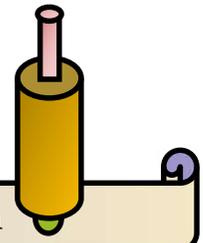




The DASHPOT



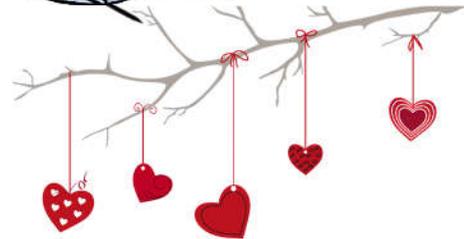
The Official Newsletter of the Association of Minemen

In This Issue:

- USNI Naval Mine Warfare Essay Contest
- Sea Mining History: Tinian Part 2
- MIW in the News
- AOM Reunion 2021 Update
- TAPS and the Binnacle List



Ouch !!!



From The President

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

My sincerest condolences to the families of recently departed shipmates and family members. Their loss leaves a void in each of our hearts. If you are on the Binnacle List or any others suffering medical issues, know that your shipmates are wishing you a full and speedy recovery. You remain in our thoughts and prayers throughout your ordeal.



With the Covid-19 vaccine rolling out, things are looking up for the 2021 Reunion to take place in October. We will keep you updated on the Reunion plans as they are completed. I know some of you may be on the fence for getting the vaccine. Each of us will have to make the choice best suited to meet our individual needs. The Coronavirus is currently not showing signs of slowing down, so we must continue to take whatever steps necessary to stay safe. It's very important for each of us to stay healthy for ourselves, shipmates and loved ones. I look forward to seeing many of you at the Reunion. The Ships Store is up and operating with replenished stock and a few new items. Check it out and purchase your memorabilia items before they sell out. Donations to the scholarship fund is always needed and gratefully accepted. I'd also like to thank those that have donated to members in need. Thanks for everyone's support.

We still need to replace the President, Vice President and two Board of Directors this year. So far, Vic Martin is our only volunteer. There are many vacancies to fill so please consider volunteering your expertise. If you are interested in taking on any of the positions, please contact Charles Hubbard or Warren Savage.

The Facebook page appears to finally be leveling off with 826 current members. Welcome aboard Shipmates and spread the word so we can continue to grow. Your input and participation is making the page a success. Thanks to Don Moody for his management of the AOM Facebook page and Website. I hope everyone had a blessed Thanksgiving and Christmas. We faced a lot of disappointment and turmoil in 2020 so here's wishing you all a safe, prosperous and smooth sailing New Year. God bless our Soldiers, Sailors, Airmen and Marines and God bless the USA!

John

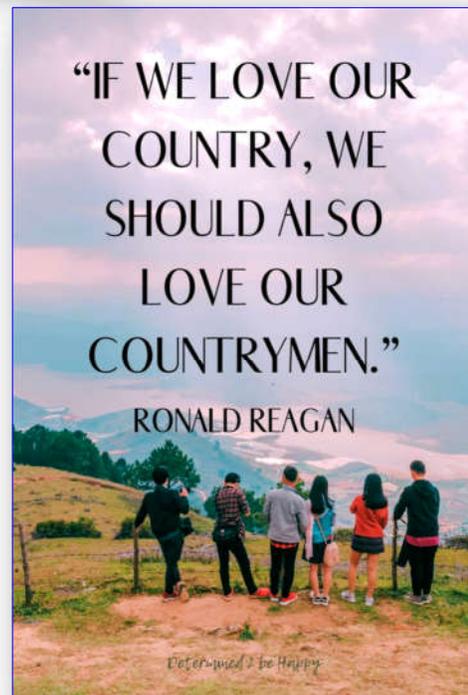
NOTABLE QUOTABLE



"I predict future happiness for Americans if they can prevent the government from wasting the labors of the people under the pretense of taking care of them." ~ Thomas Jefferson

"IF WE LOVE OUR COUNTRY, WE SHOULD ALSO LOVE OUR COUNTRYMEN."

RONALD REAGAN



Remember to be Happy



Association of Minemen

Dedicated to Serving the U. S. Mine Force

The Dashpot, published quarterly, is the newsletter of the Association of Minemen (AOM), a non-profit organization incorporated in the State of South Carolina...to perpetuate the knowledge of undersea mine warfare, necessary to America's first line of defense

OFFICERS

President

John Epps (17-21)
231 Silverwood Ct.
Richland, WA 99352
Ph.509-366-0214
mncm@aol.com

Vice President

Eddie Atkins (17-21)
117 Quaker Meeting House Rd.
Williamsburg, VA 23188-1851
Ph.757-565-3333
weatkns@cox.net

Secretary/Treasurer

Nate Miranda (18-21)
5728 N. Gladys Ave.
San Gabriel, CA 91775-2466
(626) 824-0727
assocminemen@yahoo.com

Board of Directors

Philip DeChene (20-22)
1827 Broadway Dr.
Graham, NC 27253
Ph.336-229-1951
pdechene@triad.rr.com

Warren Savage (19-21)

10331 Settle Rd.
Santee, CA 92071
Ph.619-258-1478
chiefskip@aol.com

Tom Hoffman (20-22)

2266 East Hurd Rd.
Monroe, MI 48162
Ph.734-289-2279
mdau0302@sbcglobal.net

Charles Humbard (19-21)

111 Calhoun Ave
Goose Creek, SC 29445
PH 843-425-9932
charleshumbard@gmail.com

Danny Epperly (18-21)

123 Yorkshire Dr.
Yorktown, VA 23693
Ph. 757-870-1376
depperly1@verizon.net

Gary Cleland (18-20)

12201 Sunrise Ct
Poway, CA 92064-2865
Cell: 858-848-4030
Home: 858-747-3835
g.l.cleland@gmail.com

Past President

Tracey Hays (14-17)
216 South Central
Somerset, KY 42501
(860) 559-9724
traceyannahays@gmail.com



COMMITTEES

A.O.M. Historian

Don Moody (18-21)
2559 King Richards Rd.
Melbourne, FL 32935-2932
PH 321-223-5337
donmoody8@gmail.com

Scholarship Chair

Ron Glasen (12-20)
540 Cambridge Ct. (1-D)
Munster, IN 46321
Ph. 219-678-3228
searchcoil@hotmail.com

Membership Chair

Nate Miranda (18-21)
5728 N. Gladys Ave.
San Gabriel, CA 91775-2466
(626) 824-0727
assocminemen@yahoo.com

Communications Chair

Don Moody (18-21)
2559 King Richards Rd.
Melbourne, FL 32935-2932
PH 321-223-5337
donmoody8@gmail.com

Chaplain

Denson Rivers (19-20)
11134 Jockey Club Ave
Baton Rouge, LA 70816
hawrunner52@aol.com

Parliamentarian

Warren Savage
10331 Settle Rd.
Santee, CA 92071
Ph.619-258-1478
chiefskip@aol.com

Storekeeper (16-20)

Tracey Hays
216 South Central
Somerset, KY 42501
(860) 559-9724
traceyannahays@gmail.com

Reunion Committee 2021

Chairperson

Charleston SC
Charles Humbard (19-21)
111 Calhoun Ave
Goose Creek, SC 29445
PH 843-425-9932
charleshumbard@gmail.com



"The DASHPOT" Editor

Ron Swart
dashpot-editor@comcast.net
PH 678-880-9008

Please send input to:
dashpot-editor@comcast.net
Input for Spring 2021
Dashpot #107 is due NLT:
30 April 2021

From the Editor...



New Year Greetings for 2021!

First off... Congratulations to the new Chief Petty Officers!

With a new President and his supporting administration... plus new leadership for our Military, (especially, our Navy and its ~1200 professional Minemen), I often wonder what is being discussed on the waterfront these days, as our mine stocks age in place and we decommission the entire MCM fleet, while "pivoting" to the underperforming LCS (sans-MIW Mission Modules). Our A.O.M. doesn't hear much from the active and reserve Minemen who are serving in this time of uncertainty. How are we doing in the area of mission training and equipment? Got official news about your command? If you are interested in providing input to the DASHPOT (approved by your command, of course), we'll certainly save room for you!

Masako and I were reminiscing recently, about how we used to wish that our weekends would go on forever...apparently our wish was granted this past year! Stay safe and hope to see you this Fall at the reunion



All the best! RON



Secretary Treasurer Report-Jan 2021

2021 is here and boy am glad to put 2020 behind us! Our efforts to make improvements in the coming year is on the way! We now have the ability for folks wishing to contribute to our association via the **PayPal Donate** plan. This can be done by going to:

[https://www.paypal.com/donate?
hosted_button_id=HPJHDX2SQHJWW](https://www.paypal.com/donate?hosted_button_id=HPJHDX2SQHJWW)

The beauty of this is that folks do not have to belong to the Association to donate. It is open to anyone who wishes to donate to the AOM Scholarship Fund. For those who prefer, your check donation is welcomed via mail. If you can think of anything that could I improve how we do business, please feel free to email me your suggestions at:

assocminemen@yahoo.com.

