



The DASHPOT



The Official Newsletter of the Association of Minemen

From the President

MN1 Charles Humbard (ret)

Hello, hope your Holidays were good. Thank you for all that you do in supporting to AOM.

From the President, MN1 Charles Humbard, USN (Retired)

My sincerest condolences to the families of recently departed shipmates and family members. Those who are on the Binnacle List or suffering from medical issues, know that your shipmates are wishing you a full and speedy recovery. Each of you remain in our thoughts and prayers throughout your ordeal. With the return of COVID, Flu, and RSV please be careful and protect yourself.

Thank you for those who have helped out a fellow shipmate in need even when they hated to admit it. The Mine Force has always been a close group which is a great. I really enjoyed attending the Annual Short Stay Reunion, there was a great turnout with good food, drink, and unlimited sea stories.

Our 50th Reunion is scheduled for Reno, let's try to make it a great event. The reunion committee is currently working on the venue contract trying to reduce costs. Our prior reunion in Reno turned out great. We originally planned the reunion in Vegas but cost was too high.

For those who do not live in sunny Florida like Don, or Southern California like Nate, please be careful this winter.

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



Reunion Update

2024 City: Reno, NV

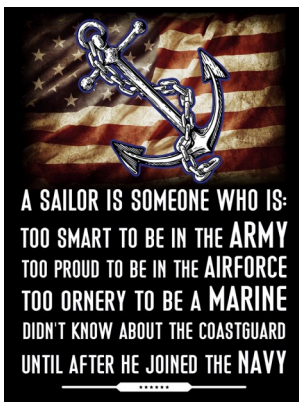
Dates: Sept 23-26 2024

Location: Silver Legacy Resort

The Association of Minemen is celebrating its 50th year reunion and I'm really excited to attend! The Minemen, also known as the United States Navy's Mine Warfare Community, have a long and storied history of protecting our nation's waters. This special occasion brings together veterans, active duty personnel, and their families to reminisce about their time in service and forge new friendships. It's a great opportunity to learn more about the Minemen and show gratitude for their dedication and sacrifices. Attending the 50th year reunion is not only a chance for me to support the Minemen but also an opportunity to gain insight into their experiences. I'm eager to listen to the stories shared by these brave men and women and learn about the challenges they faced in keeping our seas safe from underwater threats. Being able to connect with veterans and active duty Minemen will provide a unique perspective on military life and the importance of teamwork and perseverance.

Moreover, joining the Association's milestone event allows me to express my gratitude personally. I believe it is our duty as citizens to acknowledge the sacrifices made by our military personnel. Attending the reunion is a small way for me to show my appreciation for the Minemen's commitment and service. It is an honor to be surrounded by individuals who have dedicated their lives to protecting our country, and I'm excited to join them to celebrate this significant milestone

Reunion Coordinator: **Darryl Foxx** (50 year reunion).



DEDICATED TO SERVING THE U.S. NAVY

MINE FORCES

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

Charles Humbard (21-24)
111 Calhoun Ave
Goose Creek, SC 29445
charleshumbard@gmail.com

Vice President

Darryl Fox (21-24)
514 Sunnyside Ave
Meadville, PA 16355
Ph 716-940-6495
darr8f@yahoo.com

Secretary/Treasurer

Nate Miranda (18- -☞)
2180 Temple City CA 91780
(626) 824-0727
assocminemen@yahoo.com

Board of Directors

Bob Defrees (21-24)
526 South Honeysuckle LN
Gilbert, AZ 85296
Ph.623-229-6159
jdfreed@cox.net

Mike Gildersleeve (21-24)
14921 W. Country Gables Dr.
Surprise, AZ 85379
masterchiefmikey@gmail.com

Micheal Pittenger (22-25)
430 Avenida Mantilla
Chula Vista, Ca 91914
michael.pittenger@icloud.com

Noah Kalemkiewicz (22-25)
5740 Wilcrest
Jacksonville, FL 32377
noahkalemkiewicz@icloud.com

David Badger (23-26)
2837 Lake Rd
Woodlawn, TN 37191
storboc@yahoo.com
907 529-0978

Michaëlle Elliott (23-26)
3617 Beach Tree Dr
Hudson, NC 28638
8912bobandi@gmail.com

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

COMMITTEES

A.O.M. Historian

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

Scholarship Chair

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

Membership Chair

Nate Miranda (18- -☞)
2180 Temple City CA 91780
(626) 824-0727
assocminemen@yahoo.com

COMMUNICATION CHAIR

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

Chaplin

David Badger (21- -☞)
2837 Lake Rd
Woodlawn, TN 37191
907 529-0978
storboc@yahoo.com

Parliamentarian

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

Storekeeper

Tracey Hays (21- -☞)
216 South Central
Somerset, KY 42501
(860) 559-9724
traceyannahays@gmail.com

Reunion Committee 2024

Chair

Darryl Fox (2024)
514 Sunnyside Ave
Meadville, PA 16355
Ph 716-940-6495
darr8f@yahoo.com

Editor. "The DASH POT"

David Badger (23-26)
2837 Lake Rd
Woodlawn, TN 37191
907 529-0978
storboc@yahoo.com

From the Editor

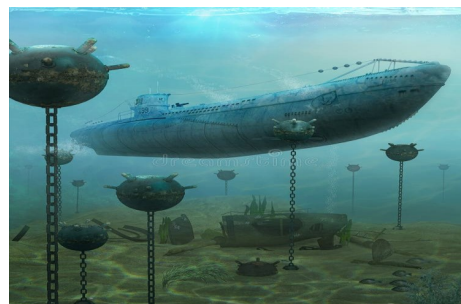


Greeting and welcome . To my second attempt to do the Dashpot. I apologize for any typo's in the last issue. I will try to catch them this time.

