

# The DASHPOT

Issue 10

Newsletter of the Association of Minemen

SUMMER 1995



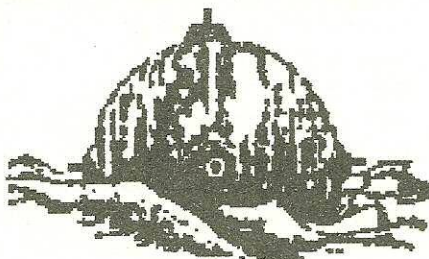
## FROM THE PRESIDENT

As your President for the past three years, facing the election of new officers in Reno in August, this will be my newsletter swan song. I will, of course, have the opportunity in Reno to say my formal farewells as the voting membership turns over the traces to those who will guide the organization over the next three years.

I would like to say that I have accomplished all the goals that I set at the outset of my term. I haven't. Our history book is still not published. In progress and proceeding, yes, but still not yet in the hands of those of you who ordered them. And, sadly, I must report that our museum displays aboard the USS Yorktown have remained static - many are in need of maintenance - and we have yet to mount the considerable effort needed to upgrade our museum to the standards it deserves. Also, as of this writing, our "tax exempt - not for profit" filing with the IRS is also in a continuance status. I may still be able to pull this one off and happily be able to report success by the time we get to Reno.

I regret having to pass these unfinished milestones on to my successor, but there it is. Both our history book and our museum efforts need volunteers - many volunteers. With one or two individuals working the problem(s), the solutions will be a long time coming.

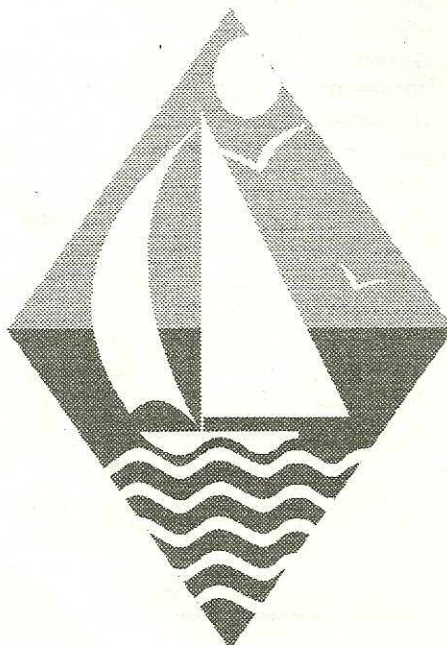
Please see **President** page 2



## WOMEN IN THE MINEMAN RATE

From MN1 **Bonnie Sudman** (Alias **Hubbard/Mosley**)

"I first enlisted in the Navy in July, 1977 and graduated MN "A" School in January 1978. **Carily Wallick** was the in the graduating class as I started and I was the next female to graduate, being the first woman mineman assigned to then MOMAG Det ONE Long Beach, Ca. **Mary Noonan** was in the class after mine. If the previously published numbers were correct that would make me about sixth. Hope this bring the Mineman community "really" up to "speed."



## Reno '95 AUG 11-13

**W**est Coast reunion chairman **Don Decrona** provided the Reno Reunion information and order blank on pages 5, 7 and 8. A Super **Well Done** to the Reno Reunion Committee on providing such an extensive and informative package. Please order early to help the Secretary/Treasurer from being snowed under at the last minute.

Please see the up-dated schedule in the middle of page 7.

## CONGTATULATIONS

are in order for Association member and contributing editor **Ron Swart** on his selection to Commander. We hear through the grape-vines that he is going to be the COMOMAG Chief Staff Officer. Way to go Ron! We have enjoyed many fine articles from him at his desk at COMINEWARCOM. We hope you will continue at your new assignment.

## DASHPOT GOES FAX

By the time you read this, we should be on line with our own FAX capability. Just use the Editor's phone number in the directory on page 2. I use the same number so you can just transmit and the machine does the rest. Hopefully this will increase inputs from the membership and Commands.

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**ASSOCIATION OF  
MINEMEN  
DEDICATED SERVING  
THE  
U.S. MINE FORCE**

The Dashpot, published quarterly, is the newsletter of the Association of Minemen, a non-profit organization incorporated in the state of South Carolina... to perpetuate a knowledge of undersea mine warfare,

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**President.** Continued from page 1

Still, I feel we have made some progress that I can feel proud of. Our constitution and by-laws have been honed to a razors edge. They now stand as a very solid foundation for our organization to grow and continue to communicate our ideals. The duties of our officers and committees have been defined so that incumbents may execute organization business in a deliberate manner. Our membership roles have been streamlined. We are getting more and more participation from our active duty members and their respective commands. And, our newsletter is back on track, thanks to a diligent, hard-working John Loonam who is unrelenting in his set deadlines.

Needless to say, I have been proud to serve as the President of our organization. Even with my previous involvement in various capacities over the years, the Presidency has provided me other invaluable insights and experience. I hope to share this in my forthcoming capacity as a "Past President" advisor to the Board of Directors, as allowed by our C&BLs.

I want to thank all of those members who provided such unfailing, infallible support over my tenure. You are the unsung heroes of our organization - all you volunteers for our reunions who plan, and haul, and cook, and participate in our auctions - all of you who attend our business meetings and talk, and debate and vote our business matters - all of you who write, or phone, or otherwise provide us with information for our newsletter. You, yes **YOU**, are our real champions - the "wind beneath the wings" of our organization.

Don't forget to send in your nominations to John Loonam. See you in Reno.

**Toby**

**Address changes to the  
Secretary/Treasurer  
Please provide 9 digit ZIP**



**Phone call from ex  
MN1 Bill Landers of  
WW-2 time. (1990  
Yorktown reunion  
attendee) He was in  
electrician school when**

they told him he was converted to Mineman. He told me he got out in 1945. He answered our call for help in getting WW-2 commemorative stamp sets for Cdr Lorenzen. He collects stamps and got the address to correspond with Cdr Lorenzen on the stamp subject. Thanks a million Bill for helping out a fellow member. He asked about progress on the Mineman History Book. Letter from past AOM President Jim Coffman on the History Book status. Letter from Reserve Mineman Neal Cleary concerning Mine Models and dues. (Sent to Sec/Treas)



**Panama City Florida '96  
AUG 9-11**

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# Committee Reports

## Membership

by Toby Horn

I hope that all of our members received the last issue (Spring) of our newsletter. After our purge of big-time-arrears members, Lyal Stryker's printer could not take the strain of the reduced workload and hic-cupped a few times as it printed through the updated membership listing. We got wind of it as we addressed the newsletters and found we had an unusual amount left over after sticking on all the address labels. We think we were able to reconstruct the list to replace the names lost during the printer pause (a buffer loss), but if some of you get this newsletter and didn't get the last newsletter, please let us know.

Don't forget, next year's dues are payable in August and can be paid concurrent with your registration for the Reno reunion and business meeting. That's why the August renewal date was voted for, so it could all be taken care of at one time.

