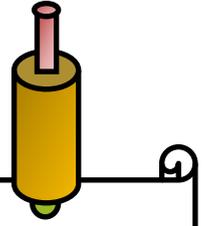




# The DASH POT



The Official Newsletter of the Association of Minemen

### In This Issue:

- Book Review—Home Waters
- Mineman in the Spotlight
- Mine Warfare During WW I
- New COMOMAG
- MIW Essay Contest
- Binnacle List & Taps

In this issue, we celebrate Mineman achievements, our war-time history, a retirement and welcome the new NMC COMOMAG Skipper, CDR Nichol M. Schine. We sadly, note the loss of WWII hero and an honorary AOM member CDR Jørgen Strange Lorenzen, Royal Danish Navy (Ret.). We also catch up on some NAVSEA mine warfare development programs and take a look at the latest Defense strategy.

Future issues will include book reviews that relate to Minemen and Mine Warfare history. There is always room for more contributions from current and future members ...and our very busy fleet Minemen as well. Enjoy the read!

## From The President

*M.N.C.M. John Epps, USN (Ret.)*



The year has gotten off to a cold and snowy start for many of you in the East, with the inclement weather stretching south into Florida. This is quite a shift from past winters. Hope you all are staying safe and warm. Here in the Northwest, we've had our fair share of rainfall, but with the temperatures staying mild, we have seen hardly any snow.

I've had a few suggestions on how to attract and maintain a strong AOM membership, so keep those suggestions coming; this is one issue we need to stay out in front of. We will discuss all the recommendations at our next business meeting.

I'd like to pass on my condolences to the families of recently departed shipmates and family members. Know that you, as well as those on the Binnacle List, are in our thoughts and prayers.

We have two vacant positions that need to be filled. Are there any volunteers out there who would like to step in and fill the Chaplin or Historian position?

The Epps clan was blessed with yet another edition to the family this year. We welcomed our second great granddaughter, Delilah Marie, into this world on January 14.

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

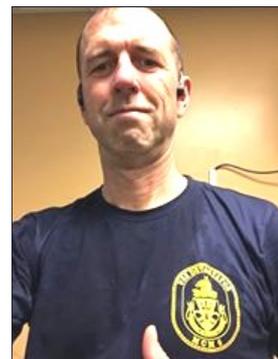
John



## NOTABLE QUOTABLE

"I'm wearing a shirt from USS Devastator - MCM 6 that I picked up during my recent visit to 5th Fleet. These Avenger-class mine countermeasures ships keep vital waterways safe across the globe. It was great to get to talk to the crew and hear firsthand about their mission."

Adm. John Richardson, CNO  
Tuesday 16 Jan 2018



"Never allow someone to be your priority while allowing yourself to be their option" Mark Twain





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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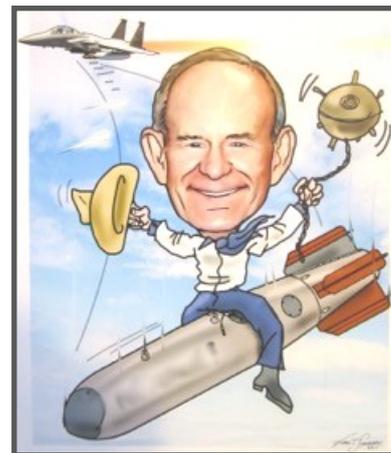
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Input for Spring 2018
Dashpot #95 is due NLT:
April 27, 2018



From the Editor...



This Winter issue is getting out a bit later than I had intended. The Swart household has had some health problems to deal with and I recently lost my Mother, so priorities were adjusted accordingly. This issue features the Mine Warfare efforts during "the war to end all wars", WWI. I reviewed a recent book by retired CDR David Bruhn and reprinted an excellent article sent to me on the Mine Depot in Yorktown.

Some of us retire more quietly than others. Ed Hutsell, LCDR (LDO-Ret) went straight to work for the Marine Corps after retirement, and what a second career he has had! CONGRATULATIONS Ed on your SECNAV award. We are all very proud of you!

I heard from some Minemen veterans of Azuma Island (Yokosuka) who are interested in getting all the "Bakashima" Minemen back together to remember their tours and celebrate what will be 50 years in 2020 since that shop closed. (Wow... has it really been 50 years?!).

I'm not very satisfied with the way pictures appear in the print version of The Dashpot compared to the original I submit. I'll discuss this with the printer to see if we can getting it look as sharp as the color digital version.

I was sad to hear that our brothers of the Naval Minewarfare Association are decommissioning. This is worth contemplating for the AOM too, as we all age in place.

I hope you all are having (or had) a pleasant winter and wish you the very best.





## Association of Minemen

# Reunion Excitement!!!

### As told by President John Epps:

The 43<sup>rd</sup> reunion picnic started off very slowly. As a matter of fact, it ground to a complete halt for many attendees. The barbecue buffet was due to start at 1200 and around that same time, there was a community wide power outage. We had people trapped in two elevators. John & Sandy Loonam and Lori & Claire Glasen were caught in the elevator just a few feet off the first floor. We were unable to pry the doors open so we had to wait on the fire department to get them out. It only took about 20 minutes but as you would expect, it got pretty warm inside due to the heat. The real problem was with the express elevator that Warren Savage, Eddie Atkins, Danny Epperly, Mike Brookman and Ron Glasen were stuck in. Their elevator was stuck somewhere between the 1<sup>st</sup> and 5<sup>th</sup> floor. The fire department had to bleed the hydraulic line to get the elevator to slowly drop down to the first floor. The bleeding was easy, but finding the correct valve was the hard part. I can't remember how long they were caught in the elevator, but it was a considerable amount of time. Everyone was very happy to finally exit the elevator.

Then the real work began. Did I mention the buffet was on the 5<sup>th</sup> floor? Everyone had to take the stairs and I mean to tell you, the stairwell was hot. Several members weren't able to make the trip up the stairs, so once we made it to the Harbor View Room; we loaded up some food from the buffet and carried it back down to the hospitality room for consumption. All the liquid refreshments were still in the hospitality room so the next task was to get some drinks to the 5<sup>th</sup> floor. After two trips, it was time to enjoy the buffet. The auction went well, but even with the doors open, it was still quite warm. Nearing the end of the auction, the power was restored and the room started to cool down. Once the auction was over, it was quite nice to have the elevators available to haul down all the treasures we picked up at the auction.

After everything was said and done (Murphy's Law included), it was still a very enjoyable reunion.

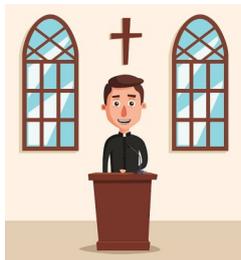
The "Consolidated Order of Clock Cockers" plaque is awarded in recognition of those Sailors who have served as a Mineman (MN Rating) from the beginning of their Navy service, for a minimum of 25 years Active Duty. To be recognized for this award, the following information must be submitted:

1. Full Name and Rank
2. Active Duty Base Date
3. Your Mailing Address, unless you want the plaque presented to you during the Annual AOM reunion.

