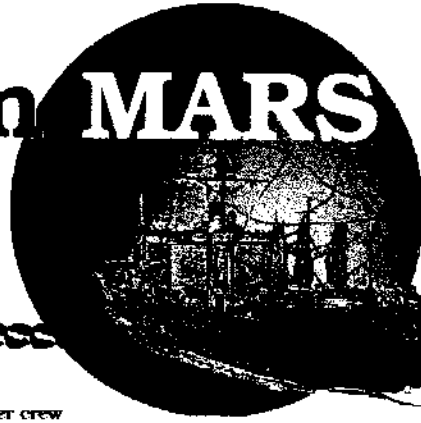


# CREW from MARS

Editor:  
Everett R. Jones

Graphics:  
David C. Reed

www.ussmars.com



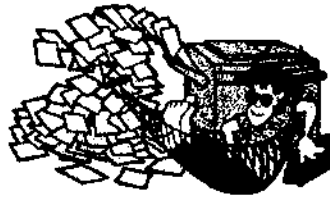
March 2005

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

™ Newsletter No. 18

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

## from the editor's desk



### **M**y Fellow Shipmates

With this newsletter, we start our 8th year of mailing out a newsletter to the crew. We started with \$135 in funds & 29 crewmembers on the mailing list in 1997. We now have made contact with over 870 former crewmembers. It's estimated that about 5000 men & women served on the Mars, so over 4000 other crewmembers are out there. We have a very professional newsletter, thanks to David Reed (1969-70). Joe Matejcek (1986-91) provides a Mars website & we have a complete crew listing of the known crew members (1963-1993) posted on our website. A well done to everyone who has continued to support our efforts to keep the Mars family together.

We continue to loose more of our shipmates. Their names are on the memory page of the newsletter & on the Mars website. Our sympathy, love & prayers to the families.

At last, we have found the room to publish the awards & the time periods for the awards the Mars received as a commissioned ship. This is long over due & I thank Earnie Breeding (1963-65) for sending me the print out many months ago. Thanks to David Reed for arranging the information in a readable format.

Jerry Havens (1965-67) sent us a very informative report on Yokosuka Today. So much has changed since Mars was home ported in Yokosuka (1964-1970). very interesting reading. Thank you Jerry.

Thanks to Captain Paul Anderson (1968-69), plans are in place for the Jacksonville 2005 Reunion. We are hoping to tour a ship at this reunion to see today's Navy. This will be our first opportunity to go aboard a ship at a reunion. With the military, we know plans can change, but the effort will be made. Make plans to attend this reunion, as we look for a good turnout.

The status of the USS/USNS Mars has not changed since the last newsletter. She is still moored to the buoys in Pearl Harbor. Stricken, but retained as logistics (spare parts) support asset. If anyone receives updated information, please keep us informed.

Our next newsletter will be mailed in August.

## Reunion 2005 **Jacksonville** **Florida**

October 12-16, 2005

Enjoy life, as we never know what tomorrow will bring. Keep in touch with your letters & comments.

E. R. J.



## USS Mars (AFS-1)

## •History 1986•

Commanding Officers

Executive Officer

Supply Officers

Captain Ira M. Hipper  
Captain John J. Coonan, Jr.

LCDR Charles Scanlon

CDR Michael F. Cottrell  
CDR Richard Gunderson

**A**fter returning from the ship's latest deployment in December, the month of January is a period for leave & liberty for the crew.

**I**n February, Mars was participating in Operation Close Look with two fast frigates off the coast of Mexico. Returning to her home port, she spent the next few weeks in preparation for a scheduled overhaul.

**M**ars was in overhaul at Todd Shipyards from March to May, 1986. When her availability was completed, she got underway on 19 June to begin refresher training & local operations.

**C**aptain John J. Coonan, Jr. relieved Captain Hipper in June. Captain Coonan became the

ships 16th Commanding Officer.

**I**n July, CDR Richard Gunderson reported on board & relieved CDR Cottrell as Mars Supply Officer.

**T**he crew spent the next few months in training with local operations & testing of equipment. The last two months of the year were spent loading supplies in preparations for her next scheduled deployment.

**M**ars ends the year moored to the pier in her homeport, Alameda, California.



## USS Mars (AFS-1)

## •History 1987•

Commanding Officer

Executive Officers

Supply Officer

Captain John J. Coonan, Jr.

LCDR Charles Scanlon  
LCDR Ralph E. Brown

CDR Richard Gunderson

**O**n January 3, 1987, Mars is underway for her scheduled deployment to the Indian Ocean/Persian Gulf area of operation in support of Battle Group Bravo. It was a cold & wet morning as Mars steamed under the Golden Gate Bridge, setting course for Pearl Harbor.

**H**C-11 Det 1 was on board with two helo's, for vertical replenishments. Lcdr Dave L. Allen was the Officer in Charge of HC-11.

**M**ars arrived in Pearl Harbor on January 8, for a four day visit of R&R for the crew. After four days of liberty the ship is headed for Subic Bay, Philippines. The loading of supplies, fleet freight & mail complete, Mars sets course for the Indian Ocean, departing Subic Bay on January 27.

**O**nce again, the ship crosses the Equator & there were many pollywogs that were look-

ing forward to this special event. The Mars shellbacks insured that it was a day of fun that would not soon be forgotten.

**T**he next few weeks, the crew is kept busy with replenishments of the ships operating in the North Arabian Sea. Several stops are made in Muscat, Oman & Diego Garcia to pick up supplies, mail & freight.

**A**t last, the crew gets a break, as Mars makes a six day port visit to Mombasa, Kenya arriving on 15 April. This is the first liberty port since leaving Subic Bay. Back to Diego Garcia, until May 4, when Mars sets course for Hong Kong. The ship arrives in Hong Kong on May 25, for a five day visit of R&R for the crew.

**M**ars returns to Subic Bay at the end of May & remains in Subic until 9 June, when she gets underway for Pearl Harbor. The

continued on page 3



continued from page 2

ship makes a one day stop in Pearl harbor before setting course for San Francisco. Mars returns to her homeport on 30 June 1987.