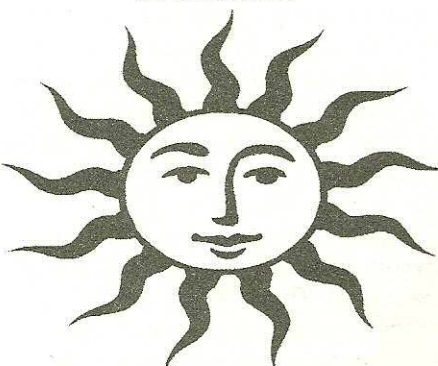
If you are one of our dropped members, please take a few minutes and fill out the application in this issue to re-join the best darn Association going. Check with your shipmates and get them to send in one also. On behalf of all of our AOM members, I'd like to take this opportunity to welcome aboard our new members. We look forward to your participation in our organization, and we hope your affiliation with us is a long and rewarding one.

The Virginia Supreme Court heard arguments in June concerning the repayment of state income tax for 1985 through 1988. A Decision is pending. AOM Member Ed Oyer wrote another sizzler letter to the editor concerning this matter.

## Nominating Committee

### Time for Elections

Nominations for President and two Board of Directors are being accepted at the DASHPOT. Volunteers needed as described by AOM President **Toby Horn** in the Spring issue. I'm waiting!!



## Mine Countermeasures Familiarizer

### INTRODUCTION TO MCM

Any action taken to counter the effectiveness of and/or reduce the probability of damage to surface ships or submarines from underwater mines is defined as MCM. In broad terms, MCM is divided into two classes of action or MCM concepts: active MCM which includes the use of ships, aircraft, systems, and personnel to locate and neutralize the mine; and passive MCM which includes all measures employed to reduce the susceptibility of ships and submarines to mine actuation and explosion.

In this introductory section, a brief history of U.S. Navy MCM is presented followed by a summary of the threat facing MCM forces.

(Editor's note: a related article on the following appears later in this newsletter.)

In October 1862, the Confederate Congress created a new military branch, the Torpedo Service, to wage a novel sort of warfare. The men in this small, select service were responsible for sowing mines in

Please see **Countermeasures** page 4

## History

### HUNLEY FOUND IN SOUTH CAROLINA WATERS

By Toby Horn

On the night of February 17, 1864, a crew of nine men aboard the 40-foot, hand-crank operated Confederate submarine CSS Hunley successfully placed a mine (then called a "spar torpedo") made up of 100 pounds of black powder against the stern of the USS Housatonic and sank her just outside of Charleston. The operation would be determined to be the world's first successful submarine attack. The Hunley and her crew were lost during the operation and were never found.

Now, 131 years later, the Hunley has been found by a search team led by renown author Clive Cussler who writes of the exciting exploits of undersea explorer and diver Dirk Pitt. The Hunley is located in 20 feet of water off Sullivan's Island just outside of Charleston harbor, and interest in the vessels future has spread worldwide.

South Carolina has moved quickly to assure preservation of the vessel, by passing a resolution asking Congress to give ownership of the Hunley to the state. Federal law normally gives ownership of the wreckage of all Confederate ships to the General Services Administration, but South Carolina wants to raise the vessel from its briny grave, inter the remains of the crew members, restore the vessel and place it on display at the Patriot's Point Naval and Maritime Museum; site of our own mine museum aboard the USS Yorktown.

Recovery and restoration time has been estimated at 10 years by archaeologists, historians and salvage experts, with significant costs involved. Plans for the recovery have received both praise and condemnation from various factions and plans are proceeding cautiously due to the concern for the remains of the gallant crew. The Hunley is classified as a war grave, and preserving the sanctity and dignity of that grave is vital to the effort.



## Editors Column

by john loonam

**T**he Dashpot is available to all who wish to share information interesting to the Minemen community. We have attempted to get a quarterly report from all activities in the business to provide a communication link. Phone calls, personnel visits and mail requests have produced a lackluster response from the community in general. **"Another report!"** must be the problem. We would like to print **your** story so the membership and mailing list can be appraised as to what is happening at **your** activity. Unit FIVE provided us with information for this issue. Where are the rest of ya?

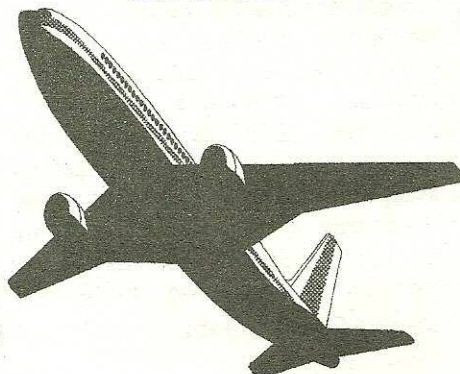
## SPACE A?

by john loonam

**W**hen was the last time you looked into traveling military space-available? If your active duty and on leave you may sign up. Retirees may sign up and remain on the list for 45 days (Passports required). The old show for every flight or be dropped is no longer applicable. Most terminals have recordings announcing flight schedules and known space-A seats available. The Air Mobility Command (MAC to you older folks) puts out a monthly travel planner listing scheduled flights and an annual travel information guide. These information booklets are available at passenger service counters. Retirees are pretty far down on the priority list but we have managed to take three trips to Europe over the past six years. Most were good trips. We have seen lists over 1000 long and "no retirees moved in past 3 days" signs (Frankfurt to Conus). All active duty passengers board before retirees regardless of when they signed up. The sign up list means you travel before a retiree who signed up after you. Some flights book you through to

1995 Dues are due in August. Use the order blank on page 5 to renew or a new membership application on page 12 to join or re-join. Dues notices are not mailed to members

given points some require you to get off at theater entrance points and sign up again for further travel. e.g. C-141 from NAS Norfolk get off in Rota and start the process over to go further. A C-5 out of the same place will book you to the planes destinations. Category B flights are contracted civilian airlines moving official orders personnel. These flights also carry space-A passengers. These flights follow a more rigid schedule and provide some amenities when available. Flexibility, patience, lots of time and alternative plans are a must when traveling space-A. Accommodations at military lodges and base quarters are available but usually have limitations that will try your patience to no end. E.g. Retirees must vacate each morning and show at 6 PM to see if there are any rooms available. Storage of luggage during the day may be a problem. Passports are required but Visas are generally not. Retiree dependents may not travel without sponsor. They may not travel in Conus unless they are continuing on or from an ex-Conus flight. E.g. Cat B from Norfolk arrives in Philadelphia then goes to Sigonella. Base exchanges carry How To books on the subject. If you want more details (especially Europe) write or call the editor. Happy traveling.



Countermeasures from Page 3

Southern waterways and harbors to defend against Federal warships. They employed torpedoes -- as mines were then called -- of many sizes and shapes, with encased explosive charges that were detonated by contact with a vessel's hull or by remote control from shore.

The Confederate mines were plagued by faulty detonators and poor waterproofing techniques. Nevertheless they achieved a great deal of destruction throughout Southern waters, sinking or damaging 43 Federal vessels -- including four powerful monitors -- by wars end.

The prospect of encountering an enemy torpedo constantly haunted Federal sailors. A U.S. Navy officer wrote "The knowledge that a simple touch will lay your ships helpless, sinking without even the satisfaction of firing one shot in return, calls for more courage than can be expressed, and a short cruise among torpedoes will sober the most intrepid disposition."

## HISTORY

Mine Countermeasures (MCM) concepts date back to 1777, when the American Colonies configured kegs of black powder, equipped with flintlock-type detonators, to float down the Delaware River into the anchored British Fleet. Known as "Bushnell's Kegs", these floating bombs (later called torpedoes) were designed to float until struck by a ship: when struck, the flintlock would trigger, detonating the powder. MCM efforts used by the British at that time were limited to exploding kegs with musket fire or steering the vessel away from the Keg.

