounding or sinking could further disrupt global trade. Shipping companies still remember the disruption caused in 2021 when the container ship Ever Given blocked the Suez canal for a week.

Almost 600 vessels are believed to still be in the Gulf, where they have been anchored since February, meaning the backlog will take time to clear.

Richard Meade, editor-in-chief at the maritime data provider Lloyd's List, said: "We are in uncharted territory. I don't think [shipping in the strait] is getting back to normal this year."

The shipping industry is cautiously waiting to see whether the ceasefire in the strait will hold, after Israel and Hezbollah traded deadly strikes on Friday. The industry was already on high alert after the April ceasefire unravelled within hours of being announced. The MoU signed by the US and Iran this week should be "greeted with realism and extreme caution", said Peter Sand, the chief analyst at the ocean and air freight analytics firm Xeneta. "Even if the ceasefire holds, around 10% of global container shipping capacity is impacted by the blockade and freight rates are spiralling across major trades. This scale of disruption and market volatility cannot be reversed overnight."

Further concerns remain over Iran saying it plans to charge a maritime fee to vessels crossing the strait. Such tolls are illegal under international law.

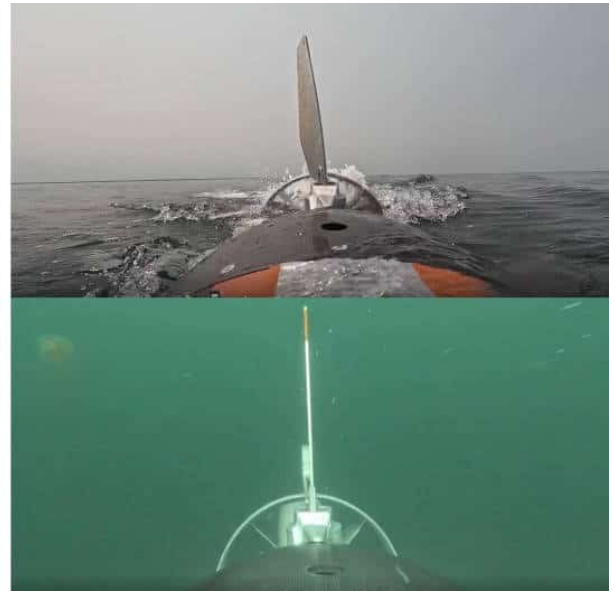
Under the terms of the US-Iran memorandum, Iran is required to ensure toll-free passage for commercial vessels for at least 60 days, with full restoration of traffic within 30 days. Tehran has said it would charge ships fees to cover the cost of managing the waterway after the 60-day period.

The German container shipping company Hapag-Lloyd has said it would be "fundamentally wrong" to charge vessels to pass through international waters. A company spokesperson added: "Tolls for infrastructure such as the Suez or Panama canals are different, as they reflect major infrastructure investments. That's not the case in the strait of Hormuz."

The shipping industry is concerned that Iran charging fees could set a precedent for other key maritime channels that are bordered by several states, including the strait of Malacca – a narrow stretch of water between Singapore, Malaysia and Indonesia – or the Taiwan strait separating the island of Taiwan from mainland China.

General Dynamics Testing MEDUSA Submarine Launched Mine Warfare Drone

- Published on 02/02/2026 NAVAL NEWS
- By Aaron-Matthew Lariosa



General Dynamics is progressing with the development of MEDUSA: An unmanned underwater vehicle (UUV) that is set to equip U.S. Navy submarines with a long-range offensive mine warfare capability.

nown as the Mining Expendable Delivery Unmanned Submarine Asset (MEDUSA), work on this expendable drone was highlighted by the American defense firm earlier this month. The prototype system was revealed to have completed test trials off Massachusetts during recent testing, according to a company press release.

General Dynamics was contracted to design and produce MEDUSA prototypes in 2024 following the U.S. Navy's demand for a maritime system capable of conducting long-range offensive mining operations.

The service's request for the capability comes amid an increasingly large and capable People's Liberation Army Navy, which currently outnumbers the U.S. Navy in surface combatants. Offensive mining could prove crucial in a conflict in the Indo-Pacific against China, particularly over Taiwan. Work on Orca, Boeing-designed extra-large unmanned underwater vehicle, was initially prompted by a joint emergent operational need for an underwater mining platform over a decade ago.