In November, LCDR Ralph E. Brown reports on board & relieved LCDR Scanlon as Executive Officer.

The ship remained in the area, with local operations for the remainder of the year. Mars is moored to the pier in Alameda in December, her 24th year in commission.

A 1987 USS Mars AFS-1 WESTPAC/I.O. cruise book was published.



## REUNION 2005 Jacksonville, FL

October 12-16, 2005

Embassy suites Hotel  
9300 Baymeadows Road  
Jacksonville, FL  
(904) 731 - 3555  
www.embassysuitesjax.com

Reservation Code: MARSREUNION  
You can start making your reservations now.

### General Information for Hotel guests

- 277 two room suites consisting of a private bedroom & living room with pullout sofa.
- Complimentary Full Breakfast
- Manager's Reception for two hours (nightly) with your favorite beverages/cocktails.
- Free parking
- 24 hour health fitness room, indoor pool, sauna & jacuzzi
- Free shuttle service within 7 mile mile radius of the hotel

**MARS REUNION RATES \$84.00  
for a king or 2 double bed suite.**



# SCHEDULE

- Thursday at 1300 Hospitality room will open.
- Friday will be a tour of the Naval Station Mayport, & a ship's tour. The bus will leave the hotel at 0930. Welcome reception at 1800 in our hospitality room.
- Saturday-planning a bus tour to St. Augustine. Banquet dinner in the evening.

Plan to arrive on Thursday & depart on Sunday. Updated information will be posted on our web-site: [www.ussmars.com](http://www.ussmars.com) (Updates page)

If you are planning to attend this reunion, make contact with me so I can mail you a registration form when they are ready

\*\* Call an old shipmate & encourage him or her to attend this reunion \*\*



## Future MARS Reunions

REUNION 2006

San Antonio, TX

No date has been set, this will not be a joint reunion with the AFS 2 & AFS 3 crews.

HELP IS NEEDED. We need someone living in the area to help with a hotel, etc. Contact Everett Jones if you can work with him in planning this reunion.

Without any local assists with this reunion, it will force a cancellation of a reunion for 2006.

REUNION 2007

San Diego, CA

This reunion will be planned around Fleet Week & the Navy's Birthday on the 13th. That looks like it will be the second weekend in October of 2007.



# COMMENTS & MEMORIES

*note: Part two of Reuben's comments, continued from issue #17*

Here's a story not many people outside 2nd div. know. When we came aboard Mars everyone in 2nd div. was told we had at least a year to do on the deck force before we could strike for another rate. Well on a stores ship like the Mars warm bodies are a must to get the job done & Capt. Medley was trying to make admiral which meant we hit every ship on Yankee station & one year became two. I was becoming pretty desperate with all of the watches I was standing on top of all that major humping. I thought anything is better than this, even mess cooking. So I put in a chit for that & that didn't go through. My world was looking very dark when out of nowhere I was told to report to Commander Wellsman for Captain's orderly duty. My feet never touched the deck. The tour was a two-month skate & although it was called Capt. orderly I really worked for the X.O. I usually started work at 8 o'clock & secured by 2 o'clock at which time I would get my gear ready for the next day & stay out of works way. Things went great for about a week until Boats Wright started to miss my pretty face. Mr. Wright informed me that after my work as orderly I was to get into my work uniform & turn to. Well after a few days of this I stopped the CDR. one day & asked him who could turn me to once he had secured me? CDR Wellsman was a very cool guy; he just said I'll take care of this & the next day Mr. Wright looked the other way when I got off. But, the boatswain let me know that my tour would not last forever & I would be coming back to 2nd division one day. I don't know for sure, but I think the CDR chopped heads from the department heads on down. As things turned out the CDR extended my tour another two months & just before he transferred out he called me into his office & asked if there was another division he could send me into. He said "I know they are gunning for you in 2nd div". Well, that's how I finally got into the supply div. I made SK3 shortly after that & life has been good ever since. Looking forward to the newsletter. (plankowner)

Reuben Fleming SK3 (1963-66)

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## *Fleet Activities Yokosuka Today*

Depending on when you were last in Yoko, if it happened to be in the 1970's or earlier, you won't recognize it any more. Unlike the spread out & loosely formed facility of the 60's which I first observed, broken up by hills, ridges, & other natural formations of rock & trees, today's base is flatter & larger.

The Japanese have become masters at land reclamation, bulldozing hills into valleys & inlets that surround the base to create flat land where the hills once stood & more flat land where the fill sits today. If you recall the deep gash Briggs Bay made into the base's land area, where a Japanese fuel lighter would sit near the old Security building - that entire area has been reclaimed & now is covered with eight story high-rise apartment buildings, townhouses, & the Briggs Bay sports complex of ball fields, tennis courts, & other sports venues. The land area of Yokosuka Naval Base is 40% larger today due to the sea-reclamation projects, with much of the fill coming from leveling hills throughout the Miura Peninsula area, giving the Japanese thousands of acres of previously unusable land to develop into housing projects. A negative side effect of this rush to level mountains turned out to be the changes to weather & rainfall patterns suffered by the farmers of those areas - but, such is the price of progress.