Moored mines, techniques to counter them, were first used during the Civil War. Devices called rakes, which were similar to a snow plow on a truck, were placed on the bow of river craft to fend off mines anchored in the

U.S. Navy Mine Countermeasures Familiarizer by NMWEA Continued next issue



## More History

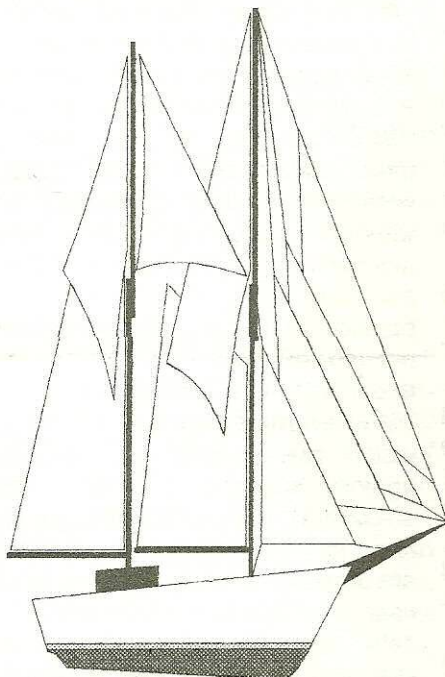
AOM Board member Bill Roberts sent us some excerpts from Shelby Foote's series of books "The Civil War a Narrative" which outlined some of the episodes of mine warfare during that period. While being in the range of "ancient history" Bill suggests we may find our roots in mine warfare interesting.

### Farragut at the entrance to Mobile Bay

Three dry-land installations guarded the two entrances down at the far end of the 30 mile-long bay. The first and least of these, Fort Powell, a six-gun earthwork on speck-sized Tower Island, a mile off Cedar Point, covered the approach from the Mississippi Sound, off to the west, through Grant's Pass. Another was Fort Gaines, a pentagonal structure on the Eastern tip of Dauphin Island, crowned with sixteen guns that commanded the western half of the main entrance, three miles wide, between there and Mobile Point, a long narrow spit of sand at whose extremity-the sight of old Fort Bowyer, whose smoothbores had repelled the British fifty years ago-Fort Morgan, the stoutest and most elaborate of these defensive works, reared its mass of dark red brick. This too was a five-sided structure, double-tiered and mounting no less than forty heavy guns in barbette and casemates, together with seven more in an exterior water battery on the beach in front of its northern curtain. Both entrances had been narrowed by rebel contrivance, the one from the Sound by driving pilings from Cedar Point to Tower Island and from the northern end of Daphin Island to within about half a mile to Fort Powell, the one from the Gulf by sinking others southeastward from Fort Gaines to within a mile of Mobile Point, while just in the rear of the remaining gap a triple line of mines (called "torpedoes") had been strewn and anchored, barely out of sight below the surface, to within about two hundred yards of the western tip of

the spit of land across the way. The eastern limit of this deadly underwater field was marked by a red buoy, fixed there for the guidance of blockade runners whose pilots could avoid sudden destruction by keeping to the right of it and steaming directly under the high-sighted guns of Fort Morgan, almost within pistol range of those on the water battery on the beach.

Farragut planned to take that route, mainly because there seemed to be no other. Grant's Pass was too shallow for all but the lightest of his vessels, which would be no match for



the iron ram once they entered the bay, and the combination of piles and mines denied him the use of any part of the main Gulf channel except that scant, gun-dominated 200-yard stretch just off the tip of Mobile Point. He was willing to take his chances past Forts Jackson and St. Philip and the towering bluffs at Vicksburg and Port Hudson, yet he did not enjoy the notion of getting inside the bay with the forts alive in his rear, his wooden ships crippled and the Tennessee likely to pound or butt them into more clearly than ever the need for ironclads of his own, and though four of these had been promised him by

now, two from the Atlantic squadron and two from the Mississippi, none had arrived by the time the squat metallic rebel monster steamed down the bay and dropped anchor behind Fort Morgan on May 20, intending either to await the entrance of the Union fleet or else run out and smash it in the Gulf. Farragut stormed at the delay, his patience stretched thin by the non-arrival of the monitors.

Then on July 20 the first of the promised four monitor arrived from the Atlantic coast, Manhattan, she was called and ten days later the Chickasaw put in from New Orleans followed next by her sistership Winnebago. All were on hand by August 1 except the Tecumseh, in route from the Atlantic in the wake of her twin, Manhattan Farragut found the waiting even harder now that it was about to end. He improved the time by instructing his skippers in their duties, using tabletop wooden blocks to show just where he expected their ships to be put in all eventualities. Meantime, as he had been doing for the past ten days, he continued to send out nightly boat crews, under the cover of darkness and with muffled oars, to grapple or sink as many as possible of the torpedoes anchored between the end of the line of pilings southeast of Dauphin Island and the red buoy just off Mobile Point. A number were removed or destroyed, and the admiral was pleased to learn many were found to be duds, their firing mechanisms having been exposed to the corrosive effective of salt water.

The tecumseh finally arrived, the Union line of battle was complete. Farragut was pleased to see that fortune had given him the two things prayed for: a westerly wind to blow smoke of battle away from the fleet and toward the fort, and a flood tide that would carry any pair of vessels into the bay, even if both were disabled. Captain James Alden's 2000 ton Brooklyn led the way, given the honor because she was equipped with chase guns and an anti-torpedo

Please see History Page 14



## Mine Familiarizer Cont.

### Mine Familiarizer Characteristics cont.

It should be noted that all mines discussed herein refer to sea mines, i.e., those mines which are emplaced in deep or shallow waters, coastal areas, harbor entrances, rivers, canals and estuaries. It should also be noted that the term "sea mines" also includes destructors which are general purpose bombs containing influence firing mechanisms. Destructors, however, can be used as land mines as well as sea mines.

In general, some mines with small explosive charges are designed for use against river boats and wooden vessels of small displacement. Other mines with large charges can destroy or damage capital ships. Some mines are intended primarily for use against submarines.

Although it has been said that mines are becoming increasingly complex, it is largely because of the "intelligence" that is built into their firing systems. Conversely, the same technology that made mines more complex in some ways made them simpler in others: the newer mines, for example, have features which make assembly, testing and stowing much easier and safer than was possible with our "not-so-complex" mines.

When deployed, mines may be used as offensive or defensive weapons. As offensive weapons, they may be planted in the enemy's waterways, harbors, anchorages and channels or they may be planted in sea lanes removed from the enemy's harbor areas to menace his military and commercial shipping. It should be noted that the actual threat of such mines is frequently of equal importance with the actual sinking of ships, since the presence or threat of mines requires the necessary countermeasures to sweep or neutralize them. Consequently, this causes delays in shipping schedules which may require that ships use alternate routes and port areas. As defensive weapons, mines may be

planted in our own ports, friendly ports, harbors, channels, anchorages, (perimeter defenses), bays estuaries or open waters to protect against enemy offensive seaborne attacks.

#### TYPES OF MINES

When classified according to the position they assume in the water, mines fall into three categories: bottom mines, moored mines, and drifting mine. (Note: drifting mines, were limited by the Hague Convention of 1907 and are no longer represented in the U.S. Navy's mine stockpile.)

