

◆ DASH POT ◆

Issue 14

Newsletter of the Association of Minemen

SUMMER 1996



FROM THE PRESIDENT

Let me open my message on a somber note. We have lost a well-known member of our military family, one that will surely and sorely miss. Admiral Mike Border, who was an inspiration to all of us and was truly a "sailor in an admirals uniform". Admiral Boorder became one person we could look up to and relate to as an integral part of the navy family; active, reserve, retired and civilian. He will be missed and fondly remembered by us all. Admiral Jay Johnson has been selected as the new CNO and we wish him well during this time of healing for the navy.

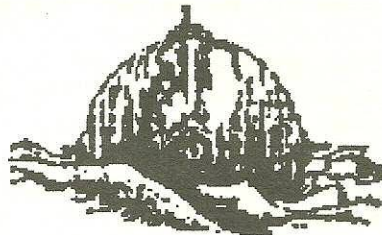
The twenty-second annual AOM reunion with its associated activities, networking and functions is set to go August 9 - 11, 1996, in Panama City, Florida. Things are falling very well into place with both Don Costa and Frank Martin at the reunion helm guiding this years reunion to a memorable culmination.

I know all of us attending will have a great time and we have an outstanding dinner speaker. Our speaker is Dr. David P. Skinner, who has been the Executive Director of the Surface Warfare Center Dahlgren Division's Coastal Systems Station, Panama City, Florida, since May

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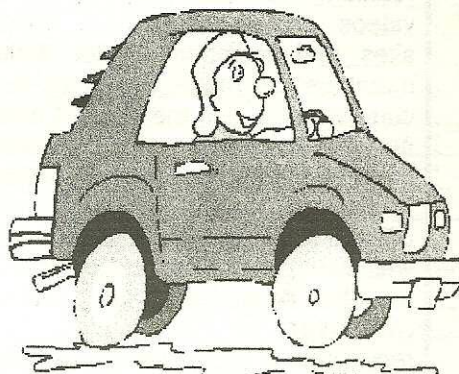
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AOM

22nd AOM Annual Reunion Panama City, FL Aug 9 - 11 1996

Order Blank on page 6



What if??

We all remember the media coverage of the storm that took aim on Panama City, Florida last year. Hurricane Opal made history passing through the resort city. What will happen if a storm is brewing in the Gulf in early August? Well, the Association President, Secretary and Reunion Committee will pow-wow and make the necessary decisions to keep all registered participants informed. Cancellation will be by telephone so please put a number on your reservation form.

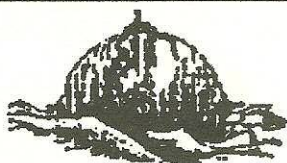
First new Mine Warfare Specialists graduate from MWTC

the Foc'sle 31 May '96

The future for you is pretty bright said CDR **Michael O'Moore**, C.O. Mine Warfare Training Center, Ingleside at graduation on 24 May 1996. You are the leading edge of a new era of mine warfare. The 14 students in the graduating class heard from the senior mineman in the U.S. Navy, CDR **Ron Swart**, Chief Staff Officer, Commander Mobile Mine Assembly Group. He told them they had a history that was long and proud as he described the history of minemen and mine warfare. He told them mines have the highest reliability rate of any U.S. weapons system, they are cheap and effective. "You will hunt, sweep and build mines and mine countermeasures will play an important role in your future" said CDR **Swart**.

Class 96010 and assignments:

MN1(SW) **John G. Sullivan**, Unit 8
 SN **Michael A. Anderson**, Unit 11
 SN **Timothy L. Velas**, Unit 14
 SN **Christopher M. Nolen**, Unit 11
 SN **Natasha L. Faill**, Det 7
 SR **Richard P. Lanpheare**, Unit 3,
 SR **Jennifer Olenslager**, Unit 10
 SR **David S. Caylor**, Unit 14
 SR **Scott W. Rye**, Unit 3
 SR **Clark J. Salinas**, Unit 3
 SR **John C. Kutrich**, Unit 3
 SR **Christopher Thompson**, Unit 10
 SR **Stephen R. Donovan**,
 Specwartracen, Calif.
 MN2 **Donald Nutting**, MCM
 Rotational Crew Bravo
Velas and **Faill** were recognized as distinguished students



**ASSOCIATION OF
MINEMEN
DEDICATED TO 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

1995. He is a native of Panama City, Florida. As Executive Director, Dr. Skinner directs the stations activities in a wide spectrum of scientific and engineering disciplines engaged in research, development, test and evaluation involving mines, mine countermeasures, special warfare, amphibious warfare, diving and other naval missions that take place primarily in coastal regions.

We request all AOM members submit their reservation and registration as soon as possible to assure complete plans for our Early Bird, General Business Meeting, Dinner and Picnic.

We are looking for items for our annual auction that will take place at our picnic. If you have items available, please bring them. Remember, the bigger the auction the better the scholarship fund will be able to function.

We will bring everyone up to speed on what is happening in the Mineman community, as well as network with one another at the reunion. Hopefully, we will have videos and pictures from some sites and members to let AOM members be made aware of the current status of the Mine Force and our mineman rating. Please remember our business meeting where we will be electing two officers to the Board of Directors as well as voting on the location of our next reunion site (East) for 1998.

We will be announcing the recipients of the AOM Scholarships, along with Active and Reserve Mineman of the Year as well as other current information. It looks as though Panama City will keep the AOM attendee busy in business and involved in the local activities and tourist endeavors. Travel safely, our reunion should prove to be a great time for all - see you in Panama City, Florida.

Best Wishes
Warren H. Savage, Jr.

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

Secretary's Corner



Of the 150 yellow post cards we sent out to delinquent members, we received quite a few back with dues enclosed. We also received a few back

with new addresses and a lot that the forwarding order had expired. In the last Dashpot John Loonam said he read with sadness that we had to send out the cards and why in the world would 150 of our community drop out? The majority did not drop out John, they just failed to fill out a change of address card when they moved, especially the active duty members. We are working on possible solutions to the problem and will keep everyone informed.

For now, whenever you are talking to a Mineman or writing to one, please remember to mention the AOM and that if they are not a member, they should be. If they complain about not receiving the Dashpot, suggest they need to make sure we have their correct current address. And also please remember that if you do not see a 1996/97 or higher on the label of this Dashpot it means our records show your dues will be in arrears by August. If we are wrong please let us know. Dues may be paid at any time during the year and can be paid up to a maximum of five years.

**SAFETY
FIRST**

EDITOR

by john loonam

Ed Oyer, Williamsburg, VA called to let me know I misspelled Adm. Boorder's name. While on the phone he discussed the loss of benefits to retirees and active duty military. he was just finishing up a letter to his Washington representatives on withholding military medical treatment to retirees over 65 because they now come under Medicare. A bill to correct this situation is kicking around in congress with many co-sponsors. Budget problems are keeping it out of the vote process. Please respond to veteran's groups alerts to tell your congressmen your opinion. The FRA, TROA, and other groups sponsor easy to use (for a fee) mailgrams and other instruments to assist you in conveying your support or dissatisfaction with legislation. They also provide a sample letter for you to submit for the price of a first class stamp. It would be wise to get on the band-wagon and support these efforts while the issues are hot. After the fact complaints or support may be too late to provide the influence desired. **We mailed out 65 requests for articles for this issue.**

Excerpt from the book "The Civil War a Narrative Red River To Appomattox" by Shelby Foote. (pages 634 & 635) submitted by **Bill Roberts**

Major General Butler and Admiral David Porter were conferring aboard the former's headquarters steamer Greyhound, a short distance up the James River from Bermuda Landing, "when suddenly an explosion forward startled us, and in a moment large volumes of smoke poured out of the engine room." So Porter later described the mishap, which fortunately was no worse because the explosion set off no others and the flames were soon extinguished, but he marveled at an ingenuity rivaling his companion's in such

1996-1997 Dues are due by August. Use the order blank on page 6 to renew or a new membership application on page 16 to join or re-join. **Dues notices are not mailed to members**

Remember When??

Waterfront, fireside dining & shopping has come to Charleston in the historic *Rice Mill Building* at the Charleston City Marina. Stroll amid old world surroundings...fine old ship models and paintings, antique displays and the most unique cuisine in Charleston. That's what the article reads about The Pusser's Landing in Charleston. Of course, many of our members remember the *Rice Mill Building* as COMINELANT Headquarters in years gone by.

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

matters. What he thought at first to have been a boiler accident turned out to have been caused by a "coal torpedo," a blackened piece of cast iron, machined to resemble a lump of coal and loaded with ten pounds of powder, which the rebel agent had somehow placed in the steamers bunker and a stoker had shoveled into the furnace. "In devices for blowing up vessels the Confederates were far ahead of us, putting Yankee ingenuity to shame," the admiral declared.

