



# THE DASHPOT



## FROM THE PRESIDENT Robert Hart

In the middle of summer and it seems the major part of the country is experiencing above average temperatures. Here in Hartsville we have been recording temperatures in the mid to high 90's with heat indices as high as 105. That said, we are anticipating our trip to Williamsburg in October when we will enjoy re-acquainting with shipmates.

Election time is coming up this year when we will be required to elect a new president, vice-president and two board of directors members. If any of you feel the need to serve your association in any capacity, please contact any one of the association officers and throw your hat in the ring. These officers names, addresses and e-mail addresses are found in the DASHPOT.

Over the years the AOM has had excellent leaders and most are still serving the present officers by offering opinions, suggestions, and guidance that is considered invaluable to the operation of the AOM. As for me, I will be eternally grateful for the guidance our past officers have given me during my tenure. You know who you are and I sincerely thank you. We are looking forward to re-acquainting with two of our honorary Minemen, ADM. Roy "Latch" Hoffmann, USN Ret. and CDR. Jorgen Lorenzen, RDN, Ret.

As you make your plans and arrangements to attend the reunion, I would suggest you think about bringing something for the auction at the picnic on Sunday. We have had many interesting and sometimes unusual items in the past. Millie Reid's afghans and Ross Maddocks' bell rope and boatswain's mate pipe lanyard come to mind. We look forward to seein' y'all. Bob

## 36th ANNUAL AOM REUNION

YORKTOWN/WILLIAMSBURG,  
VIRGINIA  
OCTOBER 15-17, 2010

October 15th is rapidly approaching. We here in Yorktown are anxiously awaiting your arrival at the 36th AOM Annual Reunion. Ed talks to the George Washington/Lexington Hotel planners frequently and informs us they are ready for your arrival. The usual Friday Early Bird will be available for your Sea-Story fellowship with comrades from Mine Shops of old. Really early folks will find us socializing at the second deck hospitality room on the evening of the 14th. Ed tells me he has heard from two different groups of MN that plan to get together at the reunion for the first time. Any difficulties with this end, contact us at the number/link on page 2. We appreciate your support at the Scholarship Auction. Ed & John

**“THERE IS NOBODY SO IRRITATING AS SOMEBODY WITH LESS INTELLIGENCE AND MORE SENSE THAN WE HAVE.” —DON HEROLD**

### ON THE INSIDE

The Mail Bag	5
Taps	6
Confederate Torpedo Service	9
Lest We Forget	11
MOMAG News	15

**PRESIDENT**

Robert N. Hart (07-10)  
1237 Patrick Hwy  
Hartsville, SC 29559-7759  
843-383-0882  
[mncrn@roadrunner](mailto:mncrn@roadrunner)

**VICE PRESIDENT**

Ron Swart (07-10)  
202 E. Baldwin Rd, Unit B  
Panama City, FL 32405  
850-276-1750  
[swartre@comcast.net](mailto:swartre@comcast.net)

**SECRETARY/TREASURER**

Curtis T. Christian (01- Morte)  
303 Cypress Shores Rd.  
Eutawville, SC 29048  
803-492-4245  
[curtischristian@hotmail.com](mailto:curtischristian@hotmail.com)

**PAST PRESIDENT**

Bill Johnson (07-10)  
341 Shadynook St.  
Keyport, NJ 07735-5140  
732-583-8546  
[bpjohns@earthlink.net](mailto:bpjohns@earthlink.net)

**PARLIMENTARIAN**

Warren Savage  
10331 Settle Rd.  
Santee, CA 92071  
619-258-1478  
[CHIEFSKIP@aol.com](mailto:CHIEFSKIP@aol.com)

**CHAPLAIN**

Derick S. Hartshorn (08-Morte)  
1204 4th Street Drive, SE  
Conover, NC 28613-1827  
464-4981  
[DerickH@charter.net](mailto:DerickH@charter.net)

**HISTORIAN**

Jim Cernick  
2305 Westlake Circle S.  
Ingleside, TX 78362  
361-775-1219  
[BARKINPIG@aol.com](mailto:BARKINPIG@aol.com)

**YORKTOWN MUSEUM**

Position Vacant  
at Present

**LEXINGTON MUSEUM**

Ron Swart  
[swartre@comcast.net](mailto:swartre@comcast.net)

# THE ASSOCIATION OF MINEMEN



## DEDICATED TO SERVING THE U.S. NAVY MINE FORCE

The Dashpot,  
published quarterly, is the  
newsletter of the  
Association of Minemen,  
a 501-C non profit, non  
political organization  
incorporated in the state of South  
Carolina with the  
mission of perpetuating  
knowledge of undersea mine war-  
fare and championing its necessity  
as one of  
America's first lines  
of defense.

**2010 REUNION COMMITTEE**

Ed Oyer  
757-887-3219

**E-mail Contact**

John Loonam  
[jloonam@yahoo.com](mailto:jloonam@yahoo.com)

**SCHOLARSHIP COMMITTEE**

William (Swede) Carlsen  
1925 Pilgrim Ave.  
Bronx, NY 10461  
718-792-2298  
[mncsswede@aom.worldnet.att.net](mailto:mncsswede@aom.worldnet.att.net)

**BOARD OF DIRECTORS**

Robert W. Wilson (07-10)  
10 Illinois Ave  
Port Monmouth, NJ 07758-1108  
732-787-4174  
FAX 732-787-5519 (call first)  
[MNCUSNRET@att.net](mailto:MNCUSNRET@att.net)

Robert "Stan" Stancik (07-10)  
151 Westminster Blvd.  
Goose Creek, SC 29445-1879  
843 797 2275  
[rfstan@yahoo.com](mailto:rfstan@yahoo.com)

Gary Elliott (08-11)  
446 Hemlock  
Sequim, WA 98382-3771  
360-683-9569  
[gngelliott@yahoo.com](mailto:gngelliott@yahoo.com)

Bob Reed (08-11)  
626 Pritchard Rd.  
Oil City, PA 16301  
814 678 2977  
[cwo4connie@conline.net](mailto:cwo4connie@conline.net)

Gary L. Cleland (05-12)  
12201 Sunrise Ct.  
Poway, CA 92064-2865  
858-748-3835  
[gunnercle@aol.com](mailto:gunnercle@aol.com)

Warren Savage (09-12)  
10331 Settle Rd.  
Santee, CA 92071  
619-258-1478  
[CHIEFSKIP@aol.com](mailto:CHIEFSKIP@aol.com)

**AOM STOREKEEPER**

Ron Swart  
202 E. Baldwin Rd, Unit B  
Panama City, FL 32405  
850-276-1750  
[swartre@comcast.net](mailto:swartre@comcast.net)

**DASHPOT EDITOR**

Bill Fortner  
1020 County Road 856  
Cedar Bluff, AL 35959  
256-523-7111  
[mk27@httswireless.com](mailto:mk27@httswireless.com)

**WEBMASTER**

Phil Dechene  
[pdechene@triad.rr.com](mailto:pdechene@triad.rr.com)

**AOM HOMEPAGE**

[www.minemen.org](http://www.minemen.org)



# SCHOLARSHIP SCOOP

by Swede Carlsen



The AOM has awarded nineteen scholarships to some very, very talented and intelligent applicants. The Minemen Association is very proud to announce the awardees of the AOM assistance scholarships.

- |                        |                               |
|------------------------|-------------------------------|
| 1. Zoe Abbett          | Mass. College of Art & Design |
| 2. Kyle Appleton       | Muhlenberg College            |
| 3. James Carlsen       | Mass. College of Art & Design |
| 4. Joseph Cavallo      | Stoney Brook Medical School   |
| 5. Lori-Ann Cavallo    | SUNY Genesco                  |
| 6. Kristina Cavallo    | Adelphi University            |
| 7. Mary K. Chapman     | Tri County Tech. College      |
| 8. Tayler Ellis        | N. Carolina State             |
| 9. Nicholas Fanelli    | Drexel University             |
| 10. William C. Johnson | Central Carolina Tech.        |
| 11. Nicole Loonam      | W. Virginia University        |
| 12. Nicole Martinico   | Siena College                 |
| 13. Kylie Murray       | University of Pittsburgh      |
| 14. Emily Olesh        | Ball State University         |
| 15. Kyle O'Keefe       | Grove City College            |
| 16. Michael Piesco     | Rockland Community College    |
| 17. Glen Wallace       | College of San Mateo          |
| 18. Scott Wallace      | Santa Clara University        |
| 19. Jaclyn R. Warden   | Winthrop University           |

Bravo Zulu to the membership and friends of the AOM. Your donations have made it possible to award these nineteen scholarships. Keep up the good work!