**Bottom mines** are most effective in comparatively shallow waters. A large negative buoyancy (tendency to sink) brings the bottom mine to rest on the ocean floor and keeps it there. In very deep waters, surface vessels may pass over the mine without actuating its firing mechanisms or, in the event of an actuation, without suffering much damage. Of course a bottom mine planted in deep water is still effective against submarines.

**Moored mines** are used for deep-water plants and are effective against submarines and surface ships. The explosive charge and firing mechanism in a moored mine are housed in a positive-buoyancy case, i.e., one that tends to float. A cable, attached to an anchor on the sea bottom, holds the case at a predetermined depth below the surface.

**Drifting mines** float freely at or near the surface. They have more anchoring devices, and their buoyancy is approximately neutral. As already explained, the U.S. Navy stockpile contains no drifting mines.

When classified according to the method by which they are delivered, mines again fall into three categories: Aircraft-laid mines, submarine-laid mines and surface-laid mines. It should be noted that by using appropriate modifications, aircraft-laid mines (less flight gear) and submarine-laid mines may be planted by surface craft.

**Aircraft-laid mines** are normally

employed in offensive operations and are dropped from aircraft in the manner of a bomb. These mines must be specially configured for air delivery. Aircraft provide the capability for replenishing mine-fields over an extended period of time without danger from previously laid mines. Aircraft are also capable of mining enemy-held inland waterways.

**Submarine-laid mines**, normally used in offensive operations, are specially configured mines that are launched from the torpedo tubes of submarines. Tactically, the limited number of mines that a submarine can carry may be considered a disadvantage, but the secrecy with which a submarine can deliver mines to an enemy port or operating area at great distances from friendly bases provides an overwhelming tactical advantage.

**Surface-laid mines** are no longer in the U.S. stockpile of active weapons. However, almost all air- and submarine-laid mines can be adapted for surface laying if the need arises. Surface laying is the most economical method of delivery because of the greater number of mines that can be carried in the delivery vehicle. But, there are unacceptable constraints which necessitate the utilization of other methods of delivery. For example: enemy control of the sea area, the requirement for surreptitious delivery, or the need to replenish an existing field.

When classified according to their use, mines still fall into three categories: service mines, exercise and training (ET) mines and fleet service mine test (FSMT) mines. A service mine is an explosive weapon for use against wartime targets. It consists of an explosive-loaded case, explosive initiators, mine mechanisms, and ancillary components. An exercise and training (ET) mine may be any one of a number of reusable configurations used primarily for

Please see Familiarizer Page 13



ASSOCIATION OF MINEMEN  
P.O. BOX 71835  
CHARLESTON, SC 29415

TWENTY-FIRST ANNUAL MINEMEN REUNION/MEETING

Please return this reservation form as soon as possible to the address above to expedite your registration for reunion events. Your tickets will be made available at the Early Bird, General Business Meeting, Dinner, and Picnic.

NAME: \_\_\_\_\_ MEMBER # \_\_\_\_\_



ADDRESS: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DINNER TICKETS @ \$23.50 EACH \_\_\_\_ X \$23.50 \$ \_\_\_\_\_

PICNIC TICKETS @ \$7.50 EACH \_\_\_\_ X \$7.50 \$ \_\_\_\_\_  
(13 years and up)

PICNIC TICKETS @ \$4.50 EACH \_\_\_\_ X \$4.50 \$ \_\_\_\_\_  
(8 to 12 years -- 7 or under are free)

ANNUAL DUES (\$10.00 as applicable to update) \$ \_\_\_\_\_

USS YORKTOWN MINE MUSEUM DONATION \$ \_\_\_\_\_

SCHOLARSHIP FUND DONATION \$ \_\_\_\_\_

NUMBER OF CHILDREN 7 OR UNDER \_\_\_\_ AT PICNIC

TOTAL ENCLOSED \$ \_\_\_\_\_

Please indicate number of children 7 or under so we can plan picnic details. We must guarantee numbers for dinner no later than the morning of 9 August therefore **no refunds after 10 August 1995.**

The picnic will be BBQ ribs and special seasoned chicken, smoked and pre-cooked, along with drinks, potato salad, chili, and chips.

The Sands has established a cut off date of **11 July 1995** for rooms reserved for the Association. **MAKE YOUR RESERVATIONS NOW.** Rooms in Reno and Sparks are at a premium during the summer. Call the Sands toll free at 1-800-648-3553. Refer to Group Control No. MIN-811. Rooms rate \$56.00 + 9 % room tax. Each additional \$7.00 + tax.



## T-SHIRTS

50/50 Cotton Polyester

Children's Sizes: 6-8S; 10-12M; 14-16L

Youth/Adult: 34-36S; 38-40M; 42-44L; 46-48XL; 50XXL

**Ringer T-Shirts:** White w/collar & cuff

colors shown	(Insert quantity in size)			
Children	S	M	L	
w / Kelly				
w / Navy				
w / Royal				
w / Scarlet				
Adult/Youth	S	M	L	XL
w / Kelly				
w / Navy				
w / Royal				

w / Scarlet

### Basic T-Shirts

Solid colors: Burnt Orange, Cardinal, Columbia Blue, Dark Green, Gold, Kelly, Maroon, Oxford, Navy, Purple, Royal, Scarlet, White

Youth/Adult	S	M	L	XL	XXL

(select color; insert quantity in size)

## COACHES SHIRTS

Two button w/pocket

Colors: Cardinal, Columbia Blue, Gold, Eagle Gray, Navy, Royal, Scarlet & White, Kelly

	S	M	L	XL	XXL

(select color; insert quantity in size)

## TIE - TACS

Style	Qty
Gold Tone	

## JACKETS

Lined	S	M	L	XL
Navy Blue				
Red				
Royal Blue				
Gold				
Unlined				
Navy Blue				
Red				

## MINE MEDALLIONS

Gold	\$15.00 x _____ = _____
Silver	15.00 x _____ = _____
Bronze	15.00 x _____ = _____
Sub Total \$ _____ (enter sub total below)	

## HATS

Adjustable band hats with AOM logo on front are available in Red, Green, Gray, White, Black, Columbia Blue, Orange and Navy Blue. Enter color and your quantity in the form below.

**Note:** All T-Shirts include large logo on front. All hats include logo on front. All coaches shirts and jackets include small logo on right breast. Large logo on back of jacket and personalization on the jacket (up to 25 characters) per price list below. Print personalization desired on separate paper.