On base, all of the old "kamaboku", or Quonset hut structures, the old wood frame housing, the old two story wooden Navy Lodge, & so much more have long ago been leveled & replaced by concrete block housing structures. Below are a few specific changes between Yokosuka of 1965 & Yokosuka of 2004 you would witness if you visited the base today:

*continued on next page*





# COMMENTS & MEMORIES

*continued from previous page*

1965

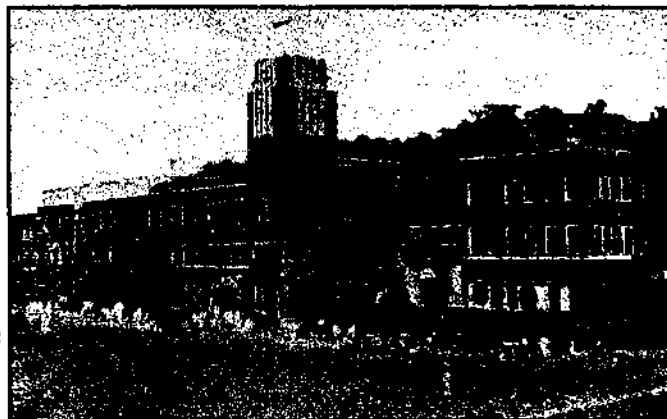
One story NEX on Green Bay  
Chicken Shack beside Green Bay  
Brig on corner across from hospital  
Old rambling Navy Hospital  
Club Alliance  
Japanese employee building by gate  
Windjammer Petty Officers Club  
A-33 Fleet Exchange  
Garage & gas station  
CPO Club  
Marine Barracks  
CPO Barracks in "E" area  
J-39 warehouse & receiving bldg  
Navy Supply Depot building

2004

Food court, with Sbarro's Restaurant  
McDonald's & Green Bay Park  
CPO Barracks  
Apartments, O'Club, new (1982) Hospital  
Japanese Prince Hotel/convention center  
New (1982) Club Alliance  
CPO Club in same building  
Ship Repair Facility structure  
NEX & Commissary mega-stores  
Data Processing Center  
Part of Kinnick High School  
Mikasa Park reflecting pool  
J-39 warehouse & receiving bldg  
Fleet Industrial Supply Center (same)

Yokosuka was a crowded community of around 17,000 in the early 1990's when we closed Subic Bay. Many of the units & responsibilities of Subic were shifted to Yoko, along with subsequent mission additions, & the base population now exceeds 23,000 people, to include military, U. S. civilians, & their family members. Parking is at a premium, lines are long, & the base is virtually as crowded as the Japanese community outside the gate.

The bars of Yokosuka have dwindled down to a few karaoke establishments & jazz, rock-n-roll, country, or hip-hop places sprinkled along the old "Pig Alley." A scary thing about this is, some of the women still hanging around these places are the same ones you knew when you walked those streets forty years ago. Young Sailors of today don't rely on bar girls for dates, but they meet & go out with young college & working women, who many times subsidize the relationship themselves, since A Sailor's paycheck doesn't go very far in the Japanese economy of 2004.



I can recall sitting in Betty's New Daijobi Bar & ordering delivery of fried rice & a bowl of noodles, paying ¥150 a piece for then, or ¥300 total - less than one dollar at ¥360 yen to a dollar. Today the yen rate is ¥107 to the dollar, fried rice costs about ¥800 & that bowl of ramen runs about the same, for \$15 total. The beers we would pay ¥200 - ¥300 for, now run ¥600 - ¥800 a pop. Big differences wouldn't you say? Of course, my two week payday as a third class in 1965 was about \$65 as compared to around \$1,000 for a Sailor today - but inflation has definitely outpaced the additional income as the nation of Japan has progressed far from its economically challenged days prior to the 1970's, when they began flexing their industrial might.

80% of the housing in Yokohama was returned to the Japanese in the 1970's, with us retaining only Negishi Heights. The old racetrack structure, where Security & housing operations were located

*continued on next page*





# COMMENTS & MEMORIES

*continued from previous page*

in Negishi, now only has one section still standing, with the Japanese owning it & debating for the last 30 years whether to refurbish it & make it an attraction. The golf course in Negishi is now Negishi Park, with a museum to horses, celebrating its history as a race course for the earliest foreigners in Yokohama.

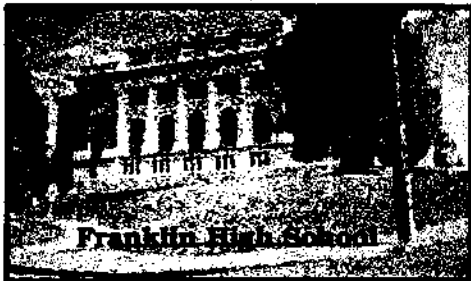
The old Army Ordnance Facility in Ikego now belongs to the Navy, & we have had housing towers & townhouses built there to support our ever expanding population. Hayama Housing closed many years ago, as part of the trade off for the Japanese to develop Ikego. The old Seaside Park I & II, Bayside Courts, Bayview, Sagiya Ridge, & other housing areas in Yokohama are now up-scale Japanese housing & shopping districts.

So much has changed over the 40 year period since I first arrived in Japan - but the basic attitude of the Japanese people has pretty much remained the same. They like us, they respect us, & they have learned to live with us for the most part. Sorry this is so long, but once I get started there seems to be much to say.

Jerry Havens (1965-67)

---

I was in the VA hospital during the set up of the May 2004 newsletter, for which Everett gave you a short note. I had a total respiratory shut down for which I spent some 15 days in ICU. The pulmonary doctor advised me at my last appointment that I was there poster child, as in most cases, people do not walk away from such a thing after being ventilated for so long. I have thanked the VA/UCSD medical teams many times, most of all the respiratory tech's. The point being that we never know when its time to get our ticket punched. All the things I put off because I was to busy making a living, well; I will be doing those things as best I can even though I have a new friend called a walker at hand just in case. The point is that I missed the Norfolk reunion that I wanted to attend, by letting life get in the way. I made the Seattle reunion, which is hometown for me, went by my old high school, Franklin High, in Rainier Valley, just off Lake Washington. That was the first day in Seattle. Its funny how Rainier Avenue seemed to be so much wider when I was younger.



Just a note on Franklin High School in Seattle, Washington: It was opened in 1912 & was given a award for architectural design. It has four floors, a basement with a indoor track & sub-basement. The large tree on the right was planted in 1912 during the opening. The columns & facing is white marble, with the rest done in a rose/gray colored granite. The summer after my first year there, 1958, I started my naval training as a reserve at Lake Union Naval Reserve Center, along with others from our school. Franklin had 1929 students when I attended, with 582 in the class of 1960. There was an attempt to tear it down as it was not earthquake proof. Well the local people forced the city to retrofit the building. That all happened while some of us were in the Nam attending to some business.