**Mail requests for recognition to:**  
 R. Schommer, 827 N. Aylesbury Rd,  
 Goose Creek, SC 29445  
 email to [rschommer @bellsouth.net](mailto:rschommer@bellsouth.net).  
 Please allow 30 to 45 days for the plaque to arrive by mail.

## Reunion Booklets

*The 2015 Reno reunion and 2016 Yorktown-Williamsburg reunion booklets are available through Storekeeper Tracey Hays for \$20 worth of reunion memories in color laser print!*



## AOM Chaplain

If you are looking for a rewarding opportunity to serve our AOM membership, there is an opening for our Association Chaplain



# FIGHTING BACK AGAINST German U-Boats



by Mark St. John Erickson, Nov 17, 2017, Reprinted from The Daily Press

Mark St. John Erickson tells the little-known story of how a massive number of mines produced right here in Hampton Roads helped the Allies win WWI by bottling up the North Sea and blocking German submarines. A century after construction began in fall 1917, the giant sea mine plant that rose up off the Elizabeth River near the Norfolk Navy Yard is mostly forgotten.

Though many of its buildings still stand, little evidence remains of their crucial role in an audacious American attempt to turn the tide of what was then a losing war with German submarines, which were destroying so many hundreds of thousands of tons of shipping each month they nearly forced Great Britain to surrender. But during its short lifetime of only a year, the mammoth complex at St. Juliens Creek Naval Ammunition Depot took in millions of parts from 140 contractors across the country, assembled them into a newly developed kind of mine and filled some 73,000 with 22 million pounds of molten TNT. Then it loaded them without accident onto ship after specially converted ship for transport to Scotland and deployment in the North Sea. Epic in length at nearly 230 miles — and so wide at 15 to 35 miles that it made any attempt to cross potentially fatal — the great North Sea Mine Barrage defied every estimate of its feasibility except that of the Navy, which ranked it among the war's greatest achievements.

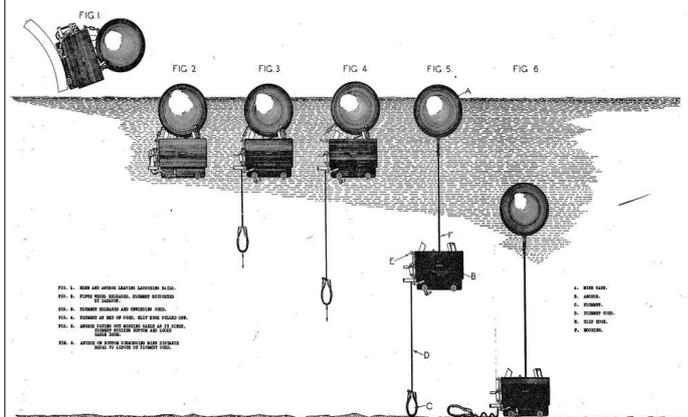
The giant assembly line at St. Juliens Creek Naval Ammunition Depot took in millions of parts from 140 contractors across the country, assembled them into a newly developed kind of mine and filled some 73,000 with 22 million pounds of molten TNT. Then it loaded them without accident onto specially converted ships for transport to Scotland and deployment in a huge, 230-mile-long field that blocked the North Sea. The USS Monitor Center of The Mariners Museum held a dedication ceremony honoring the USS Monitor's Worthington pumps as historic engineering landmarks recognized by the American Society of Mechanical Engineers. And its deadly peril made U-boat commanders and their crews think twice before venturing into what had once been open water.

“The British Navy — and some people in our Navy, frankly — didn't think it could be done. But that just made the Bureau of Ordnance more determined,” Hampton Roads Naval Museum History Clay Farrington says. “Nobody had done anything like it because of the tremendous scale and number of mines required. It was so big that — if all those mines had been mounted with beacons — you could have seen it from space.” At their most destructive, the U-boats sank 800,000 tons of shipping a month — or twice the rate at which Great Britain could replace the vessels it needed for food and supplies. “We can continue to confidently expect a final triumph over England as long as we are able to sink vessels faster than she

constructs them,” said Grand Adm. Alfred Von Tirpitz — the former head of the German Imperial Navy Office — in the fall of 1917, explaining the calculations behind the relentless attacks on merchant shipping. Even before the United States entered the war in April 1917, it was exploring ways to help staunch those unsustainable losses by — as President Woodrow Wilson put it — “shutting up the hornets in their nests.” And soon after he signed the declaration of war on April 2 the Navy's Bureau of Ordnance proposed sealing off the North Sea with mines as part of a broad anti-submarine campaign that included armed merchant vessels, submarine-hunting warships and planes and convoys protected by destroyers, “To stop the enemy submarines near their bases ... would obviously defeat their campaign more surely than merely hunting them at large,” wrote Capt. Reginald R. Belknap, the head of the Navy's North Sea Mining Squadron.

Still, the plan faced severe obstacles, including the need to develop a new kind of mine adapted to deep waters, then manufacture as many as 100,000 at a rate four times that of Great Britain, says Curator Diane L. Cripps of the Portsmouth Naval Shipyard Museum. More challenges rose from the unprecedented scale of the mine field itself, which was to span the entire 250-mile width of a notoriously badly behaved body of water. So forbidding were the conditions and epic the goals that Navy Secretary Josephus Daniels called the plan, “A stupendous undertaking — perhaps not impossible but to my mind of doubtful practicability. North Sea too rough & will necessitate withdrawing all our ships from other work and then can we destroy the hornet's nest or keep the hornets in?”

Stubborn resistance from Great Britain was still more

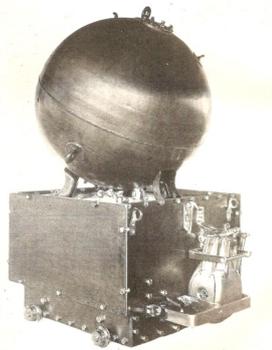


discouraging, especially when paired with the Admiralty's private admission that it was losing the anti-submarine battle.

“The surface fleets were, as a matter of fact, almost impotent in the face of the submarine menace,” wrote Rear Adm. Joseph Strauss, who soon became chief of the mine-laying operation. Yet as Adm. William S. Sims

## FIGHTING BACK... *Continued*

reported from his post as the Navy's liaison with the Admiralty in London, the British had abandoned their own efforts to mine the North Sea after successfully blocking the much narrower Straits of Dover, and they looked upon the American project as a costly and unfeasible diversion. "From all experience Admiralty considers project of attempting to close exits to North Sea by method suggested to be quite unpracticable," he wrote in May. "Bitter and extensive experience has forced the abandonment of any serious attempt at blockading such passages," he repeated a few days later. With few supporters beyond Asst. Navy Sec. Franklin Roosevelt, Bureau chief Rear Adm. Ralph Earle redoubled his efforts, giving free rein to an enterprising group of junior officers led by mine section head Cmdr. Simon T. Fullinwinder.