Item	Price	Qty	Extended
Adult T-Shirts	7.50	X	
Children's T-Shirts	7.00	X	
Coaches Shirt	16.50	X	
Unlined Jacket	19.00	X	
Lined Jacket	24.00	X	
Hats (Color:	5.00	X	
Tie Tacs	5.50	X	
Large Logo on Back of Jacket	5.50	X	
Personalization	5.00	X	
Mailing List	3.00	X	
<b>Sub Total</b>			
S & H Cost of Items: 10%			
Mine Medallions Total From Above			
Scholarship Contribution			
Mine Museum Contribution			
Annual Dues (\$10.00 Per Year For Maximum 5 Years)			
<b>Total</b>			

Print Your Name Here



Annual Dues for Year \_\_\_\_\_  
To: Secretary Treasurer  
Association of Minemen  
PO Box 71835  
Charleston SC 29415

Name \_\_\_\_\_  
Address \_\_\_\_\_

Phone \_\_\_\_\_

Member Number \_\_\_\_\_

9 Digit Zip \_\_\_\_\_



## GENERAL INFORMATION FOR RENO REUNION

August 11 - 13, 1995

The Sands Regency Hotel/Casino, 345 N. Arlington, Reno. Reservations toll free 1-800-648-3553; Group Control No. MIN-811. Room rate \$56.00 + 9% room tax, each additional person is \$7.00 + tax. Within state telephone number (702) 348-2200 - Within state reservations (702) 348-2264. If you plan to arrive before the 11th or depart after the 13th, request additional days at the group rate. **The Sands has established a cut off date of 11 July 1995 for rooms reserved for the Association. MAKE YOUR RESERVATIONS NOW!**

The Reno/Sparks Convention & Visitors Authority maintains a 24 hour service that provides information on availability of hotels, motels, and RV parks, including prices. Call 1-800-FOR-RENO (1-800-367-7366).

**Reno RV Parks:** *Reno Hilton Camperland*, 2500 E 2nd St., 452 sites, 800-648-5080 or 702-789-2129; *Keystone*, 1455 W. 4th St, 104 sites, 702-324-5000; *Reno*, 735 Mill St., 46 sites, 800-445-3381 or 702-323-3381; *Shamrock*, 260 Parr Blvd, 121 sites, 800-322-8248 or 702-329-5222; *Chism Trailer Park*, 1300 W 2nd St., 50 sites, 800-638-2281 or 702-322-2281; *Tiki Village Trailer Park*, 4055 S. Virginia St., 66 sites, 702-825-1507. **Sparks RV Parks:** *River's Edge*, 1405 S. Rock Blvd, 164 sites, 702-358-8533; *Victorian*, 205 Nickels Blvd, 91 sites, 702-355-4040. *Verdi: Boomtown*, I-80 & Garson Rd., 203 sites, 800-648-3790 or 702-345-6000.

# SCHEDULE: SANDS HOTEL

Schedule of Events -- August 11 - 13, 1995

Friday - Sunday AOM Hospitality room will be in the Coronation Room

Friday, Early Bird, 1830 - 2100, Coronation Room. No Food served, no-host bar.

Saturday, Board of Directors Meeting, 1000 - 1100, Coronation Room

Saturday, General Business Meeting, 1300 - 1500, Embassy Room.

Saturday, Banquet, no-host cocktails 1800 - 1900, dinner 1900 - 2100, Majestic Room

Sunday, Picnic 1100 - 1700, Rancho San Rafael, Peavine Pavilion picnic area.



There will not be a bar in the Coronation Room. Purchase of drinks will be from the Jester Bar located next to the Palm Court Restaurant.

The Coronation and Majestic Rooms are in the Regency Tower, mezzanine level, next to the Palm Court Restaurant. The Embassy Room is in the Dynasty Tower, second floor, across the hall from the Convention Sales Office.

## WHAT'S NEW IN RENO IN 1995

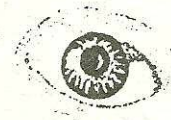
**Silver Legacy Hotel:** They are building a new "Theme Hotel" in Reno with 1,720 rooms that will be as fabulous as those in Las Vegas. This new hotel will have an *Old West* theme with mining rigs and ore cars. Housed under a dome 180 feet in diameter, a 120-foot-tall mining derrick will be fitted with platforms for musical and stunt performances. The structure will also include a 30-foot high water wheel and an elevator to transport guests from the casino to the mezzanine. The restaurants and show rooms designed to take you back in time! The project in planned to be completed by August. It is located 2 blocks from the Sands between the Eldorado & Circus Circus.

**Harrah's:** New & exciting "Planet Hollywood," a restaurant with lots of *Movie Memorabilia*. New adult revue "Playboy Ecstasy" that has all the gorgeous girls you'd ever want to see.

**Reno Hilton:** A new production show called "Splash." This is an extravaganza in the tradition of Hello Hollywood Hello, with lots of girls, water and great entertainment.

**National Bowling Stadium:** A new centerpiece for downtown is the new bowling stadium which was built to host national tournaments. It has the state of the art 80 lanes, with all the beautiful amenities you could imagine. Such as, grandstand seats up to 800 and offers full view of competition; giant 16X21-foot screen gives tournament updates; 440-foot long screen gives individual scores and is capable to projecting multiple 8-foot images or one that is 440 feet long. In March they will open the Omnimax theater in the facility that has a wrap around screen & seating for 300. They also have a 1940's diner called *Ruby's* which should take you back to one of your fonder memories; if you are old enough or can remember that far back.

**Additional:** Along with all of this, we have an enlarged Clarion Casino/Hotel with great food and atmosphere. A TGI Friday and Red Robin restaurants. So save your money and make your plans NOW to join us this year in Reno.

