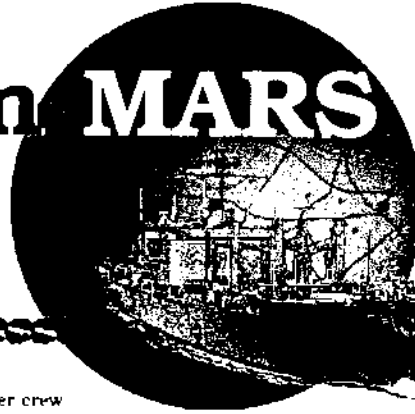


CREW from MARS

Editor:
Everett R. Jones

Graphics:
David C. Reed



May 2001

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

Newsletter No. 9

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

from the editor's desk



My Fellow Shipmates

Another fast five months have passed since the last newsletter, & past crew members continue to find us. We will mail this newsletter to 425 Mars crew members. Just recently, Captain Anderson (1968-69) made contact with me. Welcome back aboard Captain.

Once again, David Reed has done an excellent job of putting into order, all the info & notes I pass on to him. We continue to have a newsletter that is enjoyable to read. Our "Mail Call" section has more memories of days gone by. Your memories & comments have been the core of the newsletter. I need your Help! We have nothing in the basket for the next newsletter. Those who have been putting off sending something to me, well now is the time. Lets keep the newsletter at 16 pages.

NEWSLETTER COSTS:

I have found that the printing & mailing of our past newsletters to new Mars contacts, is cost prohibiting for us to continue this practice. The cost of printing 50 copies recently, totaled \$172.54, not taking into account the cost of postage & envelopes, I find that we are slowly giving away the store. The return has not covered the costs. I now will ask new contacts to donate \$10 if they want to receive the back issues of the newsletter. For those who have never responded, or made some kind of contact with me, this may be your last newsletter, except for future reunion information. Sorry,

but some new decisions will have to be made at the reunion business meeting.

REUNION 2001 UPDATE

Reunion plans are in place & we should have an excellent attendance. A few surprise names have indicated they will be attending, so San Diego in October is where it will be happening. **MAKE YOUR HOTEL RESERVATION NOW.** San Diego has a lot to offer, so take a couple of extra days to enjoy life. I have scheduled some events, but also left time for you to do things on your own. The last two pages (15 & 16) have all the reunion information. If you plan to attend, don't trash the last page.

Mars Welcome Reception

This is the one, ALL HANDS scheduled event. If you can only attend one day, make it at 1600 on October 12, at the reunion hotel. For those still working, take the day off & join us for a relaxed & informal gathering of the CREW from MARS. This will be the main picture taking opportunity, as pictures of each years crew will be taken, starting with the plankowners.

Our Hospitality Room

We can use some help during the reunion, so if you can lend a hand for a few hours, make contact with me & I will let you know what time periods we need help.

Once again, I will have the ships picture history in our meeting room. This was very

continued on page 5

San Diego 2001

USS Mars (AFS-1)

•History 1970•



Commanding Officer

Captain Tom O. Nutt

Executive Officers

Cdr. J. C. Kaltenborn
Cdr. David R Carlisle

Supply Officers

Cdr. C. E. Cuson
Cdr. Arthur D. Jackson

The New Year finds Mars in her home-port, Yokosuka, Japan. After a week off for the holidays, the crew returns to the job of upkeep & loading supplies for the next scheduled swing on the line.

During this in port time period, Commander David R. Carlisle relieved Commander James C. Kaltenborn, as Executive Officer.

Mars is underway on 28 January, departing two days early, in order to replenish the USS Coral Sea & her escorts, who were headed for Yokosuka. After the replenishment & two days ahead of schedule, the ship makes a visit to Keelung, Taiwan.

After two days, Mars heads for Kaohsiung, when she received an emergency message that the Malaysian freighter Tong Jit was on fire. One of the holds containing flammable jute was on fire. The Mars rescue & assistance team, boarded the Tong Jit & fought the fire throughout the night. The next day, a Dutch salvage tug arrived on the scene & Mars departed for Kaohsiung.

While in Kaohsiung, the ship received the startling news that her home-port was being changed to Alameda. This was unexpected & caught everyone by surprise.

After making a swing through Market Time & the Tonkin Gulf, the ship

sets course for the Equator & Singapore. Mars crossed the Equator on February 22nd. A good 80% of the crew were Pollywogs & the Shellbacks insured they were well initiated into "KING NEPTUNE'S REALM". After, the crew was then allowed an hour for swim call, before heading to Singapore. Two days in Singapore, & Mars is underway again, headed for Subic Bay.



