

June 2006

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

Newsletter No. 21

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**from the editor's
desk**



My fellow
shipmates

The day is fast approaching for the scheduled sinking of the USS Mars. The latest word that I have received is that she will be used in a fleet exercise in July 2006. I hear she will be a target.

Mark Tinaz (1991-94) is stationed in Pearl Harbor & will try to take pictures of the ship as she is being towed out of the harbor. Needless to say, we would like to obtain all filming/photos of the sinking.

..... We need help on this one.....

If you have any kind of military contacts that can provide us with the photos of the sinking, please make the effort to see that we will have all the available film/photos for our history books.

The good news is that the ships bell has been removed from the ship, sent to the Naval Shipyard, Washington, DC. With the joint effort of the Mars, PA, Mayor Dick Settlemire, the town council and Senator Rick Santorum's, office who expedited the paper work, the bell now has a new home in Mars, PA. A well done to these fine folks in Mars, PA. A special thanks to Arthur Sweetland (1963-65), as he started the ball rolling for this joint effort & has stayed with it all the way to the dedication. All the information is on pages 8 & 9.

A copy of the 1969 crew muster roll was purchased to up-date our crew listings. It is on microfilm, & I have gone through about half of it. Will complete the viewing of the film as time allows.

Plans for the San Antonio Reunion are in place & registration forms are ready. If you are planning to attend & haven't received your registration, contact me. The reunion information is on page 11.

Our Hospitality Room is always open to the Crew from Mars..... registration is not needed. Life is short....you can always make more money, but a Mars Reunion may not be available later.

The graphic guy, David Reed (1969-70) continues to be down with his computer, but you can't keep a good man down, so I hope he will be back at his desk for the next newsletter. In his down time, I will continue to struggle with the newsletter lay-out.

Sadly, we continue to loose good men. Plankowners CWO-4 Tex Western & CS2 Bobby Otts have passed away. I just learned of the passing of Tex & will have all the information in the next newsletter.

A special **THANK YOU** to Joe Matejcek for paying for the next six months for our Mars website. David Reed for making up three books of our past N/L 's & donating them to Mars, PA. To the crew who helped with the folding, labeling, stamping & stuffing over 450 copies of the last N/L. David Reed, Jim Rafferty, & Bob Sizemore. After we were done, we enjoyed pizza & sea stories! To all of you who have continued to support what we have been doing over the past nine years..... you have made what we are doing, worthwhile for this retired senior citizen.

The good lord willing, & David Reed back at a new computer, the next N/L will be mailed in November.

E. R. J.



COMMENTS & MEMORIES

Colors or Quarters?

I served onboard the Mars as a Machine Accountant & had many memorable experiences. Some good & some not so good.

One of my many duties, during my early "non rated" days on the Mars,

was to stand a Messenger Watch on the Quarterdeck while in port. At the time, there were four watches on the Quarterdeck. They consisted of a Officer of the Deck, Petty Officer of the Watch, Boatswain's Mate of the Watch, & a Messenger, all standing the Quarter Deck watches. It was really quite crowded on the Quarterdeck, especially when the watches were changing. On one watch, I was the Messenger & the "Bos'n Roy Wright", BM1 was the Boatswain Mate. At this time, I can't remember who was standing the other watches. I was as "green as grass" but I really admired this guy Roy Wright. He had years of Navy experience with "hash marks" running down, from his crow, to the end of his long sleeve. Gold, as I remember. He had the reputation to get the most out of his deck crew. Being young, I was especially impressed with his tattoos on just every visible part of his body. The spider webs on the elbows....now that was real "salt". Truth be known, he may have inspired me to never get a tattoo on my own body. This man was "all Navy". I remember hearing he had requested to be buried at sea, & made it a part of his official personnel folder.

In my book Bos'n Wright should have been a "Super Chief". His only possible flaw, as I could see it, was having a slight speech impairment. Besides this one little thing, he was perfect. He was indeed a man of many talents, and I truly respected the guy.

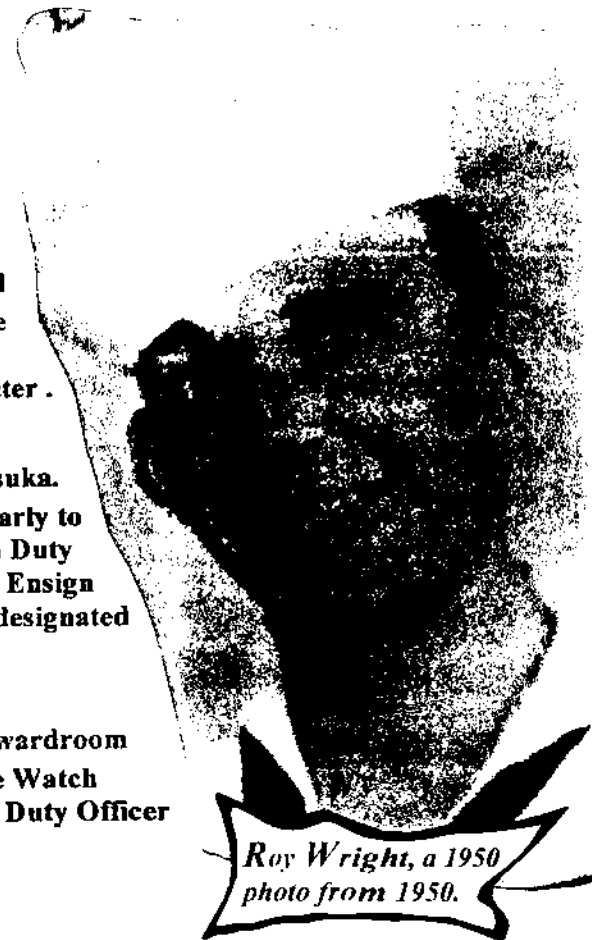
Thinking back, I believe he was the one who signed off on my practical factors, when I advanced to seaman. Let me tell you, he was a man of value & wouldn't let me slide on any of the seamanship requirements. I thought at that time he was overly strict with me, but still had to admire his character .