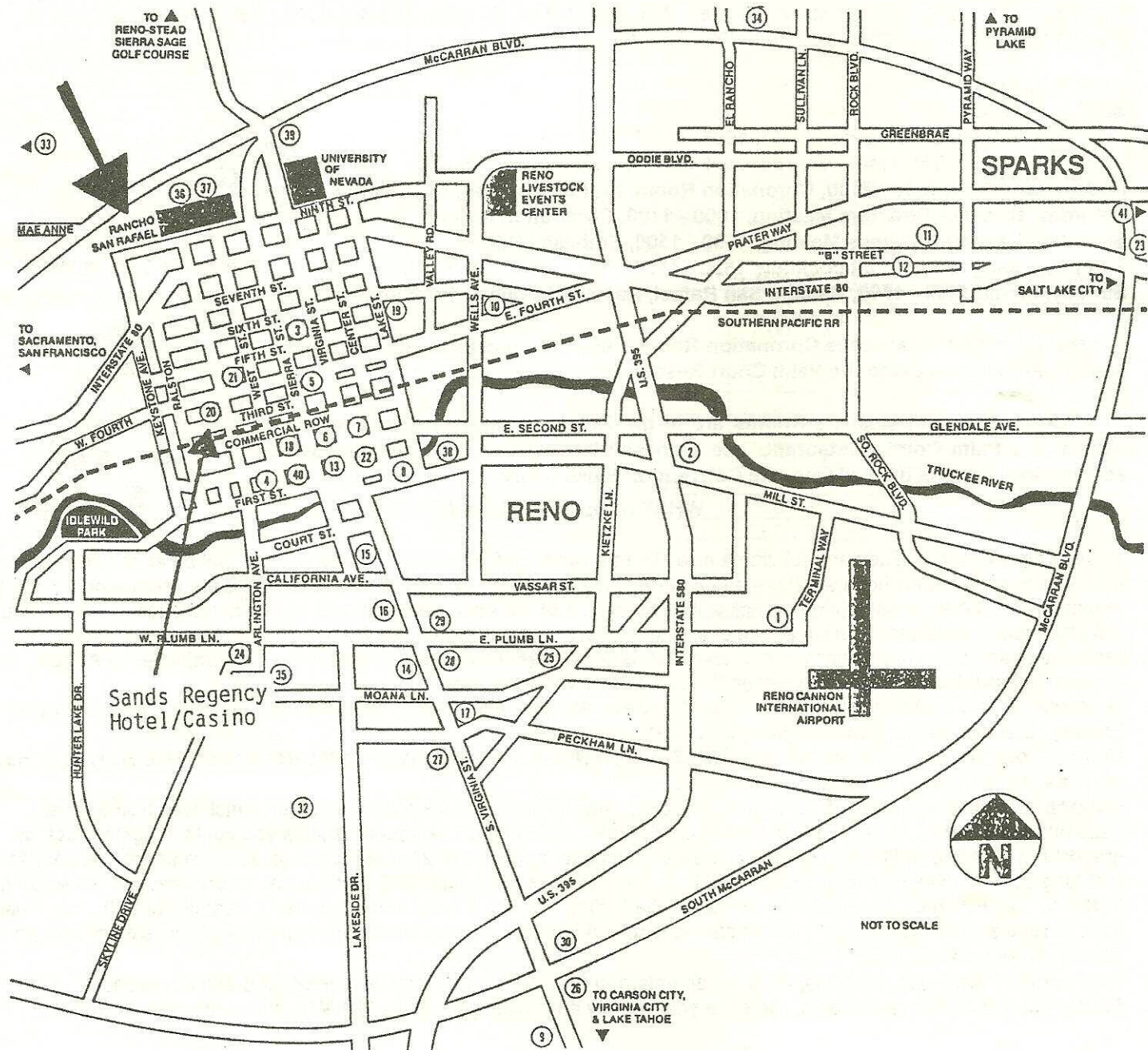
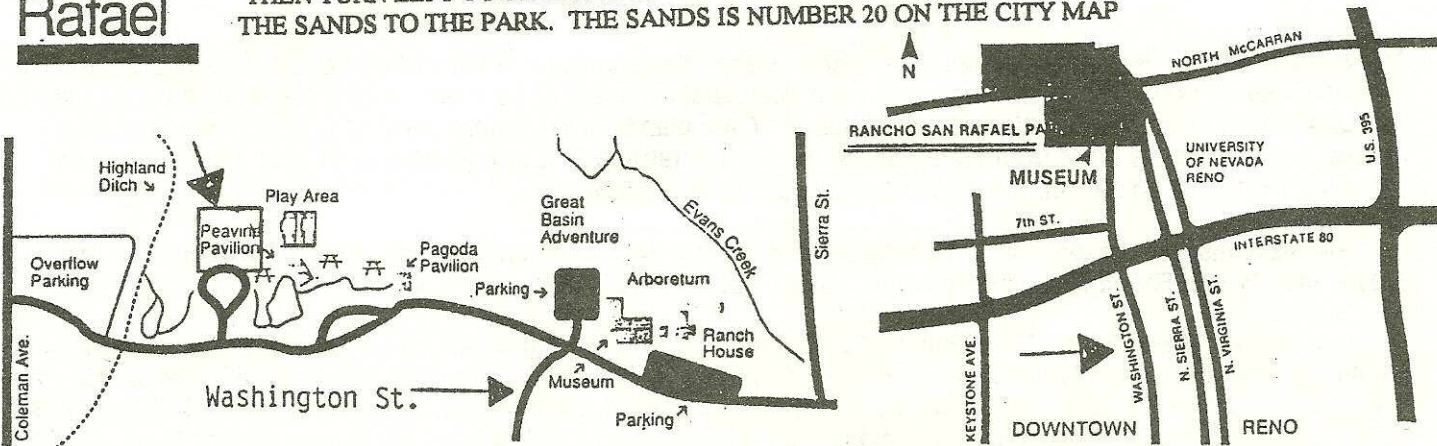


SEE YOU  
IN  
RENO



# Rancho San Rafael

TO GET TO RANCHO SAN RAFAEL FROM THE SANDS GO TWO (2) BLOCKS WEST TO WASHINGTON ST., THEN TURN RIGHT (NORTH) AND THEN STAY ON THIS STREET UNTIL YOU ENTER THE PARK. THEN TURN LEFT TO THE PAVILION. IT IS TWO (2) MILES FROM THE SANDS TO THE PARK. THE SANDS IS NUMBER 20 ON THE CITY MAP





FULL FORCE NEWS



NOTES FROM UNIT  
FIVE

17 May 1995  
MNCM Cliff Bombard  
Command Master Chief

EVENTS

First and foremost the command recently passed its Mine Readiness Certification Inspection with flying colors. For this evolution we had the able assistance of MOMAG Reserve Dets 107 (Charleston, SC), 207 (Greenville, SC) and 302 (Albany, NY). Currently MOMAG Reserve Det 211 (El Paso, TX) is on board to provide some much appreciated help with that most popular event -the "MRCI put-away".

Also of note, we passed DOD AMHAZ inspection and successfully participated in Naval Exercises "Strong Resolve 95" with our Norwegian allies and "TRIDENTE 95" with the Italian Navy. Upcoming exercises are "ALCUDRA 95" with the Spanish and "ARIADNE 95" with the Greek Navy. (Rumor has it that this is still a service mine shop).

We have an upcoming change of command on the 20th of July. CWO3 Bob Reed is coming over from Det SEVEN in Hawaii to relieve LT. Mike Sportelli who is heading back "home" to Unit THREE in New Jersey for a well deserved tour with his family.

AWARDS

A Navy Commendation Medal to MNC Roy McGinnis for service while attached to the Naval Consolidated

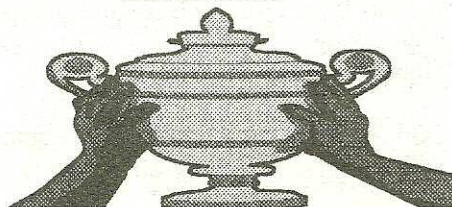
Brig in Charleston, SC. Navy Achievement Medals to MN1 Davis Van Etten and MNSN Jonathan Stevens for selection as Unit FIVE's 1994 Senior and Junior Sailors of the Year, respectively. Petty Officer Van Etten's was presented personally by SECNAV who was in the Sigonella area on an inspection tour. Also receiving Navy Achievement Medals, were MN3 Leonard Rambo for selection as Junior SOY while stationed at MOMAG Unit FOURTEEN and MN2 Martin Biel for outstanding performance while assigned to the Weapons Department at NAS Sigonella.

Letters of Commendation were received by MN1 Stephen Ciccarello and MNSN Eric Crews for selection as Senior and Junior Sailors of the Quarter, respectively for First Quarter 1995.

Letters of Appreciation for outstanding performance were received by MN2 Kevin Taylor, MNSN Robert Powers (2) and MNSN Eric Crews. Letters of Appreciation also went to MN1 Kevin King, MN1 David Van Etten, MN1 Stephen Ciccarello, MN2 John Boden, MN3 Martin Clebowicz, MN3 Phil Moyers, MN3 Laura Rodriguez, MNSN Edward Killip, MNSN Robert Powers and MNSN Jonathan Stevens for scoring outstanding on our most recent PRT.

TRANSFERS

MN3 Leonard Rambo recently arrived from Unit FOURTEEN in Yorktown. Replacing him in Yorktown will be MNSN Robert Powers who leaves here 18 May to Report there in June. We are expecting a heavy turnover in personnel in the September - October time frame.



