

USS *TERROR* (CM-5)

Good News Dept.

You read it here first! Bob Brewer has finally settled down. It's true! He and the lovely Sara Gossett were wed last November.

Now, if he would just go out and get steady work----

Early Retirement

As of Dec. 31st David Mincey closed his law office in Macon, Ga. Mr. Mincey decided that, at 86 years of age, it was time to move on to other things.

Mincey commenced his practice of the law on Dec. 24, 1940. Absent through the war years, he picked up the thread and continued through 2003----a career that involved sixty-three years and spanned seven decades.

If you are ever in Georgia and find yourself involved in heavy litigation, you may wish Mincey was available as counsel. Not to worry! If you want age and experience, consult David Mincey, Jr. at his office in Roberta, Ga. If youth and experience is your thing, try David Mincey III at his law office in Macon.

On second thought, stay out of trouble in Georgia.

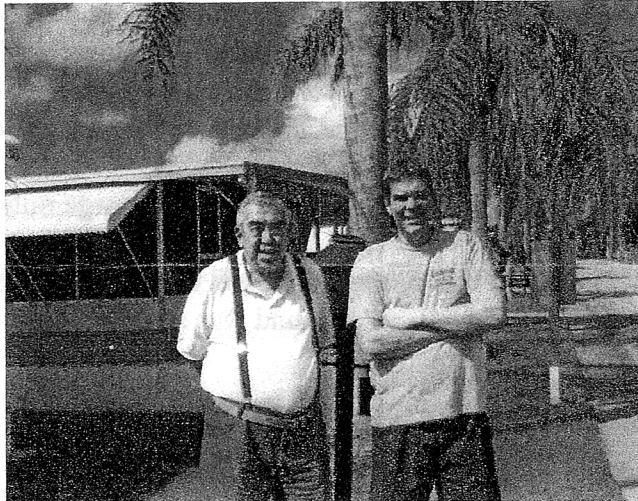
Help!

Asbestosis is, without question, one of the most insidious of incurable diseases. Mac Macomber has for some time battled this condition and has concluded his only exposure was on the ship.

He has now decided to battle on yet another front. He has elected to file a claim. The first question is the obvious one - who, other than yourself, contracted this disease?

We don't know. So, if you know of any former crew member who is afflicted by or has succumbed to *asbestosis*, write to:

Mac Macomber, 1600 Jones Dr. Apt. 137, Arlington, TX 76013. If it is easier e-mail any information to me and I'll pass it on.



Look Left

If you hang around Syracuse a lot, you know this is where Bob Corbett hangs his hat. In the snapshot to the left, Bob poses with one of his many sons.

The temp here threatens twenty below so the bright sun, skimpy attire, semi- tropical background are quite appealing. I suspect, however, we are not looking at Syracuse. Maybe - Buffalo?

<http://www.ringleib.com/terror>

Terror's address on the world wide web.

More Good News

This corner rarely passes on bad news but relishes good news.

So, let's hear it for Millie Marra. A couple of tough months but now among the recovered.

Herschel Thomas, after a long series of treatments says his problem is in remission.

Now, if we can get both to the

ANNUAL REUNION

OKLAHOMA CITY

SEPTEMBER 15-20

USS TERROR (CM-5)

More Cruiser Minelayers--

Throughout WWII the mine warfare fleet labored in obscurity while lesser craft gloried in reams of media publicity. If the mine force (nearly 800 ships) garnered little publicity, the ships on the extreme ends of the spectrum are virtually unknown.

The 97' coastal sweepers were 139 vessels strong of which 35 were conversions, with the balance built as sweepers in yards throughout the country. To prove a point, find me a person who can name just one of the sweepers or find a person who actually served on one.

The largest ships in the fleet were the Cruiser Minelayers. Seven of these large, ocean going ships served during the war. These were, with one exception, converted passenger ships, freighters or car ferries. Nothing about these ships could be considered glamorous and their years of service has gone largely unnoticed.

This is as good a place as any for a brief recap of the large minelayers.

USS *Ogala* (CM-4) was a wood hull passenger vessel conversion. *Ogala* was at Pearl Harbor on December 7 as Flagship of Pacific Mine Force and was sunk within minutes of the attack.

USS *Terror* (CM-5)

USS *Keokuk* (CM-8) was built in 1913. This freighter was taken by the Navy and commissioned in February 1942. *Keokuk* served in the Mediterranean and after being reclassified as AN-5 (Net Tender) served in the Pacific. *Keokuk* was struck by a kamikaze in 1945 but returned to service at Okinawa. She was decommissioned December 1945 and sold to the India S.S. Fruit Company.

USS *Monadnock* (CM-9) was well known to *Terror* from N. Africa to Okinawa. *Monadnock* also served in post war mine cleanup. She was decommissioned June 1946.

USS *Miantonomah* (CM-10) in civilian life was the S.S. *Quaker*. She was acquired, refitted and commissioned in November 1941, struck a mine off LeHavre, France and sunk.

USS *Salem* (CM-11) ex *S.S. Joseph R. Parrot* was acquired, refitted and commissioned in August 1942. She participated in mine laying operations at Casablanca and later with *Weehawken* (CM-12) and *Keokuk* (CM-9) saw action in Sicily in 1943. May 1944 found her in the Pacific where she served as a net tender through Okinawa; decommissioned in December 1945 and sold to the West India Fruit Company.

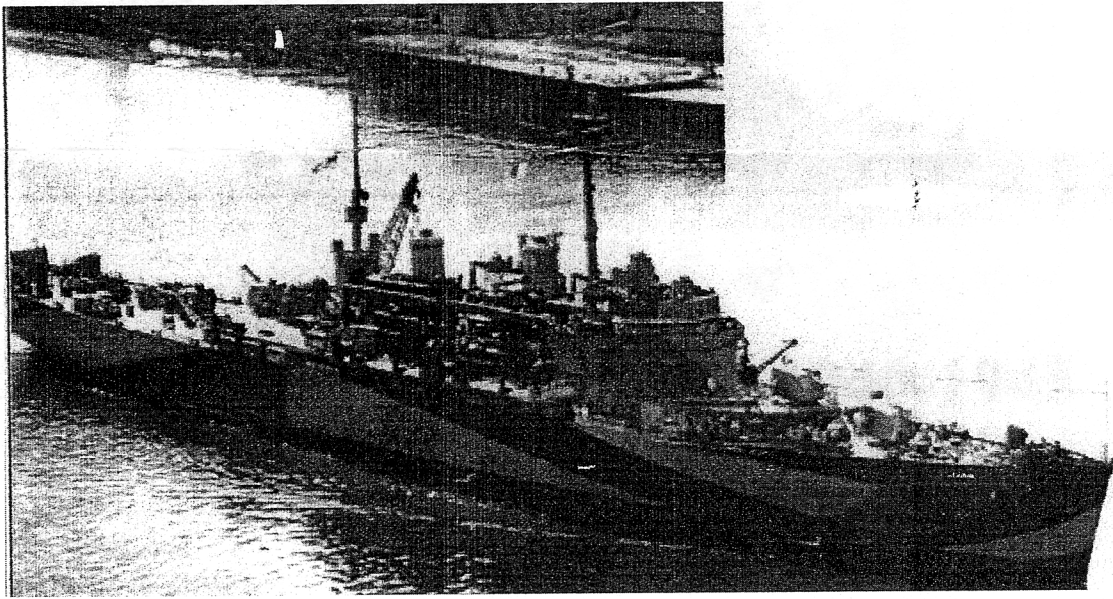
USS *Weehawken* (CM-12) ex *Estrada Palma*, a 1920 car ferry, was refitted and commissioned in September 1942. *Weehawken* served from N. Africa in 1942 to Okinawa in 1945. She was among the ships sending Fire and Rescue parties to *Terror* on May 1. At Okinawa during a post war typhoon, the ship went hard aground and on October 16, 1945 broke in two, declared a total loss, and struck from the list on February 3, 1946.

At this point, you may have noted a significant gap between CM-5 and CM-8. This gap was not originally intended. When *Terror* was authorized, she was intended to be the lead ship in

USS TERROR (CM-5)

the *Terror* Class of Cruiser Minelayers. Accordingly USS *Catskill* was laid down as CM-6 and USS *Ozark* as CM-7.

Prior to outfitting these two, the face of minewarfare had changed forever. While the Cruiser Minelayer was intended to transport and plant large numbers of moored contact mines as an offensive weapon, (influence) mines, magnetic, acoustic, pressure and aircraft had rendered the large ocean going minelayer obsolete. Both CM-6 and CM-7, while enduring many different classifications, served out the war as LSV-1 and LSV-2 respectively



USS Catskill (LSV-1)

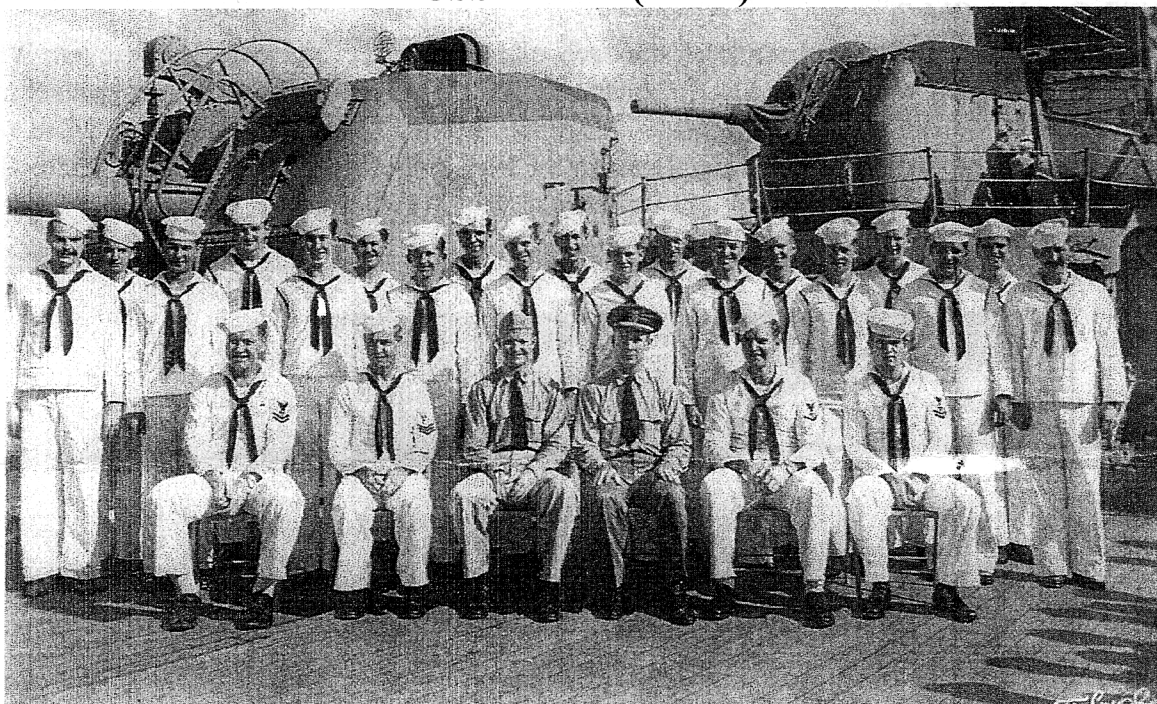
served as

CM-6 AP-106 LSV-1 MCS-1

Intended as a sister ship to *Terror* she had hull dimensions identical to *Terror*. *Catskill* was initially decommissioned in 1946 and placed in reserve at San Diego. Finally laid up at Long Beach and enduring many reclassifications but no activity she, like *Terror*, was finally decommissioned in 1971 and believed to be scrapped.

Catskill had two single 5"38 mounts, four twin 40's and twenty 20's; complement same as *Terror*, troops 860, 6 *DKW*'s and *LCVP*'s and twenty 26' *Msl*'s.

USS Terror (CM-5)



"A" Division

Here we have a photo that really needs no caption. This particular group represented the finest the U.S. Navy of that long ago day could offer. Some critics might suggest that this group spent most of their waking hours in the machine shop making fake Jap souvenirs. This is simply not true.

Now, to the business at hand. If you can identify any of the men pictured here, it would be greatly appreciated if you could send a note with the details. It would be great to get all the names and post the group on the 'net. Every little bit helps.

Commander Who ?

Let me confess that when I first encountered the name Henry dePeyster Teller, I had visions of a gentleman riding to the hounds over the Virginia countryside. I was as usual quite wrong. LtCdr Teller was the last skipper of *Terror* as she lay idle at Charleston. Idle ship, skeleton crew, soft berth equals soft CO - right? Wrong again. Teller was a Merchant Mariner and USNR officer with little use for Navy formalities. Teller did his stint as XO of AKA 89 at Iwo and participated in the Inchon landings.

During his stint in the Pacific Teller turned a blind eye to his men stealing an Army jeep and while on the beach he engaged in a bit of two fisted bar hopping. This is, obviously, my kind of officer but when I pressed the family for more information and a picture of Hank (I think he would have preferred Hank) lines of communication, uh, broke down.

I will keep working on this and give you a full report, probably, at the same time I fill you in on how I plan to recover the ship's bell now that I've found it.