This particular day, it was raining buckets. I believe we were in Yokosuka. It was the 0800-1200 morning watch, & we had to be on duty 15 minutes early to cover the watch. Bos'n Mate Wright said: "Smith, go up to the Command Duty Officer & find out where we will hold Colors this morning" (raising of the Ensign ceremony). Quarters was normally held at 0755 (gathering of the crew in designated areas for roll call). Colors was always held at 0800.

With only about 8 minutes left until Colors, I had to hurry up to the wardroom to check with the Command Duty Officer. "Sir, the Boatswain Mate of the Watch wants to know where to hold Colors this morning", I said. The Command Duty Officer looks up, a little puzzled, & said; tell him "on the Helo Deck, as usual!"

Aye, Aye sir, I replied....& left the Wardroom.

I arrived back down on the quarterdeck with only about 6 minutes left before Colors. I repeated the message to Bos'n Wright. I remember him raising an eyebrow, & slowly turning around to pick up the IMC mike. I, meanwhile, turned to locate the flag. It was the Messenger's duty to raise the Ensign during the 0800 morning watch.



Roy Wright, a 1950 photo from 1950.



COMMENTS & MEMORIES

At 0755, Bos'n Wright announces over the 1MC: "All hands, Lay back to the Helo Deck & muster for Colors". My heart sank, because I realized then, he could have meant "Quarters"... not Colors. I may have just botched the whole thing.

It took me a few minutes to gather myself, & the flag. I started my walk up a couple of ladders towards the "Helo Deck" for the morning ceremony. As I hit the last rung on the upper ladder, I noticed the whole ship's company was standing in formation for "Quarters". They all snapped to attention, as I entered onto the forward part of the "Helo deck" with flag in hand....just as colors was announced on the 1MC. I marched past the formations (in the driving rain), to the after end of the Helo deck & raised the Ensign on the flag pole. I stepped back a few feet, snapped to attention & saluted the flag until the end of colors was announced. I snappily did an about face, marched back towards the forward end of the Helo deck, & went back to my duty station.

As things turned out, our Executive Officer had recently received his orders of re-assignment, & had a farewell speech already prepared. He used my boondoggle as an opportunity to do so, in the driving rain.

Sometimes things just plain work out, I suppose, regardless of the situation. *"Sorry about the drenching, Guys!"*

Until this day, every time I see a "Hollywood pirate", I get a flashback of Bos'n Mate Roy Wright. Thanks for the memories, Roy.

RD Smith, MA2; S1 Division (1964-66)

What a great time I had at the Jacksonville reunion! I've been aware of these reunions for the past several years, but never gave much thought to attending one. Have I been missing out...or what! It was great seeing my buddy Pete Sherron, & LTjg Ken Jones. Pete was my first, & best friend during my days on the Mars & we remained in contact to this day (38 years later). I worked for Ken Jones, & always had a very high regard for him. It was great to meet up with him again & have our picture taken together. I would also like to see LTjg Paul Hammond at one of these reunions. My days on the Mars are some of the most memorable days of my life. It was a time of huge growth for all of us, & I am proud to have been a part of such a professional group of men. For those that have been thinking of attending one of the reunions...give yourself a gift & attend. Chief Jones, what can I say. Although you & I were on the Mars at the same time, I never had much contact with you. That's my loss. You're such a class act. See you in San Antonio.

YN2 Don Campbell (1966-68)

Ahoy & greetings. I have been wondering for awhile now if the USS Mars had a website. Last night before leaving for work, I decided to look it up. I was ever so glad I did. Seeing this website brought back many memories for me. Those days for me have turned out to be wonderful times. Scrolling through the list of names of the crew, I remember so many shipmates. I can still see their faces, as fresh & young as if I were still with them. They turned out to be some of the best friends a kid two thousands miles from home could have.

In closing, I'm glad the Mars is in Pearl Harbor. It saddens me to learn she will be sunk. That old girl was my home from 1981-85. She will always remain dear to my heart, as will all my shipmates. Must be getting old.

PC2 Donald James (1981-85)

COMMENTS & MEMORIES

I'm sure no one remembers me. I served from 63 to 66. I was a real quite kid. Never caused any problems, never did to much drinking, or hell raising. I don't think I ever woke up any one in the middle of the night. If I ever did, I apologize to you. My time on the Mars was a lot of fun & a lot of hard work. OLE GUS CARELLA KEPT ME HUMPING, I CAN REMEMBER THAT MUCH.

I will never forget the night I swam to the India Piers from Grandee Island. The way old GUS looked at me, standing there in my oil soaked skivi shorts, his mouth twisted to the side, told me I was in deep trouble. I forgot what kind of punishment I got for that little escaped. Does any one remember the night I broke out of the ships brig? I still want to apologize to the young seaman, who fell for my little act, which caused him to open the brig door to see if I was okay. Also I'm sorry for calling the Ships Doctor, a quack. He wanted to stick a big needle in me. I remember some one telling the doc, "he is safe in there, can't get out". Big mistake, should have put me asleep, would have saved everyone a lot of problems. I came out of Captains Mast smelling like a rose. Six months probation, still got to go up for 1st class, & would you believe, got a letter of commendation to boot. A lot of folks were very upset....who gets a letter of commendation after Captains Mast?

