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Everett R. Jones
Graphics:
David C. Reed

January 2006

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

Newsletter No. 20

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

**from the editor's
desk**



**My Fellow
Shipmates**

Wishing everyone a good *New Year* as 2006 is here much sooner than it should be. *Time – slow down*, as life is going by too fast for me. If keeping busy is the key to life, then it looks like I will be around for a long time.

Reflecting on this past year, our MARS REUNION organization continues to grow & improve. With this N/L we have made contact with 115 more crewmembers, which brings the total we have contact with to 982. We have 432 on the active mailing list.

Sadly, we lost three shipmates this past year. Their names are in this N/L on page 8.

Our reunions continue to draw between 50/60 of the crew, and with guests, we have about 100 attending each of the past few reunions as we move about the country. Since 1983 we have had 193 former crewmembers attend one or more reunions. Many are now regulars as 72 have attended two or more reunions.

We will be in San Antonio this coming October. We are looking for everyone who is in Texas, to attend this one.

San Diego, in October 2007 and our latest addition, Pittsburgh, PA in September 2008.

Congratulations to LT Dan Jones (1965-68), who celebrated his 81st birthday this past December. Dan is doing well & plans to be in San Diego in 2007.

Thanks to Gary Joslin (1965-69), Jim Rafferty (1965-68), Bob Sizemore (1967-69), & David Reed, who helped fold, stamped & seal newsletter NO.19.

A very special *THANK YOU* to everyone who has supported what we have been doing these past eight years. You and your families are a special group that I am proud to be associated with. My wife & I are looking forward to seeing many of you in San Antonio.

E.R.J.

The USS Mars (AFS-1) is still retired in Hawaii. Resting in retirement, in a hold status.



**From the
Graphic
Desk**

OUT OF COMMISSION:

Due to unforeseen circumstances, the graphic guy's computer will not print out this newsletter and I have had to start all over from scratch with this newsletter. It has been a type, cut, and paste session for me this past two weeks. Putting out a newsletter of this size is not an easy task for me. I guess everyone understands that, as we have no names on the list to take over this job.

Sorry for the January Newsletter being mailed in February. Hope to be on time in June.

E.R.J.



USS Mars (AFS-1)

•History 1973•

Commanding Officers

Executive Officer

Supply Officers

Captain Richard C. Adams

CDR Ralph E. Brown
CDR William C. Kauffman

CDR James E. Miller

As the New Year begins, Mars remains moored to the pier at the Naval Supply Center in Oakland, California. After returning from her long eight month Western Pacific cruise in December, many of her crew remained on leave.

On 10 January, she got underway for Naval Weapons Station, Concord. As the ship passed under the San Francisco-Oakland Bridge, water in the fuel extinguished the fires in both boilers & Mars had to anchor in the Bay for two hours. After offloading ammunition in Concord, Mars proceeded to Hunter's Point Naval Shipyard for a month long RAV.

In February, the ship receives notice that she will be changing homeports to Sasebo, Japan. Mars was underway on 13 February for a one night sea trial before arriving at Concord for on loading ammunition. Mars returns to the Naval Supply Center, Oakland on the 14th. On the 24th, she shifted to the reefer docks at Alameda for commencement of provisions loadout.

On 2 March, Mars returned to Naval Supply Center, Oakland for completion of pre-deployment preparations. This included the loading of household goods on the flight deck. On the 16th, Mars was underway for Sasebo via Pearl Harbor, carrying 48 Wives, Children & assorted cats & dogs. With a virtually "green" crew, Mars conducted numerous drills for training, before arriving at Pearl Harbor on the 21st. Sailing on the 24th, five more dependents were added to the passenger list for the trip to Sasebo.

Mars arrived at her new homeport of Sasebo on 3 April. After arrival, she entered a partial stand down period to allow personnel time to get their families settled.

Several truck loads of fresh provisions were loaded aboard on 3 May. Mars departed Sasebo on 7 May & arrived at Subic Bay on the 10th, mooring at the Naval Supply Depot. After loading GSK, fresh provisions & 149 pieces of fleet freight, Mars is underway again on the 12th. Commander Service Squadron Nine & staff were embarked on Mars. After depart-

ing, the ship had its first UNREP since November 1972, with the USS Haleakala. With green crew members at the UNREP stations, the operation was carried out smoothly. Mars conducted her first night UNREP with the USS Ranger on the 20th. The last operation of this line swing was a CONSOLE with the USS San Jose. Mars returned to Subic on the 25th for loading more provisions, stores & fleet freight.

Detachment 104, Helicopter Combat Support Squadron Three, arrived on Mars from the USS San Jose on 2 June. The ship departs Subic for her second line swing on the 4th. After six days & two carrier groups, the ship has a day of rest. On Sunday, the 10th, nets were lowered over the side & the crew had swim call in the warm waters of the Tonkin Gulf. In addition, hot dogs & watermelon were served on the main deck. After two more carrier groups, Mars once again returns to Subic on the 14th for reloading. Service Squadron Nine was disestablished & departed on the 15th. Mars arrives in Kaohsiung, Taiwan on the 18th. Departing on the 20th, Mars set course for Haiphong to replenish the ships of "OPERATION ENDSWEEP". Mars entered Haiphong harbor on the 24th to replenish the 17 ships engaged in harbor minesweeping operations. As most of the ships were anchored, all cargo was transferred by helo. Mars was aided in this massive replenishment by three other CH-46 Helos. At times, five helos were flying supplies. Mars returned to Subic on the 27th, having serviced 35 ships in eight days.