This concludes the articles sent in by **Bill Roberts**. We thank him for taking the time and effort to share his readings on minewarfare during the Civil War



Mailbag

Loren Lee sent a note from Algood, TN to change his address. Said he was selling his TV repair business and house, packing up the RV and following the sun. Can't make Panama City this year but maybe San Diego in 97. **Bob** and **Francis Stickney** in Long Beach dropped a line to let us know they are doing great and enjoying retirement very much. Had Christmas and New Years with their son and family in Norman OK. Enjoyed time with the grandchildren and watching the grandson play basketball. **Mike Whitener** here in Charleston had a note in with his reunion registration saying the AOM/Unit 11 picnic was a blast. It was great to see old and new shipmates. He and **Jeanie** are looking forward to Panama City. **Paul Henry** from Costa Mesa, CA sent in his dues and a note sending his best to **Ray** and **Ann** and a hello to "**Don De**", noting it has been a long time he has seen any of the old gang. Hoping to make the 97 reunion. Enjoys the Dashpot and even remembers what it does. Sends his best to all. **Ed Oyer** from Williamsburg, VA sent a letter with his dues. Said he talked to the Curator at the Mariners Museum in Newport News noting that the Naval Display did not have any mention or showing of a mine. Ed suggested they contact the AOM for some material. Ed gave them **Lyal Stryker's** name and phone number. Ed also said he would follow up with the Curator. (Ed - have not had any call or correspondence yet!).

Please see Mailbag Page 4

**Paid your '96-'97 dues yet?
They are due by August
Please Send your check in
today**

Ed signed off by saying he would see us in FL. **Chuck Nicklin** from Bremerton WA sent us some photographs of the mine warfare display at the Keyport Museum. We noted that they have labeled the H-4 horn on the Mark 6 mine case as a Hertz Horn. A boo-boo! The Hertz Horn is an electrochemical horn that was used with the WW II Mark 10 moored contact mine. They also showed the lower copper mooring cable portion as being the mooring cable for all Mark 6 mines. No mention of chain mooring and the various sizes of wire rope moorings that were used mostly. (How many of you out there still remember rewinding anchor drums at West Loch forever and ever!). **PROPOSED REUNION:** Received a note from **Joseph J. Bradley** asking us to help notify the crew of the USS Indicative, AM 250 of a possible reunion. Anyone interested please get in touch with him by phone at 518-647-8488 or write to him at R.R. #1, Box 152, Jay, New York 12941. Letter from **Lcdr Arthur W. Cook** in Punta Gorda, FL saying he and his wife are hopefully planning to attend the reunion in Panama City. His left foot was crushed some time ago and he still has difficulty getting around. Noted he attended the third class at the Mine Warfare School, Yorktown a few months before Pearl Harbor. Was injured during the attack and transferred back to the school as an instructor. Served on the USS Salem CM 11 as Gunnery and Mines Officer and was then homeported at the Naval Mine Depot, Yorktown. Also served on the USS Shannon DM 25 and was O-in-C at West Loch during the early 50's. Some of you may remember him. Captain **Richard T. Spofford**, USN (RET) sent us back the postcard we sent members about their dues status noting his new address. Then sent a letter thanking us for sending him a recent copy of the Dashpot and a copy of the familiarizers. He served in Mine Warfare from 1937 to 1956, having been the skipper of the USS Terror, CM 5 from 1945 to 1947 after she came back from being wracked by

kamikaze damage. They still have reunions every year. He was invited to a meeting of the Yankee Mining Squadron in Boston during his last years in the Navy. There he met the inventor of the K mechanism and said it was one of his life's highlights and noted the North Sea Mine Barrage was one of histories great achievements. He also taught at the Mine School at Kuahua Island in Pearl Harbor along with **Don De Forest**, **Forrest Fisher** and **Nick Scariano**. Now 88 years old he misses most of his reunions and therefore enjoys receiving the Dashpot. Captain **Spofford** also sends his congratulations to all of us for our efforts in the AOM and our work in keeping people interested and informed about mine warfare.



Watch your Back!

Early Outs

Separation and early retirement programs will continue in FY 97. With DOD's goal of 1.45 million active service members in sight the separation and early retirement programs will gradually stop. Once DOD finishes its drawdown, they will not need to pay people to leave. Officials hope to separate nearly 450 service members using the Special Separation Benefit and another 385 with Voluntary Separation Incentive. If sufficient people take advantage of the programs they won't have to force anyone out.

Committee Reports

History

APRIL FOOLS DAY 1946

Don DeCrona

April the 1st is synonymous with "April Fools Day" but for the Mine Force on that date in 1946 the Mine Force became a separate organization of the Atlantic Fleet, with headquarters in Norfolk, VA. Three months later, June 15, 1946, the main body moved to Charleston, S.C. During World War II, in the Atlantic, mining task was performed by Service Squadron 5, part of the Atlantic Fleet Service Force. At that time mine warfare ships consisted largely of destroyer types and steel-hulled minesweepers. These ships included fleet minesweepers, auxiliary minesweepers, minelaying and minesweeping destroyers, and coastal minesweepers.

MINE WARFARE

CDR R.E. Burton, Jr., USN (written in 1963)

A NEW CONCEPT IN ATLANTIC FLEET MINE WARFARE; THE MOBILE MINE ASSEMBLY TEAM.

The objective of the Mobile Mine Assembly Team, henceforth called the MOMAT, is to create a higher degree of mine warfare readiness in the Atlantic Fleet than that which has been known in recent years. In providing such a capability the theme shall be "Putting the Minemen where the Mines are."

This is the stand that COMINLANT took when in December 1962 the recommendation to CINCLANT was made that a conference be convened of all commands having minemen

Please see History Page 5

History from Page 4

and an interest in mine readiness. With the approval of CNO the conference was convened at the Pentagon on 30 January 1963. Admiral **Grantham** was nominated as Chairman by CINCLANTFLT. It must first be acknowledged that mine readiness hinges on mine maintenance at overseas stock points. With this goes the increased need of personnel. The stumbling block lies in that personnel allowances are not increased so easily. The overall Navy allowance must be compensated for. This was the problem area.

As a direct result of the January conference, 40 COMNAVAIRLANT mineman shore billets were transferred to preferred sea duty billets under COMINLANT. With these 40 billets two MOMATS have been established each having 20 men. MOMAT 0321 is established at the Naval Weapons Station, Yorktown, Va., MOMAT 0322 is established at Minecraft Support Unit, Charleston, S.C.

These two teams must be ready for immediate deployment when ordered. Under ordinary circumstances they will deploy alternately for periods of five-months to overseas mine stocking activities. When in CONUS each team will support the Fleet Service Mine Tests on the Atlantic Coast.

The first MOMAT deployment took place this October when LTjg **Donald DeCrona**, Officer in Charge MOMAT 0321 deployed with 10 men (from MOMAT 0322) to the CINCUSNAVEUR area.

Navy history has been in the making. These two Mobile Mine Assembly Teams constitute the first wartime mine assembly requirement and capability of Commander Mine Force, U.S. Atlantic Fleet.

We do believe that the MOMAT's are prime example of the key notes of the Navy; mobility, surprise, dispersal, and offensive power.

MOMAT 0321: LTjg **Don DeCrona**,

OiC. Ensign **Ed Oyer**, AOiC.
MOMAT 0322: LT. **Ed Sprecher**,
OiC. Ensign **Paul Hanks**, AOiC.

Civic News

Lyal Stryker

This past April we participated in the annual USS Hobson (DMS 26) memorial service along with the Fleet Reserve Association Branch 50 and local VFW and American Legion Posts. The Hobson was built as a destroyer during WW II in the Charleston Naval Shipyard (now gone). She was later converted to a high speed minesweeper in Charleston and deployed to the Pacific where she was badly damaged by Kamikazis at Okinawa. She returned to Charleston and was assigned to Commander Mine Force, U.S. Atlantic Fleet. On June 26, 1952, during exercises in the North Atlantic while acting as plane guard for the aircraft carrier USS Wasp, she was sunk in a collision with the Wasp with a loss of 176 men. One of them was a Third Class Mineman **George Swan**. The memorial service was held Sunday April 28, 1996. **Lyal Stryker** represented the AOM and made brief remarks. Lt. **John Iwaniec**, USN, Commanding Officer of MOMAG Unit 11 presented the AOM wreath at the base of the Hobson Monument. MN1 **John Bray** and MN3 **Victoria Mitchell** from Unit 11 escorted all the veterans organizations that presented wreaths. The Unit 11 Color Guard presented the colors and members were MN2 **Jody Wilbanks**, MN2 **Dean Venezel**, MN3 **Robert Acox** and MN3 **William Senseney**. It was a stirring sight to see these young Minemen present the colors and escort veterans. BRAVO ZULU Minemen!

Also in April, **Lyal Stryker** was the dinner speaker for the USS Zeal AM 131 reunion here in Charleston. Some of the members remember sweeping the mines we

laid in WW II during Operation Starvation. He told them about the new class of minesweepers and their sophisticated new equipment. A copy of the Mine and Mine Countermeasures Familiarizers in a three ring binder was loaned to them during their stay. They enjoyed being brought up to date on the current mine countermeasures and mine programs and were impressed with the new ships and equipment.