I have to thank Duval SF1, Ratcliff DC1, Chief Carella, the Chief Engineer, the XO....boy did they back me all the way. They said so much good stuff about me, that the Captain had to write me a letter....but he left out my military behavior though.

Any way, I made it through 20 years in the Navy. Bye the way, does anyone remember SF3 Gogan? He & I were attached to *TRASH GROUP 1*, Captain Watkins special task force. We were his special shipfitters (Sunday morning, holiday routine.... except for Otto & Gogan.....TURN TWO). I remember that clearly. I can still picture the Captain coming down the passage ways, tape measure in hand.....I knew a job was coming up. Scuppers removed, boat boom moved aft...he could dream up more work. I know Captain Watkins is carrying a tape & a cutting torch, where ever he is now.

Any way, I left the Mars as a first class shipfitter or hull tech, can't remember.

I have to thank Chief Gus Carella again, he really motivated me to study, when I was sober. Does anyone remember the day we had a dependents cruise, & the fire sprinklers went off in the hanger bay? If I remember right, I was supposed to turn on the foam valve for a fire fighting demo.....the statue of limitations have ran out now, I turned on the sprinkler system by mistake. What a mess...remember that cake & the pregnant lady soaked to the bone in her smock. I knew I was going to the brig on this one. My Division Officer, bless his heart....forgot his name, & the Chief Engineer, cooked up a good story, told everyone that the heat from the barbecue pits set the sprinklers off..... I skated again.



Departed the Mars for welding school, then to the USS Grasp ARS-24, out of Guam. Spending time with those hard Navy Divers didn't do much to calm me down. I really tried to run shop like Gus would have wanted me to. If you can't beat them, join them. Went back to the USS Jason, in 1969 was advanced to Chief Hulltech. I thought I would calm down by now. Most of my troops were from Texas & the South, thought they were cowboys. You guessed it, they got me riding bulls at the Spring Valley rodeo.....no way would I do that sober.

Finally decided to get married, sober up, around 1970. My career didn't get any better after that. Retired in August 1978. Five kids & thirteen grandchildren later, I sit here a beat up old man with a lot of laughs & a lot of regrets. I talked to Gus a year or so ago & asked him why I wasn't sent to see a shrink. He said, "if you were a hard worker, they kind of over looked things." That is too bad, because after I was retired for a couple of years, I found out that I had a bad case of hypo thyroidism. Probably had this most of my life, that's why I was so crazy acting on the Mars.

Vic Otto (1963-66)

COMMENTS & MEMORIES

I, SK2 Ken Stewart, transferred to the USS Mars from the USS Pollux (AKS-4), that we decommissioned in Yokosuka in December 1968. Most of the Storekeepers & deck force from the Pollux were flown into Clark AFB & then by bus to Subic Bay to board the Mars.

I started out as acting AK for the Helo Det. The regular AK2 was working in stock control. After a few months, I was given the commissary records & flag mess items to manage. The smell of fresh baked bread about four in the morning filled the passageway near the galley

Then I became the Hold Captain of Hold 5. I slept off many a bang over down on the bails of rags on the second platform. I remember the Mars fighting the fire on the Tong Git, a Chinese freighter full of hemp off Keelung, Taiwan & the Taiwan Navy taking possession of that ship when we had put out the fire & returned to Mars.

I remember the Korean Task Force when they shot down our plane after hijacking the USS Pueblo. Her sister ship became fastened to the pier in dry dock 6 in Yoko after that. Guess no one was going to get that ship. I remember the shore patrol coming around that Friday night when we arrived in Yoko, to get my ID info & tell you to report to the ship by noon the next day. I remember going from bar to bar the next morning at 8:00 when they opened to help drink up all the beer & booze Mars sailors had checked in, so the bars wouldn't get it when the three days were up. What a mission.

Had the quarterdeck watch the night a sailor tried to climb up the forward mooring lines, but lost his grip trying to get past the Rat Guard. We got the whole harbor up for that one, as every ship launched their small boats to try & recover that sailor. Everyone had their spotlights shining into the water to aid in visibility. He was found hiding in the timbers under the pier. He told me his locker club had closed & he couldn't change from his civvies into his uniform. What a guy.



Remember trying to out wit three typhoons that out foxed the old man & closed on up. We lost a fork truck from the helo deck, the driver dove off to the deck at the last minute. The truck cleared the save-alls without touching them on that roll. A fork truck that was properly lashed down with 8 cables, broke loose & wound up inside the electric shop & had to be welded in place. The acid locker breaking loose & the SK's caring acid carboys topside to throw over the side. The boat boom was ripped from its davits. Racks in Hold 5 broke free from their upper mounting brackets. The life boats that were released from their baskets as sea water cleared the o2 level & then the salt water released the mechanisms auto inflated them & we tried to recover them without much success.
Ah....life at sea.

Remember the night we were un-reping & vert-reping a birdfarm out on Yankee Station. I was a sound talker counting pallets, net & the loads that went across the aft station. I heard shouting in my phones & looked forward to see a shower of sparks falling around & down from the engine cowling & then the helo fell from the sky as if in slow motion. Fortunately, all survived & the ship that had picked them from the sea really made out during their unrep the next day. Extra steaks....soda....and lobster. An amazing night.