Mars was off Okinawa on the 2nd of July with MVERTREPS of the ships in the area & a CONREP/VERTREP with the USS White Plains. The ship returned to Sasebo on the 3rd. No rest for the crew as preparations for a Training Readiness Evaluation started. The next three weeks involved underway training & inspections. Mars had her final battle problem & termination of REFTRA on the 24th. On the 25th, Mars entered SSK Dry Dock No.2 for rudder repairs.

The rudder repairs complete, Mars leaves the dry dock on August 14. Another line swing started on the 20th as the ship was on the line for ten days before heading for Hong

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continued from previous page
Kong.

On the 1st of September, Mars arrived in Hong Kong for six days of liberty. The ship returned to Subic Bay on the 8th for another load-out. Departing on the 14th, Mars sets course for Kaohsiung, replenishing the USS Coral Sea & other ships along the way. Arriving on the 17th, Mars has a two day stay in Kaohsiung. The 19th found Mars back at sea, heading for the Tonkin Gulf. On the 24th, Mars was back in Subic. Mars loaded provisions & then participated in OPERATION PEGASA II, a combined U.S./Philippine amphibious exercise off the coast of Mindoro.

Mars arrived back in Subic on October 1, to load supplies, & departed for Sasebo on the 4th. The ship returned home on the 8th, replenishing ships in the area as she arrived. On the 30th, Mars was underway for a dependent's

cruise to Keelung, Taiwan. Onboard were 38 wives of Mars sailors.

From 1-5 November, Mars & her passengers enjoyed good times in Keelung. Departing on the 6th Mars moored once again in Sasebo on the 7th. The ship spent the remainder of the month in Sasebo.

After along stay in her homeport, Mars was underway on December 5, heading for Subic Bay. Arriving on the 8th, six days were spent loading provisions, Christmas mail & 83 passengers for ships in the Indian Ocean. Mars spent Christmas plodding westward & southward to the Equator crossing. Christmas night was "pollywog" night & bright & early the next morning, the "pollywags" paid their due respects to King Neptun & became "shellbacks". On the 29th, Mars rendezvoused with the USS Oriskany & her escort ships in the Indian Ocean. As the year ended, Mars was underway for Singapore.



COMMENTS & MEMORIES

To the Crew

trip was to see what retirement might be like.

Xerox offered an early out last November 16, 2004 & we took it. I retired the 16th at 10:30 & have been working 24/7 ever since.

The repairing of real-estate rentals has not stopped, & has just worn me down. I had some chest pain & the Dr. set me up for a treadmill, that will not let me attend this year. It's only because of the timing, to soon to fly & can't lift baggage.

The domino's are for Chief Newport, I did not make the time to learn the game after Seattle. We took the family to Hawaii & I saw this silver token of the anniversary of Pearl Harbor, & had to get it for an auction gift. After Seattle on our trip I came across the Navy, & Air Force stained glass & thought more of the Jacksonville reunion.

If you will please ship my hats I will gladly refund the shipping costs to you. God bless you all, & travel safely.

Dennis Best DK2 (1970-72)
Rosemary Best

We missed Dennis & Rosemary at the Jacksonville reunion, but thank them for the great raffle donations.

Ichibon Maru (1966)

It was a night watch on the way back to Yoko from down south. The EOT was at flank & 121 turns indicated & answered for. That was pretty much the norm while Captain Watkins was in command.

The 1JV talker notified the OOD that main



control requested permission to blow tubes.



COMMENTS & MEMORIES

The OOD was checking the wind to see if the soot would sure enough blow over most of the ship when the Captain said, If main control really wanted to blow tubes they could give up two more turns & make the EOT read 123 turns. The OOD said that we were limited to only 121 turns & he didn't think they could answer that bell. Well you know Captain Watkins had a way of getting up things done. After several conversations back & forth, the Chief Engineer came huffing & puffing up to the bridge. Flashlight & oily rag in his back pocket. The Chief Engineer tried to make his point that someone far superior to all of us on the ship had made the educated decision that 121 turns was the maximum that could ever be allowed & that was that.

It would not have mattered if the most highest & holiest of all engineers in the entire Navy had been there--the EOT was not going to read 123 turns, & that was the "Big Picture". I am not sure that the shaft was actually turning at 123 turns, but when I was relieved as BMOW, the EOT did in fact read 123 turns. And I do think main was finely able to blow tubes. And I am sure we had to sweep up the results off the main deck the next day.



Fred E. Stith BM2 (1963-66)

I served on the Mars from 3/69 through 6/71. I still participate in my own midrats. I love the refrigerator late at night. There have been allot of bad times for me, but the good times have been really good. I have a PH.D in education & have been a high school principal the last 13 of my 25 years in education. I live in Springfield, MO. My address is 3070 S. Overhill Ct., Springfield, MO 65807. I would love to hear from my mentors & leading PO's Dennis Shaver CS3, AL Groce CS1 & my best buddy Ray "Nino" Forlitti.