The reunion was super! I got to talk with Edith Woodward about the end of the work days just about or after sunset, how I would step out of CIC to the boat deck, normally the port side for some air & a number of times LT Woodward would be there or would join me at the rail. We would shoot the breeze, mostly how pretty & nice it was at sea at that time of day, even when it was stormy. Those were quite times & the problems of the day were not discussed. Its was very rare for me as an enlisted guy (E-5) to have such a moment with an officer & I respected that. It seems to be a Mars thing. The mission when being done, it was all business, then the quite times, although rare. . . Most the time the crew was moving supplies.

The reunions bring back those kind of memoirs & fills in new pages of memoirs. For those of you





## COMMENTS & MEMORIES

who are to busy making a living, you have missed a great experience. If you do not know anyone that does not matter, you are Crew from Mars & they do not have any clicks'.

One of the other points is those of us who have been there in history, now need to support the younger folk who are making history today & the two reunions I have attended we have been able to do that to some degree.

After the reunion, I was able to spend sometime with family; my parents, sister & her sons with their sons & so on with the clan getting together in North Bend, Washington. Late Sunday night after heading south, stayed the night just south of Portland, OR. After some breakfast, continued on to San Diego. HEY! . . . Time to catch the plane for Jacksonville yet?

David C. Reed (1969-70)

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### *Former sailor battles weighty side effects - Article from the Chula Vista Star News, November 2004*

Forget Anna Nicole Smith. The one time plus-plus-size-model needed pharmaceutical help shedding 70 pounds.

Chula Vista resident Jim Rafferty lost the weight naturally. Rafferty, 69 who has lived in Otay Mesa since 1971, is retired from the Navy & the post office. He was minding his own business, enjoying his retirement with his wife of 38 years, Kazuko. Then, some time around 2000, things started to go wrong.

He was struck by a debilitating muscle ailment, which he described as "very painful." And in Rafferty's case, the cure turned out to be nearly worse than the disease. Doctors decided to combat his condition by treating him with steroids. For more than a year he was pumped full of prednisone & it bloated Rafferty.

"I just blew up," Rafferty said. At on point his weight ballooned to 295 pounds. He once enjoyed walking, but dragging around all that weight was making it too difficult.

Once the doctors had weaned Rafferty off the prednisone that had made him so fat, he knew he had to do something about it. Walking was out of the question, so he decided to start swimming. "I started slow, & got addicted to it," Rafferty said. He now swims seven days a week, "rain or shine." He swims a minimum of 400 meters every day. "I swim in the pool, & then I just stay there & do some aquatic exercise," he said. Rafferty spends at least 45 minutes a day, Monday through Friday, in the Loma Verde pool in Chula Vista. On weekends he swims at the 32nd Street Naval Station.

He has lost 66 pound, Rafferty currently tips the scales at 229, & his friends say they can't believe how much better he looks. "People I haven't seen in a while look at me & say, "Wow, you've really lost a lot of weight," Rafferty said. "And since I started swimming, I haven't had a backache or a joint ache."

He also made some minor adjustments to his diet, just to make sure his weight stays where he wants it. "We don;t allow any sweets in the house anymore," he said. "And I used to drink a lot of beer, but now I'll just have a couple once in a while. My doctors are very, very happy with my progress & they encourage me to keep active."

Now that he has taken off the pounds, Rafferty walks again, usually with his yellow Labrador. "I





# COMMENTS & MEMORIES

walk her in the park, maybe a mile & a half, two miles, five days a week," he said. And then of course, he also sets aside some time to be pleasantly sedentary. "On Sunday afternoons I like to sit & watch football. I get the swimming out of the way in the morning so I can do that."

And then, of course, there are activities that might, or might not, contribute to weight loss. The Rafferty's sometimes head for local casinos to try their luck. He actually thinks the trips to the casinos may help keep his weight down as well. "You get on that crap table, you just seat it off," he laughed.

James W. Rafferty (1965-68)

Nice to see Jim doing well & enjoying life. Without his encouragement in 1982 to try & make contact with our Mars shipmates, we would not be where we are today with our Mars Reunion organization. Jim has insured me that he will be part of the San Diego Reunion in 2007. E.R.J.

vice to our country.

What old age seems to do, now where did I put that stuff. Ah yes, now checking the Zip Drive File Reference binder, how could I have forgot, disks number 17.

Just to give you all some of the back ground on the graphic stuff, I'll use this page. First the work is done on a Power Mac, with your newsletter laid out in QuarkXPress in which four master pages were set up, from no columns to three columns.



## From the Graphic Desk

Once again as I sit here anchored to my computer working on our newsletter, its clear that the last one had enough stuff that some of it was held over to be put in this issue. Your Editor has directed me to leave him page 18 for crew information. Well here I am on page 12 & out of items to input for your reading pleasure. Really I think everyone knows more about Everett & David than we would like, but we have been left with a need to fill in the many holes in the newsletter.

Make plans NOW!  
*for*  
**Jacksonville, Florida**  
12-16 October 2005

Next all the graphics that were used in the 1st six issues were scanned into a zip drive as photo or lineart. Mail Call at the top left is scanned lineart.

Each font (type) used requires a "Style Sheet" for the type & size being used. The graphic desk is line art from another program. The lady is a scan from the newspaper, that had so many dots, that it took some time to rub out all the dots, using Adobe Photoshop.