A sincere thank you for your support!
Nate Miranda

Nate



Membership Committee Report for January 2021

This quarters membership stats are 2 new members, bring our active membership to 240. Of that 240, we have 194 members that are current with their dues. Please check the address label on your Dashpot newsletter to verify your dues status. If you find that there might be an error, let me know and we'll fix it. My contact information is on page 2 of this publication. Remember, there are two ways you can send in your dues.

(1) You can mail your check to; Association of Minemen, P. O. Box 2180, Temple City CA, 91780

(2) Electronic transaction by going to <https://form.jotform.com/90215855401148>.

As always, thank you for your commitment to our Association.

Membership Chairman, Nate Miranda

Nate

A.O.M.

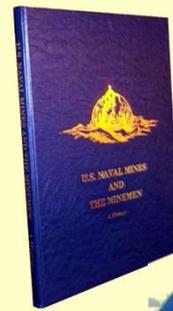
Scholarship Committee Chairman



For Your Support!



Visit the A.O.M. Ship's Store



<https://minemen.org/wp/memories/aom-ships-store/>

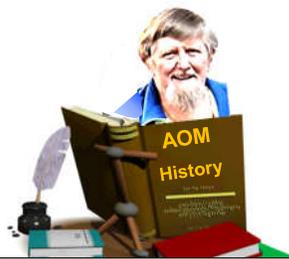
Tinian: World War 2 (part 2)

Reference: Starvation Phase Analysis of Strategic Mining Blockade of the Japanese Empire

In fall of 1944 the direction of the war showed that a mining campaign of great force was needed against Japanese shipping. The Army Air Corps flew the B-29 airplane and the Navy owned the mines. There is much written about the 313th Wing that carried out the mining, both planning and execution, but we will focus on the mine preparation by Mine Assembly Depot No. 4 (otherwise referred to as MAD 4).

The MAD 4 mission was to test and assemble sea mines for mining operations conducted in Japanese littoral waters by the 12th Air Force. The MAD 4 organization comprised 11 officers and 162 enlisted men. They were divided into two divisions: Division 1 was responsible for testing components and assembly of the mines. Division 2 was responsible for everything else (motor equipment, hauling, warehousing and delivery of mines and material). MAD 4 arrived on Tinian on 19 Jan 1944 for the construction of facilities and was ready by 20 Feb 1944.

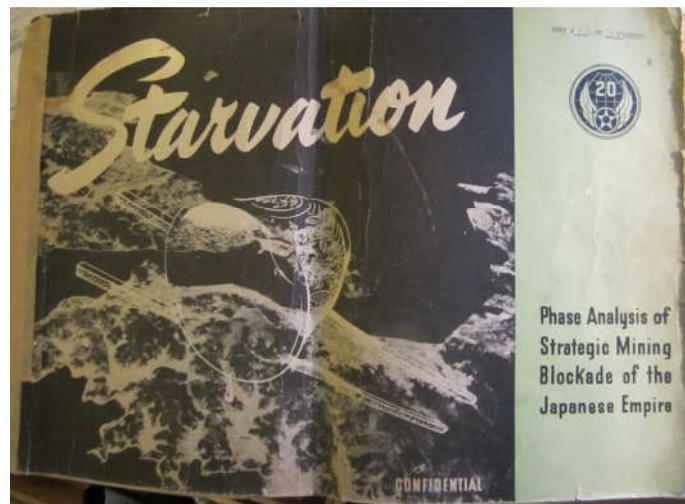
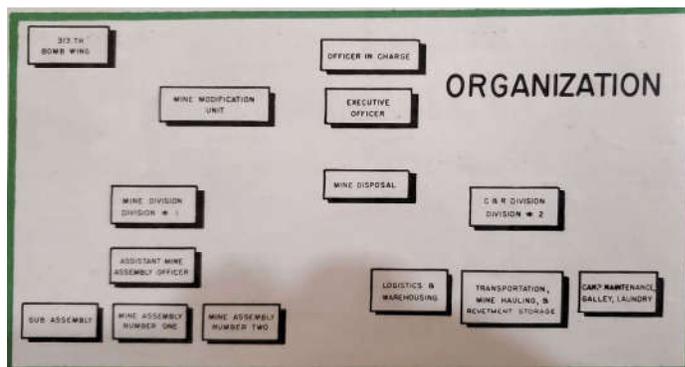
MAD 4 began assembling mines at a rate of 70 mines per day, after the first mines arrived on 1 March 1944. These mines were fitted with new acoustic A5 and A6 firing mechanisms. As none of the Minemen were familiar with these components, they were joined by knowledgeable personnel from the Naval Ordnance Laboratory. The 12th Air Force required that MAD 4 assemble 4,000 mines per month. Peak production was 150 mines per day. To support production, 12 bomb service trucks, 60 bomb trailers and 6 CT-9 tractor cranes were in operation all at one time. When mines and components arrived on Tinian they would be unloaded and delivered to their respective storage locations. Explosive mine cases would go to the Army's Masalog Bomb Dump, while inert items would go directly to the depot warehouse. When the 313th Wing requested mines, the depot's mine-handling crews placed them on Mk 3 Navy-type Bomb trailers and hauled them to two assembly buildings. Each trailer carried, four 1,000 lbs or two 2,000 lbs mines. After the mines were completely assembled and tested, detonators installed and stenciled with a proper code which covered the details about the mine, they were hauled to the depot's ready revetments to await issue to the 313th Wing. **Tinian Part 3 for the Spring Dashpot will cover Command relationships, supply and logistics as well as other functions.**



AOM Historian
Don Moody

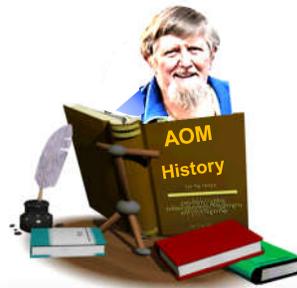
At the peak of production the personnel of the Depot were working in the following departments:

Mine Assembly Number 1	30
Mine Assembly Number 2	30
Sub Assembly	15
Mine Hauling	9
Revetment Crews	17
Warehouse and Supply	7
Camp Maintenance, Truck Drivers, Security, etc.	46
Galley	15
Administration	3
Total	171





Two UDT sailors examine a contact mine on the riverbank. The Viet Cong placed contact mines in areas of high river traffic, especially on the key shipping channel of the Long Tau River. When a vessel bumped into the mine, the explosives were set off. Of note in this picture are the two different styles of uniform and gear that the sailors are wearing. The sailor in the foreground has on the Navy greens with utility cover, and is wearing a western style holster with a .38 caliber revolver. The sailor leaning towards him, is wearing a 'boonie hat' and carries a 1911 .45 caliber pistol.



AOM Historian
Don Moody



MN2 Franklin Marshall, an EOD (Explosive Ordnance Disposal) team member, surfaces after searching Da Nang Harbor for mines in March 1966. EOD technicians performed the critical mission of keeping the waterways and harbors used by the Navy safe from enemy mining efforts. Limpet mines, which were directly attached to hulls by enemy frogmen, were often the focus of EOD team members.

ROGUES, RASCAL'S AND RENEGADES

Mineman Seaman Apprentice 1954
Naval Schools Mine Warfare, Yorktown, VA

(L to R)
A. B. HINMAN
JIM DODD
JOEL GALLAGER





Enter the
Naval Institute's

NAVAL MINE WARFARE ESSAY CONTEST

Sponsored by the Mine Warfare Association

THE CHALLENGE

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

THE REWARD

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

SUBMISSION GUIDELINES

- Word Count: **2,500 words maximum** (excludes endnotes/resources).
- Include word count on title page of essay but do not include author name(s) on title page or within the essay.
- Submit essay as a Word document online at www.usni.org/nmwessay by **31 March 2021**.
- Essay must be original and not previously published (online or in print) or being considered for publication elsewhere.

WINNERS

Winners will be announced in the June 2021 *Proceedings*.



For further information visit:
www.usni.org/nmwessay

Reimagine Offensive Mining

2020 Naval Mine Warfare Essay Contest—Second Prize
Sponsored by the Mine Warfare Association

Cooperative, mobile mines will change the nature of mine warfare.