"The cutting-edge unmanned system is carefully designed to meet the U.S. Navy's stringent requirements for an advanced maritime mining system while also offering the flexibility to host additional payloads and capabilities," read a General Dynamics press release.

According to General Dynamics, MEDUSA "can be safely deployed from a submarine" and is designed to be an expendable system. Work on the subsurface drone has focused on its propulsion, navigation and what the company described as "specialized autonomy behaviors."

While the company did not provide any comments on the MEDUSA program at the Surface Navy Association's 38th annual symposium, its work on the Hammerhead mine was also highlighted alongside the unmanned mining system. Hammerhead is a moored encapsulated torpedo mine designed for use against submarines.

American nuclear attack boats have deployed and recovered unmanned underwater vehicles from their launch tubes for the first time last year. The service claimed that the initial deployment of these underwater drones from USS *Delaware* (SSN 791) would be the beginning of a string of autonomous and robotic enhancements to the fleet's submarine force worldwide.

Previous contract details stipulated that the selected offeror of MEDUSA will deliver four prototypes to the U.S. Navy. Alongside mining, submarines have been elevated as a crucial capability in the event of a potential conflict between Washington and Beijing. The U.S. Navy is set to deploy a new torpedo delivery system aboard its attack boats this year. According to the service's fiscal year 2026 budget documentation, the Revolver Multi-Payload program will enable American nuclear attack boats to salvo at least a dozen torpedoes at a time. Future work is set to cover the launch of unmanned assets.



William W. Neiderberger
1937 - 2026

William Warner Neiderberger, 89, of [Mount Pleasant, South Carolina](#), husband of the late Shirley Ann Gottschall Neiderberger, entered into eternal rest Thursday, April 23, 2026. A Visitation and Funeral Service will be held Wednesday, May 6, 2026, at the J. Henry Stuhr Inc., Mount Pleasant Chapel, 1494 Mathis Ferry Road, starting at 10:00am.

William was born February 15, 1937, in [Williamsport, Pennsylvania](#), son of the late Karl Irvin Neiderberger and the late Elizabeth Violet Brooke. He served in the U.S. Navy for 33 years and retired as Master Chief Petty Officer of the Mobile Mine Assembly Group Command. After his retirement from the military, he worked in security for the private sector and the Department of Homeland Security. He loved gardening and had a "big" garden each year. He had a passion for fishing and boating and was an expert catfish fisherman. He loved to travel the world during his military career and travel to Pennsylvania to visit family.

He is survived by son, Gary Lee Neiderberger (Gina) of [Mount Pleasant, SC](#); four grandchildren, Letisha Iler (Jason), Katrina Parsons, Heather Smith, and Paige Marlowe (Jessie); great-grandchildren: Victoria Williams (Caleb), Jason Iler Jr., Preston Hernandez (Alyssa), Amelia Parsons, Coleman Smith, Emerson Marlowe, and Grant Marlowe; one great great-grandchild Callie Elise Hernandez; sister, Kristina Marie Covert and a brother, Donald Lynn Neiderberger.

In addition to his wife, he was preceded in death by his parents, Karl Irvin Neiderberger and Elizabeth Violet Brooke Myers; and brothers Karl Neiderberger, Joe Neiderberger, and Freddie Neiderberger.



Rear Admiral John D. Pearson

I received word today that this past Friday, Rear Admiral John D. Pearson, former Commander of Mine Warfare Command (COMINEWARCOM), passed away on May 17, 2026, in Seattle, Washington.

Admiral Pearson took command of COMINEWARCOM in Charleston, SC in 1991 and served as the Commander until 1996. He was the longest serving COMINEWARCOM and he led the command's movement from Charleston to Corpus Christi, Texas. In the process, COMINEWARCOM went from being a field activity of the OPNAV staff to tactical command of the Mine Countermeasures forces.