COMMENTS & MEMORIES

I remember going on shore patrol in Keelung, Taiwan to replace the guy who had been assigned because he had gone over the hill. I got drunk & got 60 & 6 with a suspended bust for being drunk on Shore Patrol & probably throwing up on the boat officer who had the boat that was returning me & the BM1 to the ship.

Remember going to Singapore after the Shellback initiation. I couldn't "go over".....as I was still on restriction. Being in the coffin & the garbage chute & falling into the die marker pools on the helo elevators & finally swim call....diving in from the quarterdeck. Sure was a long dive.

Back on the line.....I was still on restriction when asked to reenlist. The Captain told the ships office to clear my file so I could reenlist. I did that in Hong Kong in 1970. I rode the Mars back to Alameda & transferred in May 1970. I stayed in and retired in 1986 as a Senior Chief.

Kenneth W. Stewart (1969-70)

I'm so glad to see an AFS-1 site. It is sad to see all the memorial losses we've had, but I guess we don't get any younger. I'm curious if anyone knows the whereabouts of Larry Carlsen/Carlson MM2, A Gang 1970-73. We were together a number of years & I just wonder what happened to him. I owe him big time. We came on board together: we were standing in the Eng. Office & the guy asks us, "Do you want M Division or A Gang", Larry whispers in my ear, "Take A Gang", so I did & I owe him Big Time for the rest of my life. Four & 44 instead of port & starboard, fresh air instead of the hole, ac/r 'c' school, so that MM2 was almost a guarantee. Hello to all my old shipmates & ALL MARS crew members.

Peters (Pete) Jones MM2 (1970-73)

I've really enjoyed hearing from fellow plankowners over the past year. I'll do my utmost to make it to the next reunion. Coming up on 68 years old. I'm still self employed as a business development consultant & just returned from a week in Shanghai. Will be returning to China in a month. Am working mostly in the area of recycling within semiconductor & solar power manufacturing industries. I'm lucky to have found a way to quench my love for travel & languages doing something that I really enjoy. My last retirement (the third) lasted only four weeks.

Thinking back to my days on Mars, I realize more & more how so many of you influenced my life in a positive manner. I was a lousy military person with a rotten attitude toward the Navy. I transferred to Mars as a CT2 & departed an SK1. I want to say how much I appreciated the Supply Division folks who corrected my course...and attitude. Special thanks to Steve Grossman & my wife Zaida, now retired from teaching middle school in my home town. We have two 40+ kids & granddaughters aged 9 & 18. I was able to make SKCM & complete college prior to retiring in 1978.

Bob Worthley (1963-67)

Had a great time in Jacksonville, this past year for Reunion 2005. I'm looking forward to the next one & I hope that some new faces can come & share some old stories & have a good time with our old shipmates. I have been to the past six reunions & I have enjoyed every one of them. Keep up the good work & I will see you in San Antonio.

Larry Martin PC3 (1968-70)

COMMENTS & MEMORIES

Thank you for another Fantastic Reunion. We had such a great time. God bless you & all the Crew from Mars. The new memorial service was the best to remember those who have gone before us & to know our memories will be at future reunions, even if we have passed.

Hopefully, the USS Mars ship's bell will be placed in Mars, PA so that even after the last Mars Sailor has gone, the USS Mars memory will live on as a ship to supply freedom.

Bill & Eleanor Lada (1965-67)

I reported to the Mars Pre-commissioning Detail in San Diego, June of 1963 & was TAD to an ocean going tug, USS Cocopa, for 90 days, before reporting at National Steel & Pre-com. I stayed on until 1966....then on to San Diego, Coronado, until I retired in 1969.

I joined the Navy in January 1943, out for awhile, came back in 1951 & stayed until I retired. I am a vet from WWII, Korea, & Vietnam. I had duty on seven ships of different types. I spent five years on the East Coast, on the USS Baltimore CA-68, home ported in Boston.

Dc2 Butler, who lives in San Diego, called me & told me of the future reunion plans. I am happy & glad he did. I am glad to see we have a newsletter & want to be added to the mailing list.

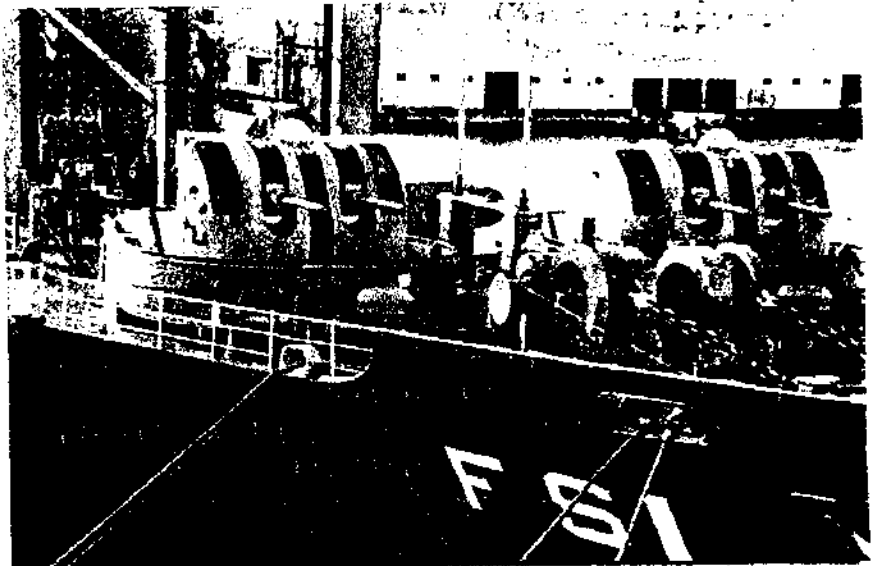
Davis E. Ratcliff (1963-66)

The Ship's Bell

Some of you may ask, just where was the ship's bell located?