By Lieutenant Christopher Hevey, U.S. Navy, and Major Anthony Pollman, U.S. Marine Corps (Retired)
January 2021

Proceedings Vol. 147/1/1,415

The Navy's offensive mine-warfare capability gap widens every year, as doctrinal foundations erode. Without significant and purposeful research, development, testing, and evaluation efforts, the Navy is likely to find itself entirely on the defensive end of mine warfare for the next several decades. To inform such research efforts, a cohort within the Systems Engineering Department at the Naval Postgraduate School looked to history for guidance. The first known use of mobile mines—in a minor naval footnote to the American Revolutionary War known as “The Battle of the Kegs”—led the team to pose the question: What would a 21st-century equivalent to that battle look like?

The Battle of the Kegs

In 1775, David Bushnell designed and built America's first combat submarine, the *Turtle*. As important, if less often recognized, is that he also proved that gunpowder can ignite underwater. This niche expertise, with support from clockmaker Isaac Doolittle, produced the first mechanically triggered time bomb. In September 1776, the Continental Army employed the *Turtle* and a clock-fuzed bomb as an integrated combat system in an attempt to sink a British ship-of-the-line in New York Harbor.

The attempt failed. However, in realizing that the *Turtle* was impractical, Bushnell redirected his efforts to other offensive designs, and in less than a year, he again attempted to sink a British man-of-war. Concealed by the darkness of night, a small whaling boat towed two gunpowder-filled floating kegs into Niantic Bay. Using the current, he released the kegs in the direction of the British 28-gun frigate *Cerberus*. The frigate's nearby tender, a schooner, snared one keg. Sailors on that boat attempted to hoist the keg aboard, igniting the contact fuse. The resulting detonation killed four British seamen and sank the schooner. Even though the *Cerberus* emerged unscathed, the attack caused the ship to sortie back to Newport, Rhode Island, to inform Royal Navy superiors of the new threat.

During a third attempt in Philadelphia Harbor in 1778, Bushnell increased the number of mines employed to 20 to improve the probability of success. Again relying on the prevailing current, the mines missed their mark, as the ships had anchored specifically to avoid hull-damaging ice floes in the Delaware River. Though the British fleet suffered no losses in the attack, Royal Navy commanders were so frightened by the explosion

of one of the mines against a fishing boat that their forces spent the remainder of the night and the majority of the next day shooting at anything afloat. Author and composer Francis Hopkinson wrote a propaganda ballad recounting the attack as “The Battle of the Kegs.”

Though mines inflicted very little physical damage in the Revolutionary War, they created enough uncertainty to force a ship-of-the-line to get under way from anchorage in the middle of the night—a significant effect on an adversary for a few kegs of gunpowder. Furthermore, provoking frigate captains to command their crews to fire rounds into the Delaware River to protect their ships, when their logistic stronghold was on the other side of the Atlantic Ocean, is evidence of the disorder that using mines offensively can cause. Offensive mine warfare works because, as the British fleet experienced, a mere indication the threat exists will influence an adversary's decision-making. This remains true today, as very few sensors can reliably detect mines underwater. Even when mines are located, sophisticated and expensive systems are needed to defang them. With the rapid development of advanced technology in the 21st century, the time has come to reimagine offensive mining in support of controlling today's maritime environment.

Gauging the Capability Gap

Today, Navy fighter and maritime patrol aircraft, along with Air Force strategic bombers, can carry and deliver Quickstrike mines. However, regardless of whether balloon parachutes or folding-fin-retarder tailkits are used, Quickstrike mines require specific deployment envelopes, typically below 500 feet in altitude and 300 knots in airspeed. These restrictions do not pose a significant survivability risk when the mines are deployed defensively, to protect U.S. or allied territorial seas and associated national airspace, which are generally uncontested. But in offensive mining, there is a high probability that friendly aircraft would face adversarial anti-aircraft systems, perhaps as far out as the edge of the exclusive economic zone or even international airspace in substantial conflict.



The Wreck Interior Exploration Vehicle (WIEVLE) was developed at the Naval Postgraduate School for use inside submerged wrecks, but its tunnel-thruster propulsion system and nonmetallic construction could make it ideal as the basis for a swarming mine system. Courtesy of the Authors

Reimagine Offensive Mining (Continued)

At present, Navy surface ships can deploy neither offensive nor defensive mine systems. Submarine fleets are capable of launching mines, but both the Mk 60 CapTor encapsulated torpedo and the Mk 67 Submarine Launched Mobile Mine were withdrawn from service, in 2001 and 2012, respectively. The former lent itself well to sea control, while the latter was used for sea denial.

Furthermore, the mines that remain in the Navy's inventory have the same tactical value as their predecessors—"weapons that wait." But is this truly an advantage? Once minefields are laid, whether offensive or defensive, they remain in place until detonated or physically removed. As conflicts evolve, sea-control and sea-denial efforts follow, but the mines remain static, and they also are independent, lacking the ability to network with either each other or operational forces. Disarming them is possible only with the intervention of highly trained operators.

Current U.S. mines cannot distinguish friend from foe. In a sea-denial scenario, therefore, minefields may dissuade the enemy from leaving port, but they also prevent the Navy from gaining access to the area denied to the enemy. In sea-control scenarios, minefields make entire operational areas high risk. Only robust information sharing about mine placement mitigates this risk.

The Navy's expertise dedicated to mine warfare, responsible for doctrine and operations, has deteriorated to a point of near nonexistence. The Navy currently employs only two minefield planners—a retired Coast Guard captain and a surface ordnance limited duty officer. To compensate, the Naval Surface and Mine Warfighting Development Center has invested considerable time and effort in training antisubmarine and antisurface warfare tactics instructors (WTIs) on mine warfare. But the enlisted crews required to conduct offensive mine warfare operations do not exist. Mineman (MN) rated billets are detailed exclusively to *Avenger*-class mine countermeasures ships, where they perform no offensive mining duties at all. In short, the Navy lacks modern mines, platforms to deliver them, and sailors tactically knowledgeable enough to employ them offensively.

The Forward Edge of Offensive Mining

To address all three deficiencies, mine systems will require more than routine hardware and software updates; they will require a complete redesign. For the sake of expediency—a critical parameter—system designers should start from existing unmanned or autonomous underwater vehicles (UUVs/AUVs) as integration platforms. Researchers at the Naval Postgraduate School (NPS) have developed the Wreck Interior Exploration Vehicle (WIEVLE), a system designed to explore confined, submerged spaces such as shipwrecks. But it is capable of carrying a variety of payloads. The interior volume could easily manage sensor, communication, and even explosive payloads, all while allowing the vehicle to maneuver both quietly and efficiently.

WIEVLE has small magnetic and acoustic signatures compared with other AUVs. Though mine casings are traditionally machined from steel, advances in manufacturing now allow for spherical shells to be injection-molded or 3D printed with high-grade carbon

fiber or plastics. A mine made from such materials would be extremely difficult to detect, except perhaps visually. Legacy mine systems create a large acoustic signature during launch and delivery, but WIEVLE uses a quiet integrated tunnel-thruster propulsion system, reducing both its acoustic profile and the probability of detection. A thruster system embedded within a tunnel is also unlikely to foul on undersea vegetation, a significant advantage in the littorals.

Though signature reductions and propulsion efficiencies are vital, they are insufficient. The greatest innovation will come from using next-generation software to combine individual mines into a swarming minefield. High-level functions to support swarming—including an electoral hierarchy of lead/follow relationships, artificial intelligence and machine-learning (AI/ML) processes, and optical communication mesh network topologies—already exist in commercially available software. As part of a swarm network, the individual mines and systems could continuously self-assess and monitor adjacent systems to elect ranks within a tiered hierarchy construct that abide by lead/follow relationships. NPS's Advanced Robotic Systems Engineering Laboratory aerial drone systems already use such hierarchies. In addition, integrating AI/ML and sensor technologies such as passive sonar alongside legacy target-detection devices would allow for highly accurate classification and identification of contacts. That would permit AI/ML algorithms to initiate a temporary disarming and standoff protocol within the mine system to manage safe passage for friendly vessels. Conversely, the same tools would be able to initiate a swarm response across the network against hostile contacts. This "invisible fence" protocol would support sea-denial and sea-control mission areas without hindering the Navy's ability to move in and through them.

Given expectations that communication and navigation systems will be degraded or denied in any coming fight, the mine system should rely on high-fidelity blue-green laser optical communications. In February 2020, General Atomics Aeronautical Systems successfully tested its Airborne Laser Communication System with satellites in geosynchronous earth orbit, with data rates 300 times greater than conventional radio-frequency satellite communications. Blue-green lasers can pass through hundreds of feet of seawater, eliminating the need for the mine system to surface to communicate.