Repurposing a new kind of submerged firing mechanism invented by Ralph C. Browne of Salem, Mass., the ingenious engineering team concocted a mine that could operate at depths never attempted before, then outfitted it with a floating antenna that greatly exceeded the destructive radius of conventional "horned" or contact mines. What resulted was a weapon not only well-suited to the deep waters of the North Sea but also able to engage enemy vessels from so much farther away that it reduced the number of mines needed by a third. "The junior officers were willing to take chances — and the senior officers were willing to let them take those chances," Naval History and Heritage Command Historian Chris Wilson says. "So that's what they did."

By the end of July, Fullinwinder's prototypes had advanced so far that even a Royal Navy officer called in to help develop an anchoring mechanism reversed his early skepticism, Belknap reported. By October, the Mark VI had progressed "past experiment," and in early 1918 it performed so well in tests off Rhode Island and in the lower Chesapeake Bay that it was labeled proven. "No throw of the dice was ever watched more intently than those first proof tests," Belknap recalled. "Upwards of \$40 million had been staked on them and were already half spent." Still, the British Admiralty remained unmoved after months of prodding, and in September 1917 it continued to raise questions about how the Navy was going to obtain the vast number of mines needed in such a short time frame.



The answer came from the Bureau's decision to contract the manufacture of the components to 140 different factories across the country, then ship them to a mammoth new, state-of-the-art assembly plant near the Navy Yard in Portsmouth. "This was not just a factory but a whole complex of buildings — a system of buildings — very similar to the fast, efficient assembly lines already being pioneered by the American auto industry, and it had transformative effect on the Navy's ability to do

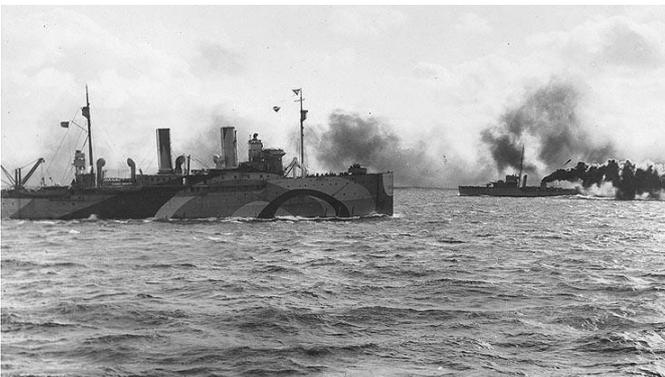


what the British couldn't," Farrington says. "They may have invented the Industrial Revolution, but we perfected it, and we used that know-how to help put a stop to Germany's most technologically advanced naval weapon. When you think of what they were trying to do, it's really the only way it could be done." Builders began work on the largest and most advanced plant of its kind on Oct. 25, 1917 — just three days after the British finally gave grudging approval. Almost immediately the \$400,000 project was plagued by wartime labor shortages as well as brutal cold inflicted by the worst winter in years, bringing construction nearly to a halt. "These guys were just told to go out in the cold and the snow and keep building," Cripps says, describing the urgency of the job. "And when they finally finished, the plant did even better than hoped. They had a target of 1,000 mines a day, and they exceeded it by 50 percent." Strauss, Belknap and their mine layers carried out their job with remarkable speed and efficiency, too, steaming from bases in Scotland beginning in June 1918 and planting as many as 3,400 mines daily, Secretary Daniels later reported.

By late October, the vast field was complete, but the German U-boats felt its sting long before that. "Submarines are known to have crossed the barrier, but they all feared it," Belknap wrote. "As early as July 1918, some experienced its deadly effect." So perilous

## FIGHTING BACK... Continued

was the dense array of mines — which spread out over 18 parallel rows at 100-yard intervals and three different depths — that a captured U-boat commander called them the “most dreaded” of Allied anti-



submarine measures. The greatly improved quality of the American Mark VI mine added to these fears, So perilous was the dense array of mines — which spread out over 18 parallel rows at 100-yard intervals and three different depths — that a captured U-boat



commander called them the “most dreaded” of Allied anti-submarine measures. The greatly improved quality of the American Mark VI mine added to these fears, prompting him to disclose that the “the former practice of fishing them up and taking them home for conversion into punch bowls for submarine messes had now been entirely abandoned.” Though official records credit the field with as many as four certain kills, two probables and two possibles — plus an equal number

of damaged ships — there is some question among historians today about the validity of those numbers. Far more certain is the impact on the morale of the U-boat crews, who were so shot up by this time in the war



that — after the loss of more than 60 ships in 1918 and nearly 200 all told — increasing numbers simply refused orders to leave their bases and go out on patrol. “The North Sea mine barrage certainly got at least a sub or two — and it probably would have gotten a lot more if the war the Americans were planning to win in 1919 hadn’t ended in November 1918 instead,” NHHHC Historian Dennis Conrad says. “But even if those figures can’t be confirmed, there’s no doubt that the mines made them be more careful. The danger it posed forced them to be cautious in a way they weren’t before.” “According to reports from Adm. Sims, that fear caused not just hesitation but also “no small amount of panic in some of the submarine flotillas.” It also added to the effectiveness of the newly adopted convoys, reducing the number of predators that Allied subchasers had to face as they protected the crucial chain of supply across the Atlantic. “No one knows how many U-boats were destroyed, but — coupled with the new convoys — the mine barrage quickly led to a much lower level of attacks,” Cripps says. “It was an unbelievably straightforward effort, and it led directly to the end of the war.”



# 2018 Department of Defense National Defense Strategy

## From the Report:

The Department of Defense’s enduring mission is to provide combat-credible military forces needed to deter war and protect the security of our nation. Should deterrence fail, the Joint Force is prepared to win. Reinforcing America’s traditional tools of diplomacy, the Department provides military options to ensure the President and our diplomats negotiate from a position of strength.

Today, we are emerging from a period of strategic atrophy, aware that our competitive military advantage has been eroding. We are facing increased global disorder, characterized by decline in the long-standing rules-based international order—creating a security environment more complex and volatile than any we have experienced in recent memory. Interstate strategic competition, not terrorism, is now the primary concern in U.S. national security.

China is a strategic competitor using predatory economics to intimidate its neighbors while militarizing features in the South China Sea. Russia has violated the borders of nearby nations and pursues veto power over the economic, diplomatic, and security decisions of its neighbors. As well, North Korea’s outlaw actions and reckless rhetoric continue despite United Nation’s censure and sanctions. Iran continues to sow violence and remains the most significant challenge to Middle East stability. Despite the defeat of ISIS’s physical caliphate, threats to stability remain as terrorist groups with long reach continue to murder the innocent and threaten peace more broadly.

This increasingly complex security environment is defined by rapid technological change, challenges from adversaries in every operating domain, and the impact on current readiness from the longest continuous stretch of armed conflict in our Nation’s history. In this environment, there can be no complacency—we must make difficult choices and prioritize what is most important to field a lethal, resilient, and rapidly adapting Joint Force. America’s military has no preordained right to victory on the battlefield.

This unclassified synopsis of the classified 2018 National Defense Strategy articulates our strategy to compete, deter, and win in this environment. The reemergence of long-term strategic competition, rapid dispersion of technologies, and new concepts of warfare and competition that span the entire spectrum of conflict require a Joint Force structured to match this reality.