Not an unusual question.

The bell was located on the 01 deck, just aft of the anchor windlass, between gun mounts 31 & 32.



If you look closely, the bell was mounted on the forward radio antenna base.

*«««« MS3 Hinton caring for the bell up-keep.
(Picture from the 190-91 cruise book)*

USS MARS BELL DEDICATION IN MARS, PENNSYLVANIA

April 19, 2006 @ 2:30PM was the USS MARS bell dedication in Mars, Pennsylvania. There were four Plankowners present for the dedication Joseph Rydzewski of Telford Pennsylvania, Gary Travis of Lacey Washington, Frank Hart of Taylor Mill, Kentucky, and Arthur Sweetland of New Kensington, Pennsylvania.

The program started with Mayor Richard Settlemyre giving the welcoming and opening remarks. He stated what an honor it is for him to have our ship's bell anchored in his city for all to come and see it. He then introduced all four Plankowners that were seated to the stage left of the bell.

The Mars VFW & American Legion Posted the colors and we all saluted and sang our national anthem.

The Mayor then introduced me and I spoke on reflections of the USS MARS AFS-1 from the first day of commissioning to daily life while replenishing ships in the South China Sea. I told them that it means a lot to the ships crew to have their bell permanently mounted in Mars, PA and that we all thank them very much. We are looking forward as a group to visiting the bell in September of 2008. If you have any questions feel free to ask any one of the four of us after this dedication and that we would be glad to speak to you.

Senator Rick Santorum gave the dedication remarks stating that we must never forget our veterans who gave so much in service to their country. And that this bell came from the USS MARS AFS-1 a ship which served its country during the Vietnam War in the South China Sea.



USS MARS BELL DEDICATION IN MARS, PENNSYLVANIA

The Senator & Mayor then unveiled the bell for all to see its brightness as it reflected the suns rays on this warm and sunny spring day.

Peg Harding a retired school teacher in the Mars school district spoke on how she made a class project of her students writing letters to the crew aboard the Mars. This letter writing went on for years with every new fourth grade class that she taught. She spoke of vacationing in California in 1991 and a Naval Officer friend of hers was able to make arrangements for her to go aboard the Mars for a tour and to stay overnight for women were aloft ship duty then. She stated "Gentlemen you have a beautiful ship and I am proud of her".

Calvin Wonderly a local bagpiper played ceremonial music during the whole program, including military songs and religious music. He closed the ceremony with the hymn entitled Amazing Grace.

Mayor Dick Settlemire then gave acknowledgements to the following companies for their part in restoring the bell and building a podium that was donated by area businesses:

Kier Construction, Kozminski Auto Body, Mars National Bank, Paul's Chrome And Plating, Salter Construction, Woodward Inc., TJ Hopper Concrete, Mayor Dick Settlemire & Councilman David Farr for traveling to Washington D.C. to transport the bell to Mars, PA and Scott Trowbridge of the Air National Guard donated time and materials to put the bell on display.

The Mars VFW and American Legion then retired the colors and the dedication was over.

Submitted by; Arthur Sweetland (1963-65)



USS Mars (AFS-1)

History 1974



Commanding Officers

Captain Richard C. Adams
Captain Douglas R. Mc Crimmon

Executive Officer

CDR William C. Kauffman

Supply Officers

Capt. James E. Miller
CDR Ed P. Dewey

The New Year found the Mars in the Indian Ocean in company with USS Buchanan (DDG-14) & USS England (DLG-22), heading for Singapore. On the 8th of January, Mars entered Singapore, thus ending a very successful Indian Ocean cruise. Mars departs on 16 January for Subic Bay to replenish depleted stocks & some much needed work done on board. Departing on the 28th, Mars stopped for a two day visit in Keelung, Taiwan.

Mars returns to its homeport of Sasebo, Japan on February 4. This marked the end of a 55-day operating period. The ship began a Restricted Availability (RAV), which would last into the first week of April.

With RAV completed, Mars was underway on 10 April, for Yokosuka & REFTRA. Engineering problems developed & SRF Yokosuka went to work on the plant. Repairs & training completed, Mars was underway on the 29th for Sasebo, replenishing ships along the way.

Returning to Sasebo on May 4, for two weeks of routine in port activity & a dependent's cruise on the 21st. Mars was underway on the 27th for her first scheduled evolution in the Yokosuka OP AREA. The ship arrived in Subic the evening of June 5. The next day, Mars was underway for UNREP's with the USS Kitty Hawk & her escort ships. On the 13, Mars was underway for Sasebo & arrived on the 18th. The next ten days were spent in preparations for an Indian Ocean cruise, the ship getting underway on the 28th.

The first week in July was spent replenishing ships, with a short three day stop in Subic, before heading for Singapore. During the transit, Davey Jones came aboard to initiate those slimy POLLYWOG's into the Realm of the Deep. The ship arrived in Singapore on the 10th & was again underway the next day for replenishments in the Malacca Straits, before heading into the Indian Ocean. After many long days of UNREPS & VERTREPS, the ship returns to Singapore on the 31st for a four-day port visit & a much deserved rest.