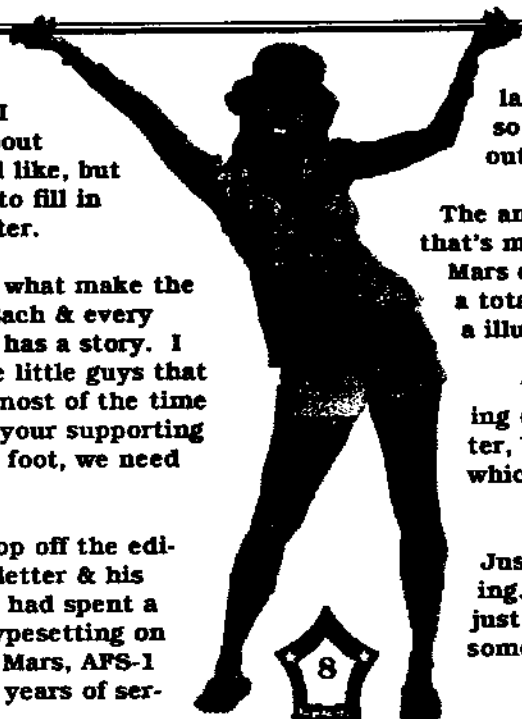
The anchor chain is original lineart by David, that's me, done in Illustrator also by Adobe. The Mars ensigna used for the page number is from a total redraw of the ships logo, which was also a illustrator thing.

This all having been stated, is only pointing out that we enjoy setting up the newsletter, but your input is still required, without which there is NO . . . newsletter.

Who cares about all the tech stuff, right? Just get out the newsletter, & stop my whining. Ok, Ok, now where were those medals, I just had them. I know there on this desk somewhere?

Your letters or E-mails are what make the Crew from Mars thing work. Each & every member of the ships company has a story. I have stated that before, its the little guys that make the big guys look good, most of the time without even knowing it. Get your supporting story in the mail, E-mail or on foot, we need your input.

Everett just came by to drop off the editor's desk & stuff for the newsletter & his comments reminded me that I had spent a number of hours scanning & typesetting on the Awards earned by the USS Mars, AFS-1 during her thirty years of ser-



# Ships Store

## Mars Lithograph reprints:

These make very nice framed pictures. One framed 18 x 24 picture will be in the raffle at each reunion. Unfortunately, the cost for the 18 x 24 inch copy has increased. Unframed prints are available:

5 x 7	\$3.00
7 1/2 x 10	\$3.00
10 x 13 3/4	\$6.00
17 x 22	\$45.00



• If you were not at the Seattle reunion you missed seeing what a large one of these pictures looks like with indigo blue matting & a silver pewter finished frame. Our shipmate who won it during the raffle was one happy camper.

## Mars Ball Caps:

The cap is black with yellow lettering & cinder



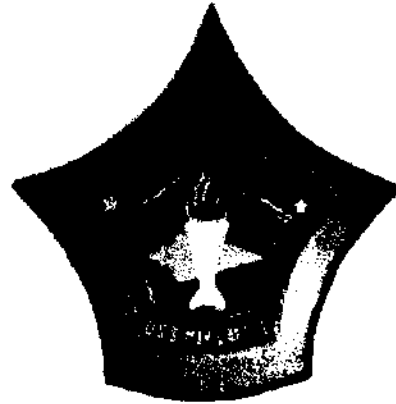
gray ship silhouette. Made in the U.S.A. \$12.00 Very hot item, run out at the reunion, new order has been placed.



## Mars plaque:

These reproduction plaques are hand made by Ray Gillman (1968-70). The wood backing (frame) has been reduced in size from the original that was made in the Phillipines, due to the cost factor. Two of these plaques will be ordered for the raffle at each reunion.

Cost & postage per plaque \$50.00



Make your check payable to:  
**MARS REUNION**

Mail to:

Everett R. Jones  
1947 Gotham St.  
Chula Vista, CA 91913



• The Graphics Department guy has completed the T-shirt design changes & the set up for a white Polo Shirts. A white ball cap with the Mars logo has been recommended. The bumper sticker & mouse pads designs have been done.

• Some of the design changes that were worked up may have problems in the printing process, so, were still playing around with it. Will keep you informed. By the time this newsletter is out we'll be working with the printers.

• Drop Everett a e-mail if you would like a item or as to want your feelings are on the possible new items. We just want to be careful that we do not saturate ourselves with to many things that will not be sold.

## Thank You

Your Support for the Newsletter  
is Greatly Appreciated

Nolan H. Brooks	\$ 10.00
Keith A. Braater	\$100.00
Edward G. Schultz	\$ 10.00
Gary E. Joslin	\$ 15.00
Richard D. Lines	\$ 25.00
Edward J. Fourre	\$ 20.00

James W. Thompson	\$ 30.00
Walter L. Coy	\$ 25.00
Michael R. Toy	\$ 25.00
Raymond D. Larson	\$ 15.00
Andrew M. Collaro	\$ 15.00
Charles A. Williams	\$ 10.00
Elmer S. Kaiser	\$ 30.00
Dan Holland	\$ 25.00
Merrill L. Martin	\$ 20.00
Arnold G. Hider	\$ 10.00
Arthur Sloan	\$ 25.00
Douglas L. Anderson	\$ 10.00

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

## Thank You

### REUNION 2005 DONATIONS

These donations will be used to support the Jacksonville Reunion.

James H. Fisher	\$18.00
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**Get Underway  
for JACKSONVILLE,  
Florida  
12-16 October 2005  
REUNION !**



## Statement of Newsletter Account

### EXPENSES:

Postage/stamps	\$330.11
Printing newsletters #17	\$290.43
Reprint N/L issues #11-#16	\$127.43
Envelopes	\$ 32.28

Total Expenses \$780.25

### INCOME:

Newsletter donations	\$420.00
Account interest	\$ 5.78

Total Income \$425.78

October 2004 balance	\$2656.76
February 2005 balance	\$2302.29

## Statement of Reunion Account

### EXPENSES:

Raffle	\$ 38.69
Postage/stamps	\$ 12.88
Envelopes	\$ 16.54

Total Expenses \$ 16.54

### INCOME:

Refund Seattle Reunion	\$ 128.97
Donations	\$ 18.00
Sales Ball caps/pictures	\$ 42.00
Account interest	\$ 5.78