A more lethal, resilient, and rapidly innovating Joint Force, combined with a robust constellation of allies and partners, will sustain American influence and ensure favorable balances of power that safeguard the free and open international order.

Collectively, our force posture, alliance and partnership architecture, and Department modernization will provide the capabilities and agility required to prevail in conflict and preserve peace through strength.

The costs of not implementing this strategy are clear. Failure to meet our defense objectives will result in

decreasing U.S. global influence, eroding cohesion among allies and partners, and reduced access to markets that will contribute to a decline in our prosperity and standard of living.

Without sustained and predictable investment to restore readiness and modernize our military to make it fit for our time, we will rapidly lose our military advantage, resulting in a Joint Force that has legacy systems irrelevant to the defense of our people.



# MINE WARFARE

## BOOK

## REVIEW

### Home Waters

Royal Navy, Royal Canadian Navy, and U.S. Navy  
Mine Forces Battling U-Boats in World War I

Cdr. David D. Bruhn, USN (Retired)  
and Lt. Cdr. Rob Hoole, RN (Retired)

In WWI under a crippling naval blockade of its North Sea ports which ultimately resulted in the starvation of thousands of its citizens and as land warfare in Europe drags on, Germany endeavours to counter-blockade Britain via U-boat attacks on shipping and by mining waters round the British Isles. Hundreds of fishing vessels from every port and harbour in Britain are pressed into minesweeping duties and minelayers sow fields to restrict and destroy German vessels. Their efforts allow the powerful Royal Navy to hold the German Navy in port – except for occasional skirmishes, including the Battle of Jutland. American destroyers hunt U-boats in British waters, while minelayers create a barrier between the Orkney Islands and Norway, to try to deny the enemy entry into the Atlantic. Desperate, Germany mounts a U-boat offensive off North America in the summer 1918, to induce the U.S. to bring her destroyers home. Although nearly one hundred vessels are sunk, this action fails. Germany surrenders in late autumn 1918 and allied vessels are left with the deadly task of removing thousands of mines laid in the war. One hundred and fifty photographs, maps, and diagrams; appendices; and an index to full names, places and subjects add value to this work.

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Home Waters

### Home Waters

Royal Navy, Royal Canadian Navy,  
and U.S. Navy Mine Forces  
Battling U-Boats in  
World War I

Cdr. David D. Bruhn, USN (Retired)  
and Lt. Cdr. Rob Hoole, RN (Retired)

Bruhn  
and  
Hoole



**Home Waters: Royal Navy, Royal Canadian Navy, and U.S. Navy Mine Forces Battling U-Boats in World War I - David Bruhn and Rob Hoole.** In WWI under a crippling naval blockade of its North Sea ports which ultimately resulted in the starvation of thousands of its citizens and as land warfare in Europe drags on, Germany endeavours to counter-blockade Britain via U-boat attacks on shipping and by mining waters round the British Isles. Hundreds of fishing vessels from every port and harbour in Britain are pressed into minesweeping duties and minelayers sow fields to restrict and destroy German vessels. Their efforts allow the powerful Royal Navy to hold the German Navy in port—except for occasional skirmishes, including the Battle of Jutland. American destroyers hunt U-boats in British waters, while minelayers create a barrier between the Orkney Islands and Norway, to try to deny the enemy entry into the Atlantic. Desperate, Germany mounts a U-boat offensive off North America in summer 1918, to induce the U.S. to bring her destroyers home. Although nearly one hundred vessels are sunk, this action fails. Germany surrenders in late autumn 1918 and allied vessels are left with the deadly task of removing thousands of mines laid in the war. One hundred and fifty photographs, maps, and diagrams; appendices; and an index to full names, places and subjects add value to this work.

Additional information about the book may be found at: [www.davidbruhn.com](http://www.davidbruhn.com) 101-B5798

ISBN: 0788457985

*Home Waters will delight any seaman, sailor, mariner, or armchair sailor who wishes to vicariously ply the waters of the British Isles and North Sea, and off the eastern seaboard of North America in World War I. In particular, this book should sit proudly on the bookshelf of past and present minesweep sailors, minemen, and mine clearance divers, who, despite the very real possibility of injury or death, faithfully carried on their vital duties.*



## About the Author

**Commander David D. Bruhn, U.S. Navy (Retired)** served twenty-two years on active duty and two in the Naval Reserve, as both an enlisted man and as an officer, between 1977 and 2001.

Following completion of basic training, he served as a sonar technician aboard USS Miller (FF 1091) and USS Leftwich (DD 984). He was commissioned in 1983 following graduation from California State University at Chico. His initial assignment was to USS Excel (MSO 439), serving as supply officer, damage control assistant, and chief engineer. He then served in USS Thach (FFG 43) as chief engineer and Destroyer Squadron Thirteen as material officer.

After graduation from the Naval Postgraduate School, Commander Bruhn was assigned to Secretary of the Navy and Chief of Naval Operation staffs as a budget analyst and resources planner before attending the Naval War College in 1996, following which he commanded the mine counter measures ships USS Gladiator (MCM 11) and USS Dextrous (MCM 13) in the Persian Gulf.

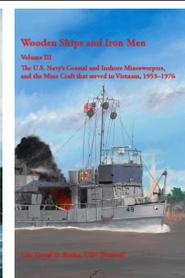
Commander Bruhn's final assignment was executive assistant to a senior (SES 4) government service executive at the Ballistic Missile Defense Organization in Washington, D.C.

Following military service, he was a high school teacher and track coach for ten years, and is now a USA Track & Field official. He lives in northern California with his wife Nancy and has two sons, David and Michael.

### *FROM THE DASHPOT EDITOR...*

During some recent research I was doing at the request of Captain Jeff Lee, USCG (Ret) on memorials and recognition of Mine Warfare Sailors and Officers lost in the line of their duties, I was vectored by George Pollitt to CDR Bruhn USN (Ret), author of the excellent book series **"Wooden Ships and Iron Men"**. While my original search did not turn up any answers, I did strike up a conversation on his latest book, **"Home Waters"** recounting the mine warfare efforts by the Royal Navy, the Royal Canadian Navy and the U.S. Navy during WWI.

As it so happened, I had previously received and assembled several articles and historical references related to the North Sea Barrage with the intent of adding this content to a future issue of The Dashpot. During our back-and-forth email conversations, I became very interested in CDR Bruhn's collaboration with Lt. Cdr. Rob Hoole, RN (Ret) and the resulting book. **"Home Waters"** is an important contribution to Mine Warfare history, as written accounts of this tremendous wartime effort are scarce. This book will certainly fill in many of the gaps in our sadly under-documented (and perhaps under-appreciated) history. 'Home Waters' deserves a spot on the bookshelf of all who appreciate the sacrifices our mining and mine sweep predecessors made during their important role in the war effort at sea. I encourage all who enjoy an well-written account of this historic mine warfare action at sea to give this a read.