On Friday May 31, 1996 the AOM and Unit 11 jointly sponsored a picnic at Marrington Plantation near NWS Charleston. The picnic was to celebrate Unit 11 "aceing" their Mine Readiness Certification Inspection (MRCI) that week and to bid farewell to member Lt. **John Iwaniec** who was leaving for Unit 1 Seal Beach as the Commanding Officer. We also honored him and his crew for all the support they have given us with various projects related to our museum programs. We mailed cards and flyers to all our members in SC and parts of NC, GA and FL. **Joe** and **Clare Balderrama** and **Bill** and **Jo Roberts** came up from Florida. The Charleston retirees showed up in a large number. **Jack Tripp**, Honorary Mineman 012 was there for a while and presented us with many WW II photos of mine and mine countermeasures activity. We are hoping to make this an annual event here in Charleston and other areas where we have a MOMAG Unit/Det and a retired Mineman community. We are hoping to start one at Unit 1 when Lt. **Iwaniec** gets there. Anyone at Unit 3 and local retirees interested get in touch with **Lyal Stryker**.

**BE
CAREFUL**

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

TWENTY SECOND 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: _____ CITY _____ STATE: _____ ZIP _____ - _____

PHONE NO. _____ - _____ - _____ (for last minute notification)

DINNER TICKETS @ \$25.00 EACH _____ X \$25.00 \$ _____

PICNIC TICKETS @ \$8.00 EACH _____ X \$8.00 \$ _____

(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 \$ _____

AOM SCHOLARSHIP FUND DONATION \$ _____

NUMBER OF CHILDREN 7 OR UNDER _____ AT PICNIC

Please indicate number of children 7 or under so we can plan picnic details

TOTAL ENCLOSED \$ _____

We must guarantee numbers for dinner no later than the morning of 9 August therefore no refunds after 8 August 1996

The picnic will be standard "picnic stuff", hamburgers, hot dogs, etc. with all the trimmings plus cold refreshments for all.

Host hotel is Holiday Lodge also known as the Admiral Benbow Hotel, Panama City Beach, Florida. Phone 1-800-833-7730 or local phone 904-234-2114. (When making reservations, tell them you're with the Minemen Reunion Group). It is located across the street from Coastal Systems Station.

■ FULL FORCE NEWS



COMOMAG NEWS

by CDR Ron Swart

This has been the toughest fiscal year in recent memory. COMOMAG has had to curtail many needed training evolution's and shop improvements because of rising operating costs, particularly at the Weapons Stations here in CONUS. The MK 56 and MK 60 mine systems are in danger of being cut from the future years budgets and there are no replacements identified as of yet. If approved, the MK 56 and MK 60 draw-down could start in 1998, although the details have to be worked out. Perhaps we will see a strong endorsement for the Littoral Sea Mine in future budgets. The LSM, as presently envisioned would be some type of moored, rising mine capable against surface and subsurface targets in "littoral" or medium depth waters.

CONGRATULATIONS to MOMAG Units 1, 3, 8, 10, 11, 12, 14 and Detachment 7 for their very successful MRCIs. We've never looked better. Captain Mike Green had the opportunity to see all of our mine assembly capabilities full swing, and he reports that he is very impressed with the professionalism of his entire command.

I had the particular honor of speaking at the graduation of the first Minemen "A" school class, (Class 96010), to graduate from the new Mine Warfare Training Center at Ingleside. They were taught the new "A" School curriculum covering both basic mines and mine countermeasures. Because this first class will be assigned to COMOMAG,

they are now attending an "ordnance core" course designed to provide far greater detail in the maintenance and assembly of underwater mines. Congratulations to the newest Minemen in the fleet!

MOMAG Unit ONE

From The Pinger Mar '96

The March 96 issue received too late for our Spring issue was full of the last few weeks jitters of their up-coming MRCI. Both the C.O. and MCPO articles were inspirational and motivational toward that passed certification stamp. "This is the one that proves we can do our job safely and correctly."

Advancements and Awards

Letter of Appreciation

SK1(SW) Townsend

Letter of Commendation

MN1 Goodman MN2 Collins

MN2 Pierce MN3 Merzier

MN3 Diehl MN3 Sedillo

Junior SOQ

MN3 Baney MN3 Marcos

Senior SOQ

MN2 Whitmore SK1(SW) Townsend

Hails

MN3 Dara L. Colvin from Unit

ELEVEN, Charleston

MN3 Mark M. Geisler from Unit TEN

Kadena

MN3 Darmon Gamache from Unit

TWELVE Misawa

Farewell

YN2 Thomas D. Nicely to separation

MOMAG Unit FOURTEEN

The Booster Apr 5 '96

Senior Sailor of the Quarter

MN1 Roy Willey

Junior Sailor of the Quarter

MN3 Gerald Crane

Farewells

MNCS C. Chacanaca

MN1 F. Butts

MN2 G. Starr

MOMAG Unit FIFTEEN
UP AND RUNNING

by Joe Harris

February 7, 1996 was a big day for those of us assigned to the Navy's newest mine shop. Located 45 miles southwest of Corpus Christi in Kingsville, Texas MOMAG UNIT 15 became operational, having completed its initial MRCI. Shortly thereafter, with certification in hand, we commenced assembling E/T mines in conjunction with MOMAG UNIT 11 for the recently completed WESTLANT exercise off the East Coast of the U.S..

Our primary mission is to provide E/T mines and personnel in support of mine countermeasures Training at the Ingleside-Corpus Christi Naval Complex. As indicated however, since we are in a unique geographical location, we also expect to support UNIT 1 and UNIT 11 as required.

For those of you who have never been to Kingsville (home of the world famous King ranch) let me say it's a really nice place, if it rains. Right now it's so dry jack rabbits have started carrying canteens.

On to personnel.....

Retirements

MN1 Paul R. Wintjen Oct. 95

MNC Joe V. Johnson Feb. 96

Sailor of the Quarter

MN1 Louis G. Godeaux Senior 4Q

YN3 Melody D. Gagne Junior 4Q

MN1 James D. Cernick Senior 1Q.

Advancements

MN1 James D. Cernick

MN1(AW) Darrien L. Ward

MN2 Tommy L. Boyles

MN2 Christopher L. Elsbury

Personal Awards

MNCS Juan L. Delgado NCM

MNC Joe V. Johnson NAM

MN1(AW) Darrien L. Ward NAM

MN1 Michael W. Ward NAM

MN1 Louis G. Godeaux NAM

SK1 Andre' Meeks NAM

MN1 Stanley G. King NAM

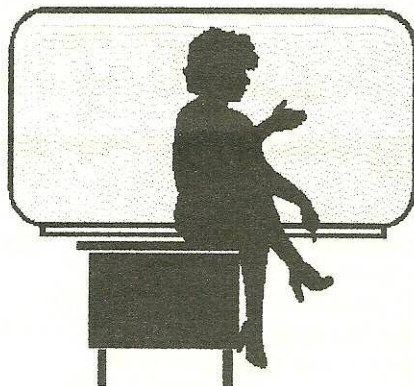
YN1 Robin L. Wood NAM

Mine Warfare Training Center Opens

The Foc'sle 22 Mar '96

The first of a new breed of Minemen started the new curriculum of minewarfare specialists on 11 March 1996.

The official ribbon cutting and official opening of the Mine Warfare Training Center (MWTC) was conducted on 20 March 1996. RADM Ernest E. Christensen, Jr., Commander, Training Command, U.S. Atlantic Fleet and Capt. Donald E. Peters, C.O. Naval Station Ingleside were guest speakers. The ceremony marked the culmination of the training center's relocation from Charleston, SC. FMWTC C.O. CDR Michael O'Moore said In this new Center, we will train the next generation of mine warfare specialists who will carry us



into the 21st century." Construction started on the \$6.7 million, 60,000 square foot building began Nov. 1994 and ground breaking occurred in Feb. 1995. Capt. Peters said "We know that the finest mine warfare sailors in the world will pass through the Mine Warfare Training Center. In fact, the future of mine warfare is cradled right here in Ingleside."

The new generation of mine warfare specialists has begun.

We are combining the knowledge from five ratings STG, OS, BM, GM and MN and teaching them to minemen. We have a completely new course. We're developing it, teaching it and constantly refining it to meet the fleet's changing needs. Moving to Ingleside the "Fleet" was dropped

from the name to reflect the emphasis on mine warfare. Mine assembly and mine countermeasures courses are also being placed in the curriculum. The MWTC staff will include 81 military and four civilians. About 1,000 students will go through MWTC. An additional 5,000 students are expected when the Firefighting Facility comes on line. MN1 Craig Born was pictured teaching the first class of mineman "A" school students

Duties continued from issue 12

C. HISTORY/MUSEUM COMMITTEE

1. The History/Museum Committee shall be responsible for maintaining Association records, paraphernalia, artifacts, oral histories, documentation and physical materials that are originated, donated, bequeathed, or otherwise obtained to preserve our professional history for past, present and future mine warfare generations.

2. The Committee will make every effort to keep current or otherwise maintain an official U.S. Navy agreement pertaining to donation of obsolete material for museum display, and declassified or other archive documentation which would be of historical value.

3. The Committee will maintain the Association's museum, which is a public display aboard the USS Yorktown located at Patriot's Point in Mount Pleasant, South Carolina. Implicit in this responsibility is the requirement to keep the display current, well maintained, interesting and informative.