Total Income \$ 194.75

October 2004 Balance	\$3407.10
February 2005 Balance	\$3533.74

*We thank you all  
for your support !*

# the Ships Crew



*A Special Welcome!*

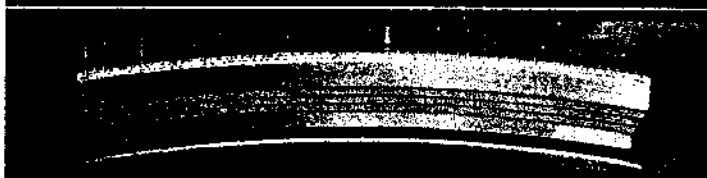
1965-1965	Sloan Jr., Arthur	SKC	S-1 Div	Stroudsburg, PA
1965-1967	Thompson, James W.	BM3	1st Div	Blue Springs, MO
1969-1971	Andreas, Dennis W.	SN	-----	Albany, OR
1972-1976	Ellis, Elton E.	SKC	Supply	Silverdale, WA
1972-1975	Harrington, Michael J.	LTjg	DCA/1st	Alexandria, VA
1972-1973	Herter, Judson R.	LT	Nav	Industry, PA
1972-1974	Tainter, Tom	DS2	Supply	Grand Rapids, MI
1972-1976	Turner, Anthony L.	YN3	X Div	Twinsburg, OH
1973-1976	Schultz, Edward G.	BTC	B Div	Port Orchard, WA
1975-1976	Durf, James W.	HMC	Med	Shippensburg, PA
1981-1983	Bruno, Nicholas	QM2	Nav	Lewiston, ME
1981-1984	Kerntke, Daniel R.	MSSN	S-3	Salt Lake City, UT
1981-1982	Petrillo, Adolph (Otto)	BM2	2nd Div	Baldwin, IA
1982-1986	Fitzpatrick, Andre	BT3	B Div	San Diego, CA
1987-1989	Vetten, Jon C.	MM2	M Div	Gig Harbor, WA
1988-1991	Dyck, Roy C.	IC2	E Div	Bay Point, CA
1990-1991	Morris, Brian K.	-----	-----	Austintown, OH
1991-1992	Clark, Matt	EMFN	E Div	San Antonio, TX

## NEWS from the FLEET

### Vietnam Unit Memorial Monument

The formal dedication of the Memorial Monument Wall will be held on Saturday, May 21, 2005 at the Naval Amphibious Base, Coronado, California. The ceremony will begin at 11:00 A.M. & will last for approximately one hour. The website at [www.vummf.org](http://www.vummf.org) will have additional information & details about the dedication

U. S. Navy / U.S. Coast Guard Vietnam Units Memorial Monument



### T-AKE Contract

National Steel & Shipbuilding Company, San Diego has been awarded an additional contract to build a total of eight T-AKE's. The T-AKE is a

new type of dry cargo/ammunition ship that will be operated by the Military Sealift Command & will replace the T-AE ammunition ships & the T-AFS combat stores ships that are nearing the end of their service lives.

The first ship, the USNS Lewis & Clark T-AKE-1 will be launched in 2005.



### Blue Angels 2005 Schedule

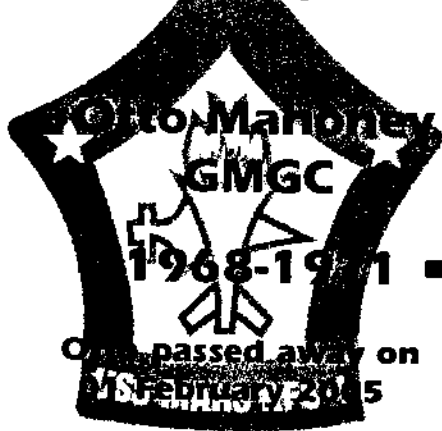
March	12	El Centro, CA
	19-20	Punta Gorda, FL
April	2-3	NAS Ft. Worth, TX
	9-10	NAS Corpus Christi, TX
	16-17	Wilmington, NC
	23-24	Vidalia, GA
	30	Charleston, SC

*continued on page 13*





**We Mourn the Passing  
of these Shipmates**



**Albert L. Story  
EN1**

■ **1970-1972** ■

**Albert passed away on  
15 October 2004**

**Ricardo A. Vales  
SK1**

■ **1972-1973** ■

**Ricardo passed away on  
31 May 2002**

**Clarke O. Dennison  
LT**

■ **1965-1968** ■

**Helo Det**

**Clarke passed away on  
February 2005  
He was living in Chula Vista, CA**

**Charles (Bill) W. Mc Grath  
QMC 1983-1984  
Bos'n 1985-1987**

**Bill was killed in a plane crash  
on February 6, 2005**

**Dear Shipmates**

I always hate to write with sad news, but "Bosun Billy" Mcgrath died on February 6, 2005 in a plane crash near Lake Tahoe while returning to Oakland from Reno.

I don't know if any of you were in contact with Bill after leaving the ship; but after retiring he formed a construction company which was involved with public works projects, schools, etc. His wife Sue is the president of the company & bill was the VP. Bill Hawker, who called me about the news, is a foreman for the company. Bosun Billy was also very active in the Bel Marin Keys community, commodore of the yacht club & past president of the Navy League of Northern California.

He had owned a number of boats that he was always running aground, not an endorsement for an ex-QMC & a man who taught boating safety for the Power Squadron & USCG Auxiliary. He had Taken up flying & had purchased this state of the art plane only a month or so ago, flying it out from the mid-west during the holidays. It had de-icers & a parachute to deploy in an emergency. I guess that it didn't work. While we don't know what happened, we do know that his last words were "I'm going down," & knowing Bill some descriptive adjectives probably.

Survivors are Sue, son Charles & daughters Janny & Tanya. I attended the memorial in Novato on Feb 18. for info: donations to Bill McGrath Children's Educational Fund, Westamerica Bank, 402 Ignacio Blvd, Novato, CA 94949; cards to Mrs Sue McGrath & Family, 1136 Bel Marin Keys Blvd, Novato, CA 94949-5307

**Chuck Scanlon (1985-1987)**



## USS MARS HISTORY - MARCH

### 40 YEARS AGO - 1965

Mars was off the coast of Vietnam, supplying the ships of the U.S. Seventh Fleet. The ship made her first visit to Hong Kong, during the month.