Don't forget to make some generous bids at the picnic auction. 'Stand Tall America'



## FROM THE WEBMASTER

By Phil DeChene

Below are recently changed or added e-mails on the AOM WEB Site. There have been several inquiries about e-mail addresses on the AOM WEB Site that are bouncing. If you are listed on the site please check to see if your address is correct. If changes are required or you wish to be listed on the site e-mail me the information at [pdechene@triad.rr.com](mailto:pdechene@triad.rr.com). Phil DeChene AOM WEB Master

### E-mail – Active Duty

- 08/19/10 - Roger L. Byrd Jr. MN1 (SW); [navymn48@yahoo.com](mailto:navymn48@yahoo.com)
- 07/03/10 - Rachel Chapman MN1(SW); [rachel.chapman@navy.mil](mailto:rachel.chapman@navy.mil)

### E-mail – Retired

- 08/21/10 - Mark D. Scott, MNC, CWO3; [cyps2collect@yahoo.com](mailto:cyps2collect@yahoo.com)
- 08/14/10 - LCDR Coral L. Mac Intosh; [macnapp@comcast.net](mailto:macnapp@comcast.net)
- 08/14/10 - Paul Appleton MN1; [macnapp@comcast.net](mailto:macnapp@comcast.net)
- 08/06/10 - John Opocensky MNCM; [johnopocensky@yahoo.com](mailto:johnopocensky@yahoo.com)
- 07/18/10 - CDR Ken Martin; [mamkrm@bellsouth.net](mailto:mamkrm@bellsouth.net)

### E-mail – Former Minemen

- 08/27/10 - Ron Skelton MNSN; [rskelton524@aol.com](mailto:rskelton524@aol.com)
- 08/19/10 - Christine Corley (Hako) MN3; [motleymom5@gmail.com](mailto:motleymom5@gmail.com)
- 06/28/10 - Mark Corgnell MN3; Commissioned LT 1984; [Mark.Corgnell@uroplasty.com](mailto:Mark.Corgnell@uroplasty.com)
- 06/28/10 - Donald Shilling MN3; [starman@texarkaam.org](mailto:starman@texarkaam.org)

# 50th!

## Steve and Bonnie Howard Celebrate Their 50th Anniversary



Steve Howard Jr., formerly of El Paso, TX and the former Bonnie Jeanne Brooks, formerly of San Bernardino, CA celebrated their 50th Wedding Anniversary, August 28, 2010, at the home of friends John and Betty Davis in Curlew, Washington.

A dinner was planned at 5 p.m. that evening. The rest of the planned evening came as a surprise to the couple. (Must have been good since Bonnie didn't add any details.)

Steve and Bonnie were married August 28, 1960 in the Highland Avenue Lutheran Church in San Bernardino, CA. Steve had just reenlisted in the US Navy for another 4 years and was now to serve aboard the USS Yorktown CVS 10.

After a short tour on the USS Yorktown, the couple and daughter, Linda, moved to Charleston, SC where Steve attended school. Son, Scott, was born prior to new orders taking them to Sicily. Those two years, July 1964 to 1966, were exciting, starting with Mt. Etna blowing her stack on July 4th, 1964 while we attended a 4th of July party. Leaving in August of 1966 and given a rousing sendoff by fellow minemen were just two wonderful highlights of their tour in Sicily.

The rest of their Navy time was filled with the birth of a second son, Joseph, and the purchase of their first home in Goose Creek, and attending many mine parties. Steve went to school again and became an Instructor at the Mine School and was advanced to CPO. July 16, 1976 he retired. From there, in 1977, they moved to Concrete, WA, in 1981 to Cleburne and finally Burleson, TX where they lived for 25 years before moving to Republic, WA. It has been a wonderful experience, and it ain't over yet.



To the uninitiated, this is just a happy fiftieth anniversary celebrated by two normal folks...au contraire! Well, Bonnie is normal, but Steve...well, Steve used to like to go 4-wheelin' on weekends when he was stationed at the Mine Warfare School. Steve must not have been real good at it because he almost always broke something every time out. The school staff used to wait breathlessly for him to come in on Monday mornings to learn which "accessorie du Jeep" he broke for which Bonnie was going to kill him if she ever found out. We all know that Bonnie is a patient and forgiving wife...because Steve is still breathing...and we all know Steve isn't slick enough to keep anything from her. ;^)



## The Mail Bag

To the Minemen's Association,

I would like to sincerely thank you for your decision to honor me with your scholarship. Your contribution is greatly appreciated and very helpful. The past months have been difficult for my family in more ways than just financially. This scholarship was some much needed good news. We hit a financial rough spot very recently and this scholarship means a great deal to us. I believe education is paramount to the growth of an individual and to improving society as well and I am grateful that you have recognized its importance as well. If you would pass on my thanks to all involved with the support of this scholarship it would be very much appreciated.

Thank You and God Bless,  
Kyle O'Keeffe

---

Dear Association of Minemen-

Thank you so much for the \$750 check. It is really going to make my financial trip to college easier. I plan on putting it all towards savings and I really appreciate it. It is truly an honor. Thanks again for not only this, but for also helping many other students get to college.

Thanks,  
Emily Oush

---

Dear Association of Minemen

Eugene H. Stanton @ 70 Hockomock Rd, Woolwich, Me 04579-5120 died May 17, 2010. He will be sadly missed.

Thank you  
Yvonne Stanton

---

Thank-u for another year. We both hope you all (MN) and family are well and prosper.

It has been a long time since MOMAT 0321.

My thoughts are always with the mine force!  
Even though I changed rates to advance.

Best to all  
Respectfully,  
Dorothy/Bill Meinzer

TO WHOM IT MAY CONCERN

I am writing today to give my utmost gratitude to the Association of Minemen. The scholarship you have awarded me will go a long way in assisting my continuing education and for that I send my thanks.

I wish the best to all of you and your families, I hope that someday soon I will have the chance to thank you all in person.

Thank you and all the Best.

Tayler M. Ellis

---

Dear William, (Swede)

We are making this donation to thank William Roberts for his wonderful article on my dad, Joe Glowa that appeared in the Summer 2010 Dashpot.

We also want to make it to thank William Fortner for the terrific work he did on the photos for the article.

Joe would have been so proud and pleased by the article and photos.

You really are a great group of men in the Association of Minemen and we will always be grateful and honored to have had Joe Glowa recognized by you in this way.

Sincerely,  
Jeanette Glowa (his wife)  
Jan Salem

**Editor's Note: Jeanette, did you really think we had forgotten you? Not likely. ;^) Joe did not serve alone and perhaps your job was the hardest. Bill**

---

Dear Association of Minemen,

Thank you so much for the scholarship reward. I am honored that I was considered and rewarded by your association. My experience at Pitt so far as been both enjoyable and rewarding and I know I have you to thank for that. everything I am given is greatly appreciated.

Sincerely,  
Kylie Murray

---

1512 Bethlehem Road  
Hartsville, South Carolina 29550  
Monday, June 28, 2010

Dear Scholarship Committee:

My name is Mary Kendall Chapman; I am eighteen years old and a graduate of Mayo High School for Math, Science and Technology in Darlington, South Carolina. In the fall of 2010, I look forward to becoming a Tri-County student and enrolling in the Clemson University Bridge Program. I am a recipient of an Association of Minemen Education Scholarship. And as a grateful student, I am writing to thank you.

In recent years I have discovered a true passion of mine - special needs children. Thus, I am planning to major in Special Education. Through the gift of education I hope to inspire and serve my community with the knowledge I obtain during my years of study.

Had I not been awarded this scholarship, my family would have a greater financial burden to bear. But I am fully confident that the scholarship you have generously given will significantly benefit my family and me. Thank you again for selecting me. I will work very diligently to prove I am a worth recipient.