As I write this we are entering into the Christmas season I would like to wish everyone a Merry Christmas and hope you all have a happy New Year.

If you would like to submit an article for the dashpot or have anything you would like to see in the newsletter please email me at storboc@yahoo.com.

I am incorporating a section featuring a Mineman's story from the past or present. I'm always looking for more good examples, so send me your suggestions and nominees. Be sure to sign up for the AOM Reunion in Reno in September. If you check your address label you will note the expiration date of your membership is listed so you will know when you need to renew.



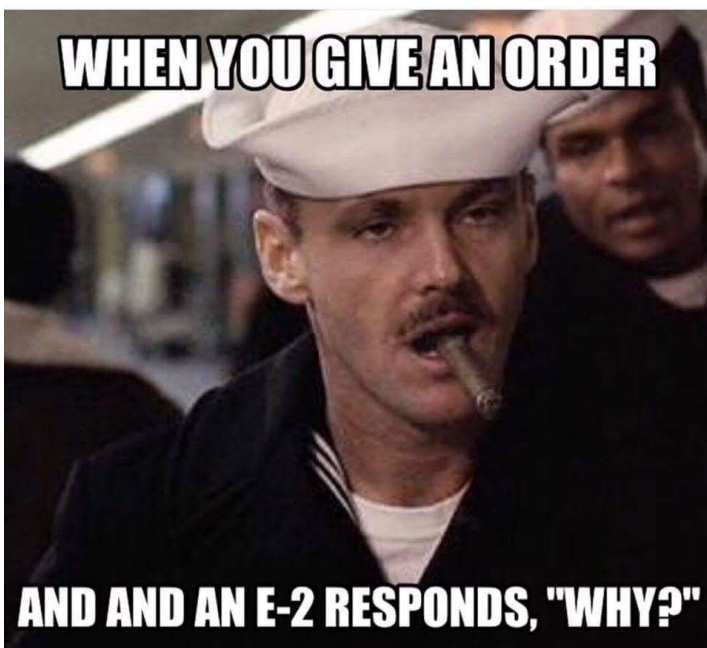
Secretary Treasurer Report– Dec. 2023

I am working with the 2024 Reunion Coordinator, Darryl Fox to get the best deals with the hotels in Reno. Once we secure a contract, I will be developing the registration forms. One in which the members can fill in and mail to me. And the other will be the on-line/digital version for PayPal users. Keep an eye out for these in our Facebook page and in the by monthly Minemen News email blast.

As a reminder, please note that the Post Office will not forward the Dashpot to your new address. Instead, they charge us \$.60 for returned mail and additional \$1.70 to resend the Dashpot to your new address! By the way, this keeps on going up every year! Your attention to this matter will ensure that you receive the Dashpot in a timely manner and it will save the association money! Send your change of address to assocminemen@yahoo.com. Or by mail; Association of Minemen, P. O. Box 2180, Temple City CA, 91780

Thank you!

Nate Miranda



Membership Committee Report– Dec. 2023

Since our last Dashpot mailing, the membership stats are 2 new, 2 reinstated members, 2 deceased, and 3 due to non-payment of dues since Oct 2020, bring our active membership to a total of 236. Of the 236, there are 164 that are passed due as of October 2023 with their membership dues! Please check the address label on your Dashpot newsletter to verify your dues status. If you are due or past due, I will circle the due date on the label in red. If you find that there might be an error on the due date, please let me know and I'll fix it. Remember, there are two ways you can send in your dues. 1) you can mail it to; Association of Minemen, P. O. Box 2180, Temple City CA, 91780 or 2) electronic transaction by going to <https://form.jotform.com/90215855401148>.

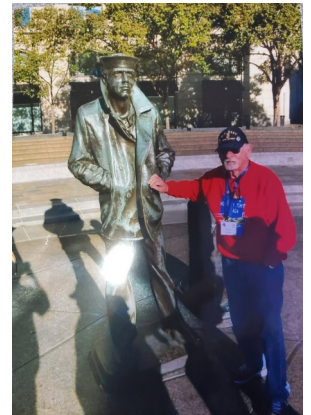
Nate Miranda

Which one is Ray?
Yes he is the one in red.
His letter said the Reno Honor Flight rounded up 45 retired vets and took them to DC. Put them up in a real classy hotel.