This also would allow mines to be deployed in a meshed network topology. Metcalfe's Law of networked systems suggests the effectiveness of such a minefield might scale to the square of the number of systems connected. Thus, ten networked mines would be ten times more effective than ten independent mines, and so forth. This is critical because the projection of power is directly proportional to the level of fear instilled in adversarial forces, as the Battle of the Kegs showed.

Weapons that Won't Wait

If the Navy is deploying an offensive minefield, the operating environment will certainly be highly contested, making survival of the mine-launching platform a challenge. Low-radar-cross-section surface platforms, such as littoral combat ships, *Zumwalt*-class destroyers, and unmanned vehicles, could be used to deliver mine swarms at the edge of territorial waters. The envisioned mine system also could be deployed from Mk 68 submarine torpedo tubes or dry-dock shelters during

Reimagine Offensive Mining (Continued)

clandestine operations, or even from aircraft. At 12 nautical miles offshore, the mine swarm could submerge and travel to the coast, coordinated and controlled by Defense Department optical communication satellites in geosynchronous orbit.

The Navy will not be able to maintain maritime dominance with weapons that wait—patiently hoping a hostile ship happens across a minefield will be insufficient. Technological advances provide the opportunity to revolutionize mine weapon systems and doctrine, allowing planners to send the mines to seek out hostile forces. Cooperative, mobile mines that leverage modern innovations—much like Bushnell’s “kegs”—will inform a dynamic sea-control and -denial strategy aimed at instilling fear and uncertainty in adversaries, whether they are moored in their homeports or conducting open-ocean operations. To be sure, technical challenges await and require addressing, but the time to reimagine and realize the potential of offensive mining has arrived.

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Mine Warfare Training Center newly pinned Chief Petty Officers!!

- MNC(SW) William Alexander
- MNC(SW) Justin Weatherford
- MNC(SW) Edson Villarreal
- ETC(SW/AW/EXW) Gabriel Almanza
- PSC(SW/AW/IW) Beatrice Villa (SMWDC)
- MNC(SW) Derek Smith
- MNC(SW) Benjamin Marvin -2020 MN of the YR (Shore)
- MNC(SW) Scott Morehouse



BRAVO



ZULU

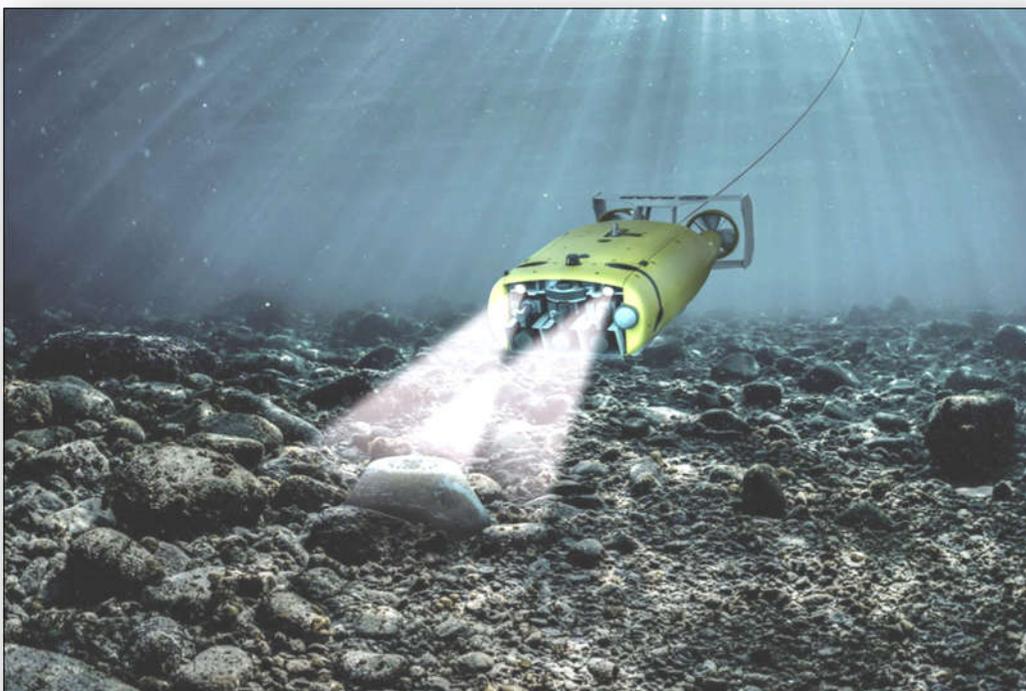


Saab to develop Multi-Shot Mine Neutralization System for Franco-British MCM program By Dorian Archus January 11, 2021

Saab has received the first order from prime contractor Thales, acting as System Integrator of the end to end solution, for the Multi-Shot Mine Neutralization System (MuMNS), the company announced. The order value is approximately \$36 million and deliveries of the first systems will take place in 2022. The order received from Thales is part of the Franco-British Maritime Mine Counter Measures (MMCM) program, where Saab will deliver state-of-the-art mine identification and disposal systems operated from unmanned surface vessels. These will serve with the Royal Navy and French Navy. “We are proud to announce our first customers of the MuMNS. It’s a great success to deliver capabilities that enable these navies to perform safer and more efficient Mine Countermeasures operations since the operator can neutralize multiple sea mines from a safe distance,” says Görgen Johansson, head of Saab’s business area Dynamics.

MuMNS:

MuMNS delivers a new generation of mine identification and disposal in a powerful, modular system based on proven unmanned Saab technology and Mine Countermeasures solutions. This means unparalleled operational capability with greater flexibility that significantly improves operational tempo, and reduces the cost of Mine Countermeasures operations and risk to personnel. The MuMNS system comprises an ROV equipped with up to three Mine Neutralization System (MNS) charges, surface unit, Launch and Recovery System (LARS), winch with tether and a control position. The vehicle utilizes a shaped charge for high order target detonation. The charge is attached to the target by the vehicle and command detonated once the vehicle is clear.



Technical specifications;

- Length: 2.7 m
- Width : 1 m
- Height : 0.6 m
- Weight in air: 415 kg full loaded
- Speed: up to 4 knots
- Max operation depth: 300 m



MINE WARFARE IN THE NEWS



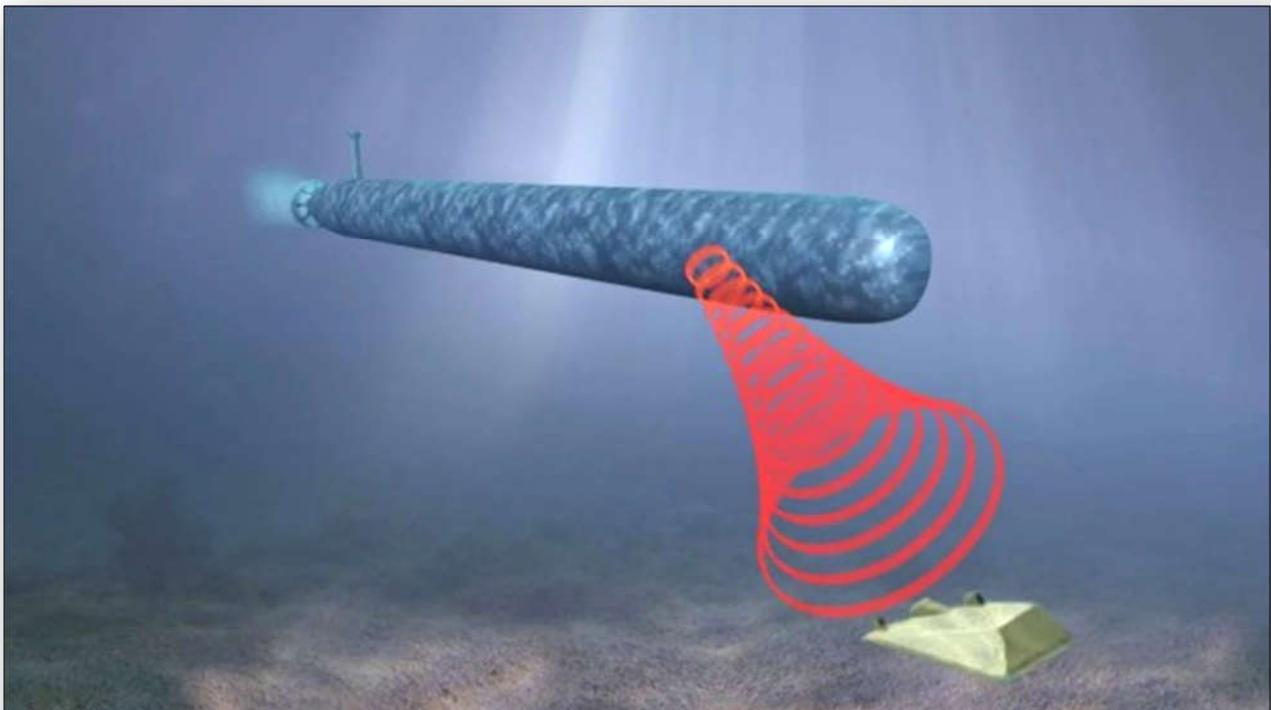
Knifefish UUV is expected to enter service of the U.S. Navy in 2021