4. The Chairperson of the Committee shall also be titled as the Association's "Historian". The Historian shall have the responsibility to cause all material and documentation of historical nature, and located at the museum, to be inventoried, catalogued, preserved in the best means possible, protected, and displayed where possible and

feasible to perpetuate our history with the general public. The Historian shall also make any materials and documentation available to other historians or academicians for the purpose of study, photography, photocopy, or excerpt, when it is determined that it is in the best interest of the Association and it's historical objectives, and said availability does not relinquish the original material from the Association archives.

5. The Historian and Committee shall be allowed to draw from funds
Please see Duties Page 16

26 Mar 96

Hello, from ENS Joe McGaha, public Affairs Officer on board the Mine Countermeasures Ship USS ARDENT (MCM 12). Presently our ship and the USS DEXTROUS (MCM 13) are forward deployed to the Arabian Gulf. Our mission here is to keep open the vital oil shipping lanes in and around the gulf.

Stationed on board are two Minemen, MN1 Anthony Bartoli and MN2 Bobby Weatherholt. Both are outstanding sailors and shipmates. MN1 Bartoli has just found out that he made this years Chief Board.

I will try to keep you informed of both Minemen's' careers here on Ardent. I would greatly appreciate if you could put our ship on your mailing list.

Sincerely,
J. A. MCGAHA

USS Heron (MHC 52)

Minemen in the news

Foc'sle 17 May '96

Enlisted Surface Warfare Specialist

MN1 Michael P. Corvo

Good Conduct Medal

MN2 Joseph T. Sperka

Sailor of the Year 1995

MN2(SW) Jesus Gutierrez, Jr.

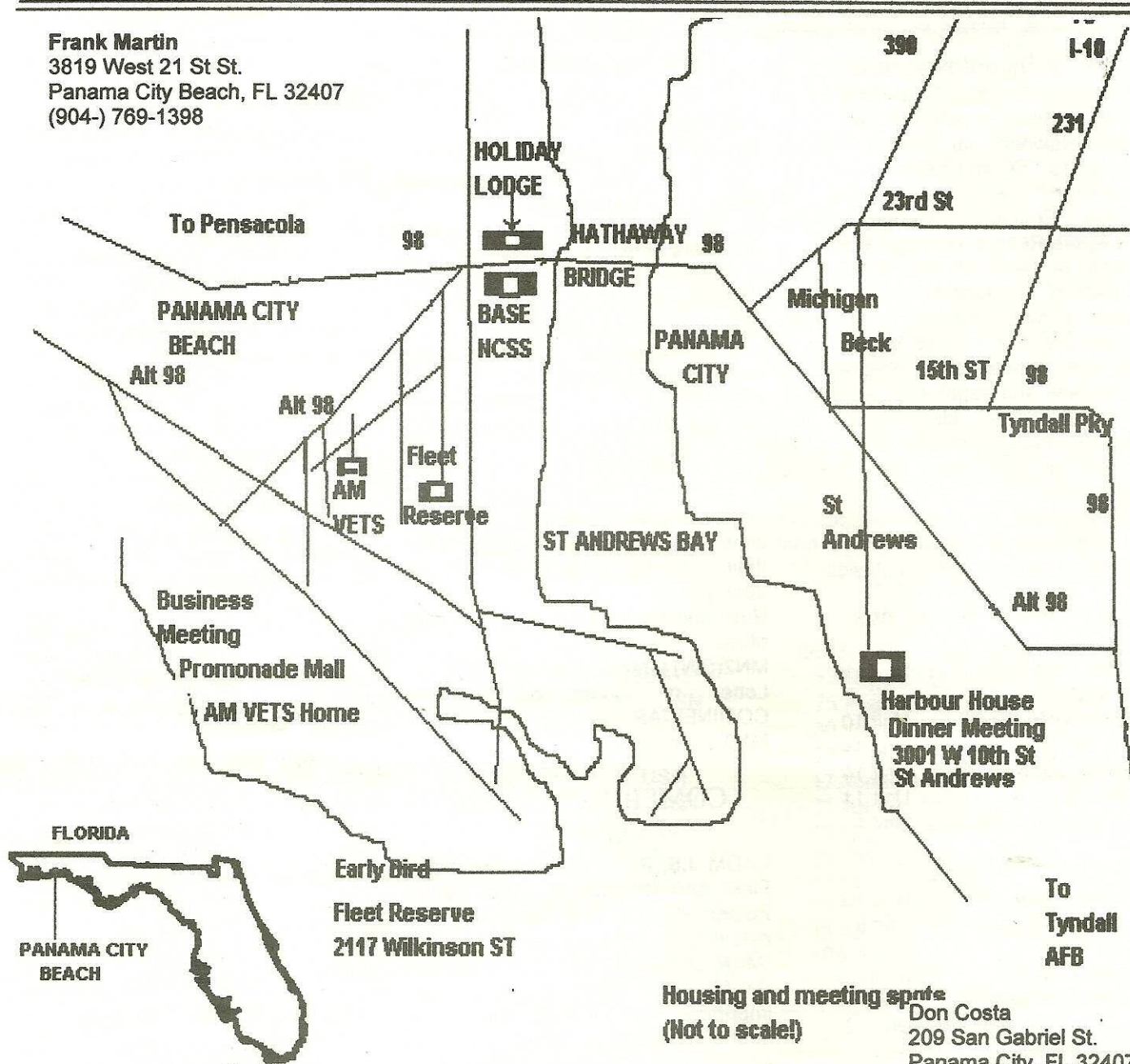
USS Chief (MCM 14)

Mineman in the news

Navy Achievement Medal

MN2 Richard Pasco

Frank Martin
3819 West 21 St St.
Panama City Beach, FL 32407
(904-) 769-1398



Housing and meeting spots
(Not to scale!)

Don Costa
209 San Gabriel St.
Panama City, FL 32407
(904) 234 5221

Things to do

The tourist guides Frank Martin sent me have page after page of tourist type things to do in Panama City and Panama City Beach. It looks like the Beach is really set up as a tourist spot. Amusement park, Zoo, boating, jet ski, pier fishing, boat fishing, shell collecting, swimming, dog racing, glass bottom boats, golf, miniature golf, go carts, Gulf World, diving, snorkeling, water park, seafood dining, hot water car wash, glass bottom boating,

museums, parks, nightclubs, churches, performing arts, shopping, pottery, framed picture outlet, factory outlet stores, night life, ocean opey show, human maze, plus free maps and coupons in chamber of commerce beach guide. Main things to do are AOM events Friday Saturday and Sunday. Keep our schedule handy to ensure you attend all our great gatherings.

Atlantal Olympics

Word from the military traffic managers is that Atlanta will be grid-lock during the month of August. Don't plan on last minute connections or space available flights as Olympic travelers and set-up and take down personnel will flood the area. Extra flights are scheduled but they will not be able to handle the expected crowds. I know you even have to go through Atlanta to get to heaven but beware of August.

Navy rolls out Minehunters

Coastal Currier May 31 '96

USS Robin (MHC 54) was commissioned at Naval Station Ingleside, TX and USS Black Hawk (MHC 58) was commissioned at Naval Education training center, Newport, RI; both on May 11.

Robin is the fourth and Black hawk eighth of 12 Osprey class coastal mine hunters authorized by congress. They are the worlds largest mine hunters constructed entirely of fiberglass and capable of performing reconnaissance, classification and neutralization of moored and bottom mines in harbors and coastal waterways.

Both ships carry a crew of five officers and 46 enlisted personnel and are home ported in Ingleside, TX

Petty Officer Selections

CDR Ron Swart faxed the following as we went to press in mid June
To MN1

Lauderdale, Rady	Unit 10
Lowder, Timothy	Unit 14
Porter, Julie	Unit 14
Starr, Gerald	Unit 14
Whitemore, Lee	Unit 1

To MN2

Becker, Paul	Unit 10
Cowart, Stephanie	Unit 8
Curtis, George	Yorktown
Jordan, Wilton	USS Patriot
Kopec, Richard	Unit 11
Lavake, Thomas	Unit 12
Wirth, Jeffery	Unit 5

To MN3

Caporuscio, John	Unit 8
Crawford, Gregory	Unit 9
Gilliland, Timothy	Unit 11
Halsey, John	USS Sentry
Koski, Jeremy	Unit 12
Marquardt, Jill	NAS Fallon NV
Mccartan, Christ	Unit 10



HM-15 moves to Corpus

Christi

The Foc'sle Apr 15 '96

MH 53 "Sea Dragon" Helicopters of Helicopter Mine Countermeasures Squadron 15 arrived at NAS Corpus Christi to become the newest members of the Mine Warfare Center of Excellence. HM-15 relocated from NAS Alameda, CA. The mission of HM-15 is to conduct mine hunting and minesweeping operations using Sea Dragon Helicopters.