Three days are spent in Subic, loading up for what was to be the "Sayonara" swing in WestPac. During this last swing, each customer was treated to a rendition of "are You Going to San Francisco?", over the public address system when the unrep was complete.

Back to Subic Bay on March 19, Mars this time spends a day off-loading supplies. On the morning of March 23rd, the ship sets course for Hong Kong, & a five day R&R visit. The ship returns to Yokosuka on March 31st.

The month of April is spent off-loading supplies & making preparations for the change of homeports. All ships in Yokosuka were given one last supply delivery from Mars.

On April 24th, Mars receives the Meritorious Unit Commendation for the time period of September 1968 to August 1969, for the direct support of U.S. Seventh Fleet combat operations in Southeast Asia.



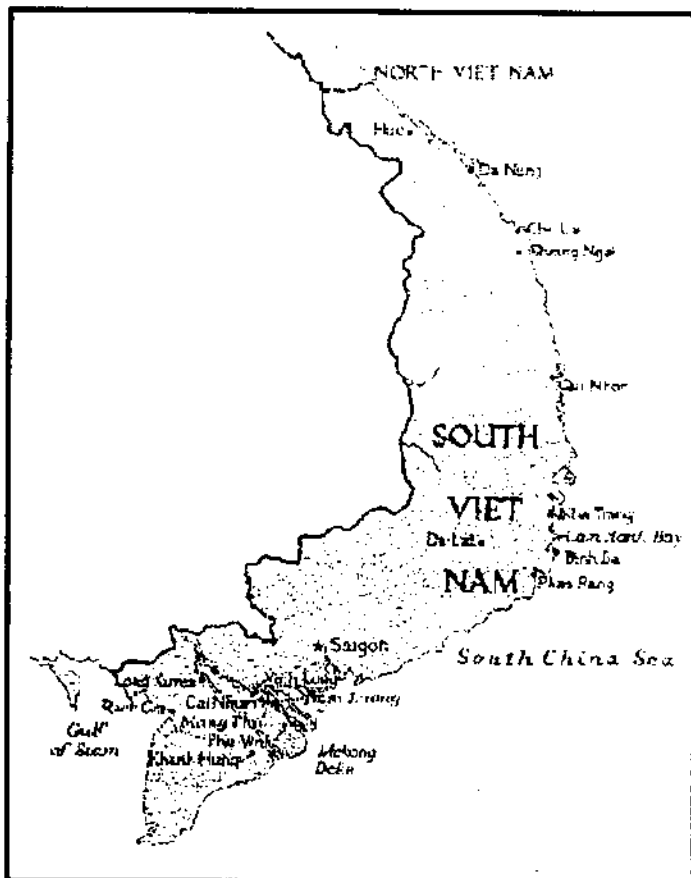
Loaded with dependents, household goods, 98 cars, 16 dogs, 9 cats, a mite bird & one parakeet, Mars is underway for a new homeport on April 27th. Flying a 486 foot Homeward Bound Pennant, the ship makes a two day stop in Pearl Harbor. Mars arrives in Alameda on May 15, 1970.

In June, Commander Arthur D. Jackson relieves Commander Charles E. Cuson as Supply Officer.

As the summer comes to an end, Mars is making preparations for a WestPac deployment. Underway training & loading of supplies keep the crew busy, many of them reporting on board since the ship arrived in California.

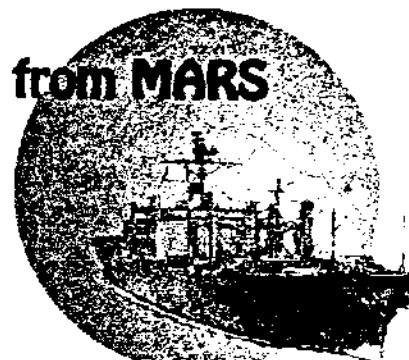
On November 19th, Mars is underway, headed for Yokosuka. The transit was very rough with winds up to 70 knots & swells up to 50 feet. Mars arrived on schedule in Yokosuka, on December 3rd, just seven months after leaving for California.

Mars is underway again on December 8th, headed for Subic Bay. Loaded with mail & fleet freight, she departs four days later & spends a busy two weeks re-supplying all the ships & Naval bases from the Gulf of Siam to the USS Kitty Hawk on Yankee Station off the coast of North Vietnam.