THE ROSTER

LT. Mike Sportelli

MNCM Clifford Bombard

MNC Dale Kelley  
MNC Robert Kessel  
MNC Roy MCGINNIS

YN1 Georgette Butler  
MN1 Stephen Ciccarello  
MN1 Bonnie Sudman  
MN1 David Vanetten

MN2 Martin Biel  
MN2 John Boden  
MN2 Joan Braham  
MN2 Barbara Davies  
MN2 David Higgs  
MN2 Robert Hillerich  
MN2 David Morrow  
MN2 Marian Noonan  
SK2 Lisa Parker  
MN2 Kevin Ratcliffe  
MN2 David Swift  
MN2 Kevin Taylor  
MN2 Bobby Weatherholt

MN3 Martin Clebowicz  
MN3 Steven Heider  
MN3 Thomas MCKenzie  
MN3 Phil Moyers  
MN3 Leonard Rambo  
MN3 Laura Rodriguez

MNSN Eric Crews  
MNSN Amy Drummond  
MNSN Edward Killup  
MNSN Robert Powers  
MNSN Jonathan Stevens

MNSA William Senseney





## GREETINGS FROM MOMAG UNIT FOURTEEN

**H**ello from the only CAPTOR maintenance facility in the world and from historic Yorktown, VA. The CAPTOR facility is located on the Naval Weapons Station at Yorktown.

Many new personnel have reported in. CWO4 **J. V. Kuhlmann** is our new Executive Officer. Gunner came to us from the USS Enterprise (CVN-65).

Several people who have recently cross-rated into the Mineman rate have checked into our command for duty. MNCS(SW) **Michael Campbell** is our new Admin Department Head and he came to us from the USS OSPREY (MHC-51), MN1 **John Pendleton** from the USS THEODORE ROOSEVELT (CVN-71), MN2 **Patrick Rickaby** from Weapons Department, NAS Sigonella. They bring with them much experience and diversity.

The MOMAG at Guam lost a few good people and their all here. MN2 **Timothy Lowder**, MN3 **Gerald Crain**, MN3 **Tracy Kelly** and Mn3 **Gary Keeney** have recently reported in from Guam. Guam's loss has been our gain. MN3 **Michael Burks** came to us from Unit TWELVE. We are very glad to have them here at Unit FOURTEEN.

Two yeomen recently reported in. YN2 **Raymond Brown** from the USS Conolly (DD-979) and YN3 **Gregory Brangers** from COMFAIRCARI, ROOSEVELT ROADS, PR. These guys got here just in time to help our new Admin Department Head get settled in.

Upon his arrival, MNCS(SW)

**Michael D. Campbell** was awarded the Navy and Marine Corps Commendation Medal from Commander Mine Warfare Command. MN1 **Kieth D. Taylor** received the Navy and Marine Corps Commendation Medal from Commanding Officer MOMAG Unit Fourteen and was also selected as MOMAG Unit FOURTEEN's Senior Sailor of the Year for 1994. MN3 **Leonard W. Rambo** was selected as MOMAG Unit FOURTEEN's Junior Sailor of the Year for 1994. MN1 **Roy K. (Nick) Willey** and MN2 **Gerald Starr** were chosen as the Senior Sailors of the Quarter for the 1st and 2nd Quarters of 1995, respectively. MN3 **Darin Hicks** and MNSA **Paul Snyder** were selected as the Junior Sailors of the Quarter for the same periods. MN1 **Solomon Lopez** received a Commanding Officers letter of Commendation upon his transfer to the SIMA in Bremerton, WA.

The "Advancement Guru" smiled upon MOMAG Unit FOURTEEN during the last exam cycle as we had four people pick up Second Class Petty Officer. Congratulations are in order for MN2 **Pamala Smith**, MN2 **Trina Hernandez**, MN2 **Michael Burks**, and YN2 **Gregory Brangers**. All were frocked to their new rate on 15 June 1995. Congratulations are also in order for MNCS **Henry (Hawk) C. Lindly III** who was promoted to Senior Chief as a result of the last selection board. WELL DONE TO ALL!!!

MOMAG Unit FOURTEEN is leading the way in implementing new technology. We have been chosen as one of the two sites to test and begin using the new FOSAMS/SCAAIRS programs for Crane, IN. We are excited about having the opportunity to bring this technology to the MOMAG Community.

So long for now, we'll talk again soon.  
MNCS Chacanaca

## How Goes It? from MOMAG Unit ONE

Excerpts from "The Finger" by Kathleen Nahra and ?

Unit One boasts they provided mines to lay the largest practice minefield in history. Recent exercises Kernel Blitz '95 and Bell Thunder have kept the "troops" busy as bees. Congratulations to MNCS(SW) **Mark Zinnel** on being promoted to Master Chief. The Unit was proud to announce first quarter 1995 Junior and Senior Sailor of the Quarter MN3 **Edward J.R. Hindman** and MN1 **Rita J Nicely** respectively. June/July notes: (just made press time)

### CMWC LOC:

SK1(SW) <b>Townsend</b>	YN2 <b>Nicely</b>
MN1 <b>Goodman</b>	MN2 <b>Walker</b>
MN3 <b>Collins</b>	MN3 <b>Merzier</b>
YN2SA <b>Racer</b>	

### NWS Seal Beach LOA:

MN3 <b>Diehl</b>	MN3 <b>Richardson</b>
YN2SA <b>Racer</b>	MNSA <b>Pitts</b>

### Outstanding PRT:

MNCS(SW) <b>Zinnel</b>	MN1 <b>Harvey</b>
MN3 <b>Diehl</b>	YN2SA <b>Racer</b>

### Hails:

From Unit Eight Guam  
MN2 **Richard Thomas**  
MN3 **Jennifer Gibbs**  
From Unit TWELVE Misawa  
MNC **Richard McGinn**

### Farewells:

MN1 **David Kirker** to FMWTC  
Corpus Christi, TX  
MA2 (ex MN2) **Thomas Chandler**  
departed for Master-at-Arms School  
San Antonio, TX FFT USS Kitty  
Hawk (CV63).

MN2 **Terry Ward** to Det SEVEN  
MN3 **Bernard Thomas** to Unit  
EIGHT

MN3 **Michael Weekley** separating  
for a modeling career in San Diego  
MN3 **Edward Hindman** separation  
to pursue a career overseas

The Unit is being briefed on the expected arrival of Africanized honeybees (AHB) also called "killer bees".



training and fleet exercises.

Inert-loaded or empty cases are used, but small explosive devices and/or pyrotechnics essential to the realism of the training or exercise are contained in some configurations. These ET mines, along with the FSMT mine, are described as follows:

**Actuation Mine Simulator (AMS).**

A reusable ET device containing the same firing components as a service mine, but housed in a special case to provide up to six simulated mine actuations in the course of a single planting operation. Simulators are used for countermeasures training and fleet mine exercises.

**Actuation Mine.** An ET mine used primarily in war games and in influence-mine countermeasures training. The actuation mine consists of a standard mine case, inert loaded to service weight, which contains the same detection and firing mechanisms as used in a service mine. However, where services mines detonate an explosive charge upon actuation, the actuation mine releases a smoke signal which rises to the surface to provide a visual indication of mine actuation.

**Laying Mine.** An ET mine used in training aircraft and submarine crews in the techniques of planting mine fields. The laying mine consists of a standard inert-loaded mine case without the internal components normally used for mine detection and actuation. However, the mine case is ballasted to compensate for the absence of internal components. The ballasting serves to simulate weight and center of gravity characteristics identical to those of service mines. When used for training aircraft crews, the laying mine is equipped with standard flight gear which functions the same as in service mines.