Sincerely,

Mary Kendall Chapman



## TAPS

### **MNC Leonard Carvell, USN (Ret)**

Leonard Carvell GOOSE CREEK - Entered into eternal rest on the morning of August 19, 2010, Leonard Carvell, widow of Doris Lee Carvell. Residence, Goose Creek SC. Funeral services were held on Sunday, August 22, 2010, 11:00 A.M. at Carolina Memorial Funeral Home. Entombment followed at Carolina Memorial Park.

Leonard was born September 30, 1926, in Hughes Mine, WV the son to the late Frank Carvell and Mary Spino Carvell. Mr. Carvell had been a Mineman in the Navy achieving the rank of Chief with 30 years service. He also worked for 20 years with the Naval Base Police in Civil Service. Leonard was an avid Mountaineer fan and loved bowling in bowling leagues for many years. He was predeceased by his wife, Doris Reffitt Carvell, survivors include his daughters, Michelle McCall of Moncks Corner, SC, Robin Lunsford of Moncks Corner, SC and Joyce Hogue of Goose Creek, SC, a son, Michael Carvell of Goose Creek, SC, sisters, Elizabeth Christenson of University Park, FL, Esther Carroll of Lancaster, NY, Angela Watson of Bridgeport, WV and brothers John Carvell of Murphysboro, IL, Richard Carvell of St. Albans, WV and Joe Carvell of Yorktown, VA, 6 grandchildren and 8 great-grandchildren.

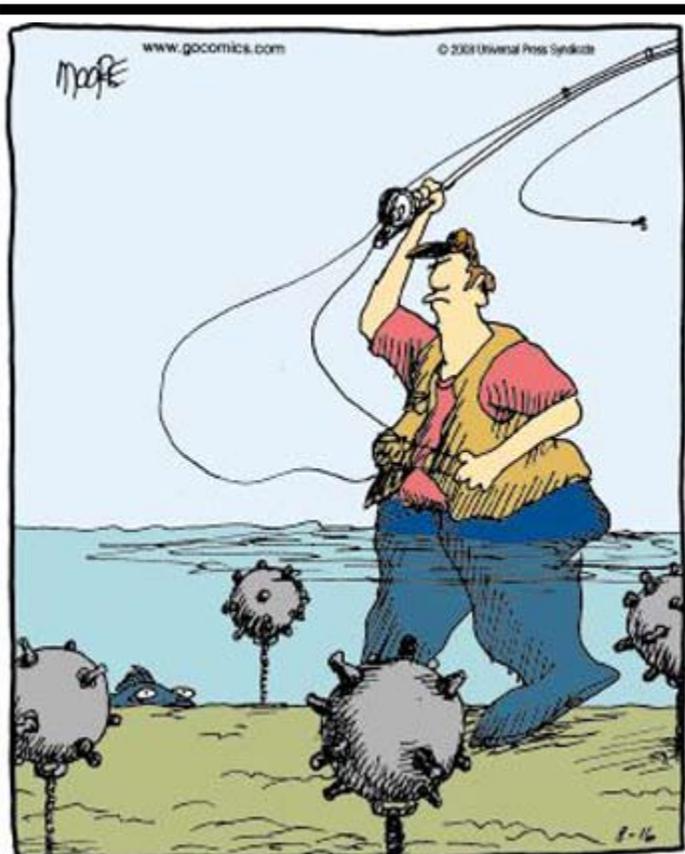
---

---

### **MNC John Louis FREY, (EOD), (MDV), USN (Ret)**

MNC John Louis FREY, 77, of Tampa, Florida, passed away Sunday, August 15, 2010. John was born July 19, 1933 in the Phillipines and was married to Lilia Libunao.

He was a retired Chief Petty Officer in the U.S. Navy and served in the Korean War in the E.O.D. His last duty station was on the USS Midway (CV-41).



He was awarded the Naval Reserve Meritorious Service Medal, Korean Service Medal, United Nations Service Medal, National Defense Service Medal, Navy Commendation Medal w/ combat V, Good Conduct award (Five Awards) and the Armed Forces Expeditionary Medal.

He was a Master Diver, carpenter, fisherman, boatsman, gun collector and antique sword collector. John was preceded in death by his mother, Angeline Esther Frey and father, Frank E. Frey.

He is survived by his wife, Lilia Libunao Frey; children, John L. Frey and wife, Rhonda; Catherine L. Neal and Janice Frey-Leet and husband, Larry; grandchildren, Amy Hedges Jinks, Lucas Seidman, Greg Frey, Corey Neal, Anna Neal and Sean Frey; sister, Fran Bishop and husband, Clyde.

Services were held at Temple Terrace Ward. Donations may be made to the Disabled American Veterans.



### **MN1 Roy E. Griffin, USN (Ret)**

Roy E. Griffin, 74, of Nelsonville, Ohio passed away July 16, 2010 at Hocking Valley Community Hospital, Logan, Ohio. Roy was born December 29, 1935 in Columbus, Ohio to Lowell and Neva Griffin. He retired in 1973 from the US Navy, retired from Hocking Valley Community Hospital in Logan; member of the Gold Prospectors Association of America; member of the NRA; member of the Association of Minemen; belonged to the VFW in Nelsonville and participated in the Honor Guard for many years.

Active in the Nelsonville Band Boosters; an all around outdoorsman, loved to fish, hunt, pan for gold, camping; loved his dogs.

Surviving are wife, Nancy Griffin; daughter, Teresa Lynn (Sherman) Cunningham of Murray City; son, Steve Eugene (Carolyn) Griffin of Nelsonville; grandchildren, Brandy Whaley, Tia Humphrey, Lowell Humphrey, Brian Shoemaker, Chris Shoemaker, Carrie McCune, Jason McCune; brother, Robert Griffin of Columbus; nephew, Jack (Karen) Drescher of Nelsonville; niece,

Becky Drescher of Nelsonville; several nieces and nephews.

Roy was preceded in death by his parents, brother Lowell Griffin Jr. Funeral services were held 1 p.m., Monday, July 19, 2010 at the Warren-Brown Funeral Home, Nelsonville, Ohio, with Rev. Ernie Perkins officiating. Burial was at Greenlawn Cemetery in Nelsonville, Ohio. Military Graveside service were conducted by the Combined Color Guard. Letters of condolence may be sent to this family at [gregbrown@brownfuneralservice.com](mailto:gregbrown@brownfuneralservice.com) which will be forwarded to the family of Roy E. Griffin.

---

---

### **CWO4 Jerry Lane Marion**

Jerry Lane Marion, 61, of Moncks Corner, a retired U.S. Navy CWO4, died July 28, 2006, at a North Charleston hospital. The funeral was at 2 p.m. July 30, at Russell Funeral Chapel. Burial was in Whispering Pines Memorial Gardens with full military honors. Mr. Marion was born May 22, 1945, in High Point, NC, a son of Garland Marion and Doris Hayworth Marion. He was a member of the First Christian Church of Moncks Corner, Veterans of Foreign Wars, Moose Lodge, Elks Lodge, a Mason and a Shriner. Surviving are his wife, Bonnie Owens Marion of Moncks Corner; his mother of Moncks Corner; two daughters, Tammy M. Morgan of Moncks Corner and Joy M. Thibaudeau of Easley; a step-daughter, Heather Nelson of Sylacauga, Ala.; a sister, June M. Goertzen of Moncks Corner; and eight grandchildren.

---

---

### **(MN) DPC Eugene Harold Stanton, USN (Ret)**

*He changed his rate to DP (data processor). I remember receiving a letter from him in April or May of 1967 shortly after I made 2nd (the first time). He commented that he was too quick on the rate change and regretted it somewhat. Turned out alright for him though. I had been in email contact with him in the recent years. He had some type of cancer surgery about 6 or 7 years ago. Al Bauer*

WOOLWICH -- Eugene Harold Stanton, of Woolwich, passed away May 17, 2010, at home, with his family by his side, after a struggle with cancer. The son of Harold Trout Stanton Jr. and Glenda Wright, he was born in Bath on June 26, 1943. He graduated from Morse High School, class of 1961. Upon graduation, he joined the Navy and

had a 20-year career, retiring at the rank of Chief Petty Officer in 1980. Gene had an extensive military career including tours in Vietnam and the Mediterranean. He ended his naval career at the Pentagon, for the Joint Chiefs of Staff.