By Dorian Archus, January 9, 2021

The Knifefish UUV, selected by the Naval Sea Systems Command of the US Navy, is based on the Bluefin-21 deep-water Autonomous Undersea Vehicle. On July 20, 2020, the U.S. Department of Defense awarded General Dynamics roughly \$13.5 million for ongoing engineering of the UUV. The program is intended to be completed by September of 2021, after which full-rate production will begin in 2022. The Knifefish is a medium-class unmanned undersea vehicle (UUV) designed to be deployed from a littoral



combat ship to detect bottom, volume and buried mines underwater. Volume mines are suspended at shallow depths and are designed to break the keels of ships passing over them. The U.S. Navy has expressed interest in purchasing a total of 30 Knifefish systems: twenty-four of which will support Littoral Combat Ship operations, and six of which will be used in other ships that may face a threat from naval mines. Knifefish is a critical element of the LCS Mine Countermeasure Mission Package and will reduce risk to Navy personnel and equipment. The Knifefish system, which consists of two unmanned undersea vehicles along with support systems and equipment, uses cutting-edge low-frequency broadband sonar and automated target recognition software technology developed by the Naval Research Laboratory and successfully transitioned to industry. It acts as an off-board sensor while the host ship stays outside the minefield boundaries.



MINE WARFARE IN THE NEWS



Navy Hopes to Deploy its Early Razorback UUVs Soon Even As Development Continues on Updated Capability

By: **Megan Eckstein** February 1, 2021 2:40 PM

The Navy plans to deploy the early models of its Razorback medium-sized unmanned underwater “as soon as we can” even as the service is in the midst of procuring an upgraded model. The first version of the Razorback UUV was meant to be deployed and recovered from a submarine’s dry deck shelter, carrying with it environment-sensing payloads that could help submarines have eyes in more places underwater. Those UUVs are delivering now, even as the Navy has already put out a request for proposals for the next iteration of the UUV that would be launched and recovered from a torpedo tube – meaning divers wouldn’t have to go out into the water to help get the unmanned craft started on a mission or bring it back into the sub afterwards. Capt. Pete Small, unmanned maritime systems program manager (PMS 406) within the Program Executive Office for Unmanned and Small Combatants, said last week at a virtual conference hosted by the American Society of Naval Engineers that the Navy would take delivery of nine dry deck shelter versions of the vehicle – two of which are already being used for testing at the Unmanned Underwater Vehicle Squadron (UUVRON) and seven of which are still pending delivery. The vehicles at the UUVRON are “really more training assets and initial vehicles, but we will take seven more and we do intend to deploy those on missions as soon as we can. And there’s a number of things in the fire working to make that happen,” Small said in response to a question from USNI News during a panel presentation. “So that is the intent to do that, and we do intend to, again, further develop that capability to get the divers out of the loop with later vehicles.”

The next iteration of the Razorback will achieve two things: it will simplify the process for submarine crews to launch and recover the vehicles on their own without putting divers in the water, and it will mark the beginning of a common medium UUV program that will support both the submarine community and the explosive ordnance disposal community. Within the EOD community, expeditionary mine countermeasures companies’ unmanned systems platoons operate a Mk 18 Mod 2 Kingfish UUV to comb the ocean floor for mines or other obstacles, or to reacquire a previously found mine for further examination. These UUVs operate different sensors than the Razorback, but the Navy ultimately decided to field a common MUUV body that could carry different sensor packages for each community. In the case of the ExMCM companies, the UUV is launched and recovered from a pier or from a rigid-hull inflatable boat in the water. The Navy is similarly executing an acquisition strategy for its large UUV that incrementally increases capability. A Phase 1 design of its Snakehead Large Displacement UUV, which has been described as a government-led prototyping effort, will deliver this fiscal year and begin in-water testing. The Phase 2 LDUUV would be “larger, more capable and help us to complete the submarine integration and develop a capable large displacement UUV for deep, long-endurance and large-payload operations in the undersea,” Small said during the panel discussion. He told USNI News during the question-and-answer session that that first vessel would likely be too busy doing risk-reduction testing to be used operationally, though he didn’t rule out that possibility completely. “We have a lot of testing planned for that. Certainly, if the opportunity arose where we were past that risk-reduction testing and had an opportunity to deploy it, then we would always evaluate that, but we feel that with that one vehicle we’ll be fully engaged in testing and risk-reduction in support of Phase 2 for the foreseeable future,” he said. In the extra-large UUV portfolio, Small said five Orca XLUUVs are in fabrication and would deliver and begin in-water testing in the coming years.



A Mk 18 Mod 2 Kingfish sits on a rigid-hull inflatable boat operated by an unmanned systems platoon under EOD Mobile Unit 1 out of Naval Station Point Loma, Calif.



AROUND THE MINE WARFARE FLEET

REPORT FROM **NMC COMOMAG**

By *MN1 (SW) Joseph R. Fields, USN*

Greetings from Commanding Officer, Mobile Mine Assembly Group (COMOMAG). We hope everyone was able to celebrate the holidays and enjoy some much-needed relaxation! We, at COMOMAG, are extremely fortunate to be able to spend the holidays with our families, so our hearts go out to the Sailors who were unable to do so. The holidays are always a busy time both operationally and recreationally. Here is a look at what we have been doing throughout the winter.

Mr. David M. Epton, MNCM (SW) Favian Garcia, Jr. and MNCS (SW/AW) Keith P. Roers, from N31 Service Mines Division, were able to fly to Charleston South Carolina to conduct a Mine Readiness Assist Visit for Naval Munitions Command Unit Charleston. This was the first visit that we were able to do since February 2020. With all the travel restrictions and Restrictions of Movement in place, this was a good step in the right direction. We hope to be able to conduct more to maintain the U.S. Navy's fleet-wide training and certification requirements.

As for N32, Exercise Mines and Training Division, Mr. Rodney A. Biggs took a trip to Naval Air Station Whidbey Island, Whidbey Island Washington. Mission was to build 2 x MK-62 Mod 0 OA-16J Handling Mines in support of P-8 loading and unloading in order to complete the Certification process as the Navy transitions from the Sundown of the P-3 aircraft to the P-8 aircraft. This training supports Wing 10 initial certifications in preparation to assume the Mine Deployment Mission capabilities that were previously deployed by the P-3 Aircraft. COMOMAG MIW N32 Action Officer and Mine Assembly Team member's participation in support of P-8 Handling Mine build, supporting all levels of this successful event. Designated subject matter expert for Logistics and assembly of the MK 62 Quickstrike Handling Mines, planned and provided Non Combatant Expenditure Allowance, and Quickstrike validation and verification of the weapons inspection procedures, loading and unloading procedures for the P-8 Aircraft.

The COMOMAG family would like to bid farewell to YN2 Mercedes L. Payne. She served at COMOMAG as the Administrative Leading Petty Officer for three years and is now at Fleet Logistics Support Squadron Three Zero (VRC-30). Fair Winds and Following Seas! With that being said, we welcome aboard MN1 (SW/EXW) Dwight D. Moore. MN1 will be working with the N31 Service Mines Division. We would like to take a moment to congratulate IT1 (SW/IW) Namakaomakahiki Fernandez on her promotion.

During this Christmas celebration time our CO and his wife, Executive Officer (XO) and Administrative Officer (AO) dressed up to drive around delivering presents to the children of COMOMAG via a Ford F-350. The CO dressed as Santa and his wife as Mrs. Claus. The XO dressed as the Grinch, however, no gifts were stolen. Our ever-cheerful AO dressed as one of Santa's helper elves. The children were a little sleepy-eyed and somewhat confused, but nonetheless very excited. We were able to do a small get together pot luck. It may have been small but we were still able to get together and converse. (Below photo)

The New Year is finally here and COMOMAG looks forward in hopes that everyone will have a successful year. As always, COMOMAG is steady on the helm at the forefront of Mine Warfare, making mining great again, one mine at a time! Let's have a fantastic year



REUNION 2021 UPDATE

Reunion Chairman Charles Humbard reports that the hotel Double Tree Hotel & Suites, Charleston Airport changed their mind about us being allowed to provide 'beverages' and food for the hospitality suite unless we were to purchase them from the hotel. That put them well beyond our limited budget. He has been working with the Town & Country Inn (We've had reunions there in the past) and has received 'boilerplate' quotes for rooms, the banquet and picnic and has nailed down the dates for 14, 15 and 16 October 2021. Mark your calendars, but it is still too early to start making reservations, so watch for a complete update in the Spring 2021 Dashpot!