### **Other books by David Bruhn:**

***Ingram's Fourth Fleet: U.S. and Royal Navy Operations Against German Runners, Raiders, and Submarines in the South Atlantic in World War II***

***We are Sinking, Send Help!: The U.S. Navy's Tugs and Salvage Ships in the African, European, and Mediterranean Theaters in World War II***

***Eyes of the Fleet: The U.S. Navy's Seaplane Tenders and Patrol Aircraft in World War II***

***We are Sinking, Send Help!: The U.S. Navy's Tugs and Salvage Ships in the African, European, and Mediterranean Theaters in World War II***

***Battle Stars for the "Cactus Navy": America's Fishing Vessels and Yachts in World War II*** MacArthur and Halsey's "Pacific Island Hoppers:" The Forgotten Fleet of World War II



...IN THE SPOTLIGHT



## Ed Hutsell Recognized for Distinguished Service

Proudly serving those who serve... these words are the lifeblood of Marine Corps Community Services in our mission to support Marines, Sailors and their families stationed on Okinawa with a wide variety of services, programs and facilities. Some members of MCCS Okinawa have dedicated nearly the entirety of their adult lives to fulfilling this mission – and one such long-serving individual was recognized recently. On December 5, Mr. Edward S. Hutsell, Assistant Chief of Staff for MCCS Okinawa / MCIPAC, received The **Navy Distinguished Civilian Service Award**... the highest honor the Secretary of the Navy can bestow on a Department of the Navy civilian employee. Presenting the award to Mr. Hutsell was Brigadier General Paul J. Rock Jr, Commanding General, Marine Corps Installations Pacific, who remarked that “Anybody who knows this individual will attest [this award] is well-deserved, well-earned and, no doubt, overdue.” BGen Rock then read from the award citation, which states:

***“For distinguished service to the Department of the Navy, and the United States Marine Corps (USMC) as the Assistant Chief of Staff Marine Corps Community Services (MCCS), Marine Corps Installations Pacific (MCIPAC) Marine Corps Base Camp Butler from June 2008 to February 2017. During this period, Mr. Hutsell’s proactive and unparalleled leadership and motivation were the driving force behind the most progressive and operationally successful MCCS program in the USMC today, resulting in MCCS Okinawa becoming the recognized USMC benchmark for quality of life programs and services, as well as leading the USMC-MCCS enterprise in overall financial strength and resilience. His hands-on direction as the Deputy Assistant Chief of Staff and now as the Assistant Chief of Staff, MCCS-MCIPAC, has made a most positive, lasting and widespread impact on a multitude of activities and programs within the largest Marine Corps Base system outside of CONUS. The many outstanding accomplishments of Mr. Hutsell culminate a distinctive career of 50 years. By his distinguished performance, superb professionalism and complete devotion to duty, Mr. Edward S. Hutsell reflected great credit upon himself and upheld the highest traditions of the Department of the Navy.”*** “I’m honored and humbled,” Mr. Hutsell said afterward. “This award isn’t just mine; it belongs to the people of MCCS, our many dedicated employees who make the magic happen both behind the scenes and on the front line as we strive each day to live up to the standards that Marines demand of themselves.” Recommendations for the Navy Distinguished Civilian Service Award must first be endorsed by local USMC installation leadership, then reviewed by and receive the concurrence of the Marine Corps Honorary Awards Board and the Deputy Commandant, Manpower and Reserve Affairs, and then forwarded for approval by the Commandant of the Marine Corps and the Secretary of the Navy. **BRAVO—ZULU to you Ed on behalf of the Association of Minemen!**

Ed Hutsell, born and raised in Indianapolis Indiana, enlisted in the U.S. Navy in 1964. During Mr. Hutsell’s 28 years in the Navy he rose through the enlisted ranks to Chief Petty Officer. In 1980 he was commissioned as a Chief Warrant Officer and in 1983 was selected for the Limited Duty Officer program as a LTJG and was subsequently promoted to the rank of Lieutenant Commander. During his enlisted time he served in the underwater ordnance field. His Commissioned assignments included a staff tour as the Exercise and Training Officer, Commander, Mobile Mine Assembly Group (MOMAG), Charleston S.C. and was the Officer in Charge, MOMAG Det 6, Souda Bay, Crete, Greece, the Officer in Charge, MOMAG Det 10, Okinawa, Japan (2 tours) and the Commanding Officer MOMAG Unit 12, Misawa, Japan. Mr. Hutsell retired from the Navy in July of 1992 and immediately went to work for the Marine Corps (MWR) as a training specialist with Marine Corps Base, Camp Smedley D. Butler, Okinawa, Japan. Over the next 11 years Mr. Hutsell was promoted to the Director of Training, Chief of Training, Chief of Human Resources and Training, Chief Operating Officer and in 1999 he was selected as the Chief Executive Officer/Assistant Chief of Staff for Marine Corps Community Services where he served until January 2004. Mr. Hutsell then left the Marine Corps and started an international import and export business in Bangkok, Thailand which he sold in June of 2005. In September of 2005 he was selected as the Human Resource Director of MCCS, Marine Corps Base Hawaii, and then as the Deputy Assistant Chief of Staff for MCCS in November 2005. In May 2008 Mr. Hutsell was selected as the Deputy Assistant Chief of Staff for MCCS, Camp Butler, Okinawa, Japan, and then in April 2014, Mr. Hutsell was selected as the Assistant Chief of Staff, Marine Corps Installations Pacific-MCB Camp Butler, Okinawa, Japan. He graduated from the University of New York, Regents with a Bachelor’s Degree in Psychology and has a Master’s in Business Administration from California Coast University. His personal awards include the Superior Civilian Service Award, awarded by the Commandant of the Marine Corps for being the driving force behind the most comprehensive MCCS program in the Marine Corps and setting the benchmark for other QOL programs within the Defense Department, Meritorious Civilian Service Award, Meritorious Service Medal with 2 gold stars, Navy and Marine Corps Commendation Medal with 3 gold stars and the Navy Distinguished Civilian Service Award.



Enter the **NAVAL**  
Naval Institute's **MINE WARFARE**  
**ESSAY CONTEST**  
Sponsored with the Mine Warfare Association

**THE CHALLENGE**  
Address the strategic, operational, and tactical demands for 21st-century Navy mine warfare, mine countermeasures, explosive ordnance disposal, mining technologies, systems, and platforms. Examine the promise of autonomous and unmanned vehicles. Consider the difficulties of delivering capable and affordable solutions to the fleet.

**THE REWARD**  
First Prize: \$1,500  
Second Prize: \$750  
Third Prize: \$500

**ELIGIBILITY + SUBMISSION**  
The contest is open to all persons eligible for membership (including those already members) in the Institute. Submit to: [essay@usni.org](mailto:essay@usni.org)

**DEADLINE**  
31 March 2018

**WORD LENGTH**  
2,500 words maximum  
(Note: does not include footnotes.)

**WINNERS**  
Winners will be announced in the May 2018 Proceedings.

Visit [www.usni.org/nmweessay](http://www.usni.org/nmweessay) for more details.