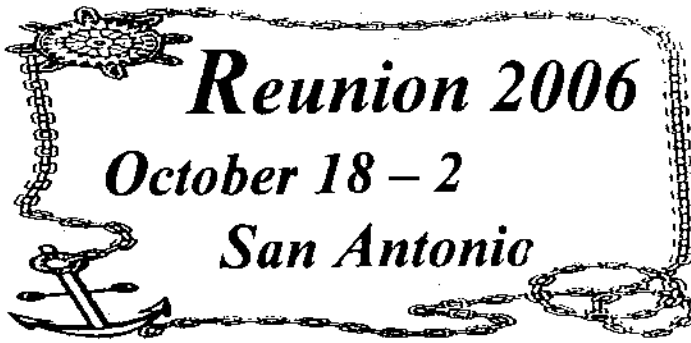
Mars was in Singapore on August 1, when the new Commanding Officer, Captain Mc Crimmon reported on board. The ship was underway on the morning of the 3rd for Subic Bay. A large contingent of ships were replenished before arriving in Subic on the 8th. Captain Mc Crimmon relieved Captain Adams at the Change of Command ceremony & a three day loading period started. Mars departs Subic on the 12th, heading for Hong Kong, once again, replenishing ships along the way. The ship arrived in Hong Kong on the 14th for a few days of R&R. Underway on the 21st, headed for Koahsiung, Taiwan, with VERTREPS along the way. After a two day visit, Mars was underway for a CONSOL with USS White Plains (AFS-4). The ship arrived in Sasebo on the 27th. During this two month operating period, Mars ended up with an overall net issue effectiveness of 96%.

September was spent in Sasebo, until the 23rd, when Mars made a two day visit to Pusan, Korea. After returning to Sasebo, two days were sent loading, and then Mars was under way for operations to replenish Task Group 77.4

During October, Mars was in & out of Sasebo on several occasions to replenish ships in the area. She departed on the 29th for an extended operating period.

November was the busiest month of the year, with most of the time spent underway replenishing every ship operating in the area with the US Seventh Fleet. A much need stop was made in Subic to load at NSD & prepare for another swing with the fleet in the areas of operations. Avoiding Typhoon Irma, most of the fleet headed south & Mars was able to meet up with them for replenishing.

On December 1st, Mars, was busy with 11 more ships, chasing most of them all over the South China Sea. Returning to Sasebo on the 6th, the remainder of the year was spent home, except for one day of underway replenishing with the USS Midway & her escorts. The holiday season was spent in the Mars homeport.



Reunion 2006

October 18 – 2

San Antonio



Our man on the ground in Texas, Ed Biddle (1969-71) has helped coordinate this reunion & our plans are set. This will be the first Mars Reunion in Texas & we look for a good turn out. The

registration letter has been sent to those who have requested one. **MAKE PLANS TO ATTEND.**

We will be using the La Quinta Inn & Suites, 100 W. Durango Blvd. San Antonio, TX 78204. Room rates are \$89.00 + tax. (All rooms are suites). > Reservations > (210) 212-5400 > USS Mars (code).

The Mars Hospitality Room is located on the first floor. We will open the room on Wednesday at noon & the room will be available for you & your guests to use all weekend. Soft drinks & snacks will be provided. This hotel will allow you to bring in your own favorite beverage.

Three events are planned with time allowed for you to relax or sight see on your own.

Thursday: October 19:

Historical Tour of San Antonio.

Our bus will leave from the hotel at 10:00 AM, for a day of sight seeing & some early holiday shopping. Stops are planned for the SAS shoe factory, the Spanish Mission Concepcion, the River Center Mall, the Alamo, & the Mexican Market, with over six blocks of shopping.

Friday: October 20:

*Welcome- Introductions-
Social Time. Group pictures.*

The bus will depart at 1800 for the River Walk Boat Tour & Dinner.

Saturday: October 21:

We will bus to the 7A Cattle Ranch for our Reunion Banquet Dinner. The bus will leave at 1730. The 7A Ranch is the only working cattle ranch in the San Antonio area which hosts chuck wagon parties. The evening includes transportation, old fashioned pit beef Bar-B-Que dinner, a Western show, & a hayride tour of the ranch.

Registration forms are available by e-mail.

>>>>> oneerj@pacbell.net <<<<<<

Write: Everett R. Jones, 1947 Gotham Street, Chula Vista, CA 91913

Reunion 2007 San Diego, California October 10 – 14 Holiday Inn Bayside

Reunion 2008 Pittsburgh, Pennsylvania Working on plans for the month of September.

Reunion 2009

No Plans.....Looking for HELP!



Reunion Comments:

It's been a while since the Reunion in Jacksonville, but I just wanted to say how much I enjoyed coming to my first Mars Reunion. From Day 1 thru Day 4, I certainly felt like "one of the family". Meeting new friends and reuniting with old ones, made for a really great time. Thanks...your team made everything go smoothly....from the introductions to the raffles, the Base Tour & JFK, the Banquet...it was great! And the bus fender-bender added to the surprises. Even that brought us closer together. I surely want to add my appreciation to Rosi and Paul Anderson for the wonderful beach party.