Dennis Sloan CS3 (1969-71)

Hi guys.... Was just browsing the website; reminded me of the old "Know on the Rocks' affair. I remember we received the msg to go to her assistance in the South China Sea in the Summer of 1965 She looked absolutely 'pitiful' sitting up on that reef. The Taiwanese Government wanted to take the job of removing her from the reef, but to use an old oriental saying, the Navy didn't want "to lose face" & took the task upon itself. They even used the tactic of "getting the ships to increase their speed & maneuver themselves in a circle trying "ROCK THE KNOX" off the reef with their wakes. (Get those wagons in a circle, boys!). It wasn't until a company in the San Francisco area came thru with some newly invented floatation foam, which was pumped into the engine room of the Knox, after the divers sealed her keel. This finally worked. She rose to the surface, like a "baby ruth in a swimming pool". After the MARS (AFS-1) escorted the USS FRANK KNOX to Kaolshung, Taiwan. I was one of a staff of 4 personnel, chosen from among the nearby US ships, assigned to TAD at the taiwanese Army Base, in order to record testimony in the upcoming "Investigation of the USS FRANK KNOW grounding. We were assigned a Chinese Sergeant jeep driver to transport us back & forth from our Hostel to the building assigned for the hearing. We were also assigned a "houseboy" to take care of our shoes & laundry. Unfortunately, after being "sworn in" as a court reporter/yeoman, the USS MARS was ordered to return to Yokosuka, Japan. Captain Medley did not want to leave his Legal Yeoman behind. So I had to give up the "good life" & returned to the MARS without hearing any of the testimony. But it was an interesting experience. A couple of months before my discharge, I ran into the Yeoman CPO who was in charge of the 4 man Yeoman Staff Reporters, & he informed me that the Captain of the KNOX resigned from the Navy. A most unfortunate incident, all around. Well just wanted to share this experience...am looking forward to seeing everyone at the Jacksonville Reunion.

Lawrence (Larry) Jones YN3 (1963-66)





COMMENTS & MEMORIES

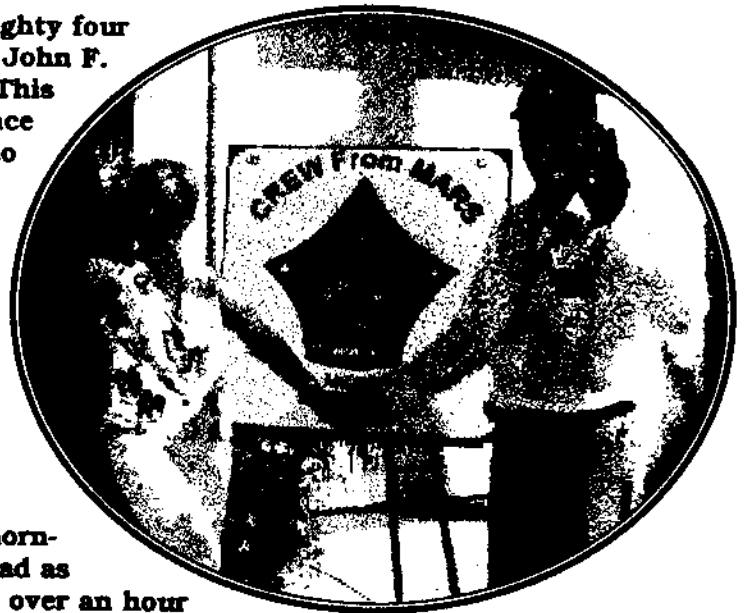
2005 Jacksonville Reunion

I just returned from our 2005 Jacksonville Reunion. Just when you think it can't get any better, it does. Memories of this reunion & the wonderful group that joined us in Jacksonville, will last a life time for me.

Flying from San Diego to Jacksonville, by American Airlines was a pleasure. A stop in Dallas to change planes was a nice break for me, as I like to walk after sitting for two plus hours. I was in good hands as my daughter Terry led the way for me & her husband Jose who attend their second Mars Reunion with me. We arrived on Wednesday, & Mars hats & shirts could be spotted in the hotel lobby & lounge. Seems that about half the crew were their on this day & Captain Paul Anderson (1968-69) was there to greet us.

Our hospitality room was opened on Thursday, & the day was spent greeting shipmates from 35/40 years ago. By late evening, most of those who were attending had arrived & the hotel was invaded by the Crew from Mars. I spent the evening greeting new found shipmates & their spouses & guests. We all know the Mars had the best of crews & they are even better today. I would go back to sea with this group any time. A special high for me was greeting two shipmates from my division that I had not seen since 1967/68. Pete Sherron (1966-67) & Raymond Burnette (1966-68). Raymond attended with his high school sweetheart & lovely wife Sandy. Both have grown children & it's nice to know they are enjoying life. I am hoping to see them again at a future Mars Reunion.

Friday was our first day of planned events. Eighty four of us loaded onto two buses for a tour of the USS John F. Kennedy (CVA-67) & the Mayport Naval Station. This was my first visit aboard a commissioned ship since retiring in 1974. After our tours, we bused over to Rosi & Paul's home for a picnic on their patio & backyard. The Atlantic Ocean was our backdrop. I could go on & on about this wonderful experience. Behind every good man, there is a better woman. Rosi had everything perfect for our large group. Rosi & Paul, that was special of you to share your home with us. We had to check to make sure you didn't have some unexpected guests, as I know many would have been content to stay there & enjoy the good life.



We held our first memorial service Saturday morning. The Names of our missing shipmates were read as many of us recalled memories of them. This took over an hour & the Mars first Chaplain, Marvin Snyder led the prayer. Eda & Marvin Snyder have been married for 56 years.

Saturday found many of us out & about the area as we leave the day open for your selves. Group pictures were taken before dinner. Sorry guys, if my daughter Terry-man-women handled you as she lined us up for pictures. I have been dealing with this all her life. We have a lot of great pictures to add to our reunion books, thanks to Jose & Squirrley.

We made it home safely. My Teruko, stayed home to water our 300 plus bonsai trees. I hope to get her to San Antonio. Now it is back to our early morning walks, exercise & oatmeal for breakfast.