The ship's seventh birthday & Christmas are spent at sea in support of the U.S. Seventh Fleet. Mars returns to Subic Bay as the year ends, as the crew celebrates the New Year in the Philippines.

CREW from MARS



San Diego 2001

Turning south, for Market Time units, with support stops in Da Nang, Cam Ranh Bay, Vung Tau & An Thoi. With this swing complete & supplies low, Mars returns to Subic Bay.

Re-loaded in four days, the ship returns to the line for one more swing, as March is a very busy time period for the crew.

Back to Subic the first week in April, for a hectic two day loading period, Mars is again underway, headed for Hong Kong. While enroute, a replenishment of the USS Iwo Jima & her Amphibious Ready Group, was conducted on a somewhat short notice.

While in Hong Kong, Liberty commenced at 0945 each day. The Deck Department, with the help of Mary Sue & her painters, our lady received a fresh exterior coat of paint. Looking good, Mars departed Hong Kong on April 15.

Returning to Subic Bay for more Fleet freight & rmail, the ship makes another swing on the line. This time as a AFS/Part time oiler, as Mars was required to help meet the demand for fuel for the large fleet that was on the line.

One additional swing is made to An Thoi, to deliver milk before departing the coast of Vietnam for Sasebo, Japan, then on to Pearl Harbor.

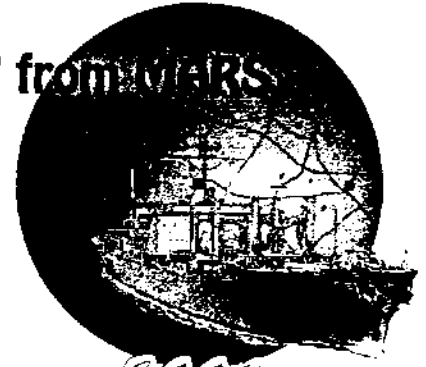
After seven months, Mars returns to San Francisco. During this long tour to WestPac, the crew worked long hours, making all required requests on time & on schedule. The engineers never failed to have Mars ready to steam at the speed requested.

For a well done to the 1970-1971 crew, Mars was awarded her second Meritorious Unit Commendation.



In August, the ship starts her first major overhaul at Williamette Iron & Steel, Richmond, CA. The ships crew moves onto a barracks barge alongside, as military life aboard Mars is disrupted. Major engineering modifications & improved habitability work continues into the end of the year.

CREW from MARS



San Diego 2001

USS / USNS MARS (AFS-1)

A new report (April 2001). The MARS has been sighted in Pearl Harbor. She is moored to a buoy in the harbor, with two other ships alongside.

You need a boat to get close enough to take pictures, which our contact was unable to do. Nice to know the old girl is still afloat.

MARS WEB SITE

We had a Mars web site & it was picked up by the internet search engines. All was going well, as we were receiving 50-60 visits a week.

Now I cannot bring up the site or the site provider, Alta Vista . . . **COULD WE BE LOST IN SPACE?** Anyone with the answers, please contact me.

We still need our own web site & someone with the skills & time to keep it going. It has been a struggle for me & these free sites leave something to be desired.

E. R. Jones



Remember in October is

Fleet Week

The week that we are having our reunion in San Diego, is FLEET WEEK, which happens to coincide with the birthday of the number one navy in the world. The 13th of October, is our Navy's 225th birthday.



There is so much going on at this time of the year, that I am sure you will not have much time to waste during your stay in San Diego.

Yesterday as I watched a restored B-17 fly around over San

Diego, this was brought home to me: Looking ahead to the reunion & seeing old shipmates to remember the past, with sadness I thought about those who will not be with us & those of us that will not see the next one. All the things we've done or seen in our life time.



1911 Photo from top of US Grant Hotel looking toward North Island

San Diego has a long history which started with ships & with the birth of flying machines, both Army & Navy aviation started at North Island in 1912.

Now when I look out at the ships in the Bay, I see a new generation of ships, planes & sailors, & know that the technology has gone beyond what we worked with. The reunion being in San Diego gives us all a chance to see what today's Navy is, as well as see the changes that have been taking place in this old sleepy navy town, that has grown up.



continued from page 1

popular at the last reunion, so enjoy. I now have ten, three ring binders of the ship & her crews. Maybe I will be able to add a couple more binders, by reunion time.