Everyday they got bussed all of them to view all the monument. When they returned to Reno the group was met by 1500 charming citizens. They were presented with a homemade quilt monogram with their names and travel.

Ray says his health is great, the doctor said he would die of old age... he is 92.

Maybe he will be attending the 50th reunion in Reno at the Silver Legacy Resort and tell us more



Name: _____

Date: _____

US Navy Terms

SCUTTLEBUTT

STARBOARD

OVERHEAD

CARRY ON

BULKHEAD

AYE AYE

SECURE

GALLEY

COLORS

MCPON

HATCH

RACK

SWAB

TAPS

HEAD

DECK

BUOY

BUNK

SEAL

PORT

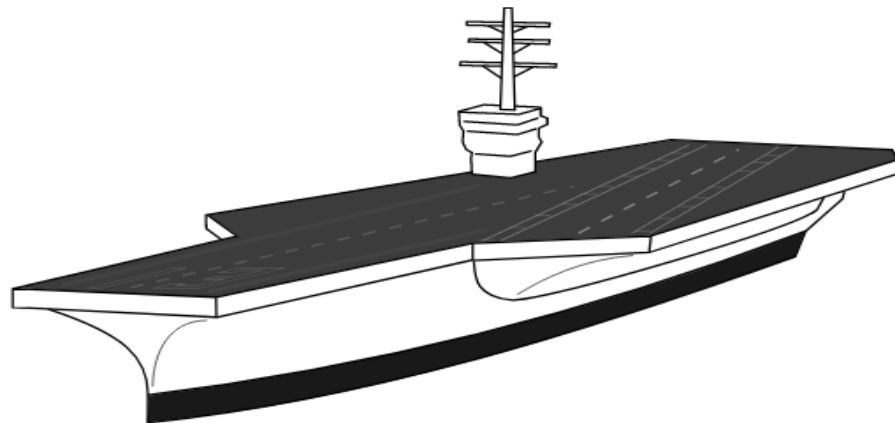
OIC

BOW

CDR

AFT

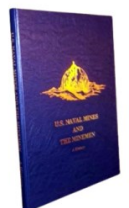
PRT



| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S | C | U | T | T | L | E | B | U | T | T | L | E | S | O | A | Q |
| N | T | F | P | P | U | M | C | P | O | N | N | T | C | B | G | K |
| P | C | D | R | O | K | D | A | B | G | Y | X | H | S | U | D | N |
| Y | E | R | R | R | C | Q | K | U | N | G | B | H | E | N | X | V |
| O | I | C | I | T | A | S | E | O | R | Z | H | A | C | K | P | O |
| S | D | S | Z | G | R | X | B | Y | H | N | D | T | U | O | Q | O |
| W | E | F | X | Q | R | X | X | X | W | E | I | C | R | V | B | B |
| J | C | X | G | V | Y | C | T | A | P | S | D | H | E | E | K | U |
| O | K | M | P | V | O | B | O | W | B | Q | V | Z | V | R | G | L |
| C | T | P | R | T | N | I | P | N | E | S | P | Y | E | H | D | K |
| H | E | A | D | S | T | A | R | B | O | A | R | D | M | E | E | H |
| X | F | K | B | I | E | C | M | J | O | F | Q | V | Z | A | A | E |
| U | C | O | L | O | R | S | K | R | A | C | K | L | Y | D | A | A |
| X | Z | A | F | T | L | Y | F | J | T | G | E | Q | K | A | P | D |
| J | G | A | L | L | E | Y | E | E | C | W | K | S | P | W | F | N |
| G | K | C | M | S | W | A | B | I | K | V | G | M | S | E | A | L |
| G | N | Z | J | X | I | R | V | A | Y | E | A | Y | E | A | I | L |

Visit the A.O.M Ship's Store

[https:// minemen.org/wp/aom-ships-store/](https://minemen.org/wp/aom-ships-store/)



Historian

US Naval Mine Warfare History: 1969-1991

by Don Moody

The period between 1969 and 1991 saw the United States Navy engaged in a number of significant mine warfare operations, both offensive and defensive. These operations took place in a variety of theaters, including Vietnam, the Persian Gulf, and the Mediterranean Sea.

Vietnam War

The Vietnam War was the first major conflict in which the US Navy used mines extensively. Mines were laid in both offensive and defensive roles, and they played a significant role in the war effort.

Offensive mining:

The US Navy laid mines in North Vietnamese harbors and waterways in order to disrupt shipping and supply lines. This mining campaign was highly effective, and it helped to cripple the North Vietnamese economy.



Defensive mining:

The US Navy also laid mines in South Vietnamese waters in order to protect Allied shipping from attack.

These mines were successful in deterring attacks from North Vietnamese forces.

Persian Gulf War

The Persian Gulf War saw the US Navy engaged in a large-scale mine clearance operation.

In the lead-up to the war, Iraqi forces had laid thousands of mines in the Persian Gulf in order to deter an Allied attack.

The US Navy deployed a large flotilla of minesweepers to clear these mines.

This was a dangerous and difficult operation,

but it was ultimately successful.