### 30 YEARS AGO - 1975

Mars was in her homeport - Sasebo, Japan.

### 20 YEARS AGO - 1985

Mars was in Alameda, making preparations for a scheduled deployment

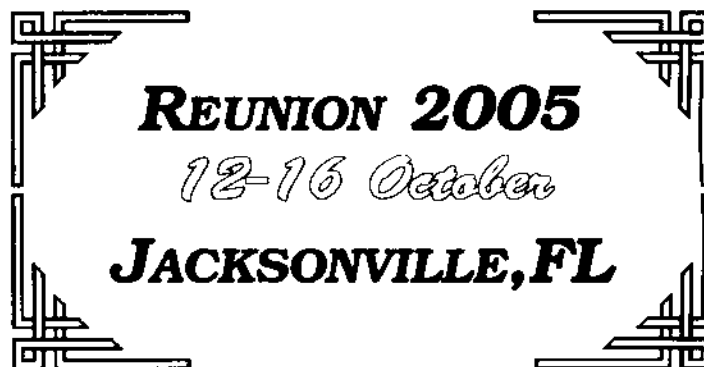
*continued from page 11*

## NEWS from the FLEET

*Blue Angels 2005 Schedule (continued)*

May	7-8	MCAS Cherry Point, NC
	14-15	Barksdale AFB, NC
	24-25	U.S. Naval Academy, Annapolis, MD
	28-29	Willow Grove, PA
June	4-5	Maguire AFB, NJ
	11-12	Janesville, WI
	18-19	North Kingstown, RI
	25-26	Evansville, IN

July	2-3	Pensacola Beach, FL
	9-10	Fargo, ND
	16-17	Milwaukee, WI
	23-24	Muskegon, MI
	30-31	Kalispell, MT
August	6-7	Seattle, WA
	13-14	Grand Junction, CO
	27-28	Indianapolis, IN
September	3-4	NAS Paxtuxent River, MD
	10-11	NAS Brunswick, ME
	17-18	NAS Oceana, VA
	24-25	Gainesville, FL
October	1-2	Millington, TN
	8-9	San Francisco, CA
	15-16	MCAS Miramar, CA
	22-23	NAS Pt. Mugu, CA
	29-30	Chattanooga, TN
November	5-6	Jacksonville Beach, FL
	11-12	NAS Pensacola, FL



• On the next four pages you will find a history of Medals & Awards that the Mars earned during her long career, based on information supplied by Earnie Breeding (1963-65). This is a full nine pages long & will carry over to the August issue.

## USS MARS (AFS-1) AWARDS

The following is the list of awards earned by the USS Mars (AFS-1) &/or her crew.

### United States of America - Awards

**Armed Forces Expeditionary Medal (4)**

**Combat Action Ribbon (1)**

**Korean Defense Service Medal (1) (only one can be earned)**



**Navy Unit Commendation (1)**

**Meritorious Unit Commendation (5)**

**Navy Battle "E" Ribbon (4) (Silver Wreathed Letter "E" denotes 4th & final award)**

**Navy Expeditionary Medal (1)**

**National Defense (1)**

**Vietnam Service Medal (11) (2 silver/1 bronze) total number of campaigns was seventeen**

**Southwest Asia Service Medal (2)**

**Humanitarian Service Medal (1)**

**Sea Service Deployment Ribbon (5)**

### **Foreign Nations - Awards**

**Republic of Vietnam Campaign Medal (South Vietnam) (1) (with device)**

**Kuwait Liberation Medal (Saudi Arabia) (1) (with device)**

**Kuwait Liberation Medal (Kuwait) (1)**

Most subsequent awards received are indicated by a bronze star, with every 5th award indicated by a silver star. The Vietnam Service Medal was a star for each campaign served, starting with the 1st award. The Navy Battle E Ribbon, each award is indicated by a silver E, with the 4th being the final with a wreathed silver E.

*Note: While Mars was USNS, she had a few Navy personnel on board, such as Radiomen, for which additional awards may have been earned or should have.*

### **Commemorative Medals**

**Vietnam Veterans National Medal commemorative - by the U.S. Mint**

**Cold War Victory Commemorative Medal - by private mint**

**Combat Service Commemorative Medal - by private mint**

**Overseas Service Commemorative Medal - by private mint**



### **Combat Action Ribbon**

Authorized on February 17, 1969, this ribbon is awarded to members of the Navy, Marine Corps & Coast Guard for combat action service. The principal requirement is that the personnel must have been in a ground or surface combat fire-fight, or action during which they were under enemy fire, & that their performance under fire must have been satisfactory.

**September 17 1966. This is the only date Mars was entitled to this ribbon.**



## Navy Unit Commendation

Established by the Secretary of the Navy on December 18, 1944 & awarded by the Secretary with the approval of the President, this Unit commendation is conferred on any ship, aircraft, detachment, or unit of the U.S. Navy or Marine Corps which, subsequent to December 6, 1941, distinguished itself by outstanding heroism in action against the enemy, but not sufficient to warrant award of the Presidential Unit Citation. It is also awarded for extremely meritorious service not involving combat but in support of military operations which were outstanding when compared to other units performing similar service.

January 17, 1991 to February 1991.



## Navy Meritorious Unit Commendation

Authorized by SECNAVNOTE 1650, on July 17, 1967, & awarded by the Secretary to any unit of the U.S. Navy or Marine Corps which distinguished itself by either valorous or meritorious achievement considered outstanding when compared to other units performing similar service, but not sufficient to justify award of the Navy Unit Commendation. Awarded for combat or non-combat services.