For this guy, I enjoyed every minute of this reunion. **THANKS FOR THE MEMORIES.**

Everett R. Jones





COMMENTS & MEMORIES

2005 Jacksonville Reunion

Everett, I just want to thank you for spearheading another great reunion. Jacksonville "05" may be history but we all left with many fond memories from start to finish. The hotel accommodations and its location made for an eventful reunion. I missed my buddy Ray Zuccarelli, but had Larry Martin serve as my tour guide for some exciting liberty. This is my sixth reunion and they become more meaningful every year. So nice to see all of the usual attendees, but it's especially enjoyable to meet the new shipmates that show up every year. I hope San Antonio will attract other old shipmates from Texas and from all over the country. Let's all try to make an effort to get together for this one in "06".

Captain Anderson and Rosie are two special people. All the preparation and hard work was truly appreciated. I know Rosie put the boss to the test on this social gathering however, the two loaded buses left with nothing but smiling faces. I have to say the highlight of the reunion was relaxing at their oceanfront home and actually cooking again for the Captain and my Supply Officer, CDR Chuck Cuson. The food, live music, ocean breeze and cold drinks were fantastic and here I thought his beach parties on the coast of Vietnam were good. I would be remiss if I left out the bus tour of the base, being able to board the John Kennedy aircraft carrier for a walk through and onto the flight deck and the guest speaker, Retired Admiral Howe, at our banquet. Thanks again Rosie and Captain for the fine job in making this a memorable reunion weekend!

In closing, Everett... you continue to do an excellent job for us and you have put together a great team. I wish to extend a job well done to David Reed who handles the many administrative duties associated with this newsletter and a superb job with the ship store items; Joe Matejcek for the outstanding work you have accomplished for our Mars website; Ed Biddle for his work preparing us for the next reunion; Bob Sizemore assisting with all the work that goes into mailing our newsletters, and the many, many more volunteers that make our association what it is today...one of the Best!
Happy and Healthy New Year to All.

Joe Kay (1968-70)

I arrived home Sunday from the Jacksonville Reunion. The only problem I have is that it wasn't long enough. Alice & I had a blast with old buddies.

I would encourage anyone to attend the Mars Reunions. The regret I have is that it took me so long to make up my mind to attend a reunion. We have already made our plans to attend the San Antonio Reunion this year. M. Toy, M. Major, D. Hatfield, & L. Jones, remember our agreement to be in San Antonio this year.

As Squirrley would say, "I can't wait".

Tony Winslett AK3 (1963-65)

Just read Tony's comments. I'm so eager for San Antonio that I might not even unpack my suitcase.

Jacksonville was super.... Between Terry, Joe and the Squirrel, if you weren't photographed, you weren't there. The beach party was great.....

Erv, Captain Anderson, Dave and even the Hospitality Den Mother (you know who you are) all did a bang up job, in typical MARS fashion.

Please unpack that suitcase, as some of those clothes might need a bath.....
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"Squirrley" Frank Hart (1963-67)



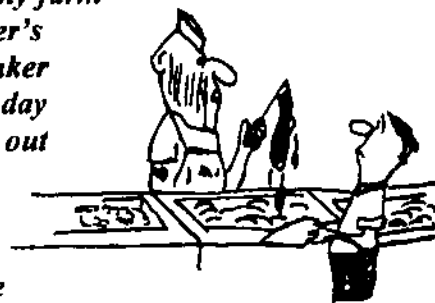
COMMENTS & MEMORIES

I just tripped onto the Mars website & I guess I'm a little late to the party. Oh well, I'm here now. I had no idea all this Mars stuff was happening. Thank you for dedicating so much of your time to keep it all going. It's a wonderful thing that you do.

I was a MM2 on the Mars from 1968-71. I had the option to rotate off the ship in 1969 but, decided to stay. For the times (Vietnam), it was the best duty a guy could pull. Combat pay without the combat, plenty of in port time, steak dinners in a war zone. What more could a guy ask for?

I grew up on a farm in Michigan but, I moved to Florida in 1974. I've been here ever since. I've had my own electrical contracting business since 1989. Doing fine & getting ready to retire before 60. One of my employees wants to buy me out. I think I'll let him!

I was amazed that so many of the memories I have of the USS Mars were discussed already. I'm a bit late to this party but, here is a personal memory I can share. Boot camp didn't housebreak me very well so when I arrived onboard, I was an easy target for the PO's. As soon as it was time to send a new guy up to the galley for mess cooking duty, I was selected. The 1st class PO thought he was punishing me but, it was actually heaven to me. I have an insatiable sweet tooth & they assigned me to the bakery! Fresh hot donuts every morning. Pies, cakes, fresh bread, cookies, pastries of all kinds...this skinny farm boy from Michigan could sure put away the sweets! I wasn't only the baker's helper, I was his muse! Really, I would dream up all these things & the baker would make them. It was like being with Grandma & all she had to do all day was make me deserts! I wrote & told her that & she got the biggest laugh out of it. My great claim to fame as a mess cook was serving Baked Alaska for the whole crew. I didn't even know what Baked Alaska was. All I knew was that it sounded good & it was something served in fancy restaurants. So the baker & I sat down to figure out how to pull it off. We baked all the cake & had the ice cream & meringue ready to go. One day after dinner, we commandeered all the ovens, set up an assembly line with all the mess cooks & started making it. Of course, the first ones out of the ovens went to the officersnot! The mess cooks were served first this day! Besides, we had to test it, right? Actually, we tested & retested. I think every crew member was in line for this treat. I forgot how long it took to get 500 deserts but, we did it. We all know that food on the Mars was great but, for 3 months in 1968, it was the pastries, breads & deserts that were in the spotlights at center stage.