He worked for Blue Cross/Blue Shield in Rochester, N.Y., as a systems analyst from 1980 to 1984. When the family moved back to Maine in 1984, Gene went to work for the state of Maine as a manager of Maine's hospital inpatient database, where he was known nationally for his pioneering work in health care reform. After 26 years of service, he retired May 1, 2010.

Gene is survived by his loving wife of 40 years, Yvonne Galuza Stanton; his son, Deane Erick Stanton; daughter Tracy Melvina Stanton Nolon; daughter-in-law Amy Elizabeth Stanton; brothers Michael "Brock" Stanton, Daniel Stanton, Scott Stanton and Brian Stanton; sister Veda (Stanton) Ferris; and extensive family.

He was a wonderful family man who supported and cared deeply for his wife and children. He was deeply satisfied with his great life and adventures, but he will be greatly missed in our future adventures.

At the request of the family, in lieu of flowers, please send donations to the Woolwich Firefighters Association, c/o Deputy Chief of EMS Deane Stanton, 13 Nequasset Road, Woolwich, ME 04579, in Gene's memory.

A service was held at 4 p.m. on June 5 at the West Bath Fire Department on State Road. Published in Kennebec Journal on May 21, 2010 Kennebec Journal of Augusta, Maine.

---

---

## *Taps*

*Day is done, gone the sun,  
from the lakes, from the hills  
from the sky,  
all is well, safely rest,  
God is nigh.*

---

---

## From the Labyrinth of the Historian



Howdy AOM and Hello MW,

Sorry I missed the summer issue, but computer problems have been plaguing me and my 1985 Atari computer system (Play's Pong OK). Fix one thing, the next goes out, add a new program, nothing works, same old story with all systems now days.

I scanned some photo's and left my 10,000 hour mercury vapor flatbed tube on, didn't like that at all, it was new in 96, still had 10 years on it probably. I'm up and running again now, with a new 6800 DPI scanner, not as well made I might add. I still have thousands of photo's, articles, and artifacts to digitally save; I hope it will last long enough to bring you some history.

I picked up a great 1918 dated bell from the USS Whippoorwill the other day (See PICs). The Whipp had a great history starting from the Barage days, including lifesaving events during WW1. It earned one battle star during WW2 in the Philippines and its Captain a Navy Cross for saving the USS Peary. Check it out online if you get a chance at: <http://www.hazegray.org/danfs/mine/am35.htm> . Great piece of history and it has a most beautiful ring.

If you ever noticed my "Damn the torpedo's" sign off at the bottom, you'll know I like Civil War history more than most maybe, or maybe you simply said "WT&%%\$# is that". Well now you know and I would like you all to read R.O. Crowley's "Building the Infernal machines". It was first published in 1898 in the Century magazine, and in 1973 in Civil War times. My good buddy Chief Jim Phillips, Ret, sent this along to me and I greatly appreciate it. You can find a text only version online at: <http://www.navyandmarine.org/ondeck/1862ConfTorpedoService.htm>. A very interesting article on Confederate MW.

If I gaffed anyone on emails (I know I have 4,000 in backlog), I promise I'll catch up soon. Hope you all had a great summer and I hope fall gives you a bountiful harvest of what you need. Push AOM in the school, build it in the Mine-shops, and sail it in the fleet and under. Give AOM memberships as an award incentive, it's easy, I STILL have 10 FREE 1-year memberships for ANY Minemen who just contact me at [barkinpig@AOL.com](mailto:barkinpig@AOL.com) , or 361-775-1219. Until next time, take care, DTTAFSA, BPIG sends



## **THE CONFEDERATE TORPEDO SERVICE**

By R. O. Crowley

Formerly Electrician of the Torpedo Division, C. S. N.

(The Century / Volume 56, Issue 2, The Century Company, New York, June 1898)

---

### **Organization and First Experiments**

At the outbreak of the war, one of the most pressing needs of the Confederacy was some effective method of defending its water approaches, especially the James River, leading direct to, its capital city. The South had no ships of war, and the few old-fashioned brick-and-mortar forts located here and there were mostly armed with smoothbore iron cannon, relics of a past age, and rusty from neglect.

To look back now, it seems wonderful how very defenseless we were at the start, and how apparently easy it would have been for a single second-class war vessel to have steamed up to Richmond in the early days of the conflict. For the defense of the rivers men's minds turned toward torpedoes, which were then but little known in the military world. Scores of plans were submitted to the War and Navy departments, some advocating mechanical torpedoes, 'that is, those which exploded by contact or by timed mechanism' others strenuously urging electrical torpedoes. Those generally intended for use on land naturally fell into the hands of the War Department, while electrical torpedoes for use under water came within the province of the Navy Department. It is of the latter class that this article treats.

The idea of using torpedoes on the Confederate side originated, I believe, with the Hon. S. R. Mallory, Secretary of the Navy; and he directed the distinguished Captain M. F. Maury to make experiments, with a view to their general employment, if practicable. His work began in the spring of 1862, and continued for a few months only with electrical torpedoes. He had arrived at no definite conclusion from his experiments when he was dispatched on an important mission to, where he continued to make experiments in electricity applicable to torpedo warfare, discovering an ingenious method of arranging and testing torpedo mines. The fact that there was no practical result from his experiments in the South was due simply to the want of time to organize his forces and collect material.

At that time the Federal government had no system of torpedoes; indeed, they did not consider it "honorable warfare." They had no necessity for submarine defenses, because early in the war we had no ships to attack them. Frequent reports reached us that they intended to hang or shoot any man they should capture who was engaged in the torpedo business. It was, therefore, a very risky business on our part, as we were constantly exposed to capture. As some slight security against being summarily executed by the Federals, in the event of my being captured, I was furnished with a document from our Navy Department, which read as follows, as near as I can remember:

The bearer, R. O. Crowley, is in the service of the Confederate States Navy as electrician; and in case of his capture by the United States forces, he will be exchanged for any general officer of their army who may be in our hands.

(Signed) S. R. MALLORY, Secretary of the Navy

(Signed) JEFF'N DAVIS, President.

This document I always carried on my person, although I had no great confidence in its efficacy.

The experiments made under the supervision of Captain Maury consisted of placing a series of hollow spherical shells of iron, containing about fifty pounds of powder, and extending across the bottom of the river, and connecting them electrically by insulated copper wires leading to galvanic batteries on shore. Inside these shells fuses were placed, which were to be ignited by the passage of an electric current through a fine platinum wire.

It was confidently expected that the simultaneous explosion of these shells under a passing vessel would instantaneously destroy the vessel and all on board. Experiments soon demonstrated, however, that fifty pounds of powder in from ten to fifteen feet of water would scarcely do any harm; and very soon the whole plant was entirely disarranged, the wires broken, and the shells lost, by a heavy freshet in the river.

Captain Maury was succeeded by Lieutenant Hunter Davidson, and it was at this time that the writer was appointed electrician of the Torpedo Division. Our headquarters were on board a small but swift steam-tug called the Torpedo, and two Parrott rifles were put aboard of her for emergencies. In the cabin of this little steamer we studied, planned, and experimented for months with various fuses, galvanic batteries, etc., and finally we determined on a system.

Our first object was to prepare a sensitive fuse of fulminate of mercury, to be exploded by the incandescence of fine platinum wire by means of a quantity current of electricity. We succeeded in this, and our fuses were made by taking a piece of quill, half an inch long, and filling it with fulminate of mercury. Each end of the quill was sealed with beeswax, after fixing a fine platinum wire through the center of the quill and connecting the protruding ends of the platinum wire with insulated copper wire. Enveloping the fuse was a red-flannel cartridge-bag stuffed with rifle-powder. The fuse, thus prepared, was ready to be placed in a torpedo-tank containing cannon-powder.

I have been thus particular in describing the fuse because on it depends entirely the certainty of explosion. Our torpedo-tanks were made of half-inch boiler iron. There was an opening to pour in the powder and to receive the fuse. The opening was then fitted with a screw-plug, in which there were two holes for the passage of the wires, and packed with greased cotton waste to prevent leakage of water to the inside. There was a heavy ring by which the tank was slung into position, and through this ring was passed a heavy iron chain attached to a mushroom anchor about twenty feet distant. These tanks were generally manufactured at the Tredegar Ironworks, and subjected to a heavy hydraulic pressure to show any leaks or defects.