From: Tom Hoffman
Date: 12/11/2020 6:59 PM
Subject: Remembering Ken Lamar

I just remembered something I thought was funny. Ken Lamar, Mineman 3rd class, (TAPS page), was a friend of mine in Hawaii. He went with some of the members at MDAU-0302, Barbers Point, Hawaii to the Marshall Islands for Operation Hardtack, (Nuke testing). Myself and two others went horse back riding in Hawaii. When we were assigned horses, the employee said this horse is a little spunky. Ken stepped up and said he was from Texas and he will ride this spunky horse. Well we never got started and the horse threw Ken. This horse had a habit of stopping quickly on his front feet. Well I traded with Ken and had no problem. I am from Michigan and from the age of nine years old, I road horses weekly.

Tom Hoffman



Dec.09, 2020

Nate,
Sorry I missed my renewal date. Sending a check for 5 years of renewals. That way, I won't miss the next 4 years. I truly enjoy reading "The Dashpot". The publication reflects the long hours that have been put into it. Greatly improved having more information as to the past, current and future of Minemen. Reading each one of the careers of the "2020 Mineman Of The Year" sets extremely high standards for any mine force in the world. These guys are just OUTSTANDING!
Thank you all,
Ray White

From: Mike Whitener
Date: 11/19/2020 10:51 AM
Subject: Health update
Hello from Mike Whitener and hope everyone had a great Thanksgiving. I have completely healed from a left hip transplant done 9/28/20. I am now pain free and can walk smoothly, and am considering buying a Harley trike. I still have and ride my Can-Am. Anyway, take care and hope to see you at 2021 Reunion.
Mike

From: Dee Fortner

Date: 12/03/2020 3:09 PM

Subject: Thank you
I just wanted to touch base with you and let you know I am very appreciative that you continue to send me a copy of the Dashpot. I am doing very well and stay very busy. I still have horses and ride occasionally when weather and circumstances permit. I also have dogs, cats and 4 years ago added chickens.

My son lives in Moncks Corner and daughter lives in Summerville. I pray you and your family are doing well.

Dee Fortner



Pass along your Sea Stories. Tell us how you and your families are doing... You may send letters to THE DASHPOT via email to DASHPOT-EDITOR@COMCAST.NET or via mail to Association of Minemen, P.O. Box 2180, Temple City, CA 91780

The Binnacle List

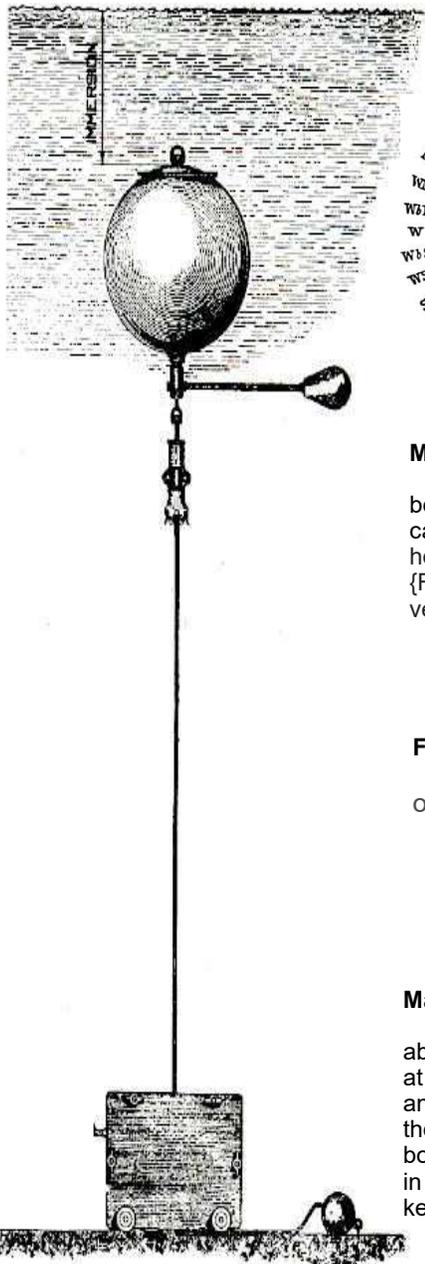
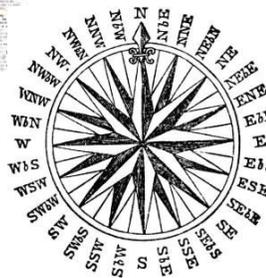
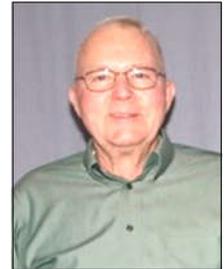


Figure 15.—Naval defense mine Mk 3.



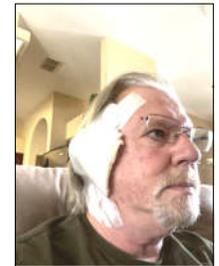
MNCM Richard 'Dick' Schommer, USN (Retired)

...is back home from the hospital ICU and is feeling much better. He's alert and cheerful. His wife Sue is taking excellent care of him. (Thank you Sue!) His hopes are way up from his hospital visit.....he said he really wants to join the local ROMEO {Retired Old Men Eating Out} lunch-bunch. (I'm certain that is a very engaging group of "experienced" Minemen. - Ed.) 😊



Frank Perry, MNC (Retired)

...says he had to modify his old glasses! Cancer surgery on his ear,...it was a rough month!



Matt Lathrop

...says "Thanks to those of you who have been praying about the reconstruction of my left forearm. I took a hard fall at Maple Bacon restaurant on a wet floor. Injured my left ankle, lower and upper spine, head, left forearm shattered the distal head of radius, clean break of ulna and a wrist bone, contusion analog to compound fracture. Spent 12 days in hospital. might go to rehab since I am a fall risk. Please keep me and those involved in your prayers."



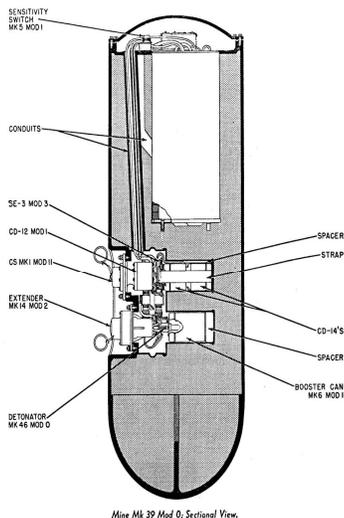
Gordon Harvey

was admitted to the hospital on 31 Dec 2020 for issues with his knee. On 1 Jan 2021 he had knee surgery. He is doing well in his recovery.



Larry Dickson

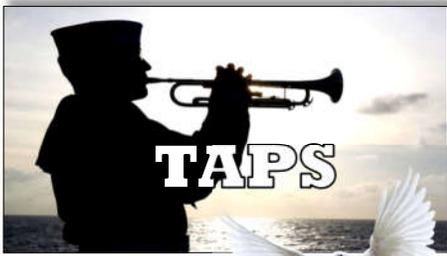
Is presently recovering from a full knee replacement surgery. Says "If I don't answer phone I'm resting."



Mine Mk 39 Mod 0, Sectional View.

GET WELL SOON





**Master Chief Mineman
Milton H. Baird , USN,
(Retired) (age 88)**

Ladson, SC, died Saturday
November 28, 2020.

Having served as the Com-
mand Master Chief at the
Unit and Group level, Mas-
ter Chief Baird's last active
duty assignment was as
Command Master Chief for
Commander, Mine Warfare
Command. His high-impact
Navy career influenced and
guided many Minemen
throughout the Navy. While
on the SERVPAC Staff in
1972, his expert advice was
instrumental in choosing the
mines that were used for the
Hyphong Harbor campaign.

*Rest in Peace Master
Chief... We have the watch!*

No obituary was published.



**Norman Steven Singleton, Sr. MN1
(Ret.)** went to his eternal rest Dec. 29,
2020 at the age of 68. He suffered a
stroke December 16, 2020 and after
being released from the hospital, he
was found unresponsive by a family
friend on the 29th. Norman was born
in Lake Charles, Louisiana on August
17, 1952. Shortly after graduating from
W.O. Boston High School in Lake
Charles, **he joined the Navy and
proudly served as a Mineman, retir-
ing after 21 years of service.** He
continued his career, working for the
Department of Defense as a police
officer. After completing another 20
years of service, he retired from the
Department of Defense as Chief of
Police of Naval Support Activity in
2011. Norman was proud of his mili-
tary career and loved tell all the amaz-
ing stories of his time as a Navy
Mineman. He loved spending his time
fishing, tinkering with his motorcycle,
watching Saints football and spending
time with his friends and family at J&K
Bar and the Algiers Sports Bar.

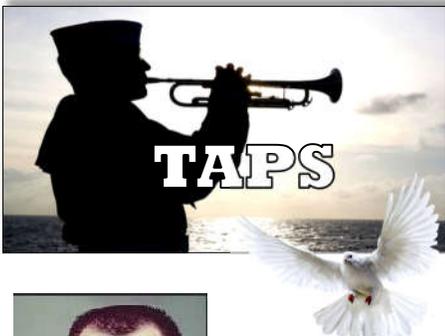
Norman is survived by his wife,
Caren Jones Singleton, his daughter,
Cassandra Lee Singleton (Jeff Cam-
mus), grandchildren; Remy Camus,
Larissa, Marquise & Braylen Singleton,
sisters; Mary Ann Martin and Patricia
Nicholson, niece Michelle Aaron,
nephew Anthony Singleton, as well as
many loving family members. Norman
was preceded in death by his parents,
Richard Joseph Singleton and Cora
Lee Olivier, brothers; Richard Single-
ton, Donald Singleton, John Singleton
and Raymond Collins Singleton, and
his son, Norman Singleton Jr.

In lieu of flowers, please consider a
donation in his name to the Wounded
Warrior Project, P.O. BOX 758517,
Topeka, KS 66675



Dr. Gary A. Ponder DVM, known affec-
tionately as 'Doc', died peacefully at
home as the sun was rising on Novem-
ber 11, Veterans Day. He was surround-
ed by his loved ones. Gary was born on
May 2, 1952, in Walnut Ridge AR. He
graduated from Pocahontas High
School 1970. After graduation, **he
served in the Navy for 4 years as a
Mineman.** When he was honorably
discharged, he took a job as a wrangler
on a horse ranch in Napa, California,
where he met the love of his life, Anton-
ette Kate Brajkovich (Toni). They shared
a love for horses and courted on the
horse trails in Napa. Toni and Gary
were married in San Anselmo, CA on
October 24, 1976. They moved back to
Walnut Ridge, AR and Gary began his
studies which lead to his Doctor of Vet-
erinary Medicine from Louisiana State
University in 1985. Gary practiced in
Russellville before opening the White
River Veterinary Clinic, in Flippin. Gary
and Toni raised three children, Clinton
Russell, Tanya Leigh, and Nicholas
Joseph in Flippin. Gary took care of his
community's farm animals and pets; he
loved going out on farm calls no matter
the weather or time. Over the 34 years,
Gary found time for family and friends.
He loved to fish on the White and Buffa-
lo Rivers, deer hunt on his farm and elk
hunt in Colorado. He always tried to
attend his children's soccer matches.
Gary stayed in contact with his Navy
buddies and they had reunions every
two years in Maine where one of the
guys was a lobster fisherman - so they
feasted on lobsters. Gary and Toni con-
tinued their love of riding horses. You
could often find them camped along the
Buffalo National River with friends. Dur-
ing these last few years as his health
was failing you would find Gary at home
reading his favorite book, Lonesome
Dove, or watching the western channel.
Gary is survived by his wife Toni, son
Clinton (Lauren Wayson), daughter Tan-
ya and son Nicholas; a sister, Janet
Little (Mitch Little) of Hoxie, AR, sister-in-
-law Susan Ponder Brown (Morgan
Brown), of Imboden, AR; his sister in
law Patricia Brajkovich (John Nelson) of
Windsor, CA; brother in law Thomas
Brajkovich (Rita) of Thousand Oaks,
CA; father in law Peter Joseph Brajko-
vich of Greenbrae, CA; nine nieces and
nephews, and nine great nieces and
nephews.

In lieu of flowers, the family requests donations to
ASU Foundation c/o Pre-Veterinarian Discretionary
Fund in Memory of Gary Ponder PO Box 1990
State University, AR 72467 Hospice of the Ozarks
or Have a Heart Pet Shelter in Yellville, AR.



Eugene "Gene" C Nelson Sr, MNSN, Spokane WA, DOB: 21 Jun 1939 - DOD: 14 Jan 2021 (Age 81). The youngest of six children, Eugene (Gene/Geno) Nelson was born in Spokane, WA, on June 21, 1939, to Norway emigrants Christ and Edna Nelson, and passed away on January 14, 2021, as a result of complications from a severe stroke. He called Spokane home his entire life, graduating from North Central High School and then **enlisting in the U.S. Navy in 1957 as a Mineman**. During that time, he met and married Frances E. Caywood, with whom he had three children: Donna, Barbara, and Eugene "Curtis" Jr., all of whom were also raised in Spokane.



**Remembering
MNCM John Paul Opocensky
DOB: 11 May 1925
DOD: 2 Apr 2011**

Retired Master Chief John P. Opocensky, Ladson, SC, husband of Alice "Catherine" Williams Opocensky, passed away Monday, April 4, 2011. Born in Prince George, Va., he was the son of Paul Opocensky and Emily Rusnack Opocensky. **He served our country proudly in the United States Navy, where he retired as a Master Chief Mineman** after 30 years of service. He served in the Pacific Theater during WWII as a member of MAD 4 on Tinian. He was a member of the American Legion, VFW, Fleet Reserve Association, and the Association of Minemen



Terry Lee Hodgson, son of Ronald Orié and Joquieta Ann (Walker) Hodgson, was born October 15, 1960, and passed away August 25, 2020, at the age of 59 years, 10 months, and 10 days. Terry graduated from Cherokee High School and attended Northwestern Oklahoma State University. **He enlisted in the United States Navy in 1987-1993 as a Mineman and EOD technician**, serving 6 years. After touring all over the world, including Scotland, Italy, and the Philippines, Terry settled in the oil field where he devoted 30 years of his life's work.



Henry Milton Williams, MNC, Nicholasville, KY, DOB: 9 Mar 1933 - DOD: 16 Dec 2020 Henry went to be with our Lord and Savior Jesus Christ on December 16, 2020. He was a native of Nicholasville, KY. He is survived by his loving wife of 65 years, Martha Louise Williams and four children, son Allen Williams (Deidre), daughter Jean Williams, daughter Kay Fincher (Winn), and daughter Paula Wills (Bobby), as well as eight grandchildren and 15 great-grandchildren. A Celebration of Life Ceremony was held at Peachtree Christian Church. Henry was loved by so many and deeply devoted to his family and church. **He served 30 years in the U.S. Navy as a Mineman.**



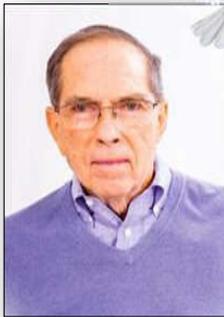
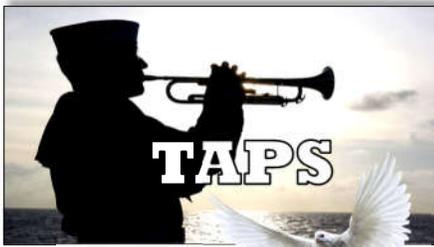
Mineman William Frank Abbott,
Feb. 23, 1952 - Sept. 21, 2019
BETHANY, OKLAHOMA

EDWARD JOHN SMITH, 75, DOB 17 Sep 1945 - DOD: 18 Oct 2020 of Jackson Twp., NJ, passed away on October 18, 2020, at Bartley Healthcare, Jackson Twp., NJ. He was born in Jersey City, NJ, and resided in Carteret, NJ, prior to settling in Jackson Twp., 38 years ago. **Edward proudly served in the United States Navy as a Mineman during the Vietnam War**, receiving the National Defense Service Medal and was honorable discharged as a Mineman Second Class.



DRINKARD, Edward Wesley "Ed" passed away Friday, February 27, 2015 surrounded by the comfort of his loving family in Prattville, AL. at age 90. Funeral services were held Tuesday, March 3rd at 11:00 AM at Trinity United Methodist Church. Burial with military honors followed at the Alabama National Cemetery in Montevallo, Alabama at 2:45 PM. Ed was born on November 21, 1924 in Linden, AL. to the late Dwight Moody Drinkard and Artee Glass Drinkard. He graduated from Linden High School where he enjoyed competing in sports. **He served in the U.S. Navy World War II in the Pacific and was attached to Mine Assembly Depot # 1 where he would arm and dispatch mines in enemy waters. He achieved the rank of Mineman 1st class and participated in the liberation of the Philippines.** He was a longtime resident of Prattville where he championed the causes of the little man in the general practice of law for over 50 years. Mr. Drinkard was preceded in death by a son, Edward Wesley Drinkard, Jr. He is survived by two sons and two daughters, Steve (Karen) Drinkard of Montgomery, Martha (Larry) Hoyle of Prattville, Coralie (Gregg) Jackson of Birmingham, Robert Drinkard (Mary Ann Holley Parker, fiancé) of Prattville, a sister, Peggy Cannon of Linden, Alabama, ten grandchildren and thirteen great grandchildren. The family would like to extend a special word of thanks to Comfort Care Hospice and Dr. & Mrs. John MacLennan for their love and support. In lieu of flowers memorial contributions can be made to the Military Care Package Fund at Trinity United Methodist Church.





Kenneth Loyd Lamar, surrounded by his children and loving wife of 60 years, went to be with Jesus on Saturday, July 18, 2020. His passing was precipitated by COVID-19 which launched him into late stages of Alzheimer's and Parkinson's disease. During his hospital stay, his wife and daughter were also hospitalized with COVID-19. Loyd was born in Wise County, Texas on December 26, 1936 to Willie Mae Holcomb Lamar and William Franklin Lamar. He was 83 at the time of his passing. Loyd was the oldest of six children, 4 boys and 2 girls. Loyd graduated in 1955 from North Side High School and **joined the Navy in June of that same year as a Mineman**. He was first stationed with the Harbor Defense Unit in Port Townsend, Washington, where he met the love of his life, Carol Sue Wagar. After serving two years in Port Townsend, he was transferred to Hawaii for two more years. After receiving his honorable discharge from the Navy, Loyd made a beeline back to Port Townsend to be with his sweetheart, Carol, and eventually the couple relocated to Fort Worth, Texas, where they were married, established their home and raised their family. Loyd began his professional career in the uniform rental business and later became a licensed insurance agent. He was also a very talented baseball player, Haltom City Peewee football coach and drummer in a country & western band. Mostly, Loyd loved the Lord and served in the youth group at Friendly Lane Baptist Church, was a baritone singer in a gospel quartet and later a Sunday School teacher at Glenview Church. Loyd is survived by his loving wife, Carol; daughter, Theresa Jowell (Bruce); and sons, Jeff (Tracy); and Chris (Sue); sisters, Margaret Lamar and Glenda Walker (Bruce); brother, Teddy Lamar (Sabra); sisters-in-law, Debbie Lamar and Sofia Lamar; 10 grandchildren, 12 great grandchildren, well as numerous nieces, nephews, other relatives and friends.



CWO -3 John F. "Gunner" Kahoe USN (Ret) former OIC MOMAG 1711, Norman, OK, passed away on December 26th, 2020 in Norman, Oklahoma. He passed away peacefully at home with his family by his side. He was preceded in death by his father, Timothy H. Kahoe. He is survived by his wife, Janice K. (Nee) Schader Kahoe, of the home; Sean P. Kahoe, wife Niki, grandson Timothy John, granddaughter Madeleine Grace, and great-grandson Stetson of Kansas City, MO; son, Todd A. Kahoe of Norman, OK; mother, Margaret E. (Nee) Scarrott Kahoe of Norman, OK; sister, Carol O'Bryan, husband, Tony of Norman, OK; Sam Tennent, Plano, TX; numerous nieces and nephews and a host of other family and friends. John was born September 15, 1944 in Cheltenham, England and came to the USA in May of 1946. The family lived in Pauls Valley, OK for 3 years before moving to Norman, OK. It was here at St. Joseph's Catholic School that he met Janice Schader in the 1st grade and they became 1st grade sweethearts. He graduated from St. Gregory's High School in 1962 and soon after enlisted in the Navy. While stationed at Treasure Island he proposed to Janice and they were married on October 2, 1966. They were married for 54 wonderful years and the Navy allowed them to live in some of the world's most beautiful locations, like Honolulu, Hawaii; Rota, Spain; and Bremerton, Washington. He served his country on active duty with the US Navy for 8 years, before transitioning to the Navy Reserve for 17 years, retiring as a Chief Warrant Officer "Gunner" in 1987. John was a man of integrity and was a faithful friend to many. He was very generous with his time, talents, and resources and would not hesitate to help anyone in need. John was a proud American and proud to have served his country honorably. All who know John, now know his engines are running perfectly at "40 Knots and No Smoke"!



MN2 WILLIAM DAVID ROBB (WILL) Was born September 18, 1953 in Indianapolis Indiana. He passed away Thursday December 31st 2020 in Amarillo, TX of liver failure. Will is survived by his son Shawn and wife Carrie and their 3 kids Cheyenne, Gary, and Montanna. His son James Robb and his 3 girls Lizzy, Destiny, and Ariana. His great grandkids Skyler, Kayson, Kaleb, Dakota, Weston and Draven. His stepdaughter Stacy her husband Franky and their 5 kids Terry, Franklin Jr., Preston, Payton, and Helena. Stepdaughter Krystal her kids Nancy, Jade, Jaylee and Jezlynn. His stepson Floyd and his kids Elijah, Lillyana and his ex-wife, Teresa. Will joined the Navy on December 3, 1970. Will met his first wife Elizabeth at a Steak 'n Shake where they both worked together and in no time, they had fallen in love. Will joined the military shortly after and they were married soon after that on February 25th 1971. They had their first son James on December 2, 1972 and their second son Shawn June 28, 1973. Will remained in the Navy and **worked as a Mineman with the Mobile Mine Assembly Group** until February 5, 1980 when he was honorably discharged so he could be with his sick Mom. Will was a very intelligent man, and you could usually find him on his computer if he was not out riding his motorcycles or playing with his dogs. Will was loved by so many and will deeply be missed by us all. His kids and grandkids will honor and cherish him forever. There was a small gathering at his son's house on 9 January 2021 for a balloon release and time for all to say their final goodbyes.





Mineman Miscellany

On October 12, 1943, The U.S. Navy Bureau of Ordinance (BuOrd) established the Mineman rate and re-designated those Gunner's Mates (Mines) and Ordinance Technicians, whose primary duty was the maintenance, assembly and planting Navy Underwater Mines, as Minemen.

2021 Active Duty Chief Mineman (MNC)

- Alexander Wil 022
- Armontrout Pa 012
- Brierly James 024
- Chaboya Danie 013
- Cowen Tyler G 020
- Dashek Stephe 019
- Douglas Ogden 018
- Eatmon Michae 026
- Ellerbe Gilbe 001
- Espinosa Carl 002
- Gauthier Benj 011
- Gregware Dani 030
- Hill Sammanth 006
- Kaden Jason R 017
- Lagrangegrave 029
- Lambert John 005
- Luna Angel G 025
- Marvin Benjam 031
- Morehouse Sco 009
- Odom Brandon 028
- Roden Jonatha 003
- Sanders Natha 015
- Seaton Richar 007
- Shimonek Robe 004
- Smith Derek K 010
- Surber Bryan 016
- Trujillo Vinc 021
- Villarreal Ed 023
- Vosika Kelly 014
- Walker Kyle J 008
- Weatherford J 027



AOM Members can purchase streamers to commemorate their service and we'll attach them to the AOM Bravo flag. We've got 20 or so on the flag now. You can purchase a streamer from:

Carolina Flag and Banner
1375 Ashley River Rd
Charleston, SC 29407
843-544-8535



2021 SELRES Chief Mineman (MNC)

- Bell Jonathan 002
- Cortez Ro III 004
- Lipscomb John 003
- Suarez Ricard 001
- Weber Alexand 006

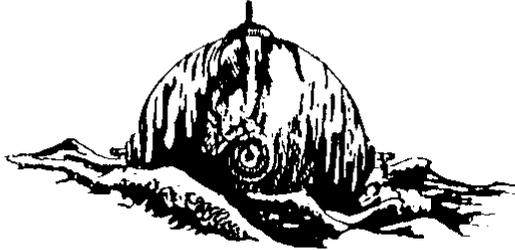


Don't forget to pay your AOM dues.
Only \$15 !! keep getting "The DASHPOT"

<https://www.jotform.com/90215855401148>

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

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Association of Minemen

1974 - 2021

MEMBERSHIP APPLICATION

NAME _____ RANK/RATE/TITLE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ - _____

DATE _____ EMAIL _____

TEL _____ SIGNATURE _____

ELEGIBILITY _____ APPROVED _____

Application Fee: \$5.00 - Annual Dues: \$15.00 - NOTICE: To maintain membership, dues must be paid annually by the month of October. The dues expiration date is printed on the mailing label above your name. Mail checks to the Association of Minemen, P.O. Box 2180, Temple City, CA 91780 Our on-line member application link- <https://form.jotform.com/90215855401148>. If you have any questions about your membership, please send an email with your question to: assocminemen@yahoo.com.