" Well ! what have we here ! "

S-3

I'm still skinny, in spite of all the sweets I still eat. Just lucky, I guess. Spending Christmas in Vietnam, I learned that a warm Christmas beats a white Christmas every time. After a couple years back in Michigan, my new wife & I moved to Florida. Been here ever since. The warm weather gives me a 50 week riding (Harley Davidson) season. Motorcycles have been my passion ever since my first one (Honda CB-750) I got when we picked up all those bikes in Japan in 1971 before going stateside.

I'm starting a new business in the motorcycle field. I'm not ready for the easy chair yet. My two daughters are in college & doing very well. Life is good & getting better every day! All I have to do is remember two things. Keep the shiny side up and ride it like you stole it!

Dale F. Klco (1968-71)



We Mourn the Passing of these Shipmates



CWO
William R. Clements

1963 – 1966

*Roy passed away on September 9, 2005.
He was retired and living in Spring
Valley, CA.*

Honorio C. Gorospe

EMC

1966 – 1969

*Honorio passed away on September 17,
2005. He was retired and living in San
Diego, CA.*

Captain George C. Watkins



Commanding Officer

December 1965 – December 1966

*Captain Watkins passed away from
heart failure on September 18, 2005.*

In Memory

*A complete listing of the known
deceased crewmembers is posted
on our Mars website.*

www.ussmars.com



**AMERICA
STANDS
STRONG!**



USS MARS HISTORY – JANUARY

40 YEARS AGO - 1966

The New Year finds Mars making a final swing to Market Time and Yankee Station, off the coast of Vietnam. The ship returns to her homeport, Yokosuka, Japan on the 7th. The rest of the month is spent in port loading for the next scheduled swing off Vietnam.

30 YEARS AGO – 1976

The Mars was in her homeport, Sasebo, Japan, for the start of the New Year. She remained there, until the 15th, at which time she got underway for the Okinawa Operation Area. After two days of replenishments with the USS Midway (CV-41) and other ships in the area, Mars returns to Sasebo, where she remained for the rest of the month.

20 YEARS AGO - 1986

Mars spends the month in her homeport, Alameda, California, after returning from her latest West Pac/ Indian Ocean deployment on 21 December 1985.

15 YEARS AGO – 1991

The month of January, Mars is involved with Desert Shield/ Storm Operations, where she remained until April.



Ships Store

Mars Unframed Lithograph reprints:

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



Mars plaque:

These plaques are reproductions made by Ray Gillman (1968-70). The wood base has been reduced from the originals that were made in the PI due to cost.



Cost per plaque \$50.00

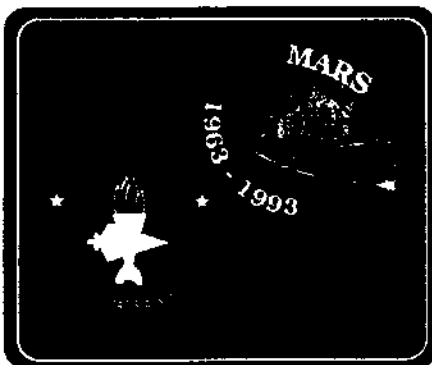
Mars Ball Caps:



The cap is black with yellow lettering & cinder gray ship silhouette. This has been a very hot item.

Made in the U.S.A. \$12.00

Mouse Pad:



The graphic guy choose Gray to remember all the fine technical naval training received from the bos'n. They are 1/4" rubber 8" x 9 1/2" at \$5.00 each.

Make your check payable to:
MARS REUNION



CREW from MARS T-shirts - updated

The new redesigned T-shirt is ready. Size small to XL for \$12.00. For XXL size the cost is \$2 more at \$14.00.

We will have most of the ship store items at the Jacksonville Reunion. The Crew from Mars T-shirt is a hot item



Bumper Stickers:

Out of the four designs placed on the internet, A & B won the vote, with only one vote between them, so we our printing both. It was also recommended that the Mars ensigna be moved from the right side to the left side as done here on style B.



A

Vote:
A: 33 B: 32 C: 18 D: 13

B



Cost per bumper sticker is \$3.00.

All ship store items, postage included in the pricing.
ANY & ALL PROFITS, if any, go to the REUNION FUND!

Mail to:

Everett R. Jones
P.O. Box 212172
Chula Vista, CA 91913

Thank You

Your Support for the Newsletter
is Greatly Appreciated

James W. Rafferty	\$50.00
Robert W. Havlicek	\$10.00
James D. Fulton	\$25.00
Donald Long	\$25.00
Stanley L. Farmer	\$100.00
Brick Baker	\$25.00
Glen E. Kitchen	\$25.00
Andrew M. Collaro	\$20.00
Daniel P. Holland	\$25.00
Henry A. Woodstock	\$20.00
Gary E. Joslin	\$20.00
Larry A. Derr	\$10.00
Robert J. Ballotta	\$10.00
Carnell Butler	\$50.00
Edward Bumgardner	\$10.00
Robert D. Manson	\$15.00
Raymond V. Burnette	\$20.00
Roland F. Lim	\$20.00
Sam San Angelo	\$20.00
Tim Maloney	\$84.00
Anthony W. Winslett	\$50.00
Floyd Watkins	\$30.00
Jaime A. Pineda	\$25.00
Allan R. Skoblow	\$15.00
William C. Grace	\$25.00
Lew Mabie	\$50.00
James D. Karr	\$30.00
Mrs. James Freeman	\$15.00
Dennis LaBoyne	\$10.00
Dale F. Kleo	\$64.00
Lawrence L. Harris	\$100.00
Rogelio T. Tadalán	\$50.00
James Potter	\$15.00
Anthony W. Winslett	\$25.00
George E. Johnson	\$100.00
James G. Hogan	\$50.00
Dennis Shaver	\$50.00
Raymond V. Burnette	\$20.00