Before we decided on the shape of the tank we prepared some ordinary copper soda-water tanks, capable of holding about one hundred to one hundred and fifty pounds of powder, and anchored them floating midway between the bottom of the river and the surface of the water. It was soon found, however, that, owing to their oscillating rotary motion, the electric wires became twisted and the electrical connection was broken. We also found that such floating tanks spent half their explosive force downward, and that copper was too soft to allow a fierce tearing power to the confined gases.

We experimented a long time with tanks of various sizes, and at various depths of water, and finally decided that a tank containing two thousand pounds of cannon powder was sure to destroy utterly a ship of any size at a depth of not more than thirty feet.

To give some idea of the many difficulties we encountered, I will mention, first, the scarcity of cannon-powder; secondly, we had only about four miles of insulated copper wire in the entire Confederacy; thirdly, we could obtain only about four or five feet of fine-gauge platinum wire. Battery material was very scarce, and acids could be purchased only from the small quantity remaining in the hands of druggists when the war broke out.

In the autumn of 1862 we planted three of these copper torpedoes, each containing one hundred and fifty pounds of powder, in the Rappahannock, below Port Royal, the intention being to destroy any Federal gunboat passing up. Our plans, however, were disclosed to the enemy by a negro, and no attempt was made to steam over the torpedoes. In December of that year, when Burnside was about to attack at Fredericksburg, it was deemed prudent to abandon our station near Port Royal, to avoid being cut off if the Federal army should succeed in making Lee retreat.

To this end, I was instructed to proceed without delay to Port Royal, to save all the wire possible, and bring off our galvanic batteries and other material. This was a hazardous undertaking, as our station was outside the Confederate lines, and the enemy was in strong force on the opposite bank of the Rappahannock. In pursuance of orders, I arrived at the station about sunset one evening, and after making due preparations for the transportation of our men and material, the galvanic battery was charged and the circuit closed, and a tremendous explosion took place, throwing up large columns of water, and arousing the inhabitants for miles around. We then began to retreat, and did not get inside our lines until near daybreak the next morning, being much delayed by the muddy roads.(1)

Such was the consternation of the few inhabitants of Port Royal at hearing the explosion, that the town was immediately deserted, and I understood that about forty persons slept that night in a small log hut on a hill about two miles distant.

*(1) On arriving at Milford depot, on the Fredericksburg Railroad, next day, I found immense numbers of sick and wounded soldiers retreating from Fredericksburg toward Richmond. I boarded the ambulance-train myself, in company with a lieutenant of engineers belonging to General Lee's staff, on his way to the War Department at Richmond, with plans of General Lee's intended route in the event of his being forced from Fredericksburg. When our train arrived at Ashland, we found the village in possession of Colonel Kilpatrick, of the Federal cavalry, who immediately summoned everybody to surrender and get off the train, which was then demolished and the engine run off the track. Here was a predicament, and I thought that the time had perhaps arrived when it would become necessary for me to show my document signed by Secretary Mallory. But, upon reflection, I concluded to keep as quiet as possible; so I went up to Colonel Kilpatrick, and said: "Colonel, what shall you do with citizens?" "Nothing," said he; "you may stand aside." "All right," I replied, and immediately vanished in the background. If he had only known what a nice capture he would have made of my friend the lieutenant, and also the aide-de-camp of the Governor of Virginia, who happened to be on the train with a large amount of money belonging to the State, which he was taking to Richmond! The next day I started for Richmond on foot, the railroad bridges and tracks having been destroyed by the Federals. We found their cavalry all along the route, even up to the very fortifications, which they could easily have entered, with scarcely any resistance.*

**To be continued in the Winter edition.**

## *Lest We Forget*

by Bill Roberts



**USS WARD DM 34**

The Secretary Of The Navy

Washington

The President of the United States takes pleasure in presenting the  
Presidential Unit Citation to the

United States Ship Aaron Ward

for service as set forth in the following citation:

For extraordinary heroism in action as a Picket Ship on Radar Picket station during a coordinated attack by approximately twenty-five Japanese aircraft near Okinawa on 3 May 1945. Shooting down two kamikazes which approached in determined suicide dives, the USS Aaron Ward was struck by a bomb from a third suicide plane as she fought to destroy this attacker before it crashed into her superstructure and sprayed the entire areas with flaming gasoline. Instantly flooded in her after engine room and fire room, she battled against flames and exploding ammunition on deck and, maneuvering in a tight circle because of damage to her steering gear, countered another co-ordinated suicide attack and destroyed three Kamikazes in succession. Still smoking heavily and maneuvering radically, she lost all power when her forward fireroom flooded under a seventh suicide plane which dropped a bomb close aboard and dived in flames into the main deck. Unable to recover from this blow before an eight bomber crashed into her superstructure bulkhead only a few seconds later, she attempted to shoot down a ninth Kamikaze diving toward her at high speed and despite the destruction of nearly all her gun mounts aft when this plane struck her, took under fire the tenth bomb-laden plane, which penetrated the dense smoke to crash on board with a devastating explosion. With fires raging uncontrolled ammunition exploding and all engineering spaces except the forward engine room flooded as she settled in the water listed to port, she began a nightlong battle to remain afloat and, with the assistance of a towing vessel, finally reached port the following morning. By her superb fighting spirit and the courage and determination of her entire company, the AARON WARD upheld the finest traditions of the United States Naval Service.

For the President

James Forrestal

Secretary of the Navy

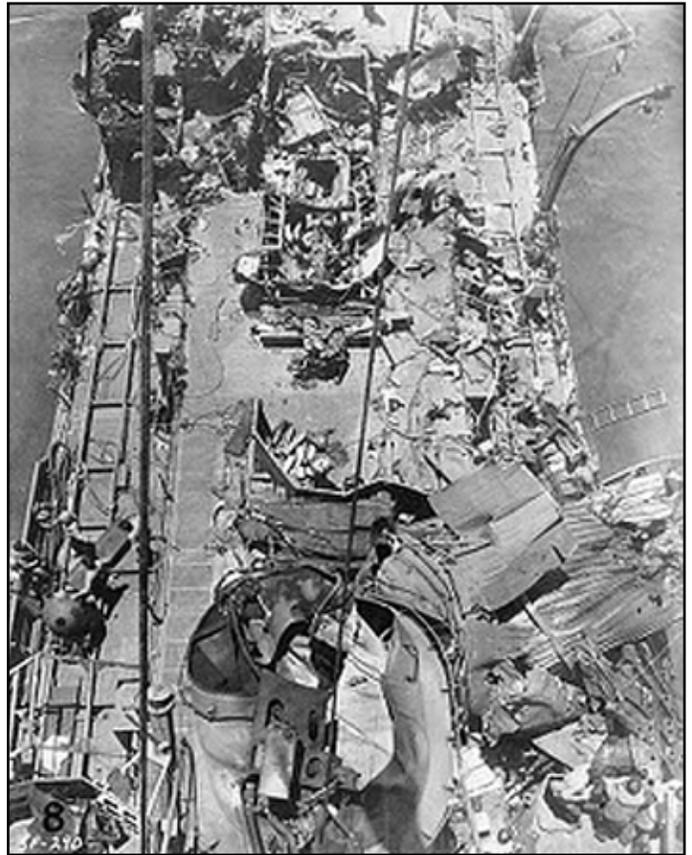
**Least we forget the Destroyer Minelayer USS Aaron Ward DM-34, the men and in particular the Minemen who sailed in her on 3 May 1945.**



The USS Aaron Ward DM 34 began her life as a destroyer but was re-designated and refitted as a destroyer minelayer. She was commissioned 28 October 1944, in San Pedro California.

On 3 May 1945, the Ward was on Picket Patrol duty about 70 miles off the coast of Okinawa Japan. Her task was to prevent Japanese aircraft from reaching the American ships and troops fighting for control of the island. At dusk she was attacked by a swarm of Japanese aircraft most of them bombers. The Kamikazes "divine wind" were suicide aircraft. The pilots were trained only how to take off; navigate to the target and which part of an American ship to aim for. On that day their target was Radar Picket Station #10, which was patrolled by the USS Aaron Ward, the USS Little and several "small boys". The Little took three direct hits and sank.