A special table will be set up for that first picture of yourself in uniform. Put the picture in a frame with no name, as this will be a guessing contest. Don't forget your picture. Dutch, at the last reunion, had a picture of himself when he was 18, oh how the years can change you (Sorry Dutch).

A Plan of the Day will be posted each day in the meeting room, of the happenings at the reunion & in San Diego.

Benefit Drawing:

We will be having a fund raiser for planned future reunions. We need donations for this event. I have a watch, like new, that was purchased in the Mars ship store in 1968 & has been donated, along with a cruise book & a Mars plaque. If you have something that will help raise funds, bring it to the reunion or send it to me.

MAKE YOUR HOTEL RESERVATION NOW

1 (800) 662-8899

Identify yourself as a part of the USS Mars Reunion.

You will have a 48 hour cancellation period without penalty.

For any information that has not been covered, please feel free to contact me about your concerns or questions. If you want to share a room at the reunion hotel, let me know & I will put you in touch with others who want to share a room.

Looking forward to seeing some old shipmates in San Diego & meeting others for the first time.

Everett R. Jones





COMMENTS & MEMORIES

After 18 months aboard the USS Haleakala (AE-25), two WesPacs, I received orders to be a part of the second draft of the pre-commissioning crew of Mars (ichiban maru). My first assignment was to work in the temporary offices set up at National Steel & Shipbuilding. John Laird, SK1, soon to be SKC, was my immediate boss. We worked for SKCM Pastenak (who didn't get underway with Mars after commissioning), Lcdr Morris & Cdr Gardner. Everyone worked long hours & we were especially excited about being a part of this unique vessel. I was promoted to SK2 very soon after arriving in San Diego.

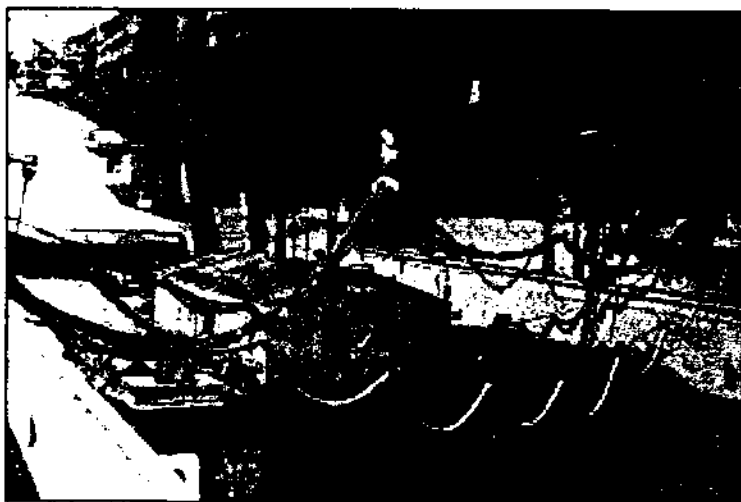
While at NASSCO we learned that President Kennedy was assassinated. Scuttlebutt had us going to sea in a hurry to provide support to combatants bent on avenging his death against an undetermined enemy. We had no idea of the circumstances of his murder & being very young, had vivid imaginations.

After Mars was commissioned at Long Beach, we spent some time at Long Beach Naval Shipyard, where a multitude of modifications were completed to the ship. As most of us lived in the San Diego area, busses were provided to take us there on Fridays & return to the ship on Mondays. During the week, we had a chance to take liberty in Long Beach which included the Pike & several watering holes like the Burma Road & the Hoffbrau. My beach buddies included most of the guys from S-1 Division including Bob Worthley, PeeWee Moir, Jim Daly, Leona Dively, Chief Sloan, Chief Laird, to name a few.

The shakedown cruise to Acapulco was our first major deployment. Many of us were assigned to the Shore Patrol with Lcdr Morris as our boss. We had a lot of fun assisting shipmates out of some hilarious situations. The favorite drink of the day was a coconut filled with tequila. A few of these under your belt & you didn't need a liberty boat to get back to the ship (Mars was anchored out). One assignment was at the State Prison. The El Jefe cheated at cards & checkers. He had the side arm so I didn't object. Many of the police didn't wear shoes. They had an unbelievable collection of weapons.

Soon Mars was on its way to a new home port, Yokosuka, Japan. The ships deck was loaded with cars & the racing yachts to be used in the 1964 Olympics in Tokyo. On the way Mars stopped in Honolulu to visit ComServPac. Several of us were interviewed by a local newspaper about life on Mars. Soon we were on our way to our new home, Japan.