MCM Rotational Crew Delta

Minemen Awards

The Foc'sle May 3 '96

Mine Countermeasures Rotational crew Delta minemen recognized for their recent Western Pacific deployment:

Navy and Marine Corps Achievement Medal

MN2(SW) **Greg Williams**

Letter of Commendation from COMINEWARCOM

MN3 **Jason Grimmer**

COMFIFTHFLT visits

MCMs

VADM J.S. Redd, Commander, Fifth Fleet and Commander, U.S. Naval Forces Central Command, recently met with the crews of the USS Ardent (MCM 12) and the USS Dextrous (MCM 13). Redd discussed the importance of having the mine countermeasures ships forward deployed to the Arabian Gulf, the MCMs' significant enhancement to the Fifth Fleet, and stated he was impressed with the ships technology.

Ardent and Dextrous were forward deployed to the Arabian Gulf in late March. They were transported overseas on a commercial heavy-lift vessel, "Sea Swift". Forward deployment of these ships provides a readily available mine countermeasures capability in the region, helping to ensure that vital sea choke points in the region are kept open. Keeping the MCMs on station in the Gulf waters eliminates transit and logistical constraints associated with deploying.

Magnetic Silencing Facility will continue to operate.

The Foc'sle Mar 8 '96

Ships will continue to transit to Charleston for degaussing until facilities become operational in south Texas.

Although Naval Station Charleston closed in March as a result of the base closure and realignment commission, the Magnetic Silencing Facility in Charleston will continue to operate. however, the facility is now under the control of Naval Station Ingleside, Texas. A replacement Electromagnetic Role Facility and Magnetic Range are expected to be operational at Ingleside in FY 1999.

A degaussing range is from 10 to 20 magnetometers placed in a single array across a river or some place where ships must cross. It is usually placed on an east west heading, so the ship will have to transit the array on a north or south heading. As the ship crosses the magnetic array, its magnetic signature is recorded on charts, computers or some type of storage device.

Once the magnetic data is gathered, it is analyzed and a determination is made as to whether the ship is within the magnetic parameters dictated by the navy. If the ship's magnetic signature is not within limits, it's degaussing coils must be recalibrated. to specification.

Mine Warfare Training Center Awards

Foc'sle Apr 19 '96

Good Conduct Medal:

MN1 **John Carmen**

MN1 **Michael Gonzales**

MN1 **William Delaporte**

MN1 **David Kirker**

MN1 **Ray Pendergrass**

Navy Achievement Medal

MN1 **Rita Nicely**

Super Chief Promotions

the Flagship (Norfolk) 25 Apr '96

MNMC

John T. Reeve

MNCS

Frank Darnold

Mark M. Hosea

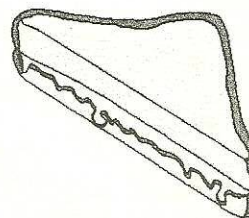
M. Thanscheidt

Gregory Dearing

John A. Nahra

**ASSOCIATION OF MINEMEN
22nd ANNUAL REUNION SCHEDULE OF EVENTS**

Friday 9 August 1700 - 2330 Early Bird
At :Fleet Reserve (open all day)
AOM event tickets and registration.
Snacks/Hours Devours courtesy of AOM.
(Kitchen available for menu orders).



Saturday 10 August AM Golf Tournament (Flyers at Early-Bird and Hotel Desk)

Board of Directors Meeting 1000-1100 Holiday Lodge

General Business Meeting 1400 at AMVETS Home
Elect two to Board of Directors (Forbes & Shaw term expires)
Select 1998 East of Mississippi meeting place.



Cocktails (Cash Bar) Harbour House Restaurant 1800- 1900 On Panama City side
Dinner (Hawaiian Luau Buffet) 1900 - 2000
Program 2000 - 2100

Welcome to the 22nd AOM Reunion

Introductions

Presidents remarks

Secretary's remarks

AOM Scholarship awards

Taps

Introduction of guest speaker, Dr. Skinner, Executive Director Coastal Systems Station

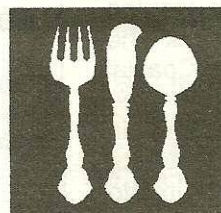
Dr. Skinner remarks

Announcement of Active Duty Mineman of the Year and

Announcement of Reserve Mineman of the Year

Administrative remarks

Dancing and Fellowship until ??



Sunday 11 August Picnic 1130 - 1700

On Base CSS usual gourmet fixins

1330 Scholarship fund auction

Picnic and games

"Older" Minemen tell shore stories

"Younger" Minemen tell sea stories.

"Really older" Minemen tell sea and shore stories.



Dr. David P. Skinner Featured speaker at AOM 22nd Annual reunion

Dr. David P. Skinner is the Executive Director of the Naval Surface Warfare Center Dahlgren Division's Coastal Systems Station, Panama City Florida since May 1995.

Dr. Skinner directs the Stations activities in a wide spectrum of scientific and engineering disciplines engaged in research, development, test and evaluation involving mines, mine countermeasures, special warfare, amphibious warfare, diving and other naval missions that take place primarily in coastal regions.

A native of Panama City, he holds a bachelor and masters degrees ('69 & '70) in physics and a doctorate in electrical engineering from Florida State University ('74).

Employed by the Naval Research Lab in 1971, he developed and evaluated novel concepts in torpedo defense. After the school break, he joined the research staff at Coastal Systems Station where he led exploratory development efforts in new signal processing concepts for mine countermeasures, torpedo defense and non acoustic anti submarine warfare. His contributions included the development of high resolution sonar signal processing techniques and signal processing that led to a restructuring of the program.

Head of the station's Nonacoustic Division ('81) leading research and demonstration of 5-axis sensors.

Deputy Department Head of Engineering, Test and Evaluation Department ('82).

Head of the station's Submarine Underwater Weapons Defense program participating in NAVSEA Submarine Technology Advisory Panel, Chairman Torpedo and Mine Defense Technology Development Plan Working Group and Chief of Naval Analysis Study groups on Submarine Countermeasures and Defensive Warfare Systems.

Head Coastal research and

Technology department ('89) conference presentations Dr. **Skinner** responsible for formulation and also holds a patent for Naval management of the station's Continuous Tone Frequency Technology Base efforts including Modulated Sonar. Naval research Block Programs in Awarded the NCSC C.O. Technical mine countermeasures and Navy Director award for special special warfare. His department had achievement in technical over 100 scientists and engineers; 40 management ('83) of whom had doctorates and two Dr. **Skinner** is married to the former thirds advanced degrees. **Betty Marquette** of Miami, FL have Author or co-author of more than 30 two children and reside in Panama technical reports, publications and City.

Naval Mine Engineering (Facility) Activity Officer's in Charge

Thanks to AOM member Mrs. **Phillis Pierce** and past NMWEA Oic secretary.

CDR N. H. Prade, USNR	8 May 86 - 15 Aug 86
CDR J. D. Jeffords, USN	15 Aug 86 - 27 Oct 88
CDR T. R. Fonick, USN	27 Oct 88 - 9 May 90
LCDR P. V. A. Agur, USN	9 May 90 - 1 Jul 90
CDR G. T. Ragon, USN	1 Jul 90 - 21 Dec 92
CDR F. F. Jewett, II, USN	21 Dec 92 - 13 Sep 95
CAPT G. A. Harper, USN	13 Sep 95 - 25 Aug 1997
CDR R. H. Almonrode, USN	25 Aug 97 - 30 Jul 98
CDR E. L. Roberts, USN	30 Jul 1971 - 28 F
LCDR R. R. Collins, USN	28 Feb 74 - 17 Jun 74
LCDR J. A. Drake, Jr., USN	17 June 74 - 31 Jul 74
LCDR R. L. Anderson, USN	31 Jul 74 - 18 Sept 74
CDR P. F. Bauer, Jr. USN	18 Sep 74 - 29 Jun 79
CDR W. A. Roberts USN	29 Jun 79 - 30 Dec 81
CDR L. H. Peterson, USN	30 Dec 81 - 16 Mar 84
CDR J. F. Yearwood, Jr., USN	16 Mar 84 - 15 Aug 86
CDR T. E. Shipley, USN	15 Aug 86 - 30 Oct 89
CDR T. S. O'Keef, Jr., USN	30 Oct 89 -

Thanks to **Doug Clark** at CSS Panama City the list ends with:

CDR O'Keef	Jul 92
Capt S. D. Yates, USN	Jul 92 - Jul 95

Technical Directors:

Haines A. Miller	1956 - 1973
Leonard Ringler	1973 -1978
Trist B. McConnell	1978 - 1986
Douglas A. Clark	1986 - 1995

NMWEA (as we used to know it) was fully incorporated into Coastal Systems Station in October 1995 as Code 70, and recently organized as Code 270, the Mine Warfare Life Cycle Management Division.

History of USN Mines in Viet Nam

from the perspective of
LT. B. P. (Joe) Hernandez,
USN Ret.

The U.S. Navy's involvement in Viet Nam began when Task Force 77 came to the aid of the Destroyer, Maddox (DD-731) after an unprovoked attack from North Vietnamese torpedo boats on 2 August 1964 in the Gulf of Tonkin in international waters.

I was the Officer in Charge (OIC) of Mobile Mine Maintenance Team (MOMAT) 0302 stationed at N.A.D. Oahu, Hawaii. My team consisted of the Minemen (MN) MNC D. Brannan, MN1 B. Gotshall, MN2 W. Collins, MN2 John Harrison, MN2 G. Clark, MN2 A. Niel, MN3 B. Davis, MNSN C. Skruggs, and MNSN B. Kolers.

