

CREW from

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www.ussmars.com

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

November 2006

Newsletter No. 22

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from the editor's desk

My Fellow Shipmates



Another year has gone by much too fast for me. Seems as we get older, we are not getting a full 12 months a year. Our informal organization will be going into its 10th year in 2007. Reunions are planned into 2009 & we remain financially sound. I thank everyone who has continued to support what we are doing.

The day finally arrived that many of us did not want see. The USS/USNS MARS was sunk on July 15, 2006. We have pictures of the sinking, and they may be the only ones available. The details are on page 5.

The San Antonio Reunion went off smoothly & 12 new attendees were able to join those of us who have been regulars at these reunions. I hope those that attended had an enjoyable four days with your shipmates from years past.

For those who visit the Mars website, you may have noticed that the spammers have made the guest book their personnel page. I have tried to visit the guest page daily to delete the unwanted remarks, but I feel it is a losing cause. The format has changed, so I am no longer able to update the crew listing. Haven't had contact with Joe Matejcek, the website provider, so don't know the future for the site.

The Court of Appeals for Veterans Claims, ruled in September 2006, that veterans who served on Navy ships off the coast of Vietnam & were awarded the Vietnam Service Medal may be eligible for service connection for Type 2 diabetes as well as certain cancers, including lung & prostate cancer. It appears that more veterans were exposed to herbicides such as Agent Orange, than at first thought.

A special thank you to those that folded, stuffed envelopes, stamped & sealed newsletter #21. Jim Rafferty, Carnell Butler, Gary Joslin, David Reed, & Bob Sizemore. In less than four hours, we were finished & ready for the mailing. Your help was very much appreciated.

I am turning over the job of newsletter editor to Arthur Sweetland (1963-65). David Reed has been busy with personal family business & I no longer can do it alone. I have enjoyed being involved with this N/L, but I have a family & another life that I need to devote more time to. Please give your support to Arthur to insure that our newsletter will continue. You can send your comments/memories to Arthur or me.

Our next Mars Reunion is scheduled for San Diego in October 2007. This will be the last west coast reunion until at least 2010. Make plan to attend. October 10-14, 2007

*Enjoy the holiday with friends & family.
Life is sometimes too short.*

ERJ



COMMENTS & MEMORIES

Hello fellow Martians. I was a crewmember (Deck Ape) from 1967-1969. I have been to the website a couple of times. I recognize some of the names & a couple of the faces.... Oscar Ackerman, Captain Anderson, Lt Woodward. I remember waking up (don't tell anyone I dozed off!!) while on port or starboard lookout & spotting the silhouette of a parachute & pilot in the moonlit & partially cloudy sky. I never learned if he had been shot down or had mechanical failure. Anyhow, it was me that spotted him & the CWO who was also on duty that night tried to say I did not see anything. But it was later confirmed that the pilot had to hit the chute & I was credited with spotting him. Captain Anderson gave me a weekend pass at our next port of call for R&R & I was one of the first off the ship.

I had other fond memories of my time on board, including a wild helo ride with one of the helo pilots. Numerous VERT REPS & UNREPS in calm & rough seas. I remember the Mars being part of the Armed Forces Expedition to Korea during the Pueblo incident & the Russian Destroyer that shadowed us.

Some of the other shipmates I remember are David Lott, Yinger (we called him YoYo 'cause he was a Yeoman), Alexander Jackson, Hayward Jones, Roy Bumphurs, Eugene Mooney, Darylrymple, Shove, Ira Calton (he was a gunners mate), & I almost got into a fight with him during Mid-Rats (midnight rations). There are others. Anyhow, I hope to make one of the reunions in the future. I live in Marianna, FL.

Jimmy R. Jackson (1967-69)

In August of 1963, I was reassigned to the pre-commissioning crew & sent to National Steel & Shipbuilding. A lowly 18 year old Fireman at the time, I attended every one of the schools available to the engineering crew in the San Diego area before being allowed to even see the ship. Finally, a week or two before commissioning, we were allowed to go aboard the ship. I really don't remember what I was doing during that time, other than to say we were kept rather busy. I do remember the day of commissioning, as a day of rest.

I was assigned to the A Gang & do remember immediately modifying the spaces assigned to us so we would be able to live with what the designers had left us & putting in work orders to modify the ship in Long Beach.

After forty years, I really don't remember much, but a few things do stand out in my mind.

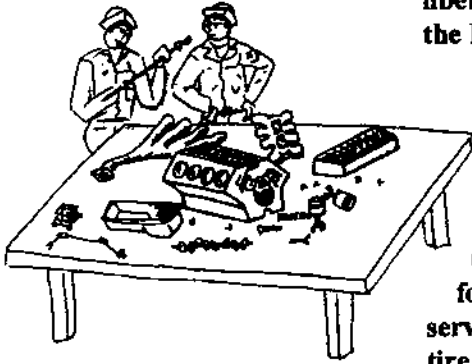
Initial loading while in San Francisco, I think I must have had my hands on every box of frozen stuff to go into the refrigerated hold while simultaneously trying to figure out why things occasionally got hung up & the conveyors jammed on every other box to go down. Got that sorted out in my mind & can remember working on them over the next few weeks & never again having a glitch reported about them for the rest of the time I spent onboard.



I also remember the forklifts being a hassle for me as after a few months of operation, keeping the brakes working on them, as carrying large loads on a rolling & pitching deck wore them out pretty quickly & they did get some pretty heavy use.

COMMENTS & MEMORIES

Also remembered, calling Lt Hall's birth legitimacy into question when he decided he wanted old wooden liberty boats rather than the new fiberglass boats we originally had lined up for the Mars, because the wood looked better, especially that night in Subic Bay when we had them in use & one of them old engines glowed cherry red from getting so hot during a trip, we needed to pull the engine the next day & fix it.