As we approached the docks at the Yokosuka Naval Base. Geisha girls danced on the pier. A young Mars officer having been distracted was hit with a monkey fist thrown by a Japanese worker helping to tie the ship to the dock. He fortunately wasn't injured (just a sore head).

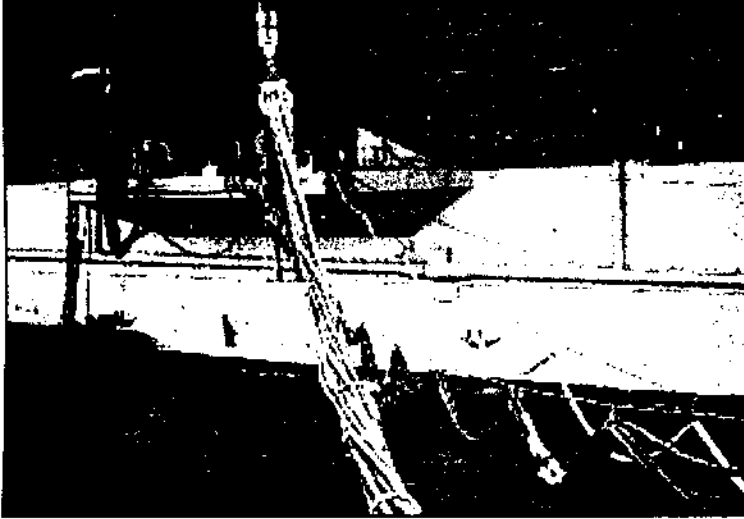


Soon after arrival Mars was assigned to provide power to the USS Ranger. The Ranger had suffered some major boiler malfunctions. We were along side the carrier for about a month while tempo-



COMMENTS & MEMORIES

rary repairs were completed to enable Ranger to limp back to the States. In the meantime the aircraft carrier that Ranger was to relieve (Coral Sea, I think) was forced to stay in WestPac. As they departed Tokyo Bay the battle of the banners took place. A huge banner would appear on the flight deck of the Coral Sea that would read "USS Ranger Reusable Container". Almost immediately another huge banner would appear on the flight deck of Ranger, "Liberty call, 1600 Hours". This exchange went on until Coral Sea steamed out of sight on her way back to the Gulf of Tonkin.



Three events gave S-1 Division a reason to have a Division party. Cdr Gardner was selected for Captain, Lcdr Morris was selected for Cdr, & LT Grossman was selected for the Naval Post Graduate School. Jim Daley made a graduation cap from a Navy white hat & cardboard coated with black paint. Oversized officer's shoulder boards were made for the new officer ranks by Leon Dively & friends. A bar was rented with the Papa-san promising genuine Kobe beef. As the party began however there was no beef in sight. There were a number of uninvited Joe-sans present however. When questioned, Papa-San explained that he thought we meant Geishas from Kobe not the famous four legged beef from Kobe. A good time was enjoyed by all (in spite of/as the result of) the mix-up.

I will always be grateful to Leon Dively for taking over the task of completing the first Mars cruise book. He & his staff did a wonderful job & I appreciate it. As I left Mars before it was completed, Everett was kind enough to send me a copy.

My enlistment was up in March 1965. As Mars was scheduled to sail again to the Gulf of Tonkin in February, I got orders to San Francisco for separation from the Navy. I flew out with Cdr Morris. As I think he was retiring soon after.

After the Navy, I went to work for NASSCO, shipyard in San Diego, where AFS-3 through AFS-7 were being constructed. I was assigned to the engineering section, at NASSCO, & attended San Diego State University on the G.I. Bill. My major was Mechanical Engineering. After 4 years in the shipyard & SDSU. I got involved in the fire protection industry. I am a licensed fire protection engineer & have been in the field since 1969. In 1977 I started Sentinel Fire Protection in San Diego. Although we specialized in the design & construction of fire sprinkler systems, we also have been consultants & provided training to other fire protection professionals. I am presently a designer for another fire protection contracting firm in San Diego.

I have four children: Kathleen 35, Donald 32, John 31, Jennifer 27 & three granddaughters.