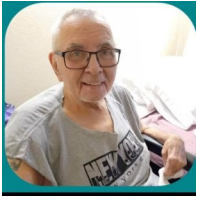
Admiral Pearson was extremely smart and appreciated the importance of mine warfare. I found him a pleasure to work for. After his retirement, he worked as principal scientist for Prometheus, Inc. and served as President of the Mine Warfare Association (MINEWARA). He was Faculty Chair for Mine Warfare at the Naval Postgraduate School in Monterey from 2000 to 2005.

Wishing him Fair Winds and Following Seas... Rest in Peace Admiral!



Ray Ferraro CWO3
Feb 1955—Jul 10 2026
No Obit





James Kenneth Polk,

MN2,

Mililani, HI,

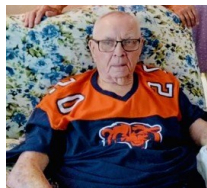
14 Feb 1943 - 21 May 2024,

JAMES KENNETH "JIM" POLK, 81, of Mililani, Hawaii, passed away on May 21, 2024. He was born on February 14, 1943, in Chicago, Illinois.

A Vietnam Veteran, JAMES served his country with honor and dedication. He exemplified bravery and selflessness throughout his military service.

JAMES, known to his loved ones as "JIM," was an amazing husband, father, grandpa, and great-grandpa. He cherished life and found immense joy in being surrounded by family. A devoted Chicago Bears fan, JIM's passion for football was unparalleled.

Memorial services to honor the life of JAMES KENNETH POLK will be held at a later date. His memory will forever live on in the hearts of those who knew and loved him.



John Gilbert Merrell, Jr. MN3

Mar 6, 1953 — Jun 18, 2026

Walterboro, South Carolina

Mr. John Gilbert Merrell, Jr., 73, of Walterboro, entered into rest Thursday afternoon, June 18, 2026, at his residence.

Born March 6, 1953, in Laurel, Mississippi, he served our country faithfully in the United States Navy. He dearly loved and dedicated a great deal of his life to the Boy Scouts of America; having primarily been involved with Spartanburg Troop No. 28 as well as Troops local to the Walterboro community. His time and service to the Boy Scouts honored him with countless awards. He was a member of Faith – Walterboro, The American Legion, and the Elks Lodge



Philip D Smith Jr,

MN1, Paris, TN,

22 Feb 1933 - 9 Dec 2025

Dr. Philip D. Smith Jr., age 92 of Paris, TN, passed away on Tuesday, December 9, 2025, at his residence. His memorial service will be held at McEvoy Funeral Home on Monday, December 15, 2025, at 3:00 PM, with his son, Edward Smith, officiating. Visitation will be held from 2:00 – 3:00 PM on Monday, prior to the service at 3:00 PM. A reception will follow the service at the Smith home.

Philip D. Smith Jr was born February 22, 1933, in Alameda County, CA, to the late Philip D. and Dorothy Gibbs Smith. On January 29, 1954, he married his high school sweetheart, Shirley Irene Grant Smith, and she preceded him in death on March 26, 2023.

Mr. Smith was a member of Kentucky Lake Road Church of Christ and a Veteran of the U.S. Navy serving in the Korean War. He taught for over 30 years at West Chester University, serving as Professor and Dean. He was a published author and an expert in Scottish tartans.

Mr. Smith is survived by his daughter, Corrine Smith Garrison of Cookeville, TN; his son, Edward (Sara) Smith of Paris; grandchildren: Grant Garrison, Kevin Garrison, Philip Smith, Katelyn Garrison, Abigail Venuso, Hannah Brinker, and Paige Smith; great-grandchildren: Helen Brinker, Zipporah Venuso, Philip Edward Smith, Sora Brinker, Eden Venuso, and coming soon Saorsa Smith; brother, Rodney Smith of Reno, NV; and several nieces, nephews, cousins, and friends.

Besides his parents and wife, Mr. Smith was also preceded in death by a son, Philip D. Smith III, and a brother, Donald LePage.





James E Miller,
CWO4
14 Nov 1936 - 29 Jun 2026
San Diego, CA

James Edward Miller passed on June 29, 2026, at the age of 89; born November 14, 1936, in Monroe, Louisiana, James was a resident of San Diego, California. A Military Committal service will be held at Miramar National Cemetery, Committal Shelter "C", 5795 Nobel Drive, San Diego, CA 92122, on July 31, 2026, at 1:30 pm, and a Reception will follow at Natsumi Restaurant, 7040 Miramar Rd, San Diego, CA 92121, on July 31, 2026, at 2:00 pm.