Remember wondering why an engineman would be required to refuel the helicopters during vert-reps, except that the nozzle was too complicated for the Air-dales to handle, or maybe it was just that they expected a full-service when they pulled in; I never did get to wash their windshields or check tire pressure though, wonder why?

Most of all, I can remember the ship being a good feeder, I rarely missed a meal, somewhat important for a 140 pound teenager.

I left the ship sometime around December of '65 as an EN2, to another ship stationed in Yokosuka.

The Mars was a good ship with a great bunch of guys. I found out when I got transferred out to the USS Tilamook, that tiny whaleboat looking thing that used to tie up across the pier from the Mars in Yokosuka. It left before I arrived & I had to chase it about 2,000 miles, typical Navy efficiency I guess. I bobbed around on that ship for a year after leaving the Mars, that was primitive living at its best. Found myself working for a Captain (LT) who wished to be Admiral before Captain Medley, conducting shore bombardment with the little 3-inch peashooter we had on a trip up the Mekong River. Didn't do much damage, but you should have seen the people run, ripping their black pajama's on the bushes on the way. The hut we were shooting at wasn't destroyed, merely annoyed it a bit.

After riding two typhoons in that little tugboat, I decided Navy life wasn't for me as long as they had tugboats & went back to school. I spent the next ten years repairing mainframe computers, & when they became so reliable a chimpanzee could do it, drifted into repairing medical equipment for a living. In 1983, I became District Manager for a Clinical Engineering Company. In 1992, I started my own personal computer repair business for hospitals & was quite successful until God told me to slow down, I worked for only two more years after the stroke & finally retired to Florida after divesting myself of my business to fight a bout of cancer & burn all the hair off the back of my head with radiation treatments. So now I'm retired, fat & bald like the rest of you, graying at the temples & dreaming of the days when I was 140 pounds & ambitious, with a full head of hair & lots & lots of memories.

I've been married now for 36 years; have a daughter who is a nurse in Pennsylvania, & a son, a CNE working for Capitol One in Virginia. I had a house built for me here in Titusville (across from the space center). It's a town as exciting as it's name & I'm spending time looking for a boat a little smaller than the Mars & writing some novels in my spare time when I'm not ducking hurricanes.

Dennis LaBoyne FN-EN2 (1963-65) A Division



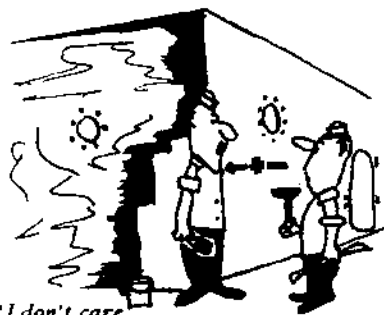
COMMENTS & MEMORIES

I was on the Mars from 1968-72. When I left the Ship, I went to shore duty at Port Services at Treasure Island, California. Then in 1974, I retired from the Navy & went to work for the San Francisco Bay pilots for 27 years. In 2001, I retired for good.

Really enjoy the newsletters & I keep in touch with a couple of shipmates.

QMC Richard D. Lines (1968-72)

When I was notified about going aboard a brand new ship in '63, I thought this is going to be easy, cause I would be in the deck department & since she had fresh paint their would carefree days ahead. Seems as though I was wrong, we started chipping paint the first week. Seems they needed red lead instead of zinc chromate. Would you not figure they could have told that to the nice people at National Steel? Great memories of the shakedown cruise to Acapulco, Seal Beach Ammo dump, San Pedro & then off to Hawaii for 6 days before we arrived in Yokosuka. Turning 19 in Subic Bay was an eye opener, I owe the Mars and all my buddies a great big Thank You. Turned my life around.



"I don't care
... you gotta let it dry first!"

Jim Glidewell (1963-65)

It was an afternoon watch some where in the South China Sea. It was sort of a lull in the normal hectic routine. The skipper stepped on the bridge & asked the OOD "which way is north?" The OOD being ever so vigilant ran to the gyro repeater & was about to ascertain true north when Captain Watkins said it would not be that easy. "The gyros have taken a hit, you no longer have a gyro to tell you which way is which." Again the OOD being on top of things scurried over to the magnetic compass & almost found the correct way when he was cut off at the knees by a casualty imposed by the CO.

Now the OOD looks sort of dumbfounded to the JOOD who looked questioningly to the QMOW who gives the yard-bird shrug & a why are you asking me look.

All seems to be lost when Captain Watkins asked if anyone had a wrist watch with hands on it, (digital watches were just coming into fashion). In a flash, the JOOD looked at the ships clock mounted on the bulkhead & with great fanfare reported the exact time. This time he knew he had the Captain. There was no way he could now dispute his resourcefulness.

Captain Watkins said he was duly impressed with the JOOD'S ability to tell time, but the whole idea of this little episode was to see if they could tell which way was which by using the hands of a watch. If any of us had ever been a boy scout we would have known that if you point the hour hand to the sun a mark half way between

COMMENTS & MEMORIES

there & 1200 is a north south line & in the afternoon the sun is in the west. From there you can pretty much figure out which way to go.

Just one more way Captain Watkins had of making people think outside of the box. Or as he said so often, you have to have the "BIG PICTURE."

Fred Stith (1963-66)

During July 2006, the 20th multi-national Rim of the Pacific exercise concluded July 26 after a month of intensive warfare training conducted off the coast of the Hawaiian Islands. The Coalition Force was comprised of eight nations, 35 ships, 160 aircraft & 19,000 personnel. During the last phase of this exercise, five ships from the reserve fleet were used as target ships.

The USS/USNS MARS final assignment was as a target ship for this operation. She took quite a pounding from missiles before finally giving up. MARS was sunk on 15 July 2006 at 1622 hours in 2,750 fathoms of water, 54 miles from land.

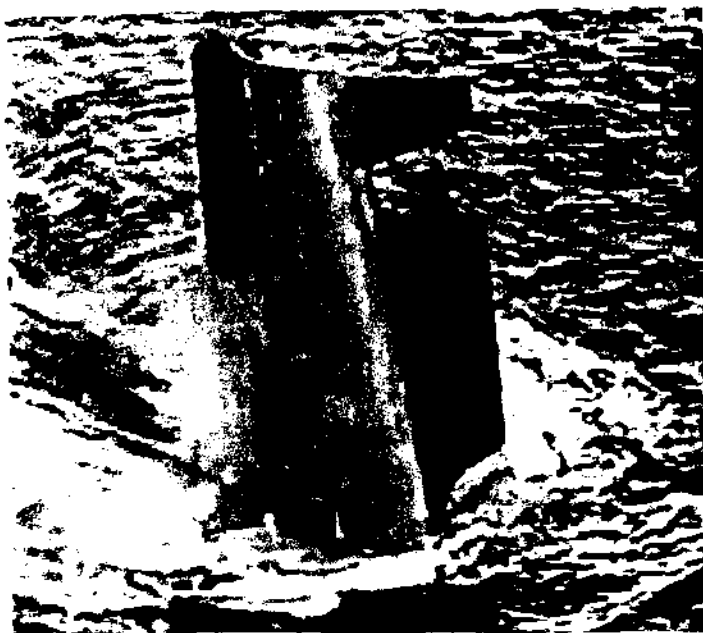
Efforts to insure we obtained pictures of the sinking were in the works weeks before the exercise started. RADM Jim Miller (1972-74) made contact with RADM Jack Prendergast, Office of the Commander Pacific Fleet, for his assistance. With the help from RADM Prendergast, we received a video of the last 45 seconds that MARS was above the water. As of this date, no other pictures or videos have been received. A very special THANK YOU to RADM John J. Prendergast for the extra effort in obtaining the video of the sinking., from all the crews of the USS MARS, we THANK YOU.

After I received the video, I made an effort to have still pictures made. To my surprise, I found no one that could do this. Two of the largest photo stores in San Diego, were not able to provide this type of service.

To the rescue came my son-in-law Joe. He was trying different things with the video on my computer, when he found a way to stop the film. He took the video home and within the hour he had a nice eight picture sequence of the sinking. I had these pictures copied & had them available for those attending the San Antonio Reunion in October.

If you would like to purchase a set of these pictures, they are available for \$4.00.

MARS REUNION
P.O. Box 212172
Chula Vista, CA 91921



Everett R. Jones (1965-68)

USS Mars (AFS-1)

• History 1975 •



Commanding Officers

Captain Douglas R. Mc Crimmon
Captain Harold W. Bademan

Supply Officer

CDR Ed P. Dewey

Executive Officers

CDR W. C. Kauffman
LCDR James Ibach

The new year of 1975 found the Navy's Number One AFS in Sasebo, Japan, her homeport. On the 6th of January, Mars is underway for a 12 day load-out in Subic Bay. During this time period, the ship got underway to conduct VERTREPS & CONREPS with TG-77.4, then returning to Subic. On the 26th, Mars was underway for Singapore, arriving on the 29th. After loading fresh provisions, she was underway the next day, headed toward the Malacca Straits to meet the Indian Ocean Task Group 77.7.

In February, a tropical cyclone changed operational plans of the Task Group by severely striking the Island of Mauritius, & in particular its capital city of Port Louis. The Mars joined the USS Enterprise & her escorts & steamed toward Port Louis. Arriving off Port Louis on the 11th, the ship provided support, as did the MARS HC-3 Helo DET 104. Upon completion of relief operations, the Task Group got underway for Diego Garcia. Mars arrived on the 18th, off loaded all its fleet freight & was underway the next day. The following week was filled with shipboard training & replenishment operations. On the 26th, Mars exchanged fleet freight with the White Plains. The ship then headed for Hong Kong, where wives & friends were waiting, having made the trip from Sasebo. Mars arrived on the 28th, to join the Queen Elizabeth II as a tourist attraction in Hong Kong harbor.

On the morning of March 4th, the ship bid farewell to Hong Kong & headed home, accompanied by 23 dependents & guests.. The arrival in Sasebo on the 8th marked the end of a highly successful operating period.

April 4th, the White Plains was ordered to sail in support of the Cambodian evacuation & Mars INREP'ed her to increase her load. Mars was placed on a 48 hour stand-by to get underway in support of these operations. The stand-by ended on

the 5th, as she got underway on the 7th for Subic Bay. On-loading began immediately upon arrival & continued through the 11th. Underway on the 12th, Mars conducts VERTREPS & CONREPS with three task groups, totaling 25 ships. The Cambodian evacuation completed, Mars headed north to join the Seventh Fleet. The meeting did not happen, as political crises were brewing in Vietnam, so three days of loading in Subic, was condensed into one & Mars was ready for sea the following day. She got underway the following day with 66 passengers & 26 tons of fleet freight & headed for Vung Tau, South Vietnam. On the 28th, the Vietnam Air-borne evacuation began when several Marine helicopters arrived in Saigon & began carrying personnel to the waiting U.S. Navy & MSC ships off the coast. The Mars stayed clear of the actual evacuation operations, but stood ready to provide contingency support if needed.

May found Mars transferring medical supplies to MSC ships & fleet freight to seven ships. Arriving in Subic on the 4th, Mars began off loading urgently needed supplies. Mars then was tasked to provide emergency supplies between Guam & Subic Bay. On the 14th, Mars returned to Sasebo. The ship received word that her Engineering Department had been awarded the Engineering "E".

The ship again gets underway on the 9th of June, after a much needed upkeep. Mars spends four days in the Okinawa OP AREA & then returned to Sasebo. On the 14th, 98 family members & guests were taken on a dependent's cruise, which included tours of the ship, a gun shoot, a cookout & a thrilling display of airmanship by the Mars Helo DET 104. The ship was informed that her Supply Department had been awarded the Departmental Supply "E".

July, the ship spent the first two weeks in Sasebo. Leaving port for a few days of UNREPS &

USS MARS History 1975: (Continued)

VERT-REPS before returning to port. The import period from the 26th to August 14, was enlivened by the arrival of four ships, for which Mars provided INREP services. On the 14th, Mars returned to sea for a week of replenishment of ships in the area. Returning to Sasebo on the 21st, just in time for a dependents cruise to Pusan, Korea. With 131 dependents & guests, the ship spent four days of R&R in Pusan.

Mars got underway on the 8th of September for a special operation in northern Japanese waters. She made a two day stop in Yokosuka, then proceeded to the Northern Sea of Japan, to replenish the ship's operating in the area. After two weeks, Mars returns to Sasebo.

The first three weeks of October are spent in port for some much needed up-keep. She got underway on the 22nd to replenish all the ships operating off Okinawa & Japan, before arriving in Subic Bay for an 800 pallet load-out.

On November 3, Mars was underway, headed north to meet up with two carrier groups, the USS Kitty Hawk & USS Oriskany, for a busy three days of VERTREP & UNREPS. The ship entered the harbor of Kaohsiung, Taiwan on the morning of the 7th. That day, while in Kaohsiung, the Mars held a brief Change of Command ceremony where Captain Harold W. Bademan relieved Captain

Douglas R. Mc Crimmon as the Commanding Officer of the MARS.

Underway on the morning of the 11th, the ship was once again busy replenishing ships on her way to Subic Bay. While in port, the ship passed 197 pallets by VERTREP to the USS Kitty Hawk. Mars then got underway for more UNREPS. The following day, while staging the helo deck for an evening VERTREP, the ship took a heavy role to starboard causing a fork truck & its driver to skid across the deck & down into the water. After fifteen anxiously awaited minutes, the sailor was back onboard, safe & sound after an extremely professional rescue by the members of HC-3 DET 104. Underway between the Philippines & Taiwan on the 23rd, the ship experienced 17 to 20 foot seas & gale force winds. Unable to rendezvous with the remainder of her commitments, she completed her mission & headed toward Sasebo for an arrival on Thanksgiving Day, the 27th of November.

Mars spent the entire month of December in Sasebo, with the exception of two scheduled replenishments in the East China Sea. The remainder of the holiday season was spent amidst family & friends.

The Meritorious Unit Commendation was award to the ship for operations from April 12 to May 11, 1975. This was the third award for the USS MARS.

A WELL DONE TO THE 1975 CREW.



The Navy's newest combat logistics force ship USNS *Lewis & Clark* (T-AKE 1) was turned over to the Navy this past June. The Lewis & Clarke is the first of nine T-AKE's being built by National Steel in San Diego. This past September, she was in Norfolk, VA.

The USNS *Sacagawea* (T-AKE 2) is in her final phase of building & outfitting before her sea trials.

The USNS *Alan Shepard* (T-AKE 3) is soon to be launched. The USNS *Richard E. Byrd* (T-AKE 4) is being built alongside the Alan Shepard.

These ships will replace the final Mars class ships still in use as USNS ships.

If possible, it is hoped we will have the opportunity to visit one of these ships during the San Diego Reunion in October 2007.



We Mourn the Passing
of these Shipmates



LT Andrew J. Burton
(Andy)

October 1963-October 1965
Plankowner

Andy died at home in Athens, GA,
after a long illness with cancer on
April 22, 2006. He was 77 years old.

He is survived by his wife Joanna
and their two married sons,
Jay and Tab.

RDC Raymond P. Gillman

December 1968 – March 1970

Ray passed away on June 11, 2006.
He was retired in Sebastian, FL.

Ray & Betty attended the
Jacksonville Reunion.

He helped select the hotel for the reunion
and was a great help in planning of the reunion.

Ray also made the Mars plaques that have
been in the raffles at each reunion.

SK3 David J. Rock

1970-1971

David passed away on May 26, 2006.
He was a longtime resident of
San Diego, CA.

CWO-4 Tex L. Western

August 1963 – August 1965
Plankowner

Tex was 89 when his lungs
finally gave out on
March 1, 2005.

Tex was living in Olympia, WA.
Several of the plankowners visited with him
when the reunion was held in Seattle.

• I REMEMBER •

I remember Mr. Western as one of the
"boxkickers". Although, he was a CWO-4, he was
never afraid to jump in & help when needed. One
thing I always remember about him was that he ran
around with the stub of an unlit cigar stuck in his
mouth all the time. Someday, maybe, we all will meet
again in that "Big PX".

John W. Laird (1963-67)

Three of the Eight Plankowner Supply Officers
have passed away.

When Mars was commissioned as the first real
afloat Naval Supply Depot, eight Supply Corps
Officers were attached. That is really not true. There
were Seven Supply Corps Officers & one Chief
Warrant Supply Clerk. However everyone thought of
Tex Western as a Supply Corps Officer. Nowadays he
would be considered a Supply Officer, even to
wearing the same insignia as "Porkchops" Supply
Clerks wore a modified Supply insignia. It looked
almost identical to the Supply "Porkchop" except it
had no acorns.

Of the eight "Supply Types," three were World
War II veterans. CDR, later Captain Chuck Gardner,
LCDR, later CDR Edwards Morris & CWO-4 Tex
Western were all Vets of WWII. I believe that all
three had previously been stationed together in the
Philippines.

•I Remember. (continued)

Ed Morris was the first to pass away. I learned of his death when I wrote a letter to him, about a year after his death. His widow Kathy wrote the nicest letter back to me. When Ed left the ship, he went to MSTSPAC, located in San Francisco. When Caroline & I flew into Travis, he had learned we were coming & had a call for me when we arrived. We spent three nights in the bay area, one as their guest in Walnut Creek. We arranged with a drive-away company to pick up a car in San Francisco & drive to my parents in Michigan.

Ed & Cathy were very gracious hosts. Ed was always a class act when dealing with wet behind the ears Ensigns & JG's. He had steered me right several times. He had the title of the Ships Supply Officer, but left most of those duties to me, since I was Commissary Officer & later Ships Store Officer. Fortunately, I was never Disbursing Officer. I did work with the COSAL & with identifying the parts NASSCO had placed onboard. They had one very bad habit. When GFM was used they ground off the contract number that the item was purchased & places the NOBS number of the Mars construction contract.

Tex had a way of getting detached duty. When Mars was undergoing building, he & a group of S-2, SK's & AK's were stationed on TAD at Naval Ship Yard Long Beach. They were in charge of receiving & mocking up the spares as they arrived. Tex also handled many of the Commissioning details. One that I remember was a yard bird being upset with the plankowners certificates. The rules said only black, white & two other colors could be printed on the certificates, & no pictures. Tex got what he wanted, nine colors & one color picture of the ship. The invoice stated that it had two colors. Guess they never looked at the other seven. Heck, nobody even had two color certificates.

As time for deployment approached, Tex & a couple of senior SK's were flown to Yokosuka. The reasoning was that the materials from Vulcan & the barge based Support Facility from Sasebo were being received there. That was the official reason, but one of Tex's main jobs was finding family housing for those wives going to Japan. I was lucky he signed a lease for me with the emperor's cousin for a nice nine tatami, two bedroom house in Kamakuri. I left Caroline & my daughter, Jennifer on the pier in San Diego, with no transportation. That morning, Boats Singer asked for my car. The day before I was told no

way it would have to go commercial. Caroline had an Athens friend in Imperial Beach, in the same apartment complex as us. She was married to a Supply type on an APA. Called her & got a ride home. We paid him back several months later when he was in Yokosuka for about a week. Tex passed away in March 2005. He was one of the Old School Warrants. There were only two Warrant Officers on the Plankowner crew. They were making no new Warrants, so all left were either W-3 or W-4.

Andy Burton is the last Supply Officer to have died. Caroline was in the hospital on April 26, this year with back surgery when Charlotte Bachler, wife of Mike Bachler another Plankowner called with the sad news.

Andy had about 12 years duty as a SK, before making LDO. He was a JG when the ship was commissioned, & made full LT a few months later. After retirement, Andy retired to Athens, GA, home of the Navy Supply Corps, at least for a few more months. He worked at the Vet school at U of Ga. He became a happy family man. He had married shortly before joining the Mars. His wife Jo Anne, Charlotte Bachler & my wife Caroline were all Athens natives. Caroline & Charlotte had been classmates through elementary school.

Andy was active in his church, something that many of us have become in our older life. Strange when the years start adding up, we seek assurances that this is not everything.

I did talk to Chuck Gardner when Andy died. Chuck & Poppy are happily retired in Alexandria, Va. He is approaching the age of 90. But then again this Ens, JG, retired CDR, hits 67 in August.

Earnie Breeding (1963-65)

In Memory

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

www.ussmars.com

the Ships Crew



A Special Welcome!

| | | | | | | |
|-----------|------------|--------------|------|----------------------|-----------------|----|
| 1963-1965 | Summerlin | Tony | BM2 | 1 st Div. | Ponce Deleon | FL |
| 1966-1967 | Arbini | Edward R. | SH3 | S-3 | Fountain Valley | CA |
| 1966-1968 | Wilson | James M. | SN | — | Audubon | NJ |
| 1967-1969 | Reid | Conny M. | — | — | Thomson | GA |
| 1968-1970 | Sparkman | Ronald R. | FN | — | Wichita | KS |
| 1969-1970 | Ellsworth | Emery L. | SK2 | S-2 | Salinas | CA |
| 1969-1972 | Kenline | Gregory W. | SN | — | Albion | IN |
| 1969-1971 | Lassiter | William | BM3 | 2 nd Div. | Buellton | CA |
| 1970-1972 | Cox | Robert J. | MM3 | M Div. | Tucson | AZ |
| 1970-1971 | Schultz | Donald C. | SA | — | Malden | MA |
| 1970-1972 | Varnado | James E. | LTjg | Helo Pilot | Kernersville | NC |
| 1972-1973 | Fudge | Peter M. | MMFN | M Div. | Vernonia | OR |
| 1972-1973 | Washington | Leon | BM1 | — | Fresno | CA |
| 1973-1975 | Benninger | James A. | SN | — | Ithaca | NY |
| 1973 | King | William E. | SA | — | Philadelphia | PA |
| 1974-1978 | Ayling | William T. | SN | 2 nd Div. | Windber | PA |
| 1974-1975 | Randall | Paul F. | SN | 2 nd Div. | Gardner | MA |
| 1975-1977 | Knowles | Randall L. | MMFN | M Div. | Sacramento | CA |
| 1976-1978 | Gillespie | Frederick B. | SM3 | OC Div. | Brighton | MA |
| 1976-1980 | Reed | Scott W. | ET2 | OE Div. | Helena | MT |
| 1976-1978 | Swartout | Thomas M. | RMSN | OC Div. | Va. Beach | VA |
| 1977-1980 | Kovack | Thomas F. | RM3 | OC Div. | Croydon | PA |
| 1977-1981 | Warren | Stewart | LTjg | — | San Ramon | CA |
| 1979-1981 | Anchondo | Stephen | RM3 | OC Div. | El Paso | TX |
| 1979-1980 | Nutting | Lester H. | BT3 | B Div. | Smithfield | ME |
| 1980-1981 | Wheaton | Larry W. | OS2 | OI Div. | Montross | VA |
| 1981-1985 | James | Donald L. | PC2 | X Div. | Lewistown | PA |
| 1981-1985 | Serfas | Nicholas | SMSN | OC Div. | Edmonds | WA |
| 1983-1986 | Adams | Harold C. | SN | — | Danville | CA |
| 1983-1987 | Morrison | Robert P. | MM3 | M Div. | Chesapeake | VA |
| 1985-1987 | Sinkovitz | Joseph P. | SN | — | York | PA |
| 1987-1991 | Medina | Vidal E. | SK2 | S-2/S-5 | Fontana | CA |
| 1988-1991 | Baker | John E. | LT | — | Fairfax | VA |
| 1988-1990 | Dunn | Allen R. | SN | — | Pickensville | AL |
| 1990-1993 | Schmitt | Brian M. | HNSN | H Div. | Parma Hts. | OH |
| 1991-1993 | Chavez | Gilbert J. | SN | 2 nd Div. | Lakewood | CO |

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 |

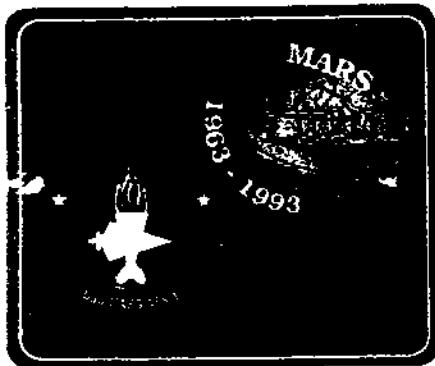
Mars Ball Caps:



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.

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

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

B



Cost per bumper sticker is \$3.00.

The Sinking of Mars:

An eight picture sequence of the last 45 seconds in color. \$4.00

Make checks payable to:

MARS REUNION
P. O. Box 212172
CHULA VISTA, CA
91921

~ Reunion 2006 - San Antonio ~

The San Antonio Reunion went as scheduled this past October. Forty eight former crewmembers were able to make it to San Antonio. Twenty one plankowners were in attendance, four of them making their first Mars Reunion. A total of twelve made this their first reunion.

We had a good time, took a bus tour, bought shoes at SAS shoe factory, toured old missions & the Alamo, visited the River Walk, took a boat tour of downtown San Antonio, & took a lot of pictures. We had a Saturday evening BBQ dinner at the 7A Cattle Ranch, with 74 of us making the bus ride to the ranch.

Our raffle had many nice items & we sold a lot of tickets. One of the special items was a large framed stained glass Mars insignia that Alice Chamblee had made. She was unable to attend this reunion, but Tony Winslett insured that it arrived safely. It was won by Bob Schorfheide, who took it home to Oklahoma, insuring us that he would bring it to San Diego next year. Alice is also planning to be in San Diego.

A special thank you to some of the folks who made things run smoothly. Ken Dively, who once again ran the registration table, insured that snacks & drinks were available, & sold the ships store hats & shirts. To Frank Hart, Jim Fulton, & Bob Schorfheide who took all the pictures & insured that I received a set for our reunion book. To Benton Wilkison for holding our memorial service for our departed shipmates. To everyone who attended this reunion, donated to the raffle & reunion fund you made it happen.... Thank you to the ladies who attended..... You are special.

~ ~ ~ We had a very enjoyable reunion. ~ ~ ~

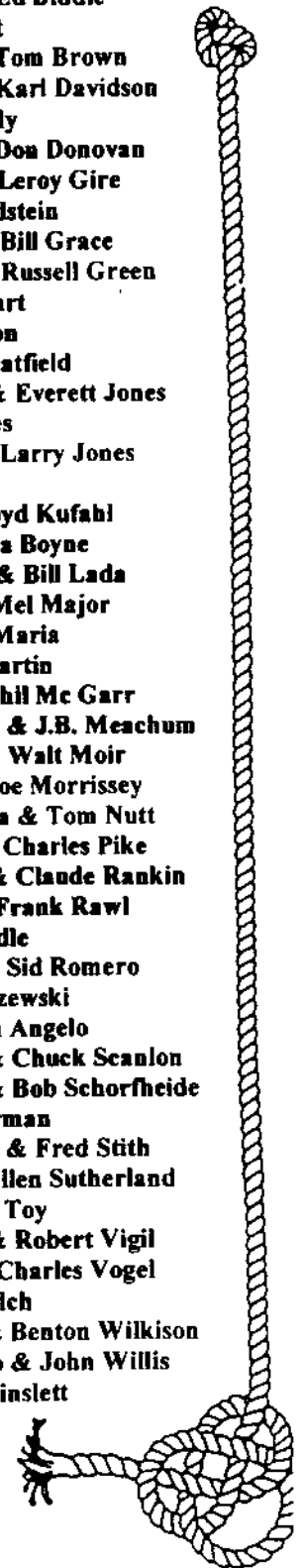
Last, but most importantly, a very
SPECIAL THANK YOU TO ED BIDDLE.

When it appeared that we would not have a reunion in 2006, Ed volunteered. He contacted me and said he wanted to do it for his shipmates. Ed lives in Houston, & made several trips to San Antonio to set things in place. We worked together to set the schedule up & things went very smoothly. Thank you Linda, for supporting Ed in this new adventure. We hope to see you both at a future MARS REUNION.

ERJ

~ We Attended ~

1967-69 Sharleen & Oscar Ackerman
1969-71 Linda & Ed Biddle
1966-68 Jim Blunt
1970-72 Diane & Tom Brown
1967-69 Linda & Karl Davidson
1963-66 Ken Dively
1968-70 Paula & Don Donovan
1963-66 Keiko & Leroy Gire
1963-67 Paul Goldstein
1971-73 Twyla & Bill Grace
1963-65 Eileen & Russell Green
1963-67 Frank Hart
1965-67 Jim Fulton
1963-65 Dennis Hatfield
1965-68 Teruko & Everett Jones
1967-69 Ken Jones
1963-66 Peggy & Larry Jones
1968-70 Joe Kay
1963-64 Pat & Loyd Kufahl
1963-66 Dennis La Boyne
1965-67 Eleanor & Bill Lada
1963-65 Julia & Mel Major
1963-66 Marvin Maria
1968-70 Larry Martin
1968-72 Ann & Phil Mc Garr
1969-73 Kandace & J.B. Meachum
1963-67 Aretia & Walt Moir
1966-68 Elsa & Joe Morrissey
1969-71 Wynnona & Tom Nutt
1984-87 Millie & Charles Pike
1963-66 Evelyn & Claude Rankin
1965-67 Judy & Frank Rawl
1966-70 Ted Riddle
1963-66 Linda & Sid Romero
1963-67 Joe Rydzewski
1963-66 Sam San Angelo
1985-87 Karen & Chuck Scanlon
1967-68 Nancy & Bob Schorfheide
1963-66 Walt Sirman
1963-66 Lourdes & Fred Stith
1964-67 Peg & Allen Sutherland
1963-65 Michael Toy
1976-77 Nancy & Robert Vigil
1977-80 Jane & Charles Vogel
1966-68 Don Welch
1963-65 Violet & Benton Wilkison
1965-68 Tsuyako & John Willis
1963-65 Tony Winslett





Jane & Charles Vogel (1977-80)



Sam San Angelo (1963-66)



Linda & Ed Biddle (1969-71)

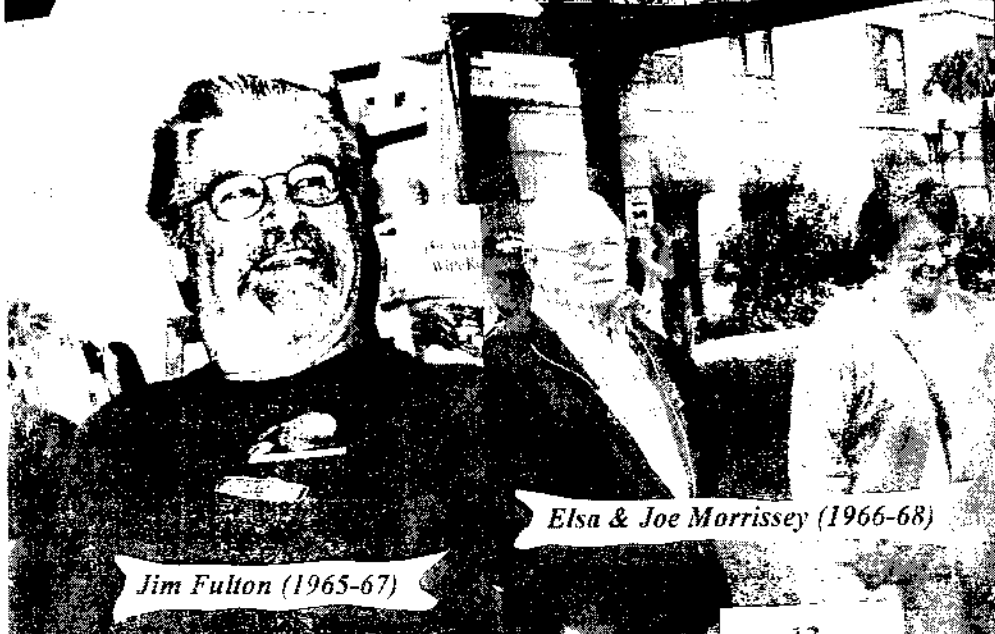
First Reunion Attendees
Reunion 2006



Kandace & J. B. Meachum (1969-73)



Nancy & Bob Schorfheide (1967-68)



Elsa & Joe Morrissey (1966-68)



Pat & Loyd Kufahl (1963-64)

Jim Fulton (1965-67)



Reunion 2007

San Diego, California

October 10 – 14, 2007

Holiday Inn Bayside- \$109.00

The dates have been set for this reunion. We will be using the same hotel we used in 2001. They have set-aside the large hospitality room with the nice view, so we are insured to have enough room for everyone. The rates are \$109 a day for the hotel rooms. Sorry.....but San Diego is a town that a lot of people visit year round, & the rates are higher then many of the large cities.

Everett Jones will hoist this reunion once again. I will work on the schedule when the holiday's are over & I can think with a somewhat clearer head (I hope). I should have everything planned by April, & the information will be in that newsletter.

This will be the last west coast reunion for at least three years (1910), so make plans to attend.
LIFE IS SOMETIMES TOO SHORT – ENJOY IT.



Reunion 2008

Pittsburgh, PA

September 10 – 14, 2008

Radisson Hotel - Greentree

Our reunion coordinator for the 2008 reunion is Arthur Sweetland (1963-65). Arthur has selected the Radisson Hotel – Greentree, in Pittsburgh.

Advance plans are to visit Mars, PA, on a Friday. This will be a big event for the town & the AARP group is planning a luncheon for us. We will travel by bus to Mars, which is about one hour from the hotel.

If you are available to help Arthur with this reunion.....please make contact with him.

Reunion 2006 Donations.

| | |
|------------------|----------|
| Benton Wilkison | \$50.00 |
| Larry Jones | \$25.00 |
| Marvin Maria | \$50.00 |
| Russell Green | \$15.00 |
| Chuck Scanlon | \$50.00 |
| Mike Bachler | \$125.00 |
| Leroy Gire | \$25.00 |
| J. B. Meachum | \$25.00 |
| Tony Winslett | \$175.00 |
| P. L. Mc Garr | \$35.00 |
| Joe Morrissey | \$35.00 |
| Loyd Kufahl | \$20.00 |
| Paul Goldstein | \$50.00 |
| Don Donovan | \$25.00 |
| Mel Major | \$25.00 |
| John Willis | \$75.00 |
| S. D. Romero | \$25.00 |
| Ken Dively | \$75.00 |
| Karl Davidson | \$10.00 |
| Oscar Ackerman | \$20.00 |
| Jim Blunt | \$85.00 |
| Dennis La Boyne | \$10.00 |
| Bill Lada | \$40.00 |
| Joe Rydzewski | \$25.00 |
| Tom Nutt | \$200.00 |
| Charles Pike | \$25.00 |
| Jim Fulton | \$25.00 |
| Allen Sutherland | \$20.00 |
| Joe Kay | \$20.00 |
| Larry Martin | \$20.00 |
| Ed Biddle | \$15.00 |
| Don Welch | \$50.00 |
| Claude Rankin | \$20.00 |
| Sam San Angelo | \$60.00 |
| Walt Sirman | \$5.00 |



Reunion 2009

Oklahoma City, OK

September/October

At the San Antonio Reunion, Walt Sirman (1963-66) offered to hoist the 2009 reunion. The vote was a yes, so Walt & several others are ready to move forward for this reunion in September or October, 2009. ~ ~ Oklahoma City in 2009. ~ ~

Statement of Newsletter Account

EXPENDITURES:

| | |
|-----------------------------|----------|
| Printing newsletter #21 | \$321.63 |
| Postage/Stamps | \$259.47 |
| Printing – back issues (50) | \$391.25 |
| Mailing labels | \$ 26.93 |
| Return address stamp | \$ 25.31 |

Total expenditures \$1024.59

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INCOME:

| | |
|----------------------|----------|
| Newsletter donations | \$443.00 |
| Account interest | \$ 6.99 |

Total income..... \$449.99

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May 2006 Balance - \$3322.22

October 2006 Balance -
\$2747.62

ACCOUNT UPDATE:

The newsletter account is used only to support the costs of printing & mailing our newsletter. We have no yearly dues, as donations support this fund. As you can see, we are financially sound.

With this mailing, we have 420 on the active mailing list. These are the people who have donated to this fund. All new contacts receive a copy of the latest N/L with information that a \$10 donation will insure that they receive all future N/L's. They also receive a full set of the back issues. To date, we have contact with about 1025 former crewmembers.

This past June, 40 more sets of the back issues were printed, at a cost of \$391.25. This money will be recovered as new members come on board.

The newsletter is mailed out to the member ship every five months. This has worked well over the past nine years & we will continue with this schedule. The next N/L will be mailed in April 2007.

ERJ

USS MARS HISTORY – NOVEMBER:

40 YEARS – 1966:

Mars is in Yokosuka, Japan, her homeport the first 13 days in November. She gets underway on the 13th & sets course for Vietnam. The next eleven days are spent replenishing three carrier groups & other ships of the Seventh Fleet.

On the 20th, Mars arrives in Subic Bay, to load out for one more swing on the line to Market Time & Yankee Station.

30 YEARS – 1976:

The first day in November, Mars was in San Diego, California, having spent the past weekend as open house ship to more than 3000 people at the Broadway Pier.



Mars gets underway on the 1st for local operations, replenishing five ships. Mars was the first ship USS HEWITT (DD-966), had ever been alongside & she received 120,000 gallons of fuel. The ship spent one night in Alameda, & got underway the next day, closing out the month replenishing three ships.

20 YEARS – 1986:

Mars spends the month of November in her homeport, Alameda, loading for her next scheduled deployment in January 1987.

Statement of Reunion Account

EXPENSES:

| | |
|---------------|----------|
| Hotel deposit | \$400.00 |
| Printing | \$ 18.49 |
| Postage | \$ 45.78 |
| Raffle (2007) | \$130.60 |
| Total | \$594.87 |

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INCOME:

| | |
|----------------------|-----------|
| Ship store sales | \$735.00 |
| Donation | \$ 4.00 |
| Account interest | \$ 6.99 |
| Reunion 2006 balance | \$877.77 |
| Total | \$1623.76 |

May 2006 Balance \$2289.32
 October 2006 Balance ... \$3318.21

ACCOUNT UPDATE:

Our reunion funds are used to purchase items for the *Ships Store*. These funds also help support the costs of the reunions each year. We use some of this money to lower the cost of the reunion meals & purchase raffle items.

We have had outstanding support from those who have attended our reunions. Your donations insure that we will continue to have successful reunions.

THANK YOU. ERJ

*We thank you all
 for your support!*

NEWS from the FLEET

Naval Station Pascagoula disestablishes.

A ceremony was held this summer to formally commemorate the closure of Naval Station Pascagoula. As the final symbol of closure, all watches were secured & the flag was lowered for the final time.

In 1985, the U.S. Navy selected the site on the Singing River in Pascagoula as a strategic homeport location, & base construction began in 1988.

CHINESE NAVY VESSELS VISITS SAN DIEGO.

The Chinese Navy destroyer Qingdao (DDG 113) & the oiler Hongzehu moored at Naval Station San Diego on September 22, 2006.

Following the port visit, the two ships were a part of a bilateral Search & Rescue exercise (SAREX). It was a routine exercise that practices procedures for locating & saving distressed vessels & personnel.



CDR Teresa S. Sanford assumed command of the *USS Elrod FFG 55*, in January 2006.

CDR Sanford was Electrical Officer, Principal Assistant & Main Propulsion Assistant on the *Mars* in 1991-93.