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

**Statement of
Newsletter Account**

EXPENSES:

Postage/stamps	\$328.54
Printing newsletter #19 (500)	\$355.57
Envelopes	\$49.53
<u>Printing</u>	<u>\$4.28</u>
Total Expenses	\$737.92

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INCOME:

Newsletter donations	\$1308.00
<u>Account interest</u>	<u>\$5.09</u>
Total Income	\$1313.09

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July 2005 Balance	\$2598.96
December 2005 Balance	\$3174.13

**Statement of
Reunion Account**

EXPENSES:

Postage/ stamps/ envelopes	\$131.77
Printing	\$4.27
Mars bumper stickers	\$1616.25
Raffle items (Mars picture)	\$64.65
<u>Mars ball caps (60)</u>	<u>\$388.84</u>
Total Expenses	\$2205.78

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INCOME:

Donations	\$170.00
Ship store sales	\$1229.00
Refund (T-shirts)	\$107.50
Account interest	\$5.09
<u>Reunion 2005</u>	<u>\$1452.41</u>
Total Income	\$2964.00

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July 2005 Balance	\$1544.75
December 2005 Balance	\$2302.97

*We thank you all
for your support !*

2006 Reunion San Antonio

Ed Biddle (1969-71) Coordinator. >edb@aftonpumps.com<

October 18-22, 2006

\$89.00

Plus tax.

Woodfield Suites San Antonio

100 W. Durango Blvd.

San Antonio, TX 78204

www.woodfieldsuites.com

Make your reservations: >>> (210) 212-5400

Reservation Code: >>>>>> USS MARS

Woodfield Suites: Located 20 minutes from the San Antonio Airport. (No hotel transportation.)

Free parking. Complimentary Continental Breakfast.

Wednesday: 1200 Open Mars Hospitality Room.

Thursday: Historical Bus Tour of San Antonio.

Friday: River Walk Boat Tour and River Walk Dinner.

Saturday: Cattle Ranch Tour and Dinner.

Sunday: 12 Noon – Close our hospitality room.

If you are planning to attend the San Antonio Reunion, make contact with Everett. The costs, registration, and updated information will be mailed to you or you can receive it by e-mail.



Future Mars Reunions:

2007 Reunion San Diego, CA

Everett R. Jones (1965-68) Coordinator.

Plan on the second weekend in October 2007.

Holiday Inn – Bayside

This reunion will be during Fleet Week in San Diego.

2008 Reunion Pittsburgh, PA

Arthur W. Sweetland (1963-65) Coordinator.

Plan on September 2008

Advanced plans are for the CREW from MARS to visit MARS, PA.

2009 Reunion – Open for suggestions from anyone on the ground in the area.

REUNION 2005 DONATIONS

Thank You for the Support.

Edith Woodward	\$50.00
Dennis Hatfield	\$15.00
Jerry Kessinger	\$50.00
Fred Stith	\$69.00
Walt Sirman	\$50.00
Walt Moir	\$25.00
Ken Jones	\$20.00
Steve Grossman	\$25.00
Lawrence Jones	\$50.00
Roger Compton	\$50.00
Paul Goldstein	\$50.00
Perry Shelton	\$21.00
William Lada	\$50.00
Russ Johnson	\$19.00
Clarence Johns	\$19.00
Tony Winslett	\$69.00
Larry Martin	\$25.00
Guy Colson	\$20.00
Keith Braaten	\$27.00
Fred Bryner	\$10.00
Tom Nutt	\$100.00
Joe Kay	\$25.00
Don Welch	\$52.00
Marvin Snyder	\$25.00

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the Ships Crew



A Special Welcome!