Meanwhile the Ward was fighting for her life, Mine-man 1st Class John Brown whose battle station was on the starboard side of the bridge as bridge control for depth charges had a front row seat to the beginning action. The first Kamikaze attack appeared from astern, his landing gear was down and fish-tailing so much it was hard to say where he intended to hit Brown said. He was very close when Mount 53 (5"38), got a direct hit on the right wing, taking it off completely at the fuselage and blowing the pilot out of his cockpit. The plane hit the water two hundred yards off the starboard quarter, where it ricocheted into the after 01 deck house, destroying the power supply and drive motor to Mount 53. At impact the gun crew fell out of the mount, dislodged the aircraft engine and then continued fighting by manual control. A second aircraft came in on the port side, crashed beneath Mount 44, tore through the clipping room and ended up in the after officers quarters. This killed MN2 R.R. Follett and one other man both in the clipping room and all of the men in Mount 44, who were killed by flying rivets and from being blown over the side. A five hundred pound bomb was also released which penetrated the port side deck landing and exploding on the reduction gear in the aft engine room and tearing a 40-50 foot hole in the port side. A third plane came in off the stern and crashed into Mount 53 and the MK 51 director killing all except one man. Another plane came in directly astern and landed in approximately the same place killing MN3, J. B. Rawlings, who was manning a 20 mm gun. And not letting up another came in on the port side crashing into the galley, launching a five hundred pound bomb that hit at the water line, exploding in #1 fire room. MN1 Brown relates that he saw the last attacking aircraft appear to be headed directly at him and that just before crashing it veered off catching its wing on #1 stack and mast. After the tenth Kamikaze strike the battle ended but the task of keeping the ship afloat continued. It seemed she must break apart and sink (**later analysis concluded that the installed mine tracks kept the ship from breaking up**) but her captain and crew had other plans. Most of her lifeboats were smashed and the rest were needed for the wounded "just in case". The main deck starboard side aft was ankle-deep awash. The guns were powered by hand. Fires raged on her deck from the gasoline of the Kamikaze and exploding ammunition. Forty-two men were dead or dying. The log simply reads "She refused to sink". During a short lull in the action MN1 Brown, requested permission from Captain Sanders to remove the depth charge pistols from the depth charges in case that the ship were to sink thus averting many casualties should this occur. With MN2 Hitchcock and MN3 Morgensen he proceeded aft, removing the pistols, heaving them overboard and then they began jettisoning the depth charges.



Men later remembered they had seen MNC Offins and BMC Shelley in more places at one time than men could rightfully be – fighting fires, clearing decks, dumping wreckage, tending wounded and calming frightened men. These were not necessarily duties of a mineman or boatswains mate but they were what the Skipper expected of a good chief, or any good man and no one ever thought of letting the Skipper down. **For his actions MNC Jack Offins received the Silver Star.** No information is available for BMC Shelley. More photos at: <http://www.ussaaronward.com/aw%20site%20hub.htm>

The Aaron Ward managed to steam on one engine from Kerama Retto to Brooklyn Navy Yard, the war ending just as her repairs were to begin. Further evaluation found that her damage was so extensive that the Navy elected to scrap her rather than to continue the repairs. She was decommissioned 28 October 1945 and eventually scrapped.

The following Minemen served in USS Aaron Ward DM34, 3 May 1945:

1. MN1, Medric Joseph Armond, received the Presidential Unit Citation and Purple Heart, was killed in action
2. MN1, John R. Brown, received the Presidential Unit Citation.
3. MN2, Raymond Robert Follett, received the Presidential Unit Citation and Purple Heart, was killed in action.
4. MN2, Norman A. Gross, received the Presidential Unit Citation.
5. MN2, A.L. Hitchcock, received the Presidential Unit Citation.
6. MN3, H.R. Morgensen, received the Presidential Unit Citation.
7. MNC Jack Offins, received the Silver Star, Purple Heart, and the Presidential Unit Citation.
8. MN3, John B. Rawlings, received the Presidential Unit Citation and Purple Heart, was killed in action.
9. MN2, H.D. Wimer, received the Presidential Unit Citation.
10. MN3, Joseph E. Zologa, received the Presidential Unit Citation and Purple Heart, was killed in action.

Forty percent of the minemen onboard died in that single action.

There is no doubt that all of the survivors should have received the Purple Heart and other awards for their heroic deeds that day but to date no further records can be found.

Excerpted from "Brave Ships Brave Men" by Arnold S. Lott and accounts of MNC John Brown "Skies Raining Death" page 113 "US Naval Mines and The Minemen A History".



MNC Jack Offins

*What Price Freedom?  
All, And Paid In Blood.*



## COMOMAG SAN DIEGO, CA

**MNCS(SW) Greer**

Hello from the Mine Warfare Fleet Concentration Area of the world. It's been a busy summer moving offices and families to beautiful San Diego, but we're finally settled into our new office spaces in the NMAWC building on the ASW Base. All hands were involved with the transition and worked tirelessly to ensure a seamless process during the move. With the BRAC move behind us we are back to work supporting the NMC Units. We recently enjoyed a visit from CAPT Quinn, Navy Munitions Command, who was out to see how the move had gone and to brief the Admirals on how COMOMAG will continue to support the fleets.

### Hails:

MNC(SW) Angle coming from MCM CREW BULWARK in San Diego, CA  
MNC(SW/EXW) McQuiddy coming from EOD Mobile Unit ONE in San Diego, CA

### Advancements:

MNC(SW) Greer was promoted to MNCS in July.



LCDR Lauffenburger pinning MNCS(SW) Greer

### Travel:

MNC(SW) Sanchez recently returned from a two week trip to Newport News, VA and Fort Worth, TX where he attended FOS-M training along with a MN Reservist Refresher Course and CO's conference.

In August, our CSO, LT Morgan and MNCM(SW) Alt were embarked in USS Blue Ridge (LCC-19) as CTG 777.2 (COMOMAG's Mining Battle Staff) in support of UFG 2010. As CTG 777.2 they provided NMAWC's Battle Staff with mining expertise as well as mine assembly and delivery coordination.



## NMC EAST ASIA DIVISION KADENA, JA

**MN1(SS) Frank Waller**

It's been an exciting time for all of us stationed here at NMC EAD Okinawa. We'd like to start with our hails and farewells. We send out our best wishes to AO1 Bailey who transferred over to USS Wasp in Va. We'd like to welcome in the following personnel: MNCM Childers from COMOMAG in Corpus Christi, TX, AOCS McNatt from HSC 21 in San Diego, CA, LS1 Tiangson from First MLG in Camp Pendleton, CA, MN2 Nugent from SDVRON 5, MN2 Turner from USS Patriot in Sasebo, Japan, and GMSA Sebesta from GM "A" school!

This past quarter has seen us hard at work preparing for our up coming change of command currently scheduled for early September 2010. During the time we have handled several major pier operations including on loads and off loads with USS Tortuga, USNS Vanguard, and USNS Kiska. We also prepared and sent out mine assets in support of MINEX/EODX 10-2JA, and prepared mine assets for the up coming Valiant Shield Exercise.

MAT Team 1 also had the opportunity to participate in 2JA-2010 while embarked aboard JMS Bungo. The Team Lead, MN1 Prendergast, said it was a great experience and can't wait until next year's underway!

With even more exercises set for the near future, as well as plenty of internal maintenance and operations on the horizon, this next quarter should keep up more than occupied!



Loading operations onboard JMS Bungo in support of 2JA-10 in Misawa, Japan.

Until next quarter, all of us here at NMC EAD Okinawa saying stay safe and we'll see you soon!



by **MNCS(SW) Mike Szostkiewicz,**  
**MN1(SW/SS) James Morgan**

### **TEAM CHARLESTON WARRIORS**

***"We work hard... so others don't have to!"***

Hello and welcome from the world's largest, busiest and most productive munitions command! The tide is high and we are rolling out of summer with a full plate on deck. With exercises galore and our Mine Readiness Certification Inspection right around the corner everyone is asking each other how are we accomplishing so much. Simple enough: we train like we fight and fight like we train! The Fleet and the world will not take "NO" for an answer nor will NMC Unit Charleston even utter the words. We know our mission and we know our capabilities. The rest we will let everyone else know with our pride, craftsmanship and continued success.