The minesweepers cleared a path for the Allied invasion force, and they helped to ensure the success of the war.

Other Operations

In addition to the Vietnam War and the Persian Gulf War, the US Navy also conducted mine warfare operations in a number of other theaters during this period. These included:

- The Korean War: The US Navy laid mines in North Korean waters in order to disrupt shipping and supply lines.
- The Cold War: The US Navy maintained a constant vigilance against the threat of Soviet mines.

The Gulf of Sidra incident:

In 1981, the US Navy laid mines in the Gulf of Sidra in order to deter Libyan forces from attacking US ships.

Legacy

The mine warfare operations conducted by the US Navy between 1969 and 1991 were a significant part of the Navy's history. These operations helped to shape the course of several major conflicts, and they demonstrated the Navy's ability to adapt to new threats and technologies.

Key Takeaways

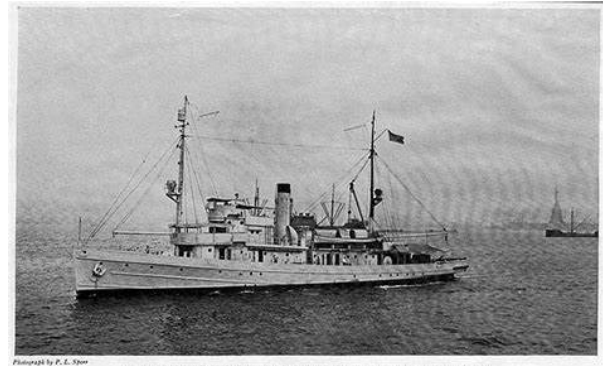
- The US Navy used mines extensively in both offensive and defensive roles during the Vietnam War.
- The US Navy conducted a large-scale mine clearance operation in the Persian Gulf War.
- The US Navy also conducted mine warfare operations in the Korean War, the Cold War, and the Gulf of Sidra incident.

The mine warfare operations conducted by the US Navy between 1969 and 1991 were a significant part of the Navy's history.

Further Reading

- "Damn the Torpedoes: A Short History of U.S. Naval Mine Countermeasure, 1777-1991" by Robert F. Sumrall
- "The Navy in the Cold War Era, 1945-1991" by William J. Holland





U.S.S. GREBE IN THE HARBOR OF NEW YORK, WITH THE STATUE OF LIBERTY IN THE BACKGROUND

USS Constitution

In 1931 the USS *Constitution* with a crew of eighty-one officers, sailors and marines set out on a three-year National Cruise to thank the people of the United States for their donations for the restoration of the vessel which was completed in 1927. The *Constitution* was towed by the minesweeper USS *Grebe*, and stopped in over seventy ports. She arrived in San Diego on January 21, 1933, docking at the foot of B-Street for three weeks. During this time almost nine thousand visitors toured her daily.

Remarkably, as is shown in the accompanying photograph, the *Star of India* was tied up just aft of the *Constitution*, the first and last time these two famous vessels would be seen together. Other vessels visible in the photograph include (from left to right) USS *Seagull* (AM-30), an Omaha-Class cruiser, USS *Langley* (CV-1), SS *San Bernardino*, as well as the *Star of India*, USS *Grebe* (AM-43) and USS *Constitution*.

From San Diego, "Old Ironsides" headed north to winter at the Port of Los Angeles. While there she was visited by a school group from Anaheim. Among the class was a young boy by the name of Bill Brown, whose souvenirs of his visit are displayed here as well – a Dixie cup cap and a commemorative pin. Many of the models on display here in this gallery were made by Dr. William Brown – who had visited the *Constitution* as a boy in 1933.



After being married for thirty years, a wife asked her husband to describe her.

He looked at her for a while, then said, "You're A, B, C, D, E, F, G, H, I, J, K."

She asks ... "What does that mean?"

He said, "Adorable, Beautiful, Cute, Delightful, Elegant, Foxy, Gorgeous, Hot."

She smiled happily and said ... "Oh, that's so lovely ... What about I, J, K?"

He said, "I'm Just Kidding!"

The swelling in his eye is going down and the doctor is fairly optimistic about saving his family jewels.



Tragedy

BY Dennis Willoughby

I deployed to RAF Machrihanish almost immediately after "A" school. A terrible tragedy occurred there shortly afterward. It was late fall 1967, to the best of my memory. Things started out beautifully. I loved the place. I met a warm and friendly girl who drove me many Saturdays to all of the pretty places all over the lower Kintyre peninsula. We became good friends, and she will remain anonymous here.

She had access to her dad's car most Saturdays. We went to Westport beach, South End, Caradale and Davar Island for example. The Scenic views were awesome. We went toward the Mull one Saturday and sat and watched the sunset towards Ireland. (There was nothing physical between us honest.) It was a single-track gravel road through sheep pasture toward a high point with a wonderful view. A big hill went up to our right. After dark we went back to Machrihanish early because I had duty on Sundy 0700 – 1900. We had to answer the phone and keep the forklifts charged. We had a bunk, TV, refrigerator, and coffee pot.