Final resting place will be Miramar National Cemetery, 5795 Nobel Drive, San Diego.

The Binnacle List



From Steve Gooch via Facebook
Tonight Lilly will be receiving her last round of chemo therapy and I couldn't be more proud of my granddaughter, she's fought this battle with more courage than I could ever have imagined, my cousin finished #1 in his BUD/S class and told me she's the toughest member of our family.



Congratulations

FM CNO WASHINGTON DC

TO NAVADMIN

SUBJ/FY-27 ACTIVE-DUTY NAVY E8 and
E9 SENIOR ENLISTED MARKETPLACE
SCREENING BOARDS RESULTS//

MNCM - MASTER CHIEF MINEMAN

LEE MICHAEL T * 003

LINDSAY JIMMI 001

LOPEZAVILA SA 002

MNCS - SENIOR CHIEF MINEMAN

BAYNARD DANA 013

BROWN RYAN CH 001

CASAS JUAN DI 008

DASHEK STEPHE * 006

GAUTHIER BENJ 004

HOGAN ROBERT 015

KADEN JASON R 005

LEGRONE QYTRA 014

MCDERMOTT SEA * 002

NEWSTEAD BRAD 016

OLSEN NICHOLA 007

PETLEY MASON 012

SEATON RICHA R 003

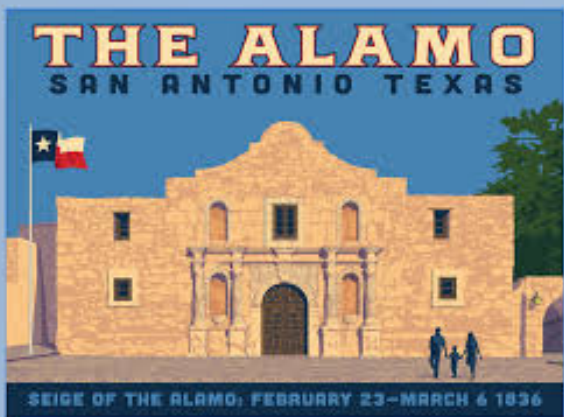
STINSON CHRIS 009

TEJADA AARON 011 T

HOMAS DAVID 010



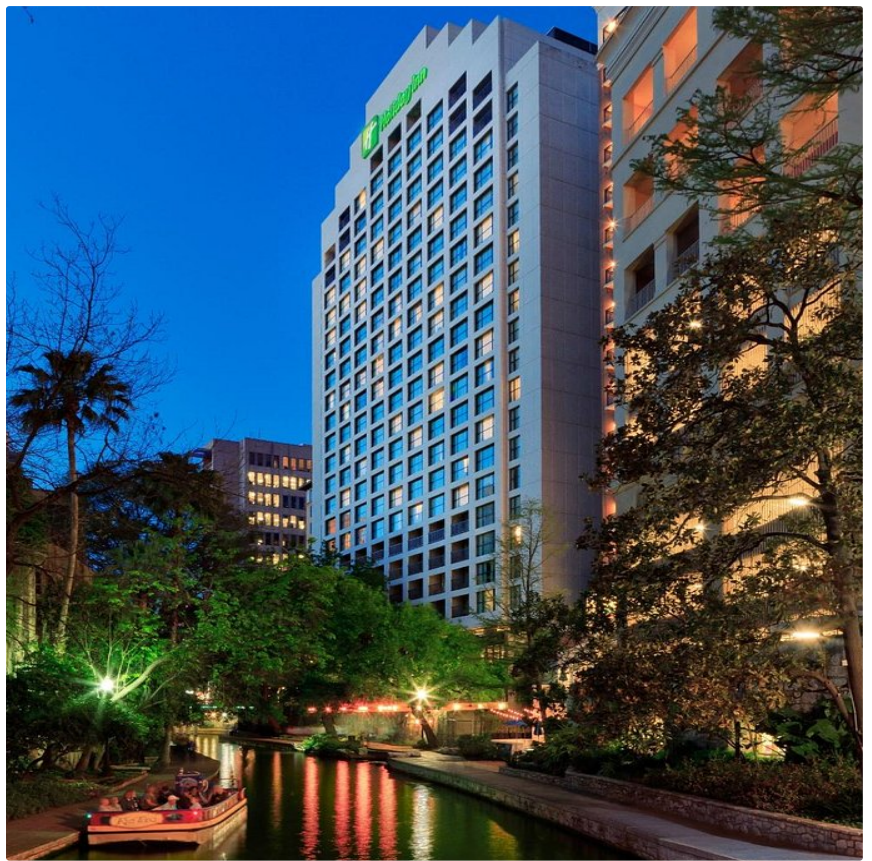
**ASSOCIATION OF MINEMEN 52nd
ANNUAL REUNION & MEETING
SEPT. 1-3, 2026 - SAN ANTONIO, TX
Registration Form**