## History of the Contest:

In 2012 the Mine Warfare Association leadership approached the U.S. Naval Institute with the idea of sponsoring an essay contest exploring the subject of mine warfare. The Institute was immediately interested in supporting such a program, and agreed to an inaugural essay contest in 2013, with the objective of making it an annual event going forward.

## The Challenge:

Address the strategic, operational, and tactical demands for 21st-century Navy mine warfare, mine countermeasures, explosive ordnance disposal, mining technologies, systems, and platforms. Examine the promise of autonomous and unmanned vehicles. Consider the difficulties of delivering capable and affordable solutions to the fleet.

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**Prizes:** First Prize: \$1,500    Second Prize: \$750    Third Prize: \$500

**Note:** All prizes include one-year membership in the U.S. Naval Institute

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**Deadline:** 31 March 2018    **Word Length:** 2, 500 words

**Note:** Does not include footnotes/endnotes/sources

**Prior Publication:** We will assume that your essay has not been previously published (online or in print) or being considered for publication elsewhere, unless otherwise notified by you. All previously published essays are ineligible. **Submission Guidelines:**

Email essays by **31 March 2018** to: [essays@usni.org](mailto:essays@usni.org)

Include **Naval Mine Warfare Essay Contest Submission** on subject line of email

Include word count on title page of essay but **do not** include your name on title page or within the essay

Provide separate attachment to include biography and complete contact information—i.e., work, home, and cell phone numbers; and home mailing address

The contest is open to all persons eligible for membership (including those already members) in the Institute.

**Selection Process:** A joint panel composed of experts from MINWARA and the *Proceedings* editorial staff shall judge essays and choose winners

**Announcement of the Winners:** The winners will be announced in the May 2018 issue of *Proceedings*.

**Award Ceremony:** The winners will be recognized at the Naval Institute's Annual Meeting in Washington, DC.



# AROUND THE MINE WARFARE FLEET



By MN1(SW) Jonathan Wampler

Greetings from Commanding Officer, Mobile Mine Assembly Group (COMOMAG). We hope everyone was able to celebrate the holidays and enjoy some much needed relaxation. Here at COMOMAG we brought in the holidays with a festive party. During the party we had a door decorating contest between departments, the winner of which was N31. Their door was decorated by Mr. Dave Epton, MN1(SW) Leyi Schmid, and MN1(SW) Cowen. There was also an ugly sweater contest that IT2(SW) Jared Hollingworth held the distinct pleasure of winning. To close out our fun filled holiday party we topped it off with a Secret Santa gift exchange.



In addition to our holiday party the month of December was packed with lots of activities. N32 Exercise and Training Division now has a new leader, Mr. Rodney Biggs! He was previously the Operations Support Officer here at COMOMAG supporting all of our reserve Mobile Mine Assembly Unit's (MOMAU's) throughout the nation. In his new position Mr. Biggs is responsible for all of our Exercise and Training Mines and Targets around the globe. He recently traveled to attend the Initial Planning Conference (IPC) for the upcoming event BALTOPS and RIMPAC.

MNC Christopher T. Alford joins us from NR MOMAU 1 in Seal Beach, CA. He has quickly become an integral part of the N32 team. We look forward to working with MNC Alford in the coming year. Departing the command is MNC(SW) Matthew J. Heyer and MN2 Arthur S. Guevara. MNC Heyer is heading to USS DEVESTATOR (MCM-6) in Manama, Bahrain. MN2 Guevara is assigned to Littoral Combat Ship Mine Countermeasure Detachment 7 here in San Diego, CA. We wish MNC Heyer and MN2 Guevara "Fair winds and Following Seas" and good luck on your future assignments.

The highlight of December was the change of command and retirement ceremony that was held to honor Captain James D. Craycraft and appoint Commander Nichol M. Schine as COMOMAG's newest Commanding Officer. We want to thank the Veterans Museum at Balboa Park for providing such an amazing venue. Thank you to the Navy Band who played an outstanding rendition of the National Anthem and provided musical entertainment. Finally, to all the Sailors who were part of the ceremony in any way including the Sideboys and the Old Glory Flag Detail, we here at COMOMAG say thank you! Without the hard work of every Sailor, the ceremony would not have been such an outstanding success.

Another year of success has passed and the new year is finally upon us! COMOMAG is steady at the helm on the forefront of mine warfare as we switch gears from the much appreciated holiday season. With our newly appointed commanding officer we are especially excited for what this year may hold! We hope everyone had an outstanding 2017 and look forward to the continued success and collaboration proceeding into 2018.





# MINE WARFARE DEVELOPMENT NEWS

## Navy Creating Continual Improvement Program for UUVs through OPNAV, Fleet, NAVSEA

By: [Megan Eckstein](#)  
November 16, 2017 3:03 PM

Sailors attached to Mobile Diving and Salvage Unit Two in Little Creek, Va., prepare to insert an unmanned underwater vehicle (UUV) into the Baltic Sea to search for underwater mines during BALTOPS 2016. US Navy photo.

THE PENTAGON – The Navy is standing up a continual improvement process for its family of unmanned underwater vehicles, in the hopes of bringing better sensors, endurance and more to the newly expanded portfolio of UUV's that fall under the undersea warfare division (OPNAV N97).

With all UUVs moving under N97, including the mine warfare systems previously housed under the expeditionary warfare division (OPNAV N95), an opportunity exists to leverage research dollars, lessons learned and more amongst a larger set of UUV systems, N97 acting director Brian Howes told USNI News in a Nov. 15 interview.

"In the past we have focused on a mission and then designing an unmanned undersea vehicle to match that mission. As we have gone to this family of systems approach, we realize it's not just about one vehicle – it's about, there are common attributes amongst a class of vehicles, whether it is propulsion, whether it's autonomy, command and control, the endurance and reliability. All of those attributes span all the vehicles," Howes said.

"So instead of having one program office that designs a unique vehicle, we're going into a common approach that then takes, what is the mission, what do we already have in other vehicles that we can apply to this, and get it out into the fleet faster. So if you look at the mine warfare vehicles, which N97 will become the resource sponsor for, very common attributes for what we use far forward in addition to mine warfare: they have very good sensors, they have good autonomy, they have endurance, and there is a need for both mission types to increase their capability in those areas. So instead of having individual groups ask for improvements, we can then go as the sole resource sponsor to ONR, to DARPA, to industry and say, here's the demand signal to improve endurance writ large for all of our vehicles."

Howes said the Navy is currently setting up a formal mechanism for determining fleet demands and determining how to spend available resources to research

and develop those needed capability upgrades.

"Our submarine combat system approach for open architecture is the Submarine Warfare Federated Tactical Systems, SWFTS. We have a process where we are continually improving our combat systems on a two-year hardware update and then a two-year software update. The method which we determine how we're going to update that and what the capabilities are that we increase is a fleet, OPNAV and [Naval Sea Systems Command] collective, we call it the Submarine Tactical Requirements Group. We use that body in order to determine the highest capabilities and where our next resources should go," Howes explained. "We're going to use that model for UUVs. So we will bring the stakeholders together from all the communities and collectively determine what the next capabilities we need for our family of vehicles are, whether it's by community or in general for UUVs, and focus our resources on that so we're meeting the fleet needs. We're just now starting to stand up that process."