**Handling Mine.** An ET mine used by handling and loading crews to practice the techniques of mine handling. It is the same as a laying mine, except the flight gear (when used) is not operable. No

explosive components are used.

**Hunting Mine.** An ET mine used for training in mine hunting. The external configuration is the same as a service mine but the case is inert loaded.

**Shop Mine.** An ET configuration for use in providing general mine familiarization and instruction and for developing proficiency in mine assembly and testing. The mine consists of an inert-loaded or empty service-configured mine case with all of the mine components necessary to assemble the mine to any approved service configuration; all components are inert.

**Mechanical Sweep Mine.** An inert-loaded ET moored mine, without actuation mechanisms, used for mechanical mine-sweeping practice.

**Fleet Service Mine Test (FSMT)**

**Mine.** An inert-loaded mine used primarily to assess the operational reliability of service mines through a stockpile-to target evolution that approximates as nearly as possible their wartime employment. The FSMT mine is identical to a service mine except that it is assembled with an inert-loaded case using service mine components drawn from worldwide mine-assembly sites; special instrumentation is added for recording the time of actuation and for locating the mine for recovery.

## MAJOR COMPONENTS

The major components of a typical bottom mine are the explosive-loaded case and the firing mechanism with its accessories. Additionally, many of these mines are designed to accommodate a choice among the various firing mechanisms and accessories they employ. Because of this, they are distinguished from one another by the terms "Mark" (MK), "Modification" (Mod), and "Operational Assembly" (OA): the "MK" designation applies only to the general configuration of the case or for moored mines, the case and anchor. On the other hand, the "Mod" designation of a mine usually applies

to the type of influence mechanism it employs. And finally, differences of lesser significance such as flight gear options, designate the "OA". Thus a mine might be typically identified as follows: Mine MK 56 Mod 1, OA 04.

## ACCESSORIES AND SAFETY DEVICES

In addition to the major components, naval mines are provided with a number of accessories for ensuring their maximum operational effectiveness. Safety devices are also used to protect mine-handling prior to and during mine-laying operations. The accessories of a mine include a number of units which assist or modify the action of the firing mechanism. For example, there are batteries which furnish the power for the operation of the mine; a hydrostatically-operated arming device that withholds the detonator from the explosive train until the mine has reached a predetermined depth; a ship counter which delays mine detonation until the firing mechanism has cycled a predetermined number of times, thus making the mines more difficult to sweep; a clock-delay mechanism which delays the arming of the mine until a preset time after planting; a sterilizer which ends the armed life of the mine after a preset time, thus permitting safe transiting by a friendly force. In case of aircraft-laid mines, flight gear accessories, which are external to the mine itself, are used to reduce air drag and buffeting of a mine as it is carried beneath the wing of the aircraft. And some flight-gear components are used to reduce the velocity of the mine following its release from the aircraft, thus lessening the impact shock as it strikes the water. Flight-

NAVSEA'S Mine Familiarizer by gear  
NMWEA Continued next issue acc

**PAID YOUR 1995-1996  
DUES?**



# ASSOCIATION OF MINEMEN DUTIES OF OFFICERS, DIRECTORS AND COMMITTEES

February 19, 1995

The intent of this document is to provide officers and committee members with some guidelines to assist in accomplishing their general duties of the association. Topics addressed are the duties of the President, Vice President, Secretary/Treasurer, Parliamentarian, Chaplain, Quartermaster, Board of Directors and Chairpersons and members of Standing and Special Committees. Order of Business and Parliamentary Procedures are included to provide guidelines for proper procedures to ensure business decorum. This document is intended to compliment the duties and responsibilities described in the Association By-Laws.

## OFFICERS AND THEIR RESPECTIVE DUTIES

### A. DUTY OF THE PRESIDENT.



1. It is the duty of the President to enforce the rules and preserve order at all business and official functions of the Association. The President is to control the meeting by presiding in a business manner within the guidelines provided in this document, but still provide the climate for free expression on the part of the participants.

2. To acquire a working knowledge of the Roberts Rules of Order and a thorough understanding of the bylaws, and any standing or special rules of the Association.

3. Shall represent the Association at official functions whenever possible, or make every effort to have an official representative attend the function or ceremony to which the Association is invited.

4. To maintain a list of standing and special committees, their chairperson(s) and members, and to encourage and promote their business in relation to the Association.

5. To explain and decide all questions of order that come before the Board and general assembly.

6. To announce all business as outlined on the agenda in progression.

7. To be available so he/she may be informed on communications from the Board of Directors or any member.

8. To extend every courtesy to members of the Board and assembly posing a motion the President may not be in favor.

9. To award signature when necessary on contracts, etc., and sign checks when required with the treasurer.

10. To show appreciation to officers and chairpersons of committees for devoted service.

11. Work cooperatively with your successor. It is important to assist the new President and to set a strong example for all Board members to do the same.

12. With the Secretary and Reunion Committee, develop, publish, and distribute the annual reunion schedule of events, agenda, and reservation form in a timely manner to assure maximum membership exposure and response.

### B. DUTY OF THE VICE

### PRESIDENT.

1. In the absence of the President, the Vice President will preside and perform all the duties of the President. In the event of the death of the President, the Vice President shall be confirmed as "President Pro Tem" by the Board of Directors and shall preside as such for the remainder of the term.

2. With the President, formulate any necessary long-range plans of the Association.

3. Aid the President in ensuring that all appropriate reports to the Board will be given in the event that person responsible for the report cannot attend the Board meeting.

4. Be an ex-officio member of the Membership Committee.



### C. DUTY OF THE TREASURER/ SECRETARY

1. The Treasurer is responsible for financial record keeping as stated in the Association Bylaws, and shall prepare a financial report to be delivered semi-annually to the membership via the newsletter and general business meeting respectively.

2. With the President, formulate and maintain any necessary long-range plans of the Association.

3. The Treasurer upon request, may advise the Annual Reunion Chairperson in planning the budget for the event.

4. In addition to handling normal Association correspondence, the Secretary is custodian of all Association document and correspondence files.

Please see **Officers** Page 15







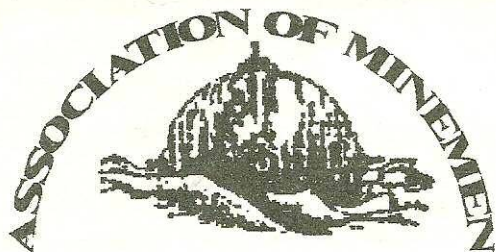
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ASSOCIATION of MINEMEN  
1975—20 YEARS—1995

CHARLESTON SC

3



**ASSOCIATION OF MINEMEN**  
P.O. BOX 71835, CHARLESTON, SOUTH CAROLINA 29415



I wish to join the Association of Minemen and include payment of \$10.00 membership fee (plus \$5.00 initiation fee).

NAME \_\_\_\_\_ RANK/RATE/CIV. TITLE \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_  
ZIP \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_ TELEPHONE # \_\_\_\_\_

ELIGIBILITY \_\_\_\_\_ APPROVED \_\_\_\_\_

**NOTICE !!!** To maintain membership, dues of \$10.00 must be paid annually by the month of August