**52nd Association of
Minemen Reunion
September 1-3, 2026**



**217 N. St. Mary's Street
San Antonio, Texas 78205
T: (210) 224-2500**



Here is your group's booking link for August 30 - September 6: <https://tinyurl.com/4sy3fpde>

Once you copy the link to your browser, you will be directed to our hotel website where your group details will automatically populate. Please enter your arrival and departure dates and select your preferred room type at your discounted group rate of \$139 + taxes. (Same rate 3 days before and after)

You may also contact our 24-hour reservations line at 210-224-2500 and select option 2. When calling, please be sure to reference your group's block code: AMI

As a friendly reminder, the final day to make reservations at your discounted group rate is: August 12, 2026

\$20 Inclusive Full American Breakfast Buffet (discounted from \$25.47) available in the Windows Restaurant

Parking Information

Parking Information

\$24 Overnight Self-Parking (discounted from \$39) with unlimited in & out privileges at no extra charge. Parking is first-come, first-served and not guaranteed. Vehicle clearance is 6'8". Our parking facility is not accessible for dually trucks, including the F-250 and larger, Ford Excursion, Hummer 2500 and larger, and trucks and SUVs with lift kits.

Popular Amenities

Pool - Health/Fitness Center - In hotel restaurants - Business Center - Free Wi-Fi - Kids Eat Free
Children activities - On-site Laundry Facilities. Sorry, No Pets Allowed

Hotel does not provide Airport shuttle services.



San Antonio is the most visited city in Texas, and we're here to tell y'all that's for good reason. The city oozes Texas charm, is chock full of history (Remember the Alamo!), and offers no shortage of amazing spots serving homemade guac. The best way to sample it all is through its famous River Walk, a stretch of pedestrian waterway lined with cafes, shops, and boutique hotels. If you go, be sure to check out these essential stops along the walk!



1. Acenar

Duck into this contemporary eatery for some of the best modern Tex-Mex cuisine in town. Don't miss their famous chile rellenos!



3. Bier Garten Riverwalk

This open-air hangout is the perfect spot for a midday cold one paired with traditional German food and costumed, singing waiters.



5. Arneson River Theatre

Catch a music or theatrical performance at this outdoor theater, featuring a stage on the one side of the river and spectators seated on the other.



7. Drury Plaza Hotel Riverwalk

Just steps from the river, this hotel boasts an outdoor pool, and a nice bar and lounge. You'll be shocked at the size of the rooms!



9. Museum Reach

Meet the newest addition to the River Walk! The 4-mile stretch of pedestrian waterway leads to the Pearl Brewery area and is framed by native foliage and funky art installations.

2. The Country Line

Bring a bib to this BBQ hot spot. The funky roadhouse atmosphere will delight the entire group, as well as the hefty, finger-licking platters.

4. Shop at the River Center

Peruse 50+ stores housed within the historic Joske Building. Enjoy everything from retail favorites to Jimmy Buffet's Margaritaville.