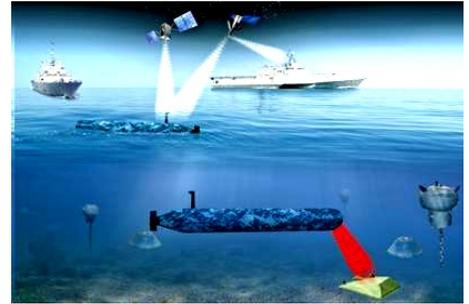
Howes noted that that process would be aided by the work of the first UUV squadron, which was stood up in Keyport, Wash., in late September. UUVRON-1 operators will provide user-level feedback to N97 to help shape requirements for future upgrades. Due to the family of systems setup N97 has created – which lumps together future programs, in-development ones like the Orca Extra Large UUV and the Snakehead Large Diameter UUV, and mature programs like the Mk 18 Mod 2 that the explosive ordnance disposal community has used overseas for more than five years – "we will intend to do parallel improvements on all our vehicles."

### Navy to Bring MCM Systems to Production Decisions This Year

Seapower Magazine

6 February 2018

NATIONAL HARBOR, Md. — The Navy has scheduled three mine countermeasures (MCM) systems for developmental tests (DT) and two for operational assessments (OA) this year, with Milestone C production decisions of the first two expected before the end of fiscal 2018.



Speaking Feb. 6 at the Association of Unmanned Vehicle Systems International Defense, Protection and Security event, Rear Adm. John P. Neagley, program executive officer for Littoral Combat Ships, said the progress expected in fiscal 2018 will leverage the progress made in 2017 in the Navy's alignment of unmanned system efforts across the portfolio.

Neagley credited much of the progress of the Navy's unmanned surface and underwater programs to the close relationship with the fleet end user.

The three MCM systems are designed for deployment on the Navy's littoral combat ships.

He said the Knifefish unmanned underwater vehicle — built by General Dynamics — will commence its DT/OA this month, with a Milestone C decision scheduled for the third quarter of fiscal 2018.

"We're very excited about the capability it's going to bring us," Neagley said.

The Unmanned Influence Sweep System (UISS) — developed by Textron and currently in builder's trials — is a mine sweeping magnetic and acoustic system towed by a Common Unmanned Surface Vehicle. The UISS is scheduled to go through DT/OA this spring, with a Milestone C decision scheduled for the fourth quarter of fiscal 2018.

Raytheon will deliver 10 AQS-20C mine-hunting sonars to the Navy this spring, with DT scheduled for the third quarter of fiscal 2018.

Neagley said these systems and others are designed to "take the Sailor out of the minefield" and to "go prosecute at long distance."





## NMC COMOMAG



Captain James D. Craycraft has officially retired from 38 years of faithful military service. He was an outstanding leader and was an inspiration to many, both professionally and personally. Captain Craycraft has been an integral part of the ordnance community from the day he graduated from Recruit Training Center in 1979 as a Gunner's Mate and his career was marked by numerous exceptional accomplishments and milestones. He achieved the rank of Chief Petty Officer in 9 years and a commissioning under the Limited Duty Officer Program in 12 years. During his 38 years of service in the Navy he had the pleasure of traveling the world and making significant contributions while serving at 15 different commands. The Pinnacle of his highly successful career was his Commanding Officer tours at COMOMAG and the U.S. Aegis Ashore Missile Defense Facility in Deveselu, Romania. His awards received throughout his career include the Legion of Merit Medal, Meritorious Service Medal (four) and the Navy and Marine Corps Commendation Medal (five). Captain Craycraft and his family have made many sacrifices for their country during his 38 years. We wish him and Laurie "Fair winds and Following Seas".



Commander Nichol M. Schine is our new Commanding Officer of Mobile Mine Assembly Group. She hails from Littleton, Colorado and joined the Navy as an Electronics Technician in 1986, was promoted to Chief in 1997 and was commissioned as a Surface Electronics LDO in 1999. She qualified OOD underway on four ships, TAO on two platforms, earned distinction as CSG-9 Ship-handler of the year in 2006 while serving as Fire Control Officer in CVN-72 and was recognized by the Navy League for Leadership Excellence in 2015 while serving as Combat Systems Officer in CVN-71. Her successful tours afloat include: USNS ANDREW J. HIGGINS (TAO-190), USS MCKEE (AS-41), USNS POINT LOMA (TAGOS-2), PCU USS DONALD COOK (DDG-75), USS GONZALEZ (DDG-66), USS ROSS (DDG-71), USS ABRAHAM LINCOLN (CVN-72), USS VELLA GULF (CG-72), USS HARRY S TRUMAN (CVN-75) and USS THEODORE ROOSEVELT (CVN-71). CDR Schine's previous shore assignments include: Combat Systems Technical Schools Command, Mare Island, CA, Fleet Combat Training Center Atlantic, Dam Neck, VA, Naval Computer and Telecommunications Station Puerto Rico, Commander Naval Air Forces Atlantic, Norfolk, VA, Afloat Training Group San Diego, CA. She was twice selected as Instructor of the Year in 1994 and 1996. Her awards include Meritorious Service Medal (2), Navy and Marine Corps Commendation Medal (8), Navy and Marine Corps Achievement Medal (6), various tour and campaign awards. As the newest members of the COMOMAG family, we want to give a warm welcome to her and her husband Bill. Welcome aboard!





Robert "Bob" Hart

Our best wishes and prayers for a speedy and total recovery go out to Bob Hart, former AOM President and Chaplain, who underwent bypass surgery. Bob writes:

*"All, This is to make everyone aware that I have recently been hospitalized at McLeod Hospital in Florence, SC to have open heart surgery. It was found that I had two bypasses, One at 70 Pct. and one at 90 Pct, and after the initial entry, another was found. I went under the knife on December 28 and was released on January 4. I am home trying to gain my strength back and getting under Connie's feet. I have a meeting with the my Surgeon on Jan. 17 and my Cardiologist on Jan. 30. Overall, I think I am doing fairly well learning to walk without holding on the something and I am getting my appetite back. Fortunately, I am not on oxygen, but I have some new pills to get used to until the end of*



Maurice "Toby" Horn

Our best wishes and prayers for a speedy and total recovery go out to Toby Horn, former AOM President who is battling cancer. Toby writes:

*"I emailed Mike (Femrite) earlier, but need to let Tracey (Hays) know that visit to hemo doc yesterday confirmed full blown leukemia. It appears to be same stuff 'Mocus' had and, hell, my agent orange claim still not satisfied!!!*

*Tracey, my constant fatigue and myriad doc/chemo shot appointments are not going to make me an effective partner for your reunion planning. Guess you need to see if you can recruit someone else. Hopefully, I'll get to the reunion; whatever and wherever you decide? Plan is just to carry out regimen of shots (3 per day for 5 days each month); rest and care not to get infection of any kind?"*