1963-1964	Colbert, Jack H.	SN	---	Lamar	CO
1963-1968	Doane, Richard M.	ENC	A Div	Hemet	CA
1963-1966	Downey, Edward L.	BT2	B Div	St. Joseph	MO
1963-1964	Duncan, Russell D.	SKSN	Supply	Clive	IA
1963-1964	Foss, Walter T.	SN	---	Dresden	ME
1963-1964	Horan, Charles W.	SH3	S-3	St Petersburg	FL
1963-1967	Housman, Ronald J.	SK3	S-2	Ames	IA
1963-1964	Nugent, Douglas K.	SN	1 st Div	Amsterdam	NY
1963-1966	Smith, Larry L.	MM	---	Ripley	WV
1963-1965	Pestana, Richard F.	PN3	X Div	Henderson	NV
1963-1966	Ratcliff, Davis E.	DC1	R Div	Oakland	CA
1963-1968	Tacalan, Rogelio T.	TN	S-3	Va. Beach	VA
1963-1965	Watkins, Floyd D.	MR2	R Div	Paso Robles	CA
1963-1964	Winnenberg, Henry J.	SN	---	Nellysford	VA
1964-1967	Baird, Gary L.	BT2	B Div	Freesoil	MI
1964-1967	Norris, Walter B.	BT3	B Div	Weiner	AR
1965-1967	Donham, William B.	FN	---	Rye	TX
1965-1967	Jeskey, Julius A.	SM3	OC Div	Rentz	GA
1965-1967	Manson, Robert D.	QM3	Nav	Glendale	AZ
1965-1967	Morris, Max L.	BM3	2 nd Div	Aberdeen	NC
1966-1967	Atteridge, Michael R.	BM3	2 nd Div	Grandview	WA
1966-1968	Burnette, Raymond V.	SN	1 st Div	Morgantown	WV
1966-1967	Hardy, Leslie E.	DC3	R Div	Silver Springs	NV
1966-1967	Skoblow, Allan R.	SM2	OC Div	Atlantic Beach	FL
1966-1967	Stalnaker, David E.	SN	2 nd Div	Masontown	PA
1966-1967	Westfall, Edwin J.	DC2	R Div	Toronto	OH
1967-1968	Bumgardner, Edward P.	CS1	S-3	Waukegan	IL
1967	Glunt, Jack A.	SN	1 st Div	Coatesville	IN
1967-1968	Sheldon, Jack C.	BT2	B Div	Benton City	WA
1968-1971	Klco, Dale F.	MM2	M Div	Boca Raton	FL
1969-1972	Crawford, Robert W.	SK3	S-2	Hedrick	IA
1969	Morud, Kurt	PC3	X Div	Brownsville	TX
1969-1970	Mulcahy, David E.	SN	---	Merrillville	IN
1969-1973	Trueblood, Dan L.	SK3	S-2	Algonquin	IL
1970-1973	Dezell, John E.	RM3	OC Div	Portland	OR
1970	Wood, Marcus A.	LTjg	Admin	Portland	OR
1971-1973	Brown, Ralph E.	CDR	XO	El Cerrito	CA
1971-1974	Kitchen, Glen E.	CWO	MPA	Port Saint Lucie	FL
1972-1975	Ballotta, Robert J.	BM3	1 st Div	S. Bound Brook	NJ
1972-1973	Grace, William C.	DPSN	S-1	Cedar Park	TX
1972-1975	Mc Laurin, James K.	SA	---	Houston	TX
1972-1975	Teasley, Reno L.	BM3	2 nd Div	Atlanta	GA
1973-1975	Massey, David H.	BM2	2 nd Div	Jacksonville	FL
1973-1975	Morris, Edward	SN	1 st Div	Berkley	MI

the Ships Crew



A Special Welcome!

1973-1975	Randall, Paul F.	EN2	E Div.	Gardner	MA
1973-1976	Schuldt, Kurt C.	GMG3	G Div	Rainier	WA
1974-1977	Brewer, Roderick	MM3	M/A Div	Birmingham	AL
1975-1976	Burks, Donald T.	FTG1	G Div	Oxnard	CA
1975-1978	Daughtridge, John B.	LT	---	Mt Pleasant	SC
1975-1979	Lim, Roland F.	DK1	Supply	Stockton	CA
1983-1985	Moriarty, John A.	Captain	CO	Orange Park	FL
1983-1985	Ward, Jeffrey L.	BM3	2 nd Div	Reeds Spring	MO
1984-1985	Collins, Matthew F.	SN	2 nd Div	Oakley	CA
1986-1988	Aiello, William A.	---	---	San Ramon	CA
1986-1989	Goodman, Lance M.	BM3	2 nd Div	Lancaster	CA
1987-1988	Andrews, Charles A.	LT	Nav	Du Pont	WA
1989-1993	Arnold, Andrew	RM2	OC Div	Saginaw	TX
1990-1993	Chavez, Gilbert J.	SN	2 nd Div	Lakewood	CO
1990-1991	Morris, Brian K.	SN	2 nd Div	Austintown	OH
1990-1993	Wallace, David J.	DPSN	S-7	Ft Washington	MD
1992	Burris, Edward J.	SN	Deck	Aransas Pass	TX

NEWS from the FLEET

The USS George Washington will replace the USS Kitty Hawk as the U.S. Navy's forward deployed carrier, home ported in Yokosuka, Japan. Plans are for the USS George Washington to arrive in Yokosuka in 2008.

The USS George Washington was commissioned in 1992 and is receiving necessary maintenance and upgrades at Northrop Grumman Newport News Shipbuilding to facilitate this forward deployment.

The Navy has named the third logistics supply ship (T-AKE-3) being built in San Diego in honor of Alan Shepard Jr., the first American in space.

On May 5, 1961, Shepard made his historic sub orbital flight. A decade later, he commanded the Apollo 14 mission to the moon. He retired from NASA and the Navy in 1974 as a rear admiral. He died in 1998.

USS Recruit sails into history:

With more than 300 people in attendance and three proclamations read, the USS Recruit was officially sanctioned a California State Historical Monument on August 13, 2005 in San Diego.

Affectionately dubbed the USS Neversail by the sailors who trained aboard her, the structure will now be renovated and administered by the NTC Foundation, which will have stewardship over 26 historic buildings in the Arts, Civic and Cultural District at the former Naval Training Center.

REUNION Fund DONATIONS

John H. Coburn \$20.00
 Fred J. Geigle \$10.00
 RADM Jim Miller \$100.00
 William E. Lada \$40.00

THANK YOU FOR YOUR SUPPORT

Memoirs of an Old Sea Dog

By Douglas A. Teasley, SR
Company 261-61

During the summer of 1961, I enlisted in the United States Navy and was sent to the Naval Training Center (NTC), San Diego, California for "Boot" training. I was assigned to Company 261-61 which was commanded by Engineman Chief Petty Officer, Jack Paulson.

The first few days at NTC included, but was not limited to, haircuts, issuance of uniforms, dental and medical examinations. After the initial in-processing our Company was sent to Camp Nimitz, which is across the canal from the parade grounds.

Recruits were housed at Camp Nimitz for the first four weeks of boot camp. In order to get to Nimitz, we were required to march over the old wooden bridge adjacent to Pacific Highway, and in doing so, we marched past the USS RECRUIT (TDE-1). Most of us were in awe of this large ship sitting on the ground. The majority had never been close to, or for that fact, ever seen a U.S. Navy ship other than in the movies or on recruitment posters. So the site of the USS RECRUIT was something to behold. After all, this is why we joined the Navy.

As time went on there was a lot of physical and classroom training, so we looked forward to going aboard the USS RECRUIT for our introduction to basic Seamanship and Marlinspike training.

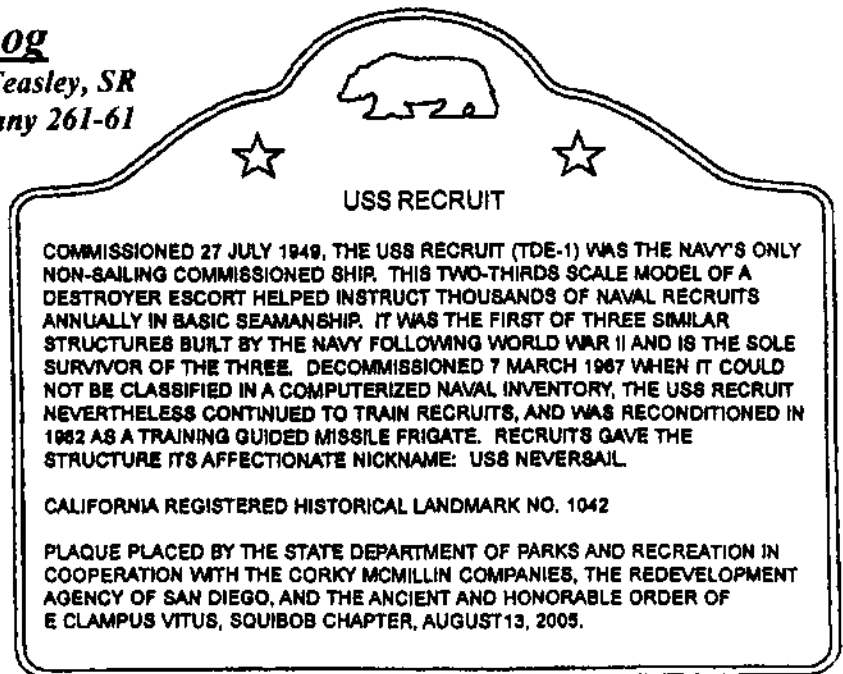
As part of the training, recruits were required to go up the ladder on the starboard side of the ship. Upon reaching the main deck, you first had to salute the ensign (US Flag) and then smartly turn and salute a Chief Petty Officer requesting permission to "come aboard". Many a silent prayer, especially by me, went out asking "Lord please don't let me screw this up!"

Once on board we had the opportunity to get important hands on training. We were taught basic shipboard skills from boarding etiquette to properly laying down line (rope) known as flemishing. Additionally, we were learning "Navy Jargon". Terms such as bulkhead, stanchions, hatch, compartment and hundreds of other words used only by the sea going community had a very high priority.

The topside portions of the USS RECRUIT was used to train in "hands on" basic seamanship, while below decks, classrooms were set up for training in such areas as "Sound Powered Telephones". I especially liked the Pilothouse. Up in the Pilothouse you could get a feeling what it might be like to "Drive the Boat", ooops I wish I hadn't said that, I mean "Man the Helm" Sorry!!!! Chief Paulson!.....

Even though the USS RECRUIT was "hard aground", she afforded us "Old Sea Dogs" (recruits of 5 or so weeks) a "feeling" of what it was going to be like to serve as a "Fleet Sailor" in the U.S. Navy.

Although the USS RECRUIT was in-fact a giant training aid, she helped thousands of young men prepare for their future as sailors in the world's greatest Navy. I have fond memories of my first sea going command (training) aboard the USS RECRUIT.



The USS Recruit trained over 50,000 new recruits annually in basic naval procedure, sailors who eventually served during the crucial decades of the Cold War (1945-1989).

Additionally, a company of recruits stood watch nightly from 2000 to 0800. The following poem was composed on such a watch:

*Time 0000, Day #1, year 1963 The watch has begun.
Moored port and starboard at NTC, On this very quiet New Year's Eve.
Six hawsers to starboard, Seven hawsers to port, Starboard chain to Bouy 1, We're really held taut.
Concrete and black top, Her make believe sea, She strains her moorings in a ten knot breeze.
Draft nine feet forward, Ten feet aft, It's never changed on this Naval craft.
All services received, Direct from the pier, She's had no engines, For many a year.
Electricity, steam, Fresh water too, Furnished by Public Works, Power Plant Two.
North Island to starboard, A beautiful sight, To port lies Gate Six, All's quiet tonight.
Dead ahead lies Camp Nimitz, Where training begins, Astern lies Point Loma, And the Bali Hai Inn.
Anchor lights burn bright, No stars are in sight, The decks are all silent, On this New Year's night.
She's made of plywood, Sheathed in steel, Her deck guns are wooden, Her "K" guns are real.
Recruits look forward. To a trick at her wheel, To them her helm, Has a magic feel.
She's been in commission, Thirteen long years. Started thousands of Sailors on Naval careers.,
Admirals and Generals, Civilians too, Have trod her decks and met her crew.
She's a famous old ship, A Training Aid too, She's open for tours, To all of you.
Happy New Year, To all the officers and men,
Past, Present and Future,, From an old wooden friend:
USS Recruit (TDE-1)*

George E. Johnson, BMC, 01 January 1963

Yes, the same George E. Johnson, USS Mars (AFS-1) (1963-65)