On 4 August 1964, while deployed and engaged in a Fleet Service Mine Test at NAS, Barbers Point with COMFAIRWING Two, I received a call from the Mines Officer at CINCPACFLT wanting to know how soon we could pack our bags and deploy with the equipment we were using? Six hours later we were in the air and on our way.

US NAVAL MAGAZINE SUBIC BAY, RP

We arrived at NAVMAG Subic and were greeted by the Mines Officer and LDO classmate of mine, LTjg Klaus Peterson. We were scheduled to go aboard the carrier Ranger (CVA-61) when she pulled into Cubi Point from the South China Sea.

This gave us a chance to fine tune our stuff and help NAVMAG ready some mines MK 52 and 55. We worked long and hard - but we also played hard. All the clubs were going full blast. The aviators behaved like it was their last night and for some it was.

USS RANGER (CVA-61)

MOMAT 0302 boarded the carrier at Cubi Point with a full load of mines on 24 August 1964. We had already trained with Aviation Ordnancemen and were as ready as we could get. MOMAT 0304 from Subic was

already on a carrier in the South China Sea under the leadership of a Mineman Chief. A-6As taking off and landing day and night was making us lean and mean as we didn't get much sleep. We could not wait to do our thing and mine Hiaphong! (Joe sent in a last minute note that "Moose" Wheelock confirms that MK 50 mines were dropped in Viet Nam in 1966.)

But then it happened! We could see the coast of Viet Nam! and as luck would have it - we fizzled out! The carrier's engines were failing. We could sail but we couldn't fight. So we headed for Yokosuka for repairs.

U.S.N.S. Yokosuka



LT. "Joe" Hernandez

The members of the team had a chance to R&R and visit with "Yoko's" MN and their families. But family problems kept calling them home. So I sent a message that was to end up on carrier bulletin boards.

We arrived N.A.D. Oahu 2 Nov 64. The C.O. greeted us with a letter of Commendation and a Well Done from CINCLANTFLT, Adm. T. H. Morrer (Attachment-1)

USS HANCOCK (CVA-19)

Early in 1966 MOMAT 0301 deployed again to the Carrier Hancock (CVA-19) in the South China Sea. At this time, under the leadership of MNC Don Branan and with new members: MN J. Allen, MN2 J. Muessig, and MN3 A. Nelson.

Once more - no mines would be used and LTjg Hernandez would join his team at NAVMAG Subic. The Mines Officer, LT. "Red" Green would wave "Adios" with his yardstick to this MOMAT for the last time on 29 July 1965.

The Mines Officer, COMSERVPAC, LCDR Ben Randle visited the MN at West Loch early 1966. He reported that the first mines had been laid in North Vietnam by A-6As from the carriers from the carriers in the South China Sea. But the shallow waters prevented their arming. Combinations of mine mechanisms and test sets were set up that sparked the idea to convert bombs into mines that carriers could plant anywhere - and they did! Thanks to NAVSEA and the White Oak Lab, who quickly responded with the famous Destructor Kits.

NAVMAG GUAM

On 8 Jul. 1966 MOMAT 0302 deployed to NAVMAG Guam with their allowance of mines from N.A.D. Oahu.

With a new team and the help of MN1 Tom Hogan, we would man and ready the mine facility there in preparation of the big one - Hiaphong! We were given royal treatment by all - including MNC Million and MN3 Verneti gave me their brand new truck! COMSERVPAC would visit in person and offer his support. November 1966 we welcomed MOMAT 0301 from Long Beach, my old home, and CWO Putnam would again relieve me.

Aloha

Six months after my return to N.A.D. Oahu in May I would receive orders and leave as a full Lieutenant and join with WO Hogan and WO John Loonam at Nuclear Weapons Training Center in Florida where we would have a hiatus from our first love - conventional mines.

And I would remember always my "hut" where loyal men and officers - like CWO "Bob" Dredger, LT. Jerry Ireland and LCDR "Ben" Randle would hang their hats.

RETURN TO SUBIC

In July 1968, I would return to NAVMAG Subic, to stay, bringing the family, the dog and everything we owned. We moved into Olongapo City, P.I.

NAVMAG Subic had grown and I would have an assistant mines officer,

WO "Sam" English, who was also OIC of MOMAT 0304. The C.O., CDR J. O. Bess and the Mines Officer, CWO George Russell would greet me with open arms. The Magazine had earned the Meritorious Unit Commendation for support of the Seventh Fleet and Marine Corps Units in South-East Asia. (Attachment 2)

My first assignment was as a Seabee officer with a highly classified mission. Equipment and piers were a mess and generators that we depended on were constantly being destroyed.

The Mine Division

I relieved LT. Russell on 25 October 1968. Morale was high, MN were overworked - but the DST kits were getting to where they were needed and so were good mines and teams to the carriers. A specific team was being trained and readied for CWO English to take "in country"



Destructor MK 36

OPERATION SILENT SENTINEL

COMNAVFORV msg. 220845Z Feb. 69 from Vice Adm. Elmo Zumwalt came in on a Sunday while the C.O. was on the golf course, requesting the special DST Team. CWO English was in from the carriers to see a doctor so it was decided on the golf course that I would take them.

On 24 Feb. 69, the special team consisting of myself, MNC W. G. Phillippi, MN2 A. G. Hollingsworth, MN2 A. G. Paul and MN3 P. R. Anderson were flown to Camrahn Bay, Viet Nam by the Air Force at Clark A.F.B., but not in B-52s.

A truck was waiting to take the team to the U.S. Naval Support facility where the team was indoctrinated and fired the M-16 rifle. I was invited aboard ship for dinner by my ex-XO from USS Frontier (AD-25). I was contacted by LCDR "Bill" Poole who sometimes supervised me at COMINEPAC. How did these guys

knew I was there? This was a classified mission.

The team was to train UDT, Special Forces and LST personnel on the assembly, handling and laying of unmarked shallow water mines called DSTs. *(editor's note, these DSTs were surface or helicopter laid floating mines about the size and shape of a partially squashed bushel basket and not to be confused with air dropped low drag bombs converted into mines as pictured)*

Enemy replenishment forces were coming into South Viet Nam through Cambodia. I learned this from my brother-in-law who would visit us in Olongapo on R&R

On 27 Feb. 69 we boarded the USS Washtenaw County (LST-1166) with a load of DST's. We sailed south along the coast toward the mouth of the Mekong. En-route, the team, under the supervision of Chief Phillippi, trained 29 personnel. I was briefed and consulted on the plan to mine the canals of the Bassac above Can Tho. The operation was to be

called "Silent Sentinel". All of the mined areas would have to be posted with signs in Vietnamese. Chief Philippi had approached me and requested that the team be allowed to assist in mine laying ops. CDR Plumble of CTF 115 said "I knew you would volunteer and that's the only way we would use you".

On 6 Mar 69 clandestine mine laying began. The DST's were loaded in the wee hours of the morning aboard PCF 44. Upon reaching the first canal to be mined, three boston whalers were waiting. We loaded three DST's in each whaler. I was in the first, MN2 Hollingsworth in the second and MN2 Paul the third. Helicopters were overhead as we headed for the Cambodian border. I took my M-16 off safe. But was cautioned by my Ranger Captain to put it back on safe-as I wouldn't know what hit me. We were getting close so I gave the order to commence prep to lay.

I laid mine "numero uno" on the border and continued back until all nine of the DST's were in the water.

When we reached PCF-44 for another load, Chief Phillippi saw me sweating profusely and asked me if I wanted to be relieved. So the whalers were loaded once more and Phillippi jumped into boat one. As he did, I cautioned him that the DST's I had laid would be armed and hard to see in the muddy waters. He saluted me and took charge as he started up the canal. The canals were heavily banked with nepa palms and prevented the use of our mercenary troops for security. When sufficient time had passed for Phillippi to reach the other laid mines- a DST exploded and we did not know until the chopper reported that it was the first DST and that all the boats were safe and that no one or nothing was around. When the whalers returned and the mines were in the water, we ceased operations and went back to the LST to confer. A decision was made to test all the DST's aboard as No. 1 could have been damaged while loading on the PCF. Message reports were sent to all concerned. mining ops resumed as before. The team would rotate so that all laid mines. I never worked with a more proficient team. Each man with a sense of urgency to complete the mission, set an example that inspired his associate to strive for maximum performance. When we terminated the operations, I sensed that they wanted us out of their before someone got hurt. Or their might have been an order that I never saw. In fact, there were messages addressed to me as OIC MOMAT 0304 that I never saw! The team left without me so I could take care of the paperwork. I forgot to mention that claymore mines were planted with the DST's and we would learn of the demise of some we worked with when we got back.

On the plane to Clark Air Base I was the only live passenger. I walked over what I thought were some kind of weapons containers.

When I arrived home the security guard I had hired to protect my family had fled. The C.O. greeted me with an order - that any medals earned in-

Please see Viet Nam on Page 15

Viet Nam from Page 14

country would initiate in-country. Found out later I should never have gone - I knew too much.