The "Team Charleston Warriors" recently and successfully completed multiple exercise upgrades of over 200 mine shapes in preparation for our upcoming MRCI in October. Numerous of our Reserve detachments were knee deep right alongside us adding to the experience and overall success of our training evolutions.

We would like to send special congratulations to Chief (Select) Hugh Mitchell as he transitions from a First Class Petty Officer into a true Deckplate Leader. All your hard work and dedication has paid off, now your journey begins! Good Luck as you depart soon for the mighty USS DEFENDER (MCM 2) forward deployed to Sasebo, Japan.

### **MN1 Jason Willis Retirement**

On July 1st 2010 MN1 Jason Willis retired from Active Duty after 20 years of service in a time honored ceremony at the All Saints Chapel. In attendance were his wife Jessica and his father CAPT Raymond Willis, US Army (Retired), who also gave the benediction which was a proud honor for both father and son.

MN1 Willis' accomplishments at NMC Unit Charleston and his throughout his career in the Navy made a lasting impression. His cunning ideas and perfection in all aspects of Mine Warfare was a driving force for 86 Fleet Missions totaling over 700 mine shapes, 17 upgrades, and 4 recertification inspections. These accomplishments earned him a Navy Achievement Medal and a Navy Commendation Medal during his tour at NMC.



CDR Marquis Patton presents MN1 Jason Willis his retirement certificate



MN1(SW) Marla Stover and MN1(SW) Jeremy Koski present MN1 Jason Willis his retirement shadowbox



MN1(SW) Marla Stover presents MN1 Jason Willis a Bravo Flag from the NMC Unit Charleston First Class Petty Officer Association



MN1 Jason Willis is piped ashore proudly wearing his retirement Navy Commendation Medal

## B-1 Bomber Rack Test for the QUICKSTRIKE MOD 3 series

NMC Unit Charleston recently had the honor of fit testing the new QUICKSTRIKE MOD 3 weapons system with the Air Force B-1 Bomber release mechanism rack. MN2(SW) Jon Reeves, MN2(SW) Devin Smith and MN2 Doug Reynolds worked closely with NSWC Panama City / Innovative Professional Solutions representatives, retired MN2(SW) Bob Bainbridge and Mr. Glenn Adams, along with Air Force Master Sergeant Keith Weiss who fit tested new Arming Devices and Target Detecting Devices ensuring mounting and release mechanisms were efficient in the prototype module. NMC Unit Charleston personnel performed a full buildup on a MK62 handling mine shape to test functionality and overall performance. The tests were beneficial and "Team Charleston" saved valuable time and money, ensuring mission success for a test platform that is sure to aid the US Navy and Air Force in their Mine Laying capabilities.



MN2(SW) Devin Smith, MN2 Doug Reynolds and MN2(SW) Jon Reeves check the fitting of arming wires with the B1-B Air Force Bomber rack



MSGT Keith Weiss, MN2 Doug Reynolds, MN2(SW) Devin Smith and MN2(SW) Jon Reeves proudly display the newly assembled QUICKSTRIKE MK 62 MOD 3 with the B1-B Air Force Bomber rack



MN2(SW) Jon Reeves, MN2(SW) Devin Smith and MN2 Doug Reynolds install the MK 16 Tail Section

### **Maritime Prepositioning Force:**

One of our myriad of missions here at NMC Unit Charleston is that of the Maritime Prepositioning Force. Here's an excerpt from:  
<http://www.msc.navy.mil/pm3/mpf.asp>

Fifteen Military Sealift Command (MSC) prepositioning ships are especially configured to transport supplies for the U.S. Marine Corps. Known as the Maritime Prepositioning Force (MPF), the ships were built or modified beginning in the mid-1980s and are forward-deployed to the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea. The ships contain nearly everything the Marines need for initial military operations -- from tanks and ammunition to food and water and from fuel to spare parts and engine oil.

The ships are organized into three squadrons: MPS Squadron One, usually located in the Mediterranean Sea and eastern Atlantic; MPS Squadron Two, usually located at Diego Garcia; and MPS Squadron Three, normally in the Guam/Saipan area. In addition to Marine Corps designated ships, MPS squadron staffs also oversee all other prepositioning ships in their geographic operating areas.

Each MPS squadron carries sufficient equipment and supplies to sustain about 15,000 Marine Corps Air Ground Task Force personnel for up to 30 days. Each ship can discharge cargo either pier-side or while anchored offshore using lighter age carried aboard. This capability gives the

Marine Corps the ability to operate in both developed and underdeveloped areas of the world.

Our MPS Rail team was heavily involved in the shipping and receipt of 4410 tons of ammunition and supplies from USNS SEAY, USNS MARTIN, USNS BOBO and USNS WHEAT. We are also supplying USNS SISLER for her upcoming voyage.

Fair Winds & Following Seas / Welcome Aboard We would like to say "Fair Winds and Following Seas" to CAPT Bette Bolivar and send a hearty "Hail and Welcome Aboard" to CAPT Charles Marks at NMC Conus East Division.

Captain Charles B. Marks III relieved Captain Bette Bolivar as Commanding Officer, Naval Weapons Station (WPNSTA) Yorktown, as well as Commanding Officer, Navy Munitions Command CONUS East Division (NMC CED), during a change-of-command ceremony recently at WPNSTA Yorktown-Cheatham Annex.

Rear Admiral Mark S. Boensel, Commander Navy Region Mid-Atlantic, was the guest speaker at the change of command ceremony.

Capt. Marks, a graduate of the U.S. Naval Academy, most recently served on the staff of United States Joint Forces Command as a deploying team lead for the Joint Enabling Capabilities Command, where he deployed to Central Command and was both the Chief of Operations and Planning and Strategic Communication developing a high priority Contingency Plan for the Commander.

Marks' previous experience includes serving aboard the USS DEYO (DD 989) as Strike Officer, Fire Control Officer, and Main Propulsion Assistant. His sea tours include Chief Engineer aboard USS BRISCOE (DD 977) and USS LABOON (DDG 58), Executive Officer aboard USS MONTEREY (CG 61), and Commanding Officer of USS HAWES (FFG53).

He was also stationed at the German Naval Academy in Flensburg, Germany as a Training Platoon Leader, leading German and foreign midshipmen from their accession sources to commissioning as officers in their home nations.

Marks' shore duty tours include Flag Aide to Commander, Naval Surface Forces Atlantic Fleet and Requirements Officer in the Future Ships Branch of the Surface Warfare Directorate on the staff of the Chief of Naval Operations in Washington, D.C.

Capt. Bolivar, also a U.S. Naval academy graduate, assumed command of Naval Weapons Station Yorktown and Navy Munitions Command CONUS East Division in August of 2007. Her

next duty assignment will be as the Chief of Staff to Commander, Navy Installations Command (CNIC).

Many thanks to Captain Bette Bolivar, former Commanding Officer, Naval Weapons Station Yorktown / Navy Munitions Command CONUS East Division for serving as our commanding officer. Your success is evident in our future success.

## AWARDS AND RECOGNITION

NAVY COMMENDATION MEDAL:  
MN1(RET) Jason Willis

ADVANCEMENT: (To Current Rank)  
MNC(SW)(SEL) Hugh Mitchell

Sailors of the Quarter 2nd Quarter, 2010:  
Senior SOQ: MN1(SW) Shane Stone  
Junior SOQ: MN2 Robin Taylor  
Blue Jacket of the Quarter: MN3 Alina Sanders

2009 Sailors of the Year:  
Senior SOY: MN1(SW) Hugh Mitchell  
Junior SOY: MN2(SW) Justin Tassey  
Blue Jacket of the Year: MN3 Beau Temple

## DEPARTURES:

MN1(RET) Jason Willis  
MN1(SW) Robert Lichford

## Arrivals:

YN1(SW/AW) Galloway  
YN3(AW) Wright  
MN2(SW) Ford  
MN2(SW) Glenn  
MN2(SW) Gerrish  
MN3(SW) Collins  
MN3(SW) Green  
MNSN(SW) Gilley  
MNSA Knight  
MNSA Hamilton



## EDITOR'S CORNER

In the course of human events, there are things that never happened. For instance:

The crew at Augusta Bay did not get caught with a case of beer in the reefer nor did they take a dog from the NATO Ammunition Storage Facility to Sigonella for X-rays of a broken leg and then to a vet in Catania to get the leg set. It also never happened that the CO of that facility locked up all the dogs that were supposed to be guarding the facility as punishment for only guarding the Mine Shop because that was where the good food was. Nor did that crew cut up crunchy veggies like celery, radishes and the like one Friday and put them in the thin-walled aluminum pot they used for that and add vinegar to make a lunch. In the absence of liquid vinegar, they did not mix a packet of dry vinegar in the six-quart pot and suddenly decide to go sightseeing and back to Sigonella. They did not return Monday morning to find two pot handles, a rim, some sludge and discover the packet of vinegar was for 5 gallons.