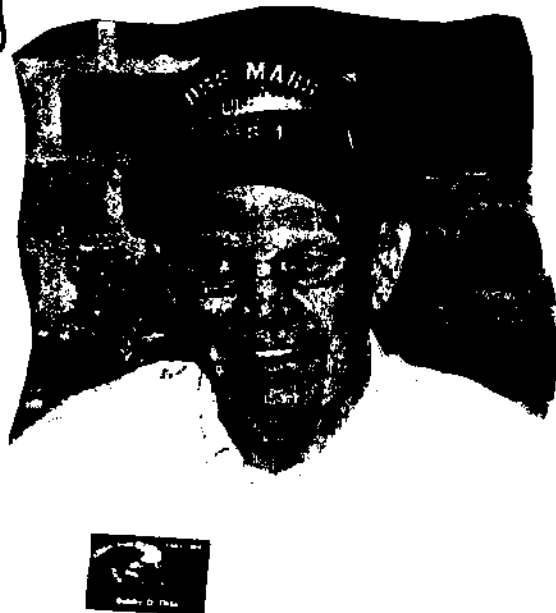
My wife, Peggy is coming with me this October to San Antonio, TX. She heard so many good things from me, she wants to join the "party". Both of us are looking forward to 10/06!

Lawrence "Larry" Jones (1963-66)

We Mourn the Passing of these Shipmates

Bobby D. Otts
CS2

1963-1965
Plankowner



Bobby passed away March 9, 2006 from complications following surgery.

Bobby and Sue attended the Seattle and Jacksonville reunions and were looking forward to seeing everyone in San Antonio.

...YOU WILL BE IN OUR THOUGHTS...

In Memory

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

www.ussmars.com

USS MARS HISTORY - JUNE

40 Years Ago - 1966

After spending most of April & May off the coast of Vietnam, Mars returns to her homeport, Yokosuka, Japan. During the first week in June, CDR Louis M. Sappanos relived CDR James M. Baumgardner as Mars Supply Officer.

Twenty nine days were spent loading supplies & Mars is underway again, setting course for Market Time & Yankee Stations.

30 Years Ago - 1976

The month of June started out on a low note. Mars was anchored in Subic Bay & couldn't put to sea due to burned out ball bearings in the anchor windlass. With the help of a floating crane, the anchor was raised & the ship headed north to Sasebo. En route, the USS Ranger (CV-61 & USS Midway (CV-41) were replenished, along with their escorts. A transfer of 3000 gallons to the USS Cochrane (DDG-21) took place, who had been rationing water, due to a boiler casualty.

After a short stay in Sasebo, Mars got underway to participate in the Korean ASWEXK2-76. Light line transfers were conducted with Korean & U.S. ships. During this time, one day was topped off with a gun shoot at KODO Islands.

The end of the month was spent dodging two storms that caused a stop in Keelung, to be cancelled.

20 Years Ago - 1986

As June began, Mars was still moored at Todd Shipyard. The PMA period concluded four days early & under budget. Most of the month was spent with sea trails in the NOCAL OPAREA, or residual maintenance & upkeep.

On June 26, Captain John J. Coonan Jr. relieved Captain Ira M. Hipper as Mars' Commanding Officer.

The ship spent the remainder of the month in port at NSC Oakland.

MEMORIES FROM 1973 – A YEAR TO REMEMBER

Ev, thanks again for all you do for the MARS folks and our memories and apologize for the lateness of this response. Your article in the January, 2006 Newsletter about the time I was aboard was extremely accurate— as I would expect. There are two other side incidents that may add to the story that I want to share with you and may be good as a future article.

The change of homeport from Alameda/Oakland to Sasebo, Japan in March 1973 was a real test for the new crew but went quite smoothly. I was so occupied by the loadout for deployment and doing the logistics of moving families, cars, HHG and pets (which we put aft in a "kennel" near the flight deck elevators) I was not able to arrange for my family to move, thus they flew to Japan later. One of the young families was put up in the stateroom of my Cargo Officer, then a CWO whom I gave leave for the transit to get space, but he was not a happy camper with this intrusion on his "home". Shortly after leaving Pearl Harbor a new Ensign approached me and said he and his wife had not slept well since we left Oakland because of the "noise". I went to the stateroom of my Cargo Officer and heard a loud racket from his bottom drawer – which was locked. We got the drawer open and it had about 50 ball bearings which were sloshing around in the drawer with every roll. End of mystery and I think the young Ensign and his wife had a baby nine months later. When in Sasebo and I stopped laughing I had a heart to heart with my CWO. I learned a lesson about CWO's and still am not sure who won that discussion.

On July 25, 1973 MARS went into Dry-dock for rudder repairs. About a week later there was a flood from some temporary water lines on the reefer decks which put all the frozen and chill spaces down. We immediately put up signs that said anyone opening these spaces would be court-martialed as we had about a million and half dollars of food in them. We also put pallets on the main deck over the reefers and kept them hosed down to keep the heat transfer down since July is a very hot month in Sasebo. We also had 24 hour hose crews on the pier cooling the hull side of the reefer spaces. Also betting on the come SERVON, over my objection, requested a fleet of reefer trucks (some 100) to be deployed to Sasebo from Yokosuka in case we needed to offload the freeze and chill. We could not offload the product without changing the weight and moment of a ship in dry-dock. It might well have caused us to overturn in the dry-dock. The real heroes were the crew and the Sasebo SSK shipyard workers who got the Compressors out in short order [through 2- 3 levels] and repaired and reinstalled them in about 36 hours. All we had to survey was some ice cream and some chill. Needless to say a tense time for this great crew from MARS and an SSK workforce who rose to an unusual situation.

Ev thanks again for your effort. I think I am the only Mars SUPO that became Commander, Naval Supply Systems Command and Chief of Navy Supply Corps. I credit much of the learning for this from my tour on MARS.

Jim Miller
RADM, SC, USN
37th Chief of US Navy Supply Corps



USS Oriskany (CVA-34)

On May 17, 2006, the USS Oriskany was sunk 24 miles off the coast of Pensacola, FL.

The retired ship settled up-right on the ocean floor to become the world's largest manmade reef.



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

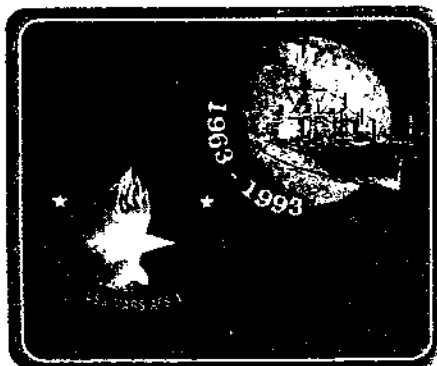
Mars Ball Caps:



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

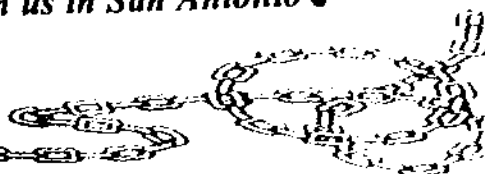
George E. Johnson	\$100.00
Larry Martin	\$25.00
Davis E. Ratcliff	\$25.00
Kurt Schuldt	\$10.00
J. B. Meachum	\$25.00
James M. Baumgardner	\$10.00
Robert A. Worthley	\$50.00
Dennis Oliver	\$25.00
Joseph C. Hamilton	\$75.00
Andrew M. Collaro	\$20.00
Richard D. Vroman	\$25.00
Isaac R. Lopez	\$25.00
John D. Willis	\$50.00
Frank L. Wollard	\$30.00
Paul Randall	\$50.00
Daniel P. Holland	\$25.00
Charles E. Vogel	\$25.00
Brian M. Schmitt	\$50.00
Billy J. Buckley	\$25.00
Bill E. Lada	\$25.00
Frederick B. Gillespie	\$25.00
Tony Winslett	\$25.00
Kurt M. Elliott	\$50.00
Larry L. Smith	\$32.00
Gilbert J. Chavez	\$50.00

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

With your help, plans are to up-date the master mailing list by the end of the year. We have made contact with over 1000 crewmembers. Many of the e-mail/address need to be brought up to date. Please do this sometime before December. I hope to have the new list available in print & on CD.



● Make plans to join us in San Antonio ●



Statement of Newsletter Account

Expenses:

Printing newsletter #20	\$320.01
Stamps/postage	\$344.83
Envelopes	\$ 49.54
Other printing	\$ 19.86

Total expenses \$734.24

INCOME:

Newsletter donations	\$877.00
Account interest	\$ 5.33

Total income \$882.33

December 2005 Balance ... \$3174.13

May 2006 Balance .. \$3322.22

NOTE OF INTEREST...

DD-214's, & other service jacket information, is now available on line.

<http://vetrecs.archives.gov/>

Thanks to Gerald Havens (1965-67) for testing the site & passing on the information.

The VA has added nearly 2 million records to their online gravesite locator. Online since April 2004, the site helps veterans' families, former comrades-in-arms & others find the graves of veterans.

<http://gravelocator.cem.va.gov>

Fleet Reserve Association: The FRA has extended membership to all Sea Service veterans with enlisted service. The FRA is the strongest voice on Capitol Hill for pay, benefits, & quality of-life programs that affect Sea Service personnel. Contact your local FRA for more information.

... 15 ...

From the Graphic Desk



In the issue #19, on page 12, "Martians look to the sky!" the information from the internet was false. We hang our heads in shame for not having checked the information.

After attending the Jacksonville reunion, I was reading a copy of the e-mails....I know I had a super good time, other then it was just too short. The old saying, "My how the time flies when were having fun." In this case that was very true. Knowing that most of the time the saying was used when events just never seem to end, like all those long hours at sea.

The one thing we would most like to hear from is, the ladies that have been to the reunions. We worry that in the planning, we leave the ladies out. Believe me when I say we know that you ladies are very important, without which some of us most likely would have stayed misguided.

Now I must again report that my equipment is still down & will be replaced as soon as I see the Mac people settle into their new systems, which will be sometime in or after July 2006. I will also be going on line with the new setup. I find that without all my equipment, I want to scream. This old sailor lives to do graphic design stuff.



On a more serious note: I would suggest that all of us remember all of our fellow shipmates in prayer, who are facing those battles, tests & trials that come with old age. Our country & the young troops also should be remembered in prayer.

D. Reed

Thank You

REUNION DONATIONS General Fund

Ira J. Hunter	\$33.00
Arthur Sweetland	\$8.00
Larry W. Jones	\$75.00
Charles E. Vogel	\$25.00
Terrance Roughton	\$13.00
Leroy Gire	\$25.00 (2006)

REUNION 2006 DONATIONS

Frank Hart	\$25.00
Fred E. Stith	\$65.00
Everett R. Jones	\$50.00
Michael R. Toy	\$25.00
Frank Rawl	\$25.00

Statement of Reunion Account

EXPENSES:

Postage/stamps	\$103.90
Printing	\$ 11.88
Raffle items (2006)	\$179.32
Mars website (6 Months)	\$107.88
Crew muster roll (1969)	\$ 65.00
Total Expenses	\$467.98

INCOME:

Ship store sales	\$270.00
Donations	\$179.00
Account interest	\$ 5.33
Total Income	\$454.33

December 2005 Balance	\$2302.97
May 2006 Balance	\$2289.32

*We thank you all
for your support!*