Sometime later a big Vulcan Bomber crashed right into the side of the big hill where we had parked. A crew of 11 were killed. Bodies were burnt beyond recognition. We had missed the crash by a couple of hundred yards and a few hours.

I was in Component Test in the morning when the phone rang. I was ordered to make the place accessible so recovery people could put the bodies in our big walk-in battery freezer. Several ambulances were allowed entrance and backed up to our facility. The medics moved black body bags into the freezer because I presume there was no morgue facility anywhere near large enough to handle that many bodies.

It was a horrible experience. There were full-size bags and small bags with body parts tagged to potentially identify them forensically. It was traumatic for me and everyone else, I suppose.

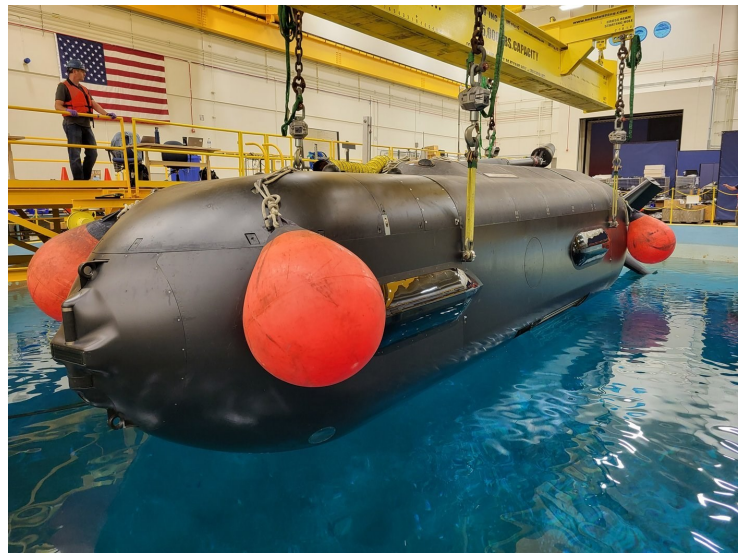
My friend and I went back to the location a few days later. It was all sheep pasture with a very large burn spot. The plane was roped off by investigators. The plane was scattered, burnt and unrecognizable.

I was glad we weren't there when the plane hit. I was sorry I was involved in preserving the human remains. A list of accident victims was later named. I know at least one because he sat at the end of the bar at the White Hart Pub.

I heard later the a monument was built at the crash site naming the victims. If I ever go back I would like to see the monument.

Dennis G. Willoughby, MN2

Jan 1967 – Jan 1971



Navy Receives First of Six Prototype Extra Large Orca Underwater Drones

By: [AARON-MATTHEW LARIOSIA](#)

The Navy received its first Orca Extra-Large Unmanned Undersea Vehicle (XLUUV) prototype this week.

Boeing officially handed over the XLUUV Test Asset System (XLE0) to the Navy following its christening in 2022 and a series of in-water trials that began in Huntington Beach, Calif., last spring. Orca was ordered from the company in 2019 to address a 2015 joint emergent operational need for an underwater mining platform. To date, the Navy is slated to receive six XLUUV prototypes.

Among these, the XLE0 was ordered to inform the development of the other five Orca prototypes. According to a Naval Sea Systems Command release on the delivery, the five Orcas will be constructed and delivered at a future date.

Both Boeing and the Navy highlighted the progress made through the transfer of XLE0 to the Navy. In a company press release Ann Stevens, Boeing Maritime and Intelligence Systems vice president, stated that their work created "the most advanced and capable UUV in the world."

"This is the culmination of more than a decade of pioneering work, developing a long-range, fully autonomous undersea vehicle with a large payload capacity that can operate completely independently of a host vehicle," said Stevens.

The Navy shared Boeing's sentiment on the progress made, with the NAVSEA release calling the delivery a "significant milestone in advancing the Navy's undersea capabilities."

Based on lessons learned from Boeing's half-century of experience with unmanned underwater vehicles and the Echo Voyager, a proof-of-concept XLUUV from 2017 that spent over 10,000 hours at sea, Orca is the Navy's first unmanned diesel-electric submarine. The XLUUV is expected to operate autonomously over hundreds of miles and

Navy Receives First of Six Prototype Extra Large Orca Underwater Drones (cont)

perform various missions with its modular payload bay.

While the focus of the Navy for Orca is the development of an underwater mining capability, the drone's bay is expected to host a variety of future mission sets, including electronic warfare, intelligence gathering and more.

Despite Orca's cutting-edge capabilities, the program has run into several issues. The Government Accountability Office has claimed that the XLUUV program has gone \$242M over budget and is delayed by three years. The delivery of the first Orca prototype is the latest development under the Navy's unmanned push, which aims to pursue more unmanned surface and underwater vessel concepts to supplement the future fleet.



What was the most decorated US Navy ship of WWII

The most decorated US Navy ship of World War II was the **USS Enterprise (CV-6)**, which earned **20 Battle Stars** and a Presidential Unit Citation. The second most decorated ship was the **USS San Diego (CL-53)**, which earned **18 Battle Stars**. The third most decorated ship was the **USS San Francisco (CA-38)**, which earned **17 Battle Stars** and a Presidential Unit Citation.

Navy Hosts Virtual Industry Day to Keep Hammerhead Mine on Accelerated Acquisition Path

By Megan Eckstien



The Navy is continuing its push to develop the Hammerhead maritime mine deployment system, with 16 companies attending a recent virtual industry day that allowed the rapid-acquisition program to keep progressing despite coronavirus-related restrictions in place. The service is pursuing an offensive mining system that would be laid by an unmanned vehicle and then lie in wait for an enemy submarine. The heart of the Hammerhead is the MK 54 lightweight torpedo as its effector, and an entire system would be built around that torpedo: a mooring module; an energy module; a sensor module; a command, control, signal processing and decision module; and a communications module; as well as associated support facilities and equipment and shipping containers, according to a solicitation on SAM.gov.

"The Hammerhead is designed to deploy from an unmanned underwater vehicle and detect, classify and destroy anti-submarine warfare assets. The day's objective was to improve industry's understanding of the Hammerhead program and accelerate the design, development, and production of the system," reads a Naval Sea Systems Command news release about the industry day.

Last year, USNI News reported the Navy had selected Hammerhead as a Navy Maritime Accelerated Acquisition (MAA) program and was using other acquisition authorities to keep the program moving forward quickly, due to the

Navy Hosts Virtual Industry Day to Keep Hammerhead Mine on Accelerated Acquisition Path (cont)

importance of offensive mining under the National Defense Strategy and other Navy and maritime strategies for peer naval competition.

“A resurgence in mining has taken place for the past few years as the Navy goes to the [National Defense Strategy]. However, we’re trying to pivot smartly, deliver the capability the warfighter needs as quickly as we can, so we’re trying to use whatever authorities are there, whatever things we can,” Sam Taylor, the senior leader for mine warfare within the Program Executive Office for Unmanned and Small Combatants, said at a conference last year.

“As I said, Hammerhead is an MAA, and we’re looking at other tools in the toolbox to accelerate that delivery even more.”

Since that time, a request for information was released in December, a solicitation for the program was posted last month, and an industry day was scheduled for March 23 – though it was held virtually this month instead. A final request for proposals should be released by the fall, with the award of a design and test contract for up to 30 prototypes anticipated in Fiscal Year 2021 and delivery of operationally relevant prototypes by the end of FY 2023, according to the solicitation and news release.

Despite the Navy and industry not being able to gather in person, the virtual industry day should “stress the importance of the program to the fleet – they want it today, they need it today. ... We’re still going to deliver the mission-essential capability, so it’s important that we proceed,” Program Executive Officer for Unmanned and Small Combatants Rear Adm. Casey Moton said in the news release.

The Navy’s resurgent offensive mining portfolio now includes improvements in the Quickstrike family of air-delivered mines, and a handful of programs for clandestinely

delivered mines that would be deployed by manned submarines and unmanned underwater vehicles, including Hammerhead, the Mk 68 Clandestine Delivered Mine (CDM) and the Mk 67 Submarine Launched Mobile Mine.



Extra large uncrewed underwater vehicles such as the Echo Voyager/Orca will sneak into enemy waters and seed them with Hammerhead mines.



It’s undersea Love on Valentine’s Day



1966. Saigon, Vietnam. Explosive Ordnance Disposal Technicians, Boilerman First Class Paul McGraw (left) and Mineman Third Class Ralph Loux, examine a Viet Cong claymore mine which was disarmed by a member of the six man bomb squad assigned to U.S. Naval Support Activity, Saigon. The cutaway exposes the iron construction rods shaped into a coil and notched to break into deadly pellets when the charge explodes. The EOD Detachment supported the Anti Terrorist Alert Force operated by the Navy in Saigon.



From The Desk of the AOM Scholarship Chairmen

Snow flakes are flying around and snowmen are being built.

(IN SOME CITIES AND TOWNS)

This means it's half way through the school year. It seems like the start of a new school year is a long way off, but it's never too early to start planning on how you are going to pay for all your next years tuition and school supplies.

This brings us to the AOM Scholarship Fund. A scholarship is a good way to help with all your school year's financial needs. The Association of Minemen would be honored to be able to help you with some of these expenses.

An Application for a AOM Scholarship can be found on the AOM Web Page. (minemen.org). A word of caution when filling out a AOM Scholarship Application. The rules for completing the the application MUST be Strictly Adhered to, as they were written in the application instructions. The application must be submitted to the AOM Secretary by July 1. (Association of minemen, PO Box 2180, Temple City, CA. 91780)

I would like to thank all of the minemen and their families for all their most Generous Donations at the Minemen reunions and through out the year. With out their support the AOM Scholarship could not exist.

THANK YOU, THANK YOU, THANK YOU One and All.

Scholarship Chairmen

Ronald Glasen

Ronald Glasen



🎉 Huge congratulations to MNC Olsen for representing MWTC with excellence on The Price Is Right and winning the showcase

showdown! 🏆 Your skills and enthusiasm made us proud! Way to go! **#Champion**



MWTC staff on TV on this Holiday special Themed Military Appreciation Show!



Fair Winds and Following Seas Departed

David Stancik
1970—10-5-2023
Goose Creek, SC
survived by parents Irene and Robert,

MNCM Danny L Epperly
3-16-43—10-22-23
Yorktown, VA
survived by his wife, Brenda J Epperly



MN1 Fredrick Tetor
8-28-1945—10-22-2023
Mt Pleasant SC
He is survived by his three children: Tressy Magwood Mellichamp of Mount Pleasant, Jennifer Magwood Ray (Jeremy Ray) of Mount Pleasant, and Ricky Tetor (Tricia Tetor) of Summerville.



Norman Eugene Wicke, MNCS,
7-23-1943—11-29-2023
Goose Creek SC
Survived by his wife Sachiko



George A Clark MN2
10-2-1932 to 9-1-2018
Pensacola, Florida,



David H Clark MNCM
5-11-1932 to 6-1-2022



Michi M Clark Wife of David
10-1933 to 6-1-2022

Richard Deen "Rick" Roderick
DOB: ? - DOD: 17 Nov 2023
Smoaks, SC
MN2



Christopher Carl Ridley
DOB: 18 Jan 1949 - DOD: 7 Nov 2023
Ardmore, Ok

MN3



Erminia (Irma) Lucarelli Carlsen
DOB: ? - DOD: 22 Jan 2013
Bronx, NY
Wife of William "Swede" Carlsen

Fair Winds and Following Seas Departed (cont)



Scott James Chisholm
DOB: 27 Mar 1956 - DOD: 18 Aug 1999
Providence, RI
MN2
(No Obit)

Forrest "Capt. Clam" Robertson
DOB: ? - DOD: 18 Dec 2023
Morro Bay, CA
MNCS
(No Obit)



THE FUTURE OF MINE WARFARE

MNSA SWEARNGIN



*"WE TREND
SETTERS,
NOT TREND
SWEATERS."
-TAKEOFF*

HOME TOWN:
VERSAILLES, MO

SCHOOL:
VERSAILLES
HIGHSCHOOL



Why did you join the Navy?

I joined the Navy to make my mother proud.





HEALTH WATCH BY DON MOODY

Thanks to Harold Williamson I started a page on the website for MSDS/SDS, Called Safety Sheets. If you would like to add to the list either DM or email. List is just starting... help me build for you and your ship-mates. Go to minemen.org/wp/links/safety-sheets/

Give Mine Countermeasure USVs a New Light and Shape

By Lieutenant Commander Matthew Hipple, U.S. Navy



The Textron Systems Common Unmanned Surface Vehicle (CUSV), shown here, can be used for mine sweeping and neutralization. At approximately 12 meters long, the CUSV would benefit from a new “green over red” light scheme to warn civilian mariners in its operating area.

The Convention on the International Regulations for Preventing Collisions at Sea (COLREGs) Rule 27(f) directs the light and shape requirements for vessels conducting mine clearance, but subsection (g) states, “Vessels of less than 12 meters in length . . . shall not be required to exhibit the lights and shapes prescribed in this Rule.” The littoral combat ship’s (LCS’s) mine countermeasure (MCM) unmanned surface vehicle (USV) measures just short of 12 meters, making it unnecessary for the Navy to meet the legal requirement for MCM lights and shapes. Meanwhile, its LCS mothership does not directly conduct MCM clearance and, therefore, is not obliged to display MCM shapes or lights (nor would they communicate anything useful, as motherships may not be within 1,000 meters of the threat).

This is a critical safety and communication gap. A broad category of legally compliant MCM operations involving multiple USVs less than 12 meters long over a wide area leaves mariners visually unaware of the MCM USVs’ restricted maneuvering status and surrounding danger.

Industry limited the MCM USV’s length partly to minimize additional requirements, which is sensible from a material and legal liability perspective. Current COLREG MCM lighting and shapes would require adding retractable yardarms to the MCM USV, imposing further reliability issues on an already complicated accordion mast limited by the overhead clearance of a deploying crane. Imposing Rule 27(f) on shorter vessels would make compact MCM USVs harder to build, reducing good options for mine clearance.

Instead, for MCM USVs shorter than 12 meters, the U.S. Navy, NATO navies, and other allies and partner navies should establish a new light and shape that nearby mariners can clearly interpret. The light should be designed for simplicity and reliable deployment without the need for continual maintenance. For shapes, a black conical shape, apex downward, or over a ball would work well. Limited to two shapes in a single line, this shape would be easily stored and deployed from a simple mechanism on any USV mast or along a preexisting wire antenna. It would be easily associated with the potential dangers—an arrow pointing toward a mine-like shape below. Most important, this shape could not be confused for another configuration. For lights, in lieu of the masthead lights prescribed in Rule 22, MCM USVs would show at the highest point, flashing “green over red” all-around lights. Green over red is an unused configuration that, in the absence of any other masthead lights, could not be confused for another. The flashing would provide additional differentiation and invite attention, much like the flashing lights on surfaced submarines and vessels conducting law enforcement or specialized safety operations. A mnemonic, “green over red, you could be dead,” also would be a helpful warning to mariners.