Adios Subic!

My world exploded one day in June 1969 when an unfortunate thing so much happened. Thirteen families had 72 hours to get out of the P.I. for security reasons that involved the high school kids and indigents. The Admiral had spoken. LCDR Don Decrona would relieve me.

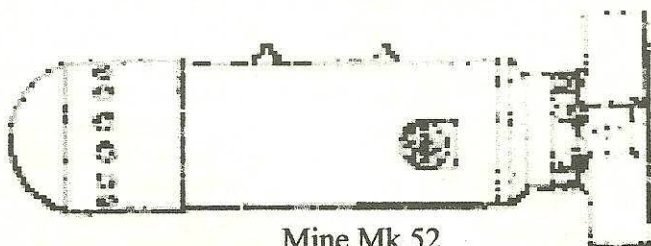
I am very proud of my record. But I am even more proud of the gallant people I worked with.

And so, I hereby honor them. And this book, about them - is dedicated to them and their families - who gave

certificates/letters (if listed on evals). A description in four lines or less, of applicants personal physical fitness program/training regimen now required under extracurricular activities.

Attachment (1) Letter off Commendation CO, NAD Oahu to Lt. Hernandez quoting CINCPACFLT Msg. on rapid deployment. Attachment (2) Meritorious Unit Commendation to NAVMAG Subic '65-'67 (Attachments not included in this article)

Acquisition Professional Community is a career path designed for officers directly involved with managing the design, development and directly involved in managing the design, development and production of weapons systems. Officers selected (04 or senior) can expect challenging and rewarding assignments for the remainder of their careers.



Mine Mk 52

I carried Decrona's phone number in my head on June 29th - and when we landed in Japan on the way home I called and told him to forget leave - Sam needs you! The rest is history!

But I must tell you, that before I went "in-country" CDR J. O. Bess gave me a well done for a ten week job we did promoting a queen candidate for Miss Naval base and Miss Olongapo City. and he paid dearly for my sins. But I never ever betrayed his trust - ever.

HIAPHONG MINED

At last our prayers were answered. Hiaphong Harbor was mined in early 1972 as I was getting ready to deploy from MOMAG Charleston. President Nixon's plan to end the Viet Nam war with the assistance of Adm. Morrer's naval personnel had finally come to fruition. The "long and trying ordeal" ended one year later after the longest mine preparation in the annals of American history - eight years!

Caveat Emptor

On that plane home from Vietnam I prayed that my sins or omissions in no way delayed "Hiaphong" - not even one week meant another 200 dead! But if I did, was I alone?

The Navy Public Affairs Library

on the Internet 6 Jun '96

Courtesy AOM Pres Warren Savage (selected topics)

Concerned sailors helped crack a drug smuggling operation that led to the arrest and charging of 15 sailors E-1 to O4. The operation code-named Operation White Stallion represented the largest, most complex NCIS counter-drug operation ever in Europe and required the cooperation of the Italian customs police, the Turkish National Police, The U.S. DEA and the USAF Office of Special Investigations.

Major changes in application procedures for LDO/CWO are in the spotlight. Today's active duty aspirants should refer to applicable BUPERS instructions. For the retired set, I thought you may find some of the streamlining changes interesting. Photograph in Summer White, Date, place of birth only for naturalized citizens, age not required.

No longer required: Military entry level test scores, class standing statements, correspondence course grades, chronological list of billets, letters of commendation, letters of appreciation and warfare designation

Status of the Navy June 3, 1996:
421,984 active duty; 96,137 selected reserves; 230,601 civilians

Aircraft: 4,899

Ships: 363

At Sea: 200 ships (55%)

Deployed: 104 ships (29%) 43,514 personnel

Carriers:

USS Independence Western Pacific

USS John F. Kennedy local ops Western Atlantic

USS Kitty Hawk Exercise RIMPAC '98 Eastern Pacific

USS Theodore Roosevelt North Pacific

USS Carl Vinson port visit Palma, Spain

Sea Stories out of Naval Institute Proceedings, courtesy of Chuck Nicklin, MNC Ret

Birds of a Feather

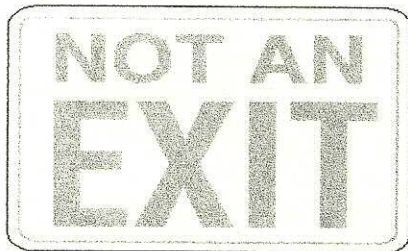
HMS Albion, the British light cruiser, was paying a visit to a South American Port on a round-the-world cruise. An ordinary seaman was much attracted by the parrots for sale there, and in accordance with ships orders requested the executive officer's permission to bring one on board.

"But what about the smell?" asked the commander, realizing that the birds arrival on an already crowded mess deck might not be welcome. "Oh, that will be all right, Sir" replied the seaman, "He'll get used to it."

COLEMAN BRIDGE CLOSED for NINE DAYS!

Yorktown, Gloucester, VA
john loonam

What a sight to see three spans crossing the York river missing! The project to widen the Coleman Bridge spanning the York River between Yorktown and Gloucester has finally come into being. After much studies, surveys, political wrangling, state and federal muscle bulging the widening project for the Coleman Bridge is almost history.



It did become a little history as this was the first time the construction technique of building the six new 77 foot wide spans (old 37 feet) off site (Norfolk) and barging them here to be put in place ready for traffic. Concrete decks, wiring, light poles, bridge tenders house, plumbing and whatever all in place, the sections were mounted on supporting structure on barges. The old spans were removed by floating in barges with support structures in place under the old spans using very precise mooring adjustment techniques (by the inch) and partially submerging the barges to position the supports exactly where needed. The barges were pumped out to take the load as the connecting pins were removed and the old spans floated away. Waiting their turn the new spans were quickly floated in and replacement completed. The only thing needed on the new spans was the center line divider and section connecting sides. All sides and divider are solid concrete barrier looking so the view is not obstructed. Engineers from all over the country came to Yorktown to observe this first of its kind replacement of bridge

spans (already assembled and finished)

The closure was scheduled for 12 days with all traffic re-routed through West Point, a 95 mile detour for those living near the bridge. Much PR and advance planning were done to ease the traffic problem. Vacation time, temporary motel accommodations, staying with friends, car pooling, state bus pools all contributed to the ease of traffic congestion. Traffic back-ups in West Point were minimal with the worst occurring on Mothers Day where hour long delays were reported in both directions. The main traffic light at Route 30 in West Point was manually manned during the closure.

The contractor had to do the job with a \$4,000 an hour bonus for each hour he opened to traffic early and \$8,000 an hour for each hour after the 12 days. Over 300 construction workers worked on each shift. Weather cooperated most of the time and he finished almost 3 days ahead of schedule to the tune of three quarters of a million in bonus money.

Where are we now? We're still confined to two single outside lanes as the old approach span decking is replaced and the center divider put in place. The toll booths are on the Gloucester side and collect \$2.00 for north bounders and nothing for south bounders. Commuters will pay 50 cents for the same trip using microwave transmitters that require an advanced paid account. Tolls are automatically deducted as you pass through without stopping. Commuter eligibility is three trips per quarter. Tolls take effect August 1st when the full four lanes (and breakdown lanes) will be open to traffic. The last traffic count done in 1994 showed 27,000 vehicles per day use the bridge.

This writer was going through the Naval Schools of Mine Warfare, Yorktown in 1952 and marched in the school's entry in the parade opening the first bridge. I also rode the ferry prior to the bridge as a passenger in Ed Sprecher's car going to the D.C. railroad station en route to weekends in New York.

Duties from Page 8

collected by the Association for the specific purpose of maintaining the Association museum and its contents. A full accounting of maintenance funds expended must be made to the Secretary/Treasurer, with final review by the Board of Directors.

6. The Committee shall have the ability to place before the President, Board of Directors and general membership any ventures, ideas and/or promotions which can perpetuate our history. Where such involves expenditure of Association funds above the limitations imposed by the By Laws, the general membership must provide a majority vote of approval by members present at the annual business meeting.

7. The Historian shall make periodic reports to the President in accordance with Article VIII, Section 2 of the By Laws, and is encouraged to publish periodic newsworthy articles in the newsletter. The Historian will make an annual report to the general assembly at the annual business meeting.

8. The Committee shall be comprised of the Chairperson/Historian as appointed by the President and approved by the Board of Directors, and as many volunteer "aides" as he/she may solicit to assist in maintaining our historical materials.

SPECIAL COMMITTEES

A. NOMINATING COMMITTEE

1. The Nominating Committee shall be considered a special committee due to its requirement for annual restructuring to meet By Law requirements to elect/re-elect, at a minimum, two members each year to the Board of Directors.

2. The two mid-term Board of Directors members (i.e., those at the two year tenure of their three year term) shall be responsible for either
Please see Committees Page 17

Committees from Page 16

dually chairing the Committee, participating with the Committee, or causing the Nominating Committee to be formed with other voting members. If the Nominating Committee is formed of other members than the mid-term Board of Directors members, these Board of Directors members shall act as liaison to the formed Committee and provide advice and contact assistance for the purpose of soliciting persons willing to be nominated and serve in officer capacities requiring a vote by the general membership.