Gary Cleland

Our best wishes and prayers for a speedy and total recovery go out to Gary Cleland, former AOM President who underwent Deep Brain Stimulation 12 February to help his Parkinson's symptoms. His wife, Christie writes: "Gary insisted that we take photos this morning. He is having his DBS (Deep Brain Stimulation) surgery which will last 4 to 5 hours. Know he will do fine and the surgery will help to control his Parkinson's tremors. Please think good thoughts for him today!" **and now:** "Gary is now out of surgery and resting in his room which has a bit of a view of the Pacific Ocean and Torrey Pines Golf Course. He has been craving ice chips and is now sleeping. Doctor said surgery went well but we have one more minor surgery in two weeks to implant the small computer module in his chest (think pacemaker) and two weeks after that they will "turn him on" and hopefully his tremors will stop or reduce which means less medication! Hopefully he will be able to go home tomorrow afternoon. Thanks for all of your lovely notes of encouragement! We have wonderful family and friends! "





**Odis Ray Parison,  
MN1, USN (Ret.)**



**CDR Jørgen Strange Lorenzen  
Royal Danish Navy (Ret.)**

It is with a great deal of sadness that we report on the passing of CDR Jørgen Strange Lorenzen, Royal Danish Navy (Ret.) The Commander was one of the very few Honorary AOM members and an attendee at several AOM reunions. He was a personal friend to myself and to Toby Horn. His passing leaves a large void and takes from us one of the last witnesses to the events of World War II. Jorgen was active in the resistance movement, taking active participation in actions against the Nazis. Several monuments in Denmark bear his name and those of his fellow Danish heroes. He was active in memorializing those who fought for Danish freedom during Nazi occupation.. At the end of WWII, he was instrumental in escorting Russian occupation forces out of Denmark. A graduate of the Naval School of Mine Warfare in Yorktown in 1951, he returned to this country several times to visit the school and attend AOM reunions. Jørgen's life was as colorful as any person could hope for. I believe he crossed off every item on his bucket list before his death on January 26, 2018. Several pages are devoted to his life on our web site.

*It is with great sorrow that we have to announce that our father Jørgen Strange Lorenzen passed away Friday night at Glostrup Hospital, Greater Copenhagen, Denmark. After 2 strokes in late 2017 he underwent a comprehensive rehabilitation program. With great energy, the training resulted in good results despite his high age and the physical damage that the strokes had*

*caused. He replaced the wheelchair with the rollator and then the walking stick. The mood returned and plans were made for the future. Unfortunately, this course was suddenly discontinued when he was admitted at Glostrup Hospital on Thursday. It turned out to be a broken pulmonary artery in the head that could not be treated. There was only pain relief and Dad passed away quietly on Friday, January 26, 2018 after a long and active life.*

*Our father had a lot of good friends and acquaintances in Denmark and North America.*

*Our father Jørgen Strange Lorenzen's funeral took place at:*

*Rødovre Church  
Wednesday, February 7th. After the funeral, there was a memorial gathering at:  
Brøndby Marine Association  
Sognevej 35  
2605 Brøndby  
Denmark*

*In the spirit of Jørgen, donations to Brøndby Marine Association can be considered in lieu of flowers. Brøndby Marine Association's account number is:*

*Danish Account Number:  
53260246121  
IBAN No.: DK035326000246121  
SWIFT addr. ALBADKKK  
Please include under comments: JSL*

***Kind regards from  
Kim Strange Lorenzen and  
Per Strange Lorenzen***

Thanks to the many who attended, sent flowers and donations at the funeral of our father Jørgen Strange Lorenzen.

After the funeral, we had some lovely hours in Brøndby Marine Association where we were led down memory lane by colleagues, friends and family of our father.

***Sincerely  
Kim and Per***



The day dawned for O.P on February 7, 1956. That day closed and his new day began on October 8, 2014. Odis Ray Parison was born to John Henry Parison, Sr. and Rosie Lee Mosby-Parison in Eudora, Arkansas. He was the fourth of eleven living children born to his mother. He was preceded in death by his father; brothers, Hosie L, Parison "Bug", Hosie Warren and step-father, H.L. Roberson. At an early age the family moved to Kansas City, Missouri, where he attended the Kansas City School District, graduating from Pasco High School. Immediately following graduation Ray joined the United States Navy. His travels took him all over the world. While in the Navy he was awarded the following citations; Navy Achievement Medal (2); Second Navy Good Conduct Award for period ending 93Sep05; Meritorious Unit Commendation (3); National Defense Service Medal (2); Navy and Marine Corps Overseas Service Ribbon (11 ); Flag Letter of Commendation from COMUSNAVFOR, JA. It was during his stint in the Navy that he became known as "O.P." As God would have it, during his travels, while stationed in the Philippine Islands, he met and married his " lovely wife," Sylvia Talaman Aldueente. They were married for thirty-one years and have three beautiful children. After twenty years he retired from the Navy.

***We thank you for your service to our country "O.P." May you rest in peace!***



# A.O.M. Mineman Miscellany

19 Nov 2017

It was a Good Day to be a Mineman!  
100% to First Class; 65% to Second  
Class; 100% to Third Class



“Everything we do must contribute to the lethality of our military. We cannot expect success fighting tomorrow’s conflicts with yesterday’s weapons or equipment.”

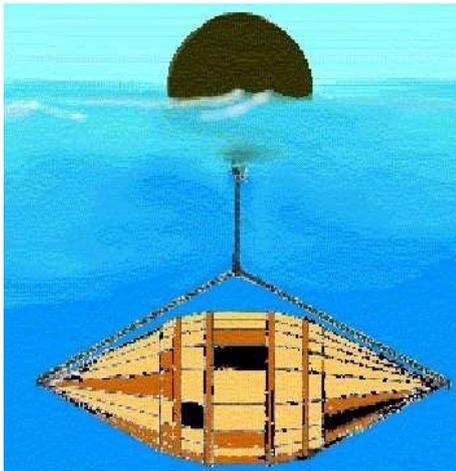
Defense Secretary Mattis  
19 Jan 18



## Calling all you “*BAKASHIMA BOY-SANS*”

The year 2020 will mark 50 years since Azuma Island mine shop was closed in Yokusuka, Japan. Some of the Minemen stationed there were Bill Holloway, JB Orr, Mike Meyers, Larry St. Louis, Chipman, Norm Wicke, Dick Avery, Tony Fabian, Bill Katala, Jim Lynch, Elwyn Nelson, Dennis MacBride, Lee Ostrander and many, many others. Perhaps we should consider commemorating this historic Mineman milestone, by making it the theme of the 2020 AOM Reunion! Let us hear from you whether you are members or not.

[Dashpot-editor@comcast.net](mailto:Dashpot-editor@comcast.net)



What is going on here?

Where was this?



Mt. Mayon in The Philippines blew it’s top recently... this reminded me of Mt. Pinatubo’s eruption in 1991 and these Minemen, who shoveled tons of ash from the mine shop roof.

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**Punta Gorda, FL 33951**

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Association of Minemen  
1974 - 2017

MEMBERSHIP APPLICATION

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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 510519, Punta Gorda, FL 33951