After repeated attempts to turn in MK 57 cable dispensers to disposal, even with directions from Washington on high for the disposal people to take them, it never happened that the cable dispensers were placed in open drums and staged alongside the back fence of the compound for lack of a better thing to do with them. It never happened that the dispensers disappeared literally over night! Problem solved. One does wonder how many sailboats cruise in circles in the waters of the Philippines because their compasses are goofy.

It never happened that a search coil, complete with sensitrol relay and batteries, was buried at the gate of the mine assembly compound. It isn't possible that wires were run to a bell in the mine assembly building. It never occurred that the Department Head wondered how he always found the Minemen hard at work in 110 degree weather with little being accomplished. He wasn't curious as to why the crew never showed signs of perspiration. It never happened that a heavy rain uncovered the wires and brought a close to nonexistent perpetual nap and cribbage time.

Nope, none of these things ever happened...nor was a civilian train commandeered in Tokyo and driven to just out side of Yokosuka by Minemen to make curfew. No, these are figments of the vivid imagination of the Minemen of yore... ;^)

**NEXT DASHPOT  
ARTICLES ARE  
DUE  
1 DECEMBER 2010**



Good Conduct 1972...Good Conduct?...Wait a minute! I **KNOW** these guys!!!



COMOMAG Summer 1983

# City of Omaha Freedom Park



Freedom Park serves as a United States Naval Museum on the Missouri River and is home of the USS Marlin SST-2 Submarine and the USS Hazard AM-240 Minesweeper, Anchor & Propeller Garden, Shipboard Rocket Launchers and a Douglas A-4D Skyhawk Jet Fighter and other aircraft.

Open Daily - Free Admission

Tours are available

Friday-Sunday from 10 am - 3 pm.

May 15 - Sept 15 8 a.m. - 8 pm.

Sept 16 - May 14 8 a.m. - 3 p.m.

Guided tours are conducted from 9 a.m. - 3 p.m. on the 2nd Saturday of each month - April to October.

## Displays



**Hazard:** To run, or take the risk of; to venture upon; dangerous, risky.

(AM-240: dp. 530; l. 184'6"; b 33'; dr. 9'9"; s. 15 k.; cpl. 104; a. 1 3", 2 40mm. 6 20mm, 2 dct., 3 dep. (hh.); cl. Admirable)

**Hazard (AM-240)** was launched 1 October 1944 by the Winslow Marine Railway & Shipbuilding Corporation of Winslow, WA. The Hazard was fitted for both wire and acoustic sweeping and could double as anti-submarine warfare platform. The Admirable class of minesweepers were also used for patrol and escort duties.

Hazard first served as an escort from San Francisco to Pearl Harbor, then running convoys to Eniwetok and Ulithi. In March, 1945, the sweeper was sent to Okinawa to perform anti-submarine patrols before sweeping the waters off Kerama

Retto. The ship's slogan was "No Sweep, No Invasion."

The USS Hazard was decommissioned in 1946 and struck from Navy records in 1971. Hazard was then purchased by a group of Omaha businessmen and placed on display in Freedom Park, the only Admirable class minesweeper left in the United States.

Hazard received three battle stars for World War II service.



**Marlin:** large deep sea game fish  
(SST-2: dp. 303 (surf), 347 (sub); l. 131'3"; b. 13'7"; dr.12'2" (mean); s. 10k. (surf), 10.5k (sub); cpl. 14; a. 2 tt; cl. T-1)

**USS Marlin (SST-2)** was laid down on May 1, 1952 by the Electric Boat Division of General Dynamics Corporation and launched on October 14, 1953. One of the smallest operational submarines ever built for the Navy, Marlin performed as a target and training ship for fifteen years.

On May 15, 1956, the submarine deployed to Guantanamo Bay for services to the Fleet Training Group and in 1963, Marlin participated in the NSIA demonstration. After 1963, she performed mainly target duty for both surface and air antisubmarine using at the Fleet Sonar School in Key West. In 1965, she joined a fleet of subs along with a task force in participating in mine warfare maneuvers.

Marlin was decommissioned on January 31, 1973 in a ceremony at the Naval Station, Key West, Florida.

For more information contact Carol Applegate, Lead Volunteer Freedom Park, c/o 6711 Minne Lusa Blvd., Omaha, NE 68112 Ph. (402) 455-0930



Remember these? Remember filling them? Remember who came up with the idea?

# ASSOCIATION OF MINEMEN 35TH ANNUAL REUNION YORKTOWN/WILLIAMSBURG, VA AT THE LEXINGTON HOTEL/GEO. WASHINGTON INN 15-17 OCTOBER 2010

Association of Minemen, PO Box 69, Eutawville, SC 29048-0069

Please return the 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: \_\_\_\_\_ AOM MEMBER # \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ - \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ E-Mail: \_\_\_\_\_ @ \_\_\_\_\_

Dinner Tickets @ \$32.50 ea. X \_\_\_\_\_ Tickets = \$ \_\_\_\_\_  
(Includes tax & gratuity (Not padded).

Prime rib, chicken or swordfish, salad, vegetable, sorbet, iced tea (served)

Meal Choice: Prime rib \_\_\_\_\_ Chicken \_\_\_\_\_ Swordfish \_\_\_\_\_

Picnic Tickets @ \$15.00 ea X \_\_\_\_\_ Tickets = \$ \_\_\_\_\_

Picnic Tickets @ \$7.00 ea X \_\_\_\_\_ Tickets = \$ \_\_\_\_\_

(Age 7 to 12 years \$7.00, under 7 - FREE  
Number of children attending picnic age 6 and under: \_\_\_\_\_  
(The picnic will be the usual burgers, franks, beans etc.)

Museum Donation: Tax deductible \$ \_\_\_\_\_

AOM General Fund: Tax deductible \$ \_\_\_\_\_

AOM Scholarship Donation: Tax deductible \$ \_\_\_\_\_

Checks payable to: Association of Minemen: TOTAL ENCLOSED: \$ \_\_\_\_\_

We must guarantee number for dinners not later than morning of OCTOBER 11, 2010. There will be NO REFUNDS after 11 OCTOBER 2010.

Lexington Reservations: PH: 1-866-787-4944. Cancellation by phone only 72 hours prior to 15 October.

Cutoff date for AOM GROUP rate reservations was September 14, 2010. Single or double Room Rates are \$79.00 + 10% tax + \$2 city tax. Call for late reservations or e-mail: <http://www.lexingtongeorgewashingtoninn.com/>. Promo Code is: MINEMEN.

Check in 3PM; Check out Noon. Parking is free.

AOM Guest Breakfast Included.

Really Early Bird Hospitality Room after 1600, 14 Oct. Regular Early Bird Hospitality Room Noon 15 Oct.

**Association of Minemen  
P.O.Box 69  
Eutawville, SC 29048-0069**

Non Profit  
U.S. Postage  
PAID  
Holly Hill, SC  
NO. 270



**Return Service Requested**

**NEXT ARTICLE DUE DATE IS 1 DEC 2010**

NAME \_\_\_\_\_

RANK/RATE/CIVITITLE \_\_\_\_\_

STREET \_\_\_\_\_

DATE \_\_\_\_\_

CITY \_\_\_\_\_

TEL \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

SIGNATURE \_\_\_\_\_

ELGIBILITY \_\_\_\_\_ APPROVED \_\_\_\_\_

Application fee \$5  
Annual Dues \$15

NOTICE: To maintain membership, dues of \$15.00  
must be paid annually by the month of October.  
The dues expiration date is October in the year  
above your name on your mailing label.

Mail Checks to:  
Association of Minemen  
P.O. Box 69  
Eutawville, SC 29048-0069