3. The Committee will be comprised of a minimum of two members, preferable three. The results of their efforts to recruit nominees for election to the various offices that are open for the respective annual election will be announced when the floor is opened for nominations for each respective office. All nominees, including those "in absentia", must meet the criteria of the By Laws, Article V, Section 7.

B. REUNION COMMITTEE

1. The Reunion Committee shall be considered a special committee due to it's requirement for annual restructuring to meet the unique geographic requirements of relocating the reunion/business meeting on an annual basis.

2. Commensurate with the vote at each business meeting to select a site/location for the year succeeding the next year (i.e., two years hence) reunion, there shall be a member or members which will assume a lead role in organizing, negotiating and otherwise obtaining facilities and/or services for the reunion at the respective location. This member, or members, shall comprise the Reunion Committee, even though other volunteers may be concurrently or

Continued next issue

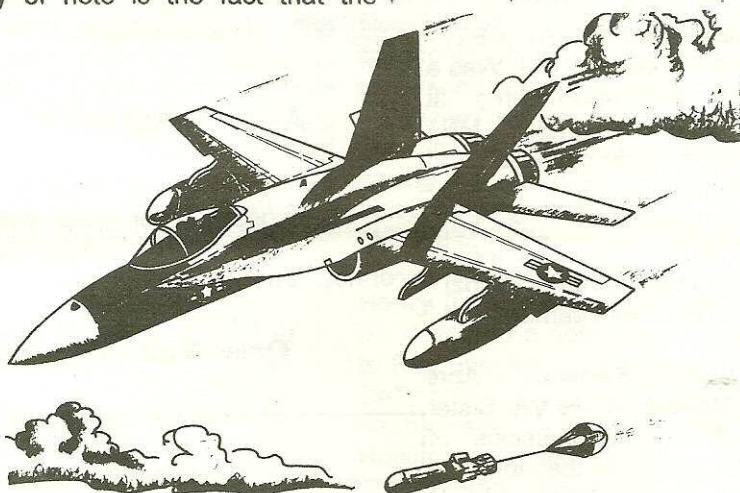
NAVSEA'S Mine Familiarizer by
NMWEA

Pressure mines continued from Issue 12

In performing this function, the pressure detector senses a decrease in pressure caused by a moving ship as it displaces a given volume of water beneath its hull throughout the course of its passage. It should be noted that ocean swells and surface waves may also be sensed and processed by the pressure detector. However, since the magnitude of the signals produced by these disturbances is small, the firing mechanism sweeps them aside and, therefore does not respond. Also worthy of note is the fact that the

of Japan, a campaign briefly recounted at the beginning of this publication. In short, airplanes can lay mines suddenly and in great quantity. Moreover, airplanes are the only vehicles capable of replenishing a large mine field without danger from the field itself. Also, planes can lay mines in shallow bodies of water, including rivers and harbors which cannot be transited by submarines or surface mine layers.

Most air-laid mines use some sort of flight gear to decrease water-impact velocity. This usually consists of a parachute pack and release gear which function as follows: As the mine strikes the water, or submerges to a given depth, the release gear frees the mine case from the parachute, after which the parachute



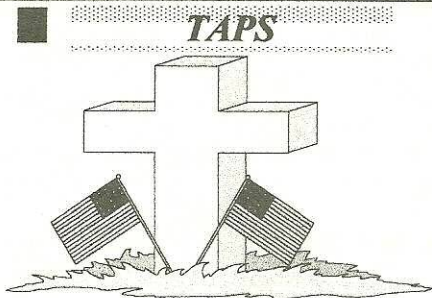
pressure firing mechanisms are not used alone, but rather in various combinations with magnetic and acoustic firing mechanisms. This provides a diversified mix that not only increases the mine's detection capability, but also makes countermeasures more difficult for the enemy.

DEPLOYMENT AND OPERATION

Aircraft Laid Mines. It wasn't until World War II that mines were successfully planted by aircraft; and it was then that it became readily apparent that the advantages of air delivery are many. This was demonstrated by the number of notable mining campaigns of that war, the most notable of which was the strategic blockade of the harbors

and mine then sink free from each other. Flight gear also includes tail fins which provide stability during flight and free fall; nose fairings may also be used to reduce drag. Almost any aircraft that carries bombs--Navy, Air Force, or otherwise-- can also lay mines. Like bombs, air laid mines are equipped with arming wires that maintain the mines in a safe condition until they are released from the aircraft. However, at the instant a mine is released from the aircraft's bomb rack, the arming wires are withdrawn, leaving the mine with the potential to arm. On the other hand, should it become necessary to jettison the mine in a safe condition, the pilot actuates solenoids that allow

Continued next issue



Since our last newsletter we have learned of the following members and friends that have passed away. The membership of the Association of Minemen wish to express their sympathy to the families of those departed loved ones who now reside with our Most Supreme Commander.

MN1 Charles Vetts, USN (RET) - January 1996 near Earle NJ. Was a change of rate and retired at MOMAG Unit Three. **MN1 Guetteriz** from Earle participated in the burial Honor Guard.

Wayne Lattanzi - January 3, 1996, son of Gunner **Bob Lattanzi** - died after a battle with cancer.

Mildred Smoot Sweeney - April 22, 1996, Newport News VA. Sister of **Jack Smoot**. Expressions of sympathy can take the form of contributions to First Friends Church, 1062 Big Bethel Road, Hampton VA 23666.

ADM. Jeremy "Mike" Boorda, Chief of Naval Operations - died from a self inflicted gunshot wound May 16, 1996. He was the first white hat to serve as the CNO and was the "sailors" Admiral.

MNC Theodore Bok - listed in the June issue of Naval Affairs, the FRA magazine. No branch listed, was a Member at Large (MAL).

NOTE: In order to ensure we receive timely notice of deaths it is requested the information be provided to the Secretary/Treasurer as soon as possible. This will allow

us to respond with flowers or other remembrance. His phone/fax numbers and address are on the inside front page of each issue of the Dashpot. A copy of the newspaper notice is helpful. Thanks for your help.

grandchildren of AOM members derives its money from association members through cash donations, memorials and donations of treasures to be auctioned at our annual picnics or bidding and obtaining these treasures. Each year the names of the scholarship recipients are announced at the annual meeting. Do you have a skill or craft that can provide treasures for the auction? Possibly a white elephant that would look better in a place of honor on my shelf rather than in your attic? Please send, bring, or deliver your most welcome donations to Lyal c/o Frank Martin (address on page 10). Our auctioneers would appreciate an estimated bid starting price to keep things in perspective. Your name on the donation would help us in publishing a list of donors and proceeds of our annual effort in the Fall issue of Dashpot. Anonymous requests will be respected. Your participation is needed to make this worthwhile cause prosper over time.

NEXT
ARTICLE DUE
DATE
SEPTEMBER
10
1996

Auction Anyone??

The AOM Scholarship fund needs your help whether you're attending the reunion or not. Our scholarships to children or

Our Parliamentarian IS Don Decrona

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Please enter my order for _____ copies of the Association of Minemen Commemorative History at a cost of \$50.00 each.	\$ _____
Please add \$4.00 each per book for boxing, handling and postage.	\$ _____
OPTIONAL: Please stamp my name on the lower right corner of the cover (not to exceed 21 spaces) as filled out in the blocks below for \$5.00 per name.	\$ _____
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NO CASH PLEASE ! If paying by check, please make payable to Minemen History Book.	

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	
Silver Tone	

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

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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	
Sub Total			
S & H Cost of Items: 10%			
Mine Medallions Sub-Total From Above			
Scholarship Contribution			
Mine Museum Contribution			
Annual Dues (\$10.00 Per Year For Maximum 5 Years)			
Total			

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Member Number _____

To: Secretary /Treasurer

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Association of Minemen

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Charleston SC 29415

Phone _____

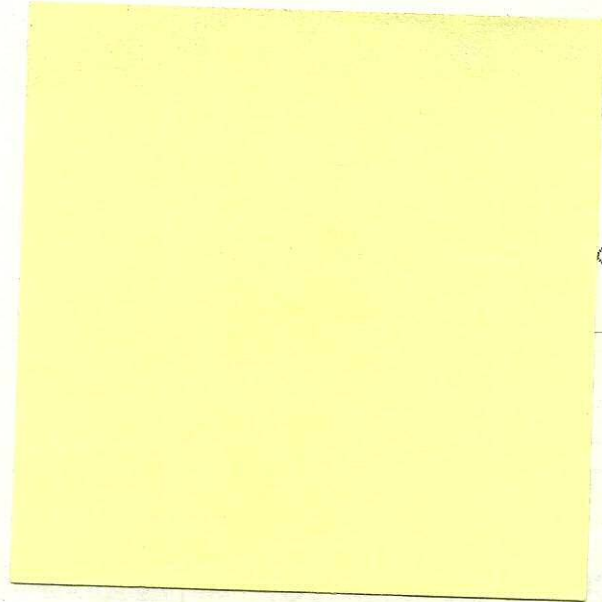
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I wish to join the Association of Minemen and include payment of \$10.00 membership fee (plus \$5.00 initiation fee).

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.