6. Go Rio River Cruise

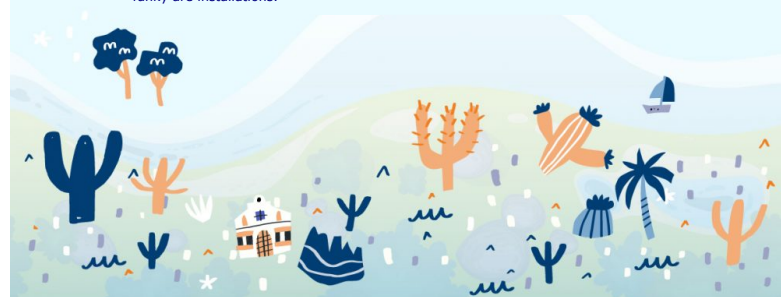
Gather the whole family aboard a river boat and do the River Walk via water. Go Rio offers fun and informative river cruises.

8. Hotel Havana

Filled with old-world beauty, this historic hotel lures guests with retro Cuban flare and colorful common spaces overlooking the buzzing waterway below.

10. Pearl Brewery

This former brewery is now home to the city's hippest restaurants. Expect fun public spaces and an expansive green lawn that the kids love.





**ASSOCIATION OF MINEMEN 52nd
ANNUAL REUNION & MEETING
SEPT. 1-3, 2026 SAN ANTONIO, TX
REGISTRATION FORM**

DATE

NAME

FIRST

LAST

CELL PHONE NUMBER

EMAIL ADDRESS

AREA CODE

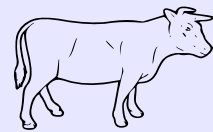
BANQUET DINNER - Thur. Sept. 3rd - 5:30 to 10:00 PM
(Tax and gratuities are included)

*All Plated Dinner Entrees Includes: Riverwalk Tossed Salad,
Chef's Selected Starch, Vegetable, Dessert
And Warm Rolls with Sweet Butter Rosettes.
Served with Iced Tea On Table, Water, and Freshly Brewed Royal Cup
Regular Coffee and Decaffeinated Coffee Service Available.*

ENTREES

Fire Grilled Sirloin Filet - \$60.00

Top Sirloin Seasoned in Olive Oil, Sea Salt
And Freshly Cracked Black Pepper, Char-Grilled



Chicken Picatta - \$55.00

Lightly Breaded Boneless Breast of Chicken
Topped with a Lemon Caper Butter Sauce



Seared Salmon - \$55.00

Atlantic Salmon Filet Lightly Seasoned. Seared
And Topped with a Lemon Dill Beurre Blanc



Cash Bar from 5:30 to 9:30 PM

Auction Picnic Luncheon on Site – Wednesday, Sept. 2nd.

Variety of Sub Sandwiches, Chips, Cookies & Beverages

You are welcome to bring your own food, No Charge!



\$15.00 Per Person



"The most fun you will have spending money for our Scholarship Fund!"

52nd AOM Reunion		COST EA.	QTY.	AMOUNT
RIVER CRUISE GROUP EVENT		\$10.00		
BANQUET DINNER ENTREE CHOICE				
	Fire Grilled Sirloin Filet	\$60.00		
	Chicken Picatta	\$55.00		
	Seared Salmon	\$55.00		
Auction Picnic Luncheon				
	Sub, Chips Cookies	\$15.00		
	BYO Food - No Charge	\$0.00		
Membership				
	Reinstatement or New Member Fee	\$5.00		
	Annual Dues	\$15.00		
Reunion Fee		\$20.00	1	\$20.00
Scholarship Donation				
		TOTAL DUE TO AOM		

MEMBERSHIP SECTION

There is a \$5.00 fee for new or 3 years past dues members.
You can pay up to 5 years in advance.

REUNION FEE

Member approved for
Incidental Reunion Cost

Please note:

For the River Cruise, we are having a dedicated boat just for AOM. The boat will pick us up at the hotel. It holds 35 people, so it will be first come first serve for a seat!

Attach this form with your check payable to the
Association of Minemen

P. O. Box 2180

Temple City, CA 91780-8180

Or if you prefer to submit and pay on line, go to;

<https://form.jotform.com/90268038916160>

You do not need to have a PayPal account to utilize this method.

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

Non-Profit Organization
U. S. Postage
PAID
San Gabriel, CA.
NO. 270



Established in 1974

ELECTRONIC SERVICE REQUESTED

MEMBERSHIP APPLICATION

NAME _____ RANK/RATE/TITLE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ - _____

DATE _____ EMAIL _____

TEL _____ SIGNATURE _____

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.