To all of you plank-owners on Mars: We were young, idealistic, ambitious, patriotic & most of all shipmates. Many changes have taken place in our society since our Mars days. Yet I like to think that we have remained pretty much the same inside. I have mostly fond memories of all of you & consider myself blessed to have been a part of Mars

Marvin D. "Mac" Mc Clure (1963-65)





COMMENTS & MEMORIES

Enjoyed running across your Mars home page. It's been a while (17 1/2 years to be exact) since I stood on her decks, but I still run across memorabilia from time to time that reminds me of my first ship.

I came onboard as the "George" ensign in January 1981, & served to May of 1983, first as Electronics Material Officer, then as CIC Officer, & finally fleeting up to Operations Officer during a reduced scope overhaul (RSO) in Alameda. Earned my SWO qualifications during a 7 month WestPac, & learned just how valuable our bluejacket is to our Navy -- a lesson I've remembered through four command assignments in the reserves.

I had put down "non-carrier combatant in San Francisco" on my midshipman duty preference card, not realizing at the time there WERE no non-carrier combatants in San Francisco. When I got orders to Mars, I confess I had to go look up what an AFS was in Jane's Fighting ships. Great! I'd just signed aboard an attack Food Ship!

I had printed up a number of business cards in Olongapo, PI that said "Attack Food Ship" on it, & the name started to stick. The next year, we printed up buttons that said "the #1 Attack Food Ship" to give to visitors -- I still have one somewhere. After that, the nickname seemed to spread throughout the fleet to the other AFSs, without anyone ever remembering where it all began. So, unless anyone knows of someone using that term before June 1980, I think this explains the source of the nickname.



Cdr G. Mark Hardy, USNR (1981-83)

Thanks so much for the Mars newsletters. I reported to Mars 8/69 & departed 9/72 as an HT2 in R Division. What a trip down memory lane as I read the newsletters.

Many memories: The 17 hour flight from Travis AFB to Clark Field & the bus ride over the hill to Subic Bay. After reporting aboard AFS-1, Bill Stansberry (Stan), Dave Bloomer, Jake LaFayette, Larry Derr, & Gene Stewart took me ashore. The "Stanley Steamers" introduced me to San Miguel. Next day underway, hungover & sea sick.

Visited Hong Kong & got a 3 piece suit for 38 bucks. Saw Bangkok. One Christmas in Yokosuka, we were in 6 section liberty. Kurt Elliott spoke a little Japanese, so we took the train up to Kawasaki & Tokyo. Stayed in the Dai Ichi Hotel, took pictures from the Tokyo tower. We rode the Bullet Train down to a Kobe & Osaka for the Worlds Fair (1969 I think).

After getting orders to change homeports, the shipfitters built a lot of pet cages from angle iron & expanded metal. The after main deck resembled a zoo. We pulled into Sasebo for a shopping spree of motorcycles, stereo equipment, cameras & Noritake China.

Alameda was 44 miles from my hometown of Redwood City. In the summer of 70, I met Marsha Rousseau & in December 71 we married. We'll Celebrate our 29th anniversary in a few weeks. When I told SFC Charlie Cragun, he replied, "If the Navy wanted you to be married they'd of issued you a wife, & an auxiliary if she broke down. He was a pleasure to work for. We put in long hours at sea, but he authorized lots of early liberty for R Division. I enjoyed the trap & skeet shooting at Subic





COMMENTS & MEMORIES

with Randy Sensibaugh, Greg Zelinka & Pat Simons. Got to go to Baguio City for a couple days liberty. Enjoyed the driving range, but I had a bad slice!

The Mars was moored in Sasebo when I left. I remember I had directions in English & Japanese for taxi, plane & train service to Tokyo.

As a civilian, I worked building steel fishing boats for a few years. I worked at the local Georgia-Pacific Sawmill complex as a carpenter & millwright for 22 years. The facility has "downsized" from a 1000 employees in 1976 to about 200 presently. I left in 1998 & now work for the County Department of Public Works.

Our daughter is working toward her teaching credential & our son is an electrical engineer. Both are married. No grandchildren yet.

Jim Jeffries (1969-72)

Thank you so much for the news letters. When I sat down to read them after dinner I read the entire group non stop & then went back & read some of them a second time. What a Trip !!! I have already been in touch with Paul Laliberte who happens to live only a few miles from me. We will be getting together soon over a cup of coffee. I'm sure we will have a good time. He was in Damage Control & if you remember, the DC locker was in my area so we had to see each other every day.

Arrived PreCom training San Diego, September 1963. Decided very shortly there after that I really wanted to be a Boatswain Mate. I met so many guys in PreCom training that impressed me not only with their technical knowledge, but also their squared away attitