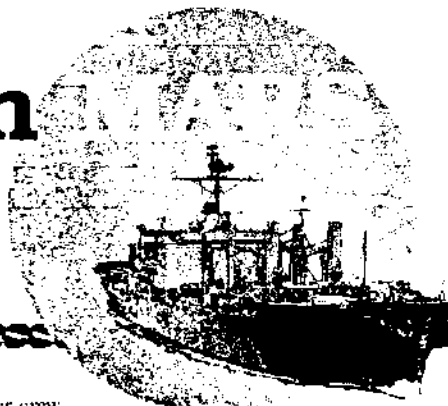


CREW from

Editor:
Everett R. Jones

Graphics:
David C. Reed



December 2001

Association of former crew
members & friends of U.S.S. Mars AFS-1

Newsletter No. 10

1947 Gotham St. • Chula Vista, CA 91913 • Ph: (619) 421-3721 • Email: oneerj@pacbell.net

from the editor's desk



My Fellow Shipmates

I have to consider the year 2001 a very good year for our MARS REUNION organization. Thanks to the great support from so many of you, we are once again financially secure. Your support for the newsletter has insured that David & I will continue to do our best to publish an informative newsletter. Your input, comments & donations have been most welcomed by us.

We have recently added 67 more names to the mailing list. We are very close to having made contact with 500 past crewmembers and over 100 was this year.

The San Diego Reunion was a most enjoyable event. Considering the world situation, we had an excellent turnout. We decided to have our next reunion in Norfolk, VA., next year. Many of the crew are living on the east coast, so this reunion should create some new interest & at the same time, we hope to make contact with some new crewmembers.

If you have interest in this upcoming reunion, make sure to return the enclosed information request form. The reunion information will be mailed in a separate letter to those who are interested in attending.

REUNION 2001 • San Diego

A very successful reunion was held in San Diego this past October. Successful, because 56

past crew members came to the reunion to renew old friendships & meet new friends. We had a very sociable group who enjoyed each other & took home some good memories.

We opened our meeting room one day early.

REUNION 2002

Norfolk, VA

SEPTEMBER 20-22

Mark your calendars for our next reunion. We will be teaming up with the USS Sylvania (AFS-2) & (AKA-44) WWII, for our first east coast reunion...John Pierce, from the Sylvania has done all the leg work & selection of the hotel in Norfolk.



If you are interested in attending this reunion, return the enclosed reunion information request. Those who are interested, you will receive the reunion schedule by mail when the plans are in place. Enjoy life - attend a MARS REUNION.

because so many arrived in San Diego on Wednesday. Many pictures were taken & they have been added to our reunion album, which can be seen at future reunions.

Over 100 guests attended the Welcome Reception on Friday.

For those who could not attend, you missed a great reunion.

Everett R. Jones

USS Mars (AFS-1)

•History 1972•



Commanding Officers

Captain Albert E Knutson
Captain Richard C. Adams

Executive Officer

Cdr. Ralph E. Brown

Supply Officers

Cdr. Arthur D. Jackson
Cdr. James E. Miller

After a very long five months in overhaul at Williamette Iron & Steel, in Richmond, California, Mars completes her first major overhaul on 25 January 1972. The task of putting the ship back in order, keeps the crew busy for the next several weeks. The loading of fuel & ammunition takes place as the ship makes the required shakedown runs after overhaul. Many new crew members have reported on board & the much needed training starts in February.

Mars is in San Diego by the end of March for her scheduled Refresher Training. While in San Diego, the Ship receives orders that she will deploy to WESTPAC early. Refresher Training is shortened by one week & Mars returns to Oakland. The loading of supplies starts upon arrival & the crew has the ship loaded in just two short weeks.

Fully loaded Mars gets underway on 22 April for her second WESTPAC cruise since changing homeports in 1970. Course is set for Subic Bay, Philippines, & Mars arrives in Subic on May 6. Four days are spent loading provisions, fleet freight, mail & personnel for transfer to their ships.

Underway on 10 May, Mars returns to the waters off the coast of Vietnam. The ship's of the U.S. Seventh Fleet keep the crew working night & day, as break-outs & replenishments seem to never end.

Swings though Market Time, Yankee Station & the ports of Da Nang, Cam Ranh Bay & Vung Tau, require Mars to return to Subic Bay & Koahsiung for re-loading every two or three weeks, then back on the line again during the months of June & July.

In July, Mars Supply Officer, CDR Jackson is promoted to Captain & Captain Knutson has the honor to pin on the new eagles for Captain Arthur D. Jackson.

A break at last, as Mars heads for Hong Kong for six days of much needed R&R. Arriving in Hong Kong on 5 August, the crew has the opportunity to do some sightseeing, shopping & just enjoying the full life of a fleet sailor. Captain Richard Adams reports on board when the ship arrived in Hong Kong.

Mars returns to Subic Bay on 12 August, & Captain Richard C. Adams relieves Captain Knutson as Commanding Officer. Captain Adams flew 54 combat missions over Vietnam in 1966, from the deck of the USS F. D. Roosevelt (CVA-42). Captain Adams becomes the Mars's seventh Commanding Officer.

Also during August, CDR James E. Miller relieves Captain Jackson as Supply Officer. CDR Miller becomes Mars sixth Supply Officer.

Mars is the winner of the Engineering "E" in August, & LCDR Kallusch had the honor of painting the last stroke of the red E for his Engineering Department.

Back on the line for another swing & then Mars arrives in Sasebo, Japan on September 7, for ten days of loading, upkeep & repairs. October & November are spent underway or in Subic Bay & Kaohsiung loading fresh provisions. The last of eight swings on the line is made in November & Mars heads for Yokosuka, Japan. Three days in Yokosuka & Mars sets course for California on 3 December. The return trip home is a rough one, as Mars encounters heavy seas the whole ten days.

Arriving in Oakland on 13 December, Mars & her crew complete a long eight month WESTPAC cruise. Many long hours were spent in support of the war effort in Vietnam, as Mars made eight swings on the line. A job well done to a proud crew.

The year 1972 ends with Mars moored to the pier in Oakland, California.



COMMENTS & MEMORIES

Dear Mars Shipmates:

Having just found out about the Mars reunion & receiving my first newsletter, I wanted to say thank you to Everett Jones & all the others who are making the effort to put on a reunion & to publish the newsletters. I have had almost no contact with the Navy since retiring in 1976, but I can say that the Mars & my old friends have crossed my mind in some way nearly every day.

I was YN1 in the Ship's Office during July 1967 to July 1969. The commanding officers were Captain Riley & Captain Anderson. When I recently received the May 2000 issue of the newsletter, it brought back so many memories, I lost a lot of sleep that night. It was great to read all the letters even though I did not personally know the writers. I did see many familiar names, however, & hope to see some of my friends in person at the reunion. I am now about halfway through the additional newsletters that Everett sent. I am deeply saddened to learn of so many of our shipmates passing on. Dudley Jenan, PN1 was a good friend in the ship's office.

Here are some of the memories during the time I was on Mars. Perhaps some of you will remember them too.

During my first deployment on Mars, the LST, USS Clarke County became broached on the beach at Vietnam & Mars was the command ship for the operation to pull it back in the water. We were there about ten days as I recall. At night you could see the tracer shells from the semicircle of tanks around that part of the beach as they fired into the jungle. I believe it was during that operation that we lost one of the helicopters. It lost power & sank in the water. All on board escaped with the help of our crew in the motor whaleboat.

Then there was the Pueblo incident. We took part in the search effort in the Sea of Japan in high seas. Later we learned they were captured by the North Koreans. The Pueblo's skipper, Commander Lloyd Bucher, a few years later reported to my office in San Diego for retirement processing. A group of us went to a Padres ball game.

The two beach parties on the island of An Thoi. Those were the only two occasions I set foot on Vietnamese soil. Everyone had a good time.

Then there was the time we were "down on the line" when we received the news that one of our destroyers was cut in half by an Australian carrier. The forward half (more like two-thirds) sank, killing some 80 men. Mars was diverted to take part in rescue operations, but a few hours later they canceled our participation. The fantail of the destroyer was towed to Subic where I saw it & wondered why there were not many more casualties.

During 1968, Mars was in drydock in Yokosuka undergoing a six-month overhaul. An earthquake struck & it was an eerie feeling to feel the ship shaking while we were sitting high & dry on the blocks. This past February I was at my office in Olympia when a 6.8 earthquake was centered only a few miles away. It was a real jolt & we all got under the tables pronto.

And the way BM2 Johnson passed the word on the 1MC, "Now sweepers, man your brooms." You couldn't miss his voice. Too bad about Johnnie.

How about staying in the hostile fire zone until a few minutes after midnight on the last day of





COMMENTS & MEMORIES

the month? That way we drew hostile fire pay & tax-free for both months.

Then there was the time someone on board came down with hepatitis just before we arrived in Yokosuka. We all had to immediately receive a gamma globulin shot in the butt. Later, out in town you could recognize a Mars sailor by his limp. I gave out early & returned to the ship where I passed out on the deck in the head. I woke up the next morning in sick bay. They had thought I was just passed out drunk.

On the Labor Day weekend of 1968, MM1 Eliff, SK3 Amunson & I went in my Plymouth convertible down to the lakes region near Mt. Fuji for a weekend of sight-seeing. We went on a roller coaster there & near the top, the car passed under a metal bar that made us taller Americans duck our heads. That was a fun weekend.

On at least one occasion we unrepmed three carrier groups in one day, from before daylight until midnight. I was the captain's phone talker during the unrepms. That night, after we were through the corpsmen dispensed a shot of brandy for medicinal purposes to all. There was steak & lobster for midrats!

At an annual ship's party in Yokosuka we actually had the Cascades performing, for us, singing their hit "Rhythm of the Rain". And the red hot mama who did her Sophie Tucker routine.

I left Mars in July 1969, flying down to Subic to pick up the USS Graffias (AF-29) just in time to ride it back to Alameda for decommissioning. That completed in November, I received orders back to Subic to report to the USS Camden (AOE-2). But I was on it only four days when PN1 Fox, by now stationed at EPDOPAC, sent further orders for me to report to USS Cocopa (ATF-101), which was in Subic at the time. Cocopa was returning to San Diego after a port call at Hong Kong, so I made a second eastward crossing of the Pacific within just a few months.

By July 1970, I was on shore duty at NAVCOMMSTA San Diego. It was there I made YNC & was chief of the personnel office which also handled COMELEVEN staff & NSC San Diego. It was during that time that Captain Cuson reported to NSC as executive officer.

After more than four years at NAVCOMMSTA I returned to sea duty for a year & a half on USS Fanning (FF-1076) for one last WestPac cruise before I retired in 1976. After retiring, I went to college for three years on the G.I. Bill, then returned to work for a state office in San Diego, where I met my future wife, Linda. In 1981, I brought her to my home area in Washington on vacation. She loved Washington & we moved up here in 1983. I now have 17 years with the state's Department of Licensing & expect to fully retire by October 2003.

Three of my sons are elevator mechanic troubleshooters in the Los Angeles area for Amtech Elevators, two of them being route supervisors as well. My daughter graduated University of Utah last year & is assistant manager of a Target store near Salt Lake City. One son is on disability in San Diego.

My youngest son, Mike, (one of the elevator mechanics) was the only one of my five children to join the Navy. He served two & one-half years on board USS Independence (CV-62), homeported in Yokosuka during 1995 to late 1997. He was an EM3. During that time they were replenished at sea by Mars on at least one occasion. Mars was by then a USNS ship. Does anyone remember if Mars replenished the Independence during 1965-1967? We unrepmed so many carriers it is hard for me to remember them all.

I hope this letter is not too long, but it is hard to know where to quit. Hope to see some friends at the reunion in October. Permission granted for Everett to publish my address, & anyone who





COMMENTS & MEMORIES

wants to contact me I'll be pleased to hear from. My phone is unlisted & I'm not "on line".

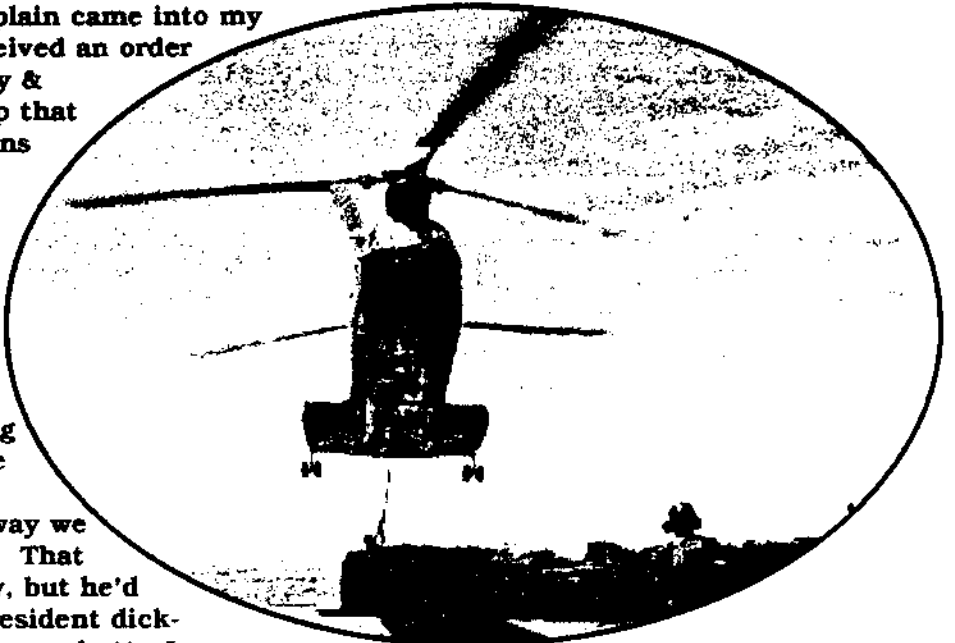
Karl "Dave" Davidson 1967-1969

Hello Fellow Martians:

I've enjoyed reading accounts of many men from Mars in the newsletters & they bring a flood of memories & names that fill my mind. I have so many fond memories of my days aboard the Mars. It was my first ship & where I learned my first lessons of being a Naval Officer. It was a good school.

I arrived at NAS Atsugi in Feb 66 & was promptly put on a flight to Clark, AFB to join Mars in Subic Bay, PI. I'd been in the USN for nearly 2 years & learned alot about flying but nothing about ships. I remember going aboard Mars at the Supply Pier & concentrating intensely on which end of the ship to salute first & mumbling something because I didn't know what was the protocol to come aboard. Lt Jim Karr, one of the pilots, took me under his wing more than anyone else, but all the pilots were good teachers & helped indoctrinate me in fleet flying. When we got on the line I asked what I could do & Lt Mike McClelland told me to just watch while they flew. So I sat on the flight deck in a folding chair & watched (This was before Capt Watkins had the air control tower installed over the hangar). Finally I got a chance to fly & these Pilots (plus Harry Ishiguro, Clark Dennison & Dave Prenell) took great pains to teach me to be a fleet pilot. Lt Dan Jones (1st Lt) & Cdr Wertin (XO) taught me about Naval Lore & seamanship. Some of the Officers taught me to play poker in an all night poker game where I learned that a full house, if it's the second best hand, can lose you a lot of money.

Late one night in Subic Bay, pierside at the Alava pier & just after I'd learned how to come aboard & leave the quarterdeck properly, I was in my stateroom when there was a knock. Cdr Lou Sappanos, Lt Bill Toney & the Chaplain came into my stateroom & told me that we'd received an order from COMNAVPHIL to get underway & anchor out to make room for a ship that needed our pier space. Capt Watkins couldn't be located & I, an Ensign, was the only line officer on board. Cdr Sappanos asked me what were my orders. I got off my bunk & said that I guess we'd better make preparations for getting underway while my mind raced with what I was going to do. Well, it turned out that an LDO Ltjg in Engineering used this inport availability to take the engine down & replace a main bearing. There was physically no way we could get underway. What a relief! That Ltjg (can't remember his name now, but he'd recently been circumcised by our resident dick-smith, Doc Dalton) had saved my young butt. I was so relieved that I instantly forgave him for having the better poker hand & collecting my flight pay in that poker game. I would even have taken his punishment for him that he received at captains mast for taking the plant down without permission.





COMMENTS & MEMORIES

Eventually I made H2P in the H-46 & could sign out the H-46 for training flights by myself, something like being safe for solo in other aircraft. We were inport at Subic & Capt Watkins wanted to fly to Baguio. I got the H-46 on deck & was going through the checklist when he climbed onboard. He told me that he wanted to fly low level past Clark AFB to/from Baguio. I told him that we didn't have enough fuel onboard to make it & we needed to get up to about 6000 feet & fly direct in order to have the range. We argued & then agreed to go up my way & back his way to see if we could have made it with the fuel onboard. On our return, in the dark, halfway between Clark & Subic, our fuel warning lights came on & we landed on Mars with the fuel gages on the first tick mark above 0. He silently climbed out of the helo while I shut it down. Captains don't like smartass ensigns, I guess, but we'd correct that in the near future.

One night in the wardroom, while the projectionist changed reels during the movie, Capt Watkins caught me by surprise by telling me to take the #2 motorwhale boat instead of the #1 when I picked up the mail from the mail buoy in the morning. We were coming back to Yokosuka next day. After the movie Jim Karr & Harry Ishiguro enlightened me to the duties of the mail buoy watch, showing me the proper section in the SORM & taking me to radio to read the message from COMFLTACTS Yokosuka describing the location & appearance of the mail buoy & the amount of mail in it. I reported to the bridge about 0430 in proper uniform & picked up my binoculars & megaphone (the mail buoy watch was supposed to shout to the bridge seen or unseen status every 15min.). I went to the focsle as the first streaks of dawn touched the eastern sky & peered intently into the water ahead looking for the mailbuoy. Shortly, a young black sailor joined me to be my talker, negating the need to shout into the megaphone, & plugged in his headset & established comms with the bridge. About 0500 a Japanese coastal freighter passed us on the starboard side & disappeared in a thick fogbank ahead of us. Shortly we were in the fog, too, & the phone talker & I growled a little about the futility of looking for anything in this fog. After awhile we asked the bridge if we could secure & the OOD (Lt Roger Tillotson?) told us to wait. We waited. Then, off the starboard bow, nearly above the fog I spotted a masthead light coming toward us. I passed to the bridge, "Ship bearing toward us off starboard bow!" They asked us if it would collide. I said, "Yes!" The horn erupted. Mars was backing down & turning to port. The other ship did the same thing & our relative positions remained about the same. I saw the ship, Japanese seamen running about the deck, got the name of the ship as it hit us & raked along the starboard side creasing the hull & damaging our accommodation ladder. I think this was the ship that had passed us earlier & that it had reversed course to get out of the thick fog. It never showed on our radar, maybe it was to close.

In Yokosuka there was a board of inquiry & I remember standing outside the hearing room with other witnesses, no one taking as each kept their own counsel. I was called, sworn in & sat in a chair behind a rail. There was no judge behind the bench but a group of officers seated around a long table. They asked me what I'd seen, when I saw it, who was with me (the phone talker), etc. Then the senior member of the board of inquiry asked me what I was doing on the focsle at 0500. I opened my mouth to say that I was standing the mailbuoy watch & my self respect stuck in my throat, I listened to myself say that I had been posted as the fog watch. I left the hearing room not believing that I had uttered those words & half expecting to be locked up for perjury. Later, the board of inquiry report concluded that the CO & watchstanders bore no blame for the collision, having taken every reasonable precaution & even posting a commissioned officer as a fog watch. After this my relations with Capt Watkins improved considerably. Years later, as a captain, I called on CNO Bill Watkins & told him I knew his brother. I started to talk about the adventures I'd had with his older brother, but he didn't seem receptive. I wonder why?



Another memory from those days (Aug 66) is when we were fired on from Hon Gia (Tiger Island), just north of the DMZ in Vietman. We were enroute from the Tonkin Gulf to the DMZ &

passing between the island & coast. Rounds were falling near us on the port side, so the bridge announced for everyone to remain below & avoid the port side since we were receiving fire off the port side. Soon it looked like an all hands muster on the port side as everyone flocked there, some with cameras, to see the shell fire.

Anyway, these things happened when I was a 22 year old ensign. Lots more interesting (perhaps only to me) things happened while serving under Capt Riley & Capt Anderson, but I'll save those sea stories for another day. Fair winds & following seas, Fellow martians!

John C. Cook, Jr. 1966-68

NEWS of the FLEET

for the landlocked sailor

The Navy has awarded National Steel & Shipbuilding Co, in San Diego, a contract to build a new class of combat logistics ship. The T-AKE is a new type cargo ship designed to replace the aging AE & AFS.

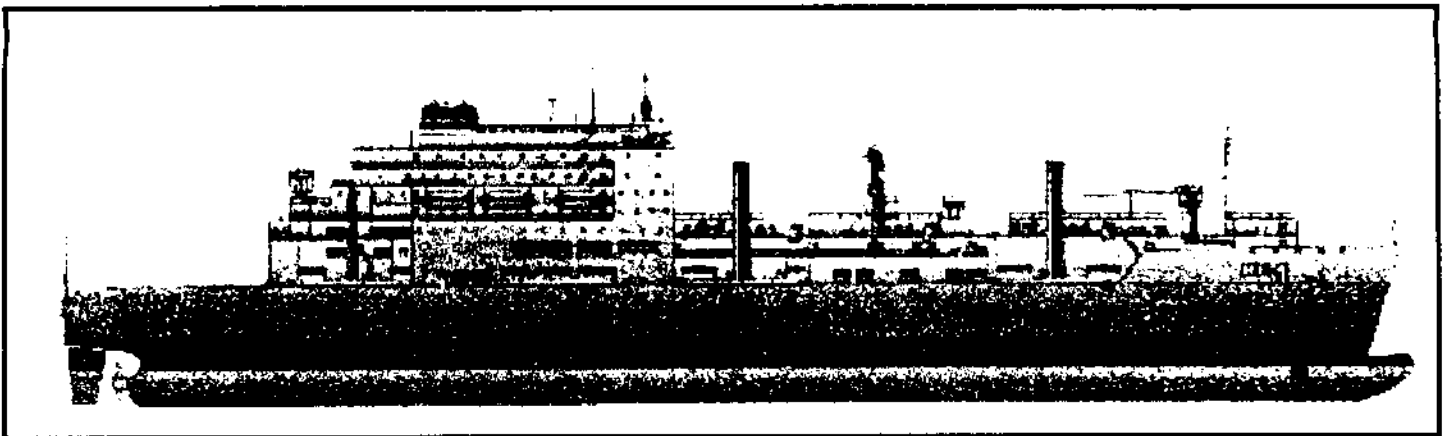
The T-AKE will be the first modern Navy ship with an integrated electric drive propulsion system. The ship will be 689 feet in length with a beam of 105.6 feet, & a draft of 29.9 feet. The ship will carry 7000 tons of dry cargo & ammunition, & 23500 barrels of diesel & aviation fuel.

security force to protect its ships & shore installations against terrorism. The Master-at-Arms force will grow from 1700 to about 9000 within six years. To help train the additional personnel, the Navy has opened a new school in Norfolk, VA.



Mars History 1973-1978

The ships history for the years 1973 to 1978 is not available. These years did not have any cruise books & I have very little information on



The USS Nimitz CVAN-68 has arrived in her new homeport, San Diego. The Nimitz was in dry dock in Virginia the past three years, having its two nuclear reactors refueled. The Nimitz joins the USS Constellation CVA-64 & USS John C. Stennis CVAN-74, who are also homeported in San Diego.

the ship. I do have a 1973 muster roll of the enlisted crew, with full names, but have no officer list.

I need help from the crews of these years. Any names (missing all the XO's) for the crew members, ship movements, when·where·what·information would be appreciated.

Send anything you have to Everett R. Jones.



Master-at-Arms Force

The Navy is expanding & upgrading its key



continued on page 13

the Ships Crew



A Special Welcome!

9/63-11/66	Gaddis, Charles D.	BM3	1st Div	Sikeston, MO
10/63-1965	Solomon, William D.	DKSN	S-2 Div	Yuma, AZ
10/63-8/66	Travis, Gary D.	SK3	S-2 Div	Poulsbo, WA
11/63-1965	Bigelow, Ernest	SK3	S-2 Div	Jacksonville, FL
11/63-1/68	Lutz, Gary, L.	GMG2	3rd Div	Garden Grove, CA
11/63-2/67	Rockstad, Paul E.	MA2	Supply	Concrete, WA
11/63-1965	Tolson, Gary D.	SN	1st Div	Seminole, OK
12/63-1/66	Flowers, Edward L.	SK3	Supply	San Diego, CA
12/63-8/67	Webster, Marshall B.	CS2	S-3 Div	San Diego, CA
1963-1965	Lavers, Harold T.	AKAN	S-2 Div	Custer, WA
1963-	Myles, Allen H.	AK1	Supply	Brentwood, CA
10/64-5/67	Buechner, John E.	AK2	Supply	La Clede, ID
7/65-9/69	Chavez, Ernest M.	PH2	Helo Det	Apple Valley, CA
11/65-5/67	Williams, Charles A.	MRFN	R Div	Fairport, NY
1965-1968	Gooding, Carl R.	SH1	S-3 Div	Bellingham, WA
5/66-9/68	Bonne, Gregory L.	MA3	S-1 Div	Davis Junction, IL
9/66-11/67	Sedlock, Philip J.	SN	S-2 Div	Highland, MI
1966	Holveck, Vern	AN	Helo Det	Whittier, CA
7/67-7/69	Davidson, Karl E.	YN1	X Div	Checalis, WA
12/67-1968	Mc Bride, Larry	LTjg	Gun Officer	Troy, ID
1967-1969	Thomas, David W.	SK1	S-2 Div	Kingsland, TX
7/68-12/69	Anderson, Paul A.	Captain	CO	Atlantic Beach, FL
1968-1972	Griffin, Van	SN	2nd Div	Reno, NV
1968-1969	Schearer, Osco	ADJC	Helo Det	Atascadero, CA
4/69-12-71	Biddle, Ed W.	RM2	OC Div	Houston, TX
8/69-5/71	Colson, Guy E.	IC2	E Div	Southbury, CT
10/69-11/70	Staiger, Roger	LTjg	A/Eng	Scotland, MD
11/69-2/73	Meachum, John B.	SK3	S-2 Div	Katy, TX
1969-1970	Ng, James	IC3	E Div	So. San Francisco, CA
2/70-6/72	Masten William M.	DP3	S-1 Div	Milford, DE
10/70-8/71	Williams, Terrance S.	ETR3	OI Div	Orem, UT
8/71-8/72	Waterbury, Brian W.	RDS	OI Div	San Rafael, CA
1971-1973	Pietz, Greg	PCS	X Div	Gresham, OR
4/72-12/74	Orth, Larry W.	SK2	S-1	Chambersburg, PA
5/72-4/73	Marsac, Joseph P.	SN	2nd Div	Hanford, CA
5/72-4/74	Nergenah, Greg	ETR3	OE Div	Rochester, IL
1972-1973	Caramat, Orlando	SK3	S-2 Div	San Diego, CA
1/73-8/74	Javier, Art B.	BT3	B Div	San Diego, CA
1973-1976	Crenshaw, Richard	DPC	Supply	Marina, CA
1973-1975	Halbe, Don L.	BM3	Deck	Cottage Hills, IL
1973-	Luna, Lolito L.	SN	-----	San Diego, CA
1973-	Rivera, Bonifaci	MMFN	M Div	Chula Vista, CA
1976-1979	Greenfield, Mike	DP2	S-1 Div	Alto, MI
1976-1977	Walters, William	FN	A Div	Warren, MI
1977-1981	Barsi, Robert J.	BM1	1st Div	Newman, CA
1978-1979	Murtha, Keven	MM3	M Div	Coral Springs, FL
1979-1981	Mc Cain, Kyle	ET	OE Div	Mansfield, MA
5/80-12/83	Martin, Russell D.	EN3	A Div	Minford, OH



the Ships Crew



A Special Welcome

7/80-1982	Kavanaugh, Jack	CDR	Sup Off	Norfolk, VA
1980-1983	Ordway, Brian	BM3	Deck	Corinth, VT
1980-8/82	King, Roy	SN	2nd Div	Columbus, OH
1/82-9/86	Fajardo, Bob	DS2	Supply	Northglenn, CO
9/83-1285	Chaves, Luis A.	BM1	Deck	Hudson, MA
9/83-3/88	Fitch, Randy	MM3	M Div	Rio, IL
9/83-5/86	Pluta, Marek	RM2	OC Div	Bryson City, NC
5/83-5/84	Mc Grath, Charles W.	GMC	N Div	Novato, CA
1983-1989	Addis, Neal A.	BT2	B Div	San Diego, CA
7/85-7/87	Mc Grath, Charles W.	Bosn	Deck	Novato, CA
1986-1988	Lockwood, Edwin	LT	Supply	Alviso, CA
1986-1988	Pendergrass, Stan	LT	A Div	FPO
1986-1990	Tavita, La	SH3	S-4 Div	Sacramento, CA
1987-1991	Ordonez, Nemesio J.	EM2	E Div	Silverdale, WA
5/88-6/90	Walker, Philip A.	HM3	H Div	Toomsuba, MS
1988-1990	Chouinard, Shawn F.	SN	X Div	El Sobrante, CA
10/89-6/92	Bond, David	DC2	H Div	San Diego, CA
1990-1991	Sanford, Teresa	LT	Admin	FPO
1991-1993	Leavers, Graham R.	BMCM	Deck	Virginia Beach, VA

From the Graphic Desk



I will take a few moments to say a few words to those members of the "Crew from Mars", that are still on active duty: While we were having a great time at the San Diego reunion, many times during the four days, almost all of us that are in the, ye old retired status & know we have gone beyond the days when we may again be called to serve, it was stated many times & agreed to by all that if called we would gladly report. During the reunion many of those that were here for the reunion, also were able to observe the fact, as seen with their own eyes, this great country of ours, is in good hands!

All of us, wish all active members of the "Crew from Mars", & your current shipmates, as well as the young men & women of all the Armed Forces of the United States, Good Luck, Good Hunting & most of all, may God be your shield & keep you safe, to come home to those who love you & wait for your return.

For those of you that for some reason just could not make it to the San Diego Reunion, I can not speak for the others, but I had a blast, & am looking forward to the next reunion.

The only point, when asked if we should cancel the reunion because of world events, was why let the bad guys win. So, we came & spent our money, stayed at the hotel & totally enjoyed the whole four days.

Even we the old hard nose sea dogs, took time out, thinking about the change in our world, & even I got something in my eyes.



I could use some graphic input for Norfolk, pictures of the local landmarks. Stuff just clipped out of the local newspaper will do. Just need some ideas for graphics for the newsletter & the reunion itself. The graphic above is just part of the San Diego skyline.

**THIS PAGE HAS BEEN EXCLUDED
FOR SECURITY REASONS.**

**THIS PAGE HAS BEEN EXCLUDED
FOR SECURITY REASONS.**



**We Mourn the Passing
of this Shipmate**

**Clifton C. Gragill
CSC USN - Retired**

Mars Plankowner

■ 1963-1967 ■

Passed away 11 July 2001

Thank You

Your Support for the Newsletter
is Greatly Appreciated

John F. Thibadeau	100.00
Richard B. Arndt	25.00
Dale R. Ashcraft	29.00
Ron Henning	45.00
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James G. Hogan	50.00
John C. Cook	10.00
Art B. Javier	20.00
Lou Sappanos	25.00
Michelle E. Lucero	25.00
Russell D. Martin	20.00
Leon K. Dively	50.00
James M. Newport	20.00
Larry J. Martin	48.00
Frank Klaknick	20.00
Duane D. Day	50.00
Benton D. Willkison	25.00
Brian Waterbury	50.00
David R. Carlisle	50.00
William D. Solomon	10.00

Thank You

Your Support for the Newsletter
is Greatly Appreciated

Gary Travis	\$ 10.00
Robert J. Barsi	25.00
Michael W. Oldham	20.00
George E. Munger	50.00
Dennis T. Hunsberger	10.00
Joseph R. Tizol	36.50
Walter L. Coy	25.00
Phillip Mc Garr	20.00
G. Mark Hardy	10.00
Thomas E. Losby	50.00
Theodore L. Riddle	25.00
Allan D. Gunderson	100.00
David W. Thomas	10.00
Karl E. Davidson	25.00
Donald W. Long	10.00
M. Lewis Mabie	50.00
Bob Schorfheide	16.50
John W. Laird	20.00
Paul A. Anderson	100.00
James A. Swartz	25.00
Roger Staiger	20.00
Charles M. Williams	15.00
Timothy Maloney	\$25.00

Clarence E. Cline	50.00
Dale E. Barck	50.00
Fred Stith	50.00
Henry Fletcher	50.00
Raymond P. Gillman	25.00
Phillip J. Sedlock	50.00
Gerald C. Havens	50.00
Marvin E. Snyder	25.00

If you wish to make a
donation for the support
of our newsletter, please
make your check payable
to the MARS REUNION.

Statement of Account

Expenses:

Postage/stamps	\$291.69
Checks service charge	\$ 6.00
Printing newsletters	\$295.96
Envelopes	\$ 26.33

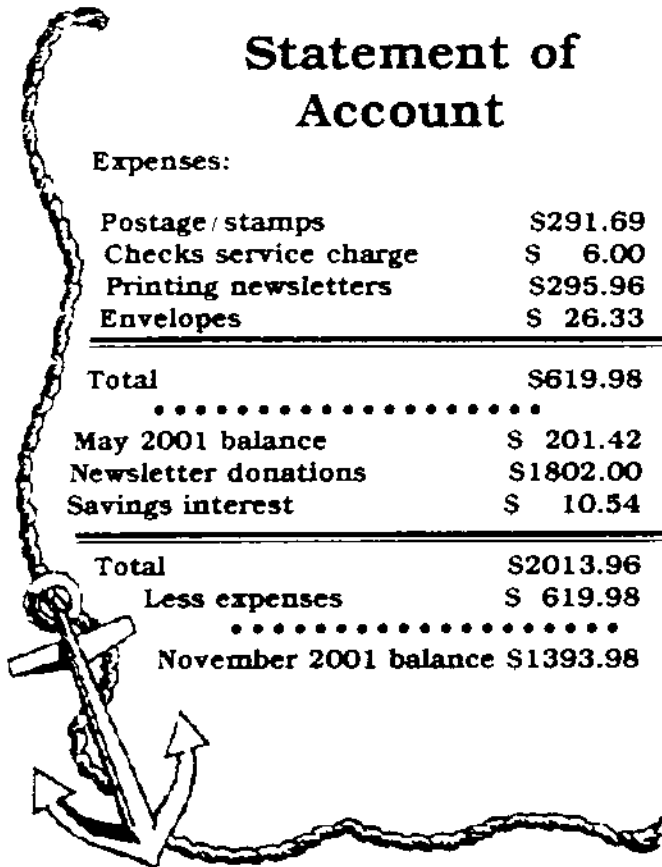
Total \$619.98

.....	
May 2001 balance	\$ 201.42
Newsletter donations	\$1802.00
Savings interest	\$ 10.54

Total \$2013.96

Less expenses \$ 619.98

.....
November 2001 balance \$1393.98



very successful benefit drawing, & to everyone who attended & supported this fund raising event. Your support is greatly appreciated.

The reunion fund is separate from the newsletter fund & will be used only for future reunions.

Mars Ball Caps:

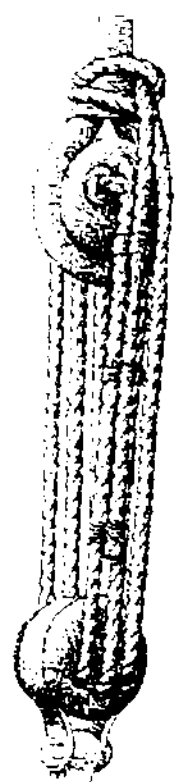
It has been suggested that we look into the purchasing ball caps. The hats would have the silhouette of the ship with USS MARS AFS-1 on it.. I will look into this & will make the order if approved.

Mars Reunion T-Shirts:

The Reunion 2001 T-shirts were a big success & we still have a few available. The cost is \$13.50, which includes postage. The sizes are S - M - L & XL. Wow - the XXL & XXXL's sold out.

Please make checks payable to MARS REUNION & mail to Everett Jones.

You can also make a purchase & donate the shirt to the Norfolk Reunion Benefit drawing. I will insure the shirt is donated in your name.



Mars Reunion Committee:

As in the past, I have asked to have several people to be on our reunion advisory committee. For the Norfolk Reunion, I thank these ship-mates for their future advise on th upcoming reunion. Ron Henning (1967-70), George Johnson (1963-66), Lew Mabie (1969-71), David Reed (1969-70) & Don Welch (1966-68).

I have received several suggestions from others & they are most welcome. Your ideas & opinions are important & always welcome.

continued from page 7

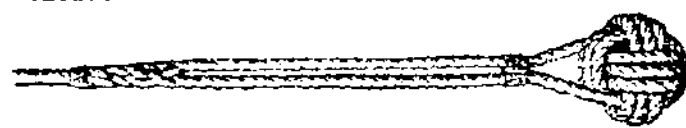
• WEBSITES •

The United States Navy:
[Http://www.ncts.navy.mil/](http://www.ncts.navy.mil/)

This is an informative updated site about today's Navy.

<http://www.hullnumber.com>

This site has a page for the USS MARS. Over 50 past crewmembers have signed in. Add your name & bookmark the page for future reference.



Mars Reunion Fund:

Because of those who attended or supported this past reunion, our reunion fund has grown substantially. Before the reunion, \$490 was in this fund. As of this newsletter, we now have \$2,149.42. A special thank you to those who donated to the reunion, donated items for a

continued on page 14

Newsletter

Unfortunately, I have had to remove some names from the newsletter mailing list, because of the lack of interest. We have no dues, but the cost must be shared by all. If you have not supported the cost with a small donation, it will become necessary to remove your name from the mailing list. We cannot ask others to support the extra costs. The newsletter money is used only for the cost of the newsletter & the necessary costs of correspondence. A check for \$10.00 will go a long ways. Make a check payable to MARS REUNION & mail to 1947 Gotham St., Chula Vista, CA 91913.



Master Mailing List:

Plans are to have a new & updated mailing list published in the next newsletter. Any additions or changes to your address, phone number or e-mail should be sent to me by the end of January 2002.

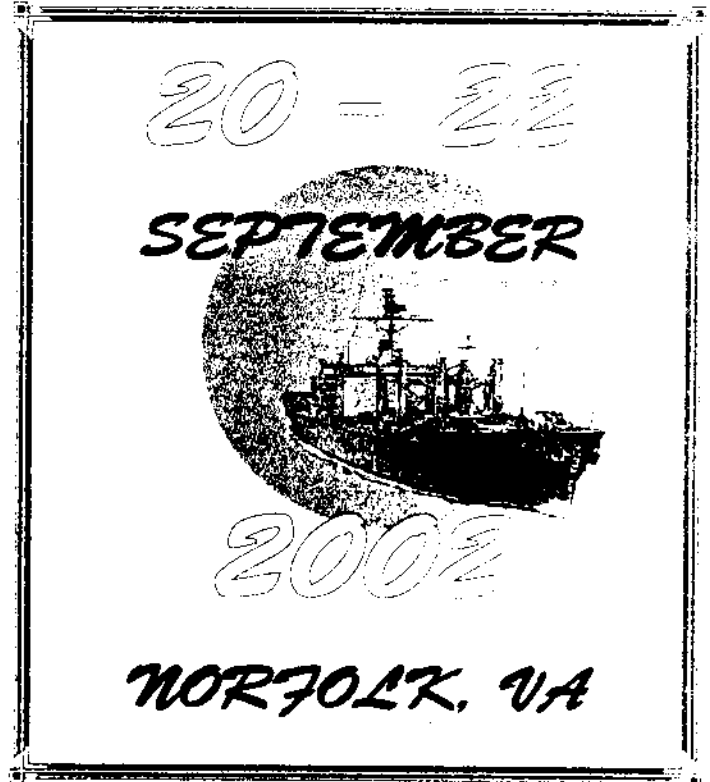
The next scheduled newsletter will be mailed after Tax Day, April 15, 2002

Everett R. Jones

Salutes to America

We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty & the pursuit of Happiness.

•Declaration of Independence,
in Congress, July 4, 1776•



CREW FROM MARS

DIRECTORY

last minute additions

Welcome Aboard