September 15, 1968 to August 28, 1969  
May 1, 1972 to December 11, 1972  
March 27, 1980 to October 1, 1980

December 1, 1970 to June 2, 1971  
April 12, 1975 to May 11, 1975  
January 21, 1987 to May 17, 1987



## Navy "E" Ribbon

A Secretary of the Navy recommendation in June of 1976 established this award to replace the Battle Efficiency Award (the letter "E") which had been worn sewn to the sleeve of the uniform. It is authorized to be worn by all crew members of ships & aviation squadrons winning the fleet-wide eighteen month competitive cycle which has exercises testing all phases of battle readiness. The Battle Efficiency Award, called the Navy Battle "E", in addition to the ribbon, consists of a cloth insignia & a battle pennant to be displayed by the ship or unit winning the award.

January 1, 1982 to June 30, 1983  
January 1, 1991 to December 31, 1992

July 1, 1986 to December 31, 1987



## Navy Expeditionary Medal

Authorized on August 15, 1936, & awarded to officers & enlisted men for service in expeditions & circumstances meriting special recognition for which no other medal is awarded.

Awarded for the Iran Indian Ocean period of the U.S. Embassy take over & hostage crisis.

April 22, 1980 to June 25, 1980





## National Defense Service Medal

Authorized on April 22, 1953 & amended on January 11, 1966, this medal was awarded for honorable active military service as a member of the United States Armed Forces, including the Coast Guard, between June 27, 1950 & July 27, 1954 (Korean War period) & Between January 1, 1961 & August 14, 1974, (Vietnam War Period). It has most recently been awarded to Active duty military members for service during the Persian Gulf War period of August 2, 1990 - November 30, 1995.

1961 to 1974 & 1990 to 1995 time periods.



## Korean Defense Service Medal

Authorized on February 9, 2004, & awarded to members of the Armed Forces of the United States, in special recognition for the sacrifices & contributions for service in the Republic of Korea & surrounding waters. The area of eligibility encompasses all land area of the Republic of Korea, & the contiguous water out to 12 nautical miles, & all air spaces above the land & water areas.

Period of eligibility is July 28, 1954 to a future date to be determined by the secretary of defense.

Service members must have been assigned, attached, or mobilized to units operating in the area of eligibility & have been physically deployed for 30 consecutive or 60 non-consecutive days or meet one of the following criteria:

1. Be engaged in actual combat during an armed engagement, regardless of the time in the area of eligibility.
2. Is wounded or injured in the line of duty & requires medical evacuation from the area of eligibility.
3. While participating as a regularly assigned air crewmember flying sorties into, out of, within, or over the area of eligibility in support of military operations. Each day that one or more sorties are flown in accordance with these criteria shall count as one day toward the 30 or 60 day requirement.
4. Personnel who serve in operations & exercises conducted in the area of eligibility are considered eligible for the award as long as the basic time criteria is met. Due to the extensive time period for KDSM eligibility, the nonconsecutive service period for eligibility remains cumulative

throughout the entire period. The KDSM may be awarded posthumously, & only one award of the KDSM is authorized for any individual.

January 23, 1968 - March 1968

April 1, 1969 - April 30, 1969



## Armed Forces Expeditionary Medal

Authorized on December 4, 1961, & awarded to members of the Armed Forces of the United





States who, after July 1, 1958 participated in US military operations, US operations in direct support of the United Nations, or US operations of assistance for friendly or foreign nations or in danger from hostile actions.

Only one award per each theater regardless the number of times in that theater.

January 8, 1965 to January 10, 1965    February 15, 1965 to March 23, 1965  
 April 25, 1965 to June 10, 1965        July 2, 1965 to July 3, 1965

All of the proceeding were for Vietnam. One had to choose to wear this ribbon or Vietnam Service Medal, but not both for Vietnam.

January 23, 1968 to March 1968  
 April 1, 1969 - April 30, 1969

Korea - USS Pueblo incident.  
 Korea - USS Pueblo/EC121 incident  
 Operation Frequent Wing.  
 Libya Operation Eldorado Canyon.

April 29, 1979 - April 30, 1979  
 January 1, 1988 - January 9, 1989

Operation Sharp Edge Liberia - Mars was USNS during the below time period.

November 1993-December 31, 1993  
 January 28, 1994 - January 29, 1994  
 March 5, 1994 - March 7, 1994  
 August 16, 1994

January 2, 1994 - January 3, 1994  
 February 19, 1994  
 March 21, 1994 - April 2, 1994  
 September 9, 1994 - October 16, 1994



### Vietnam Service Medal

Authorized on July 19, 1965 & awarded to all service members of the Armed Forces of the United States who, between July 4, 1965 & March 29, 1973, served in Vietnam & the contiguous waters, & airspace, in Thailand, Laos or Cambodia or airspace in direct support of military operations in Vietnam. Personnel previously awarded the Armed Forces Expeditionary Medal for services between July 1958 & July 1965 could exchange these medals for the Vietnam Service Medal. Bronze & silver stars are authorized to signify participation in any of the 17 designated campaigns during the inclusive period.

• *Advisory: March 15 1962 - March 7, 1965* •  
 January 7, 1965 - January 11, 1965

• *Defense: March 8, 1965 - December 24, 1965*  
 July 12, 1965 - July 15, 1965  
 September 1, 1965 - September 7, 1965  
 October 21, 1965 - November 3, 1965  
 December 22, 1965 - December 24, 1965

July 20, 1965 - July 30, 1965  
 September 30, 1965 - October 7, 1965  
 December 2, 1965 - December 14, 1965

• *Counteroffensive: December 25, 1965 - June 30, 1966* •  
 December 25, 1965 - January 2, 1966  
 February 25, 1966 - March 1, 1966  
 May 4, 1966 - May 14, 1966

February 5, 1966 - February 17, 1966  
 April 17, 1966 - April 26, 1966  
 June 29, 1966 - June 30, 1966

\*\*\*To be continued in issue #10

# *Information to be published in a future Mars Newsletter*

*We are always in need of comments from the Mars crew on events that took place aboard the ship. Your memories of days gone by add so much to our newsletters and it is enjoyable to read how our shipmates are doing today. So please take the time to share your memories of the past with us and your hopes and plans for the future.*

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## MARS MEMORIES (Good & bad)

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## REMEMBERING A SHIPMATE

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## HOW I AM DOING TODAY

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## COMMENTS