The shapes should apply to MCM USVs from 5 to 20 meters long, and the lights to all MCM USVs up to 20 meters long. Applying the rule to USVs up to 20 meters long would ease the design requirements for MCM USVs below the size that Rule 9(b) would consider large enough to be constrained by a channel. However,

Give Mine Countermeasure USVs a New Light and Shape (cont)

the rule would not apply to USVs less than five meters long because of a lack space for reliable remote-shape manipulation or a lighting mast. The goal of this new regime is to improve USV safety, not prevent production of smaller USV classes such as those used by the Marine Corps' Littoral Explosive Ordnance Neutralization team.

The areas and types of MCM operations in which MCM USVs less than five meters long operate are limited and always close to a mothership or shore facility. For even greater simplicity, the U.S. Navy and other navies could change the rules for all MCM ships less than 50 meters (approximately 164 feet) long, manned or unmanned (there are very few manned MCM vessels less than 50 meters long, such as the Italian Navy's *Gaeta* class). MCM USV maneuvers should not be unique—the rules make no special provision for unmanned vessels.

The COLREGs may be mariners' commandments, but they are not set in stone. Rather than design all MCM USVs to comply with the rules, the Navy should adopt similarly effective rules that meet its needs and ensure the safety of mariners. The increase in unmanned surface MCM operations, with the accompanying challenges of compact USV design and reliability, invite updated rules with new shapes and lights that support good seamanship and help innocent mariners not get blown up.

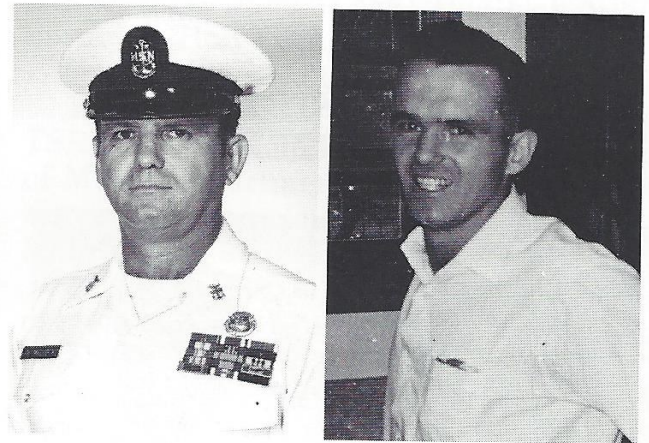
HARMON R. MADDOCKS

Profile of a Masterchief

Mineman Master Chief Harmon R. Maddocks enlisted in the United States Navy at Portland, Maine on 28 October 1956 as a seaman recruit. After recruit training at Bainbridge, Maryland served with the following units; NTC Bainbridge, MD Nov 56-Dec 56; Mineman "A" School, Yorktown, VA Dec 56-Jul 57; NAS Whidbey Island, WA Jul 57-Oct 58; NAS Barbers Point, HI Oct 58-Dec 59; Naval Weapons Training Center Pacific, San Diego, CA Dec 59- Mar 60; USS Kearsarge (CVS-33) Mar 60-Jan 61; Mine Craft Support Unit, Charleston, SC Jan 61-Aug 63;

Mobile Mine Assembly Team 0322, Charleston, SC Aug 63-Oct 63; Naval Ordnance Facility, Yokosuka, Japan Oct 66-Nov 67; Naval School Mine Warfare, Charleston, SC Nov 67-Oct 68; U.S. Naval Magazine Subic Bay, Republic of Philippines Oct 68-Nov 69; Naval Inshore Operational Training Center, Vallejo, CA Nov 69-Apr 70; Commander River Patrol Flotilla Five (River Division 671) Vietnam Apr 70-Oct 70; Chief Naval Advisory Group, MAC V Vietnam Oct 70- Apr 71; Mobile Mine Assembly Unit, Atlantic, Charleston, SC Apr 71-Aug 73; Mobile Mine Assembly Group, Charleston, SC Aug 73-Mar 74; Fleet Mine Warfare Training Center, Charleston, SC (Instructor) Mar 74-May 77; Mobile Mine Assembly Group Unit 8, Guam, Marianas Island May 77 • Apr 79; Mobile Mine Assembly Group Det 4, Glen Douglas, UK Apr 79-Apr 82; Mobile Mine Assembly Group Det 1, Naval Weaponstation, Seal Beach, CA Apr 82-Mar 84 and Naval Air Station, Brunswick, Maine Mar 84-May 86, where he retired.

He now resides in Boothbay, Maine, his home of birth.



Harmon R. Maddocks

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



Association of Minemen

1974 - 2023

**Non-Profit Organization
U. S. Postage
PAID
San Gabriel, CA.
NO. 270
RETURN SERVICE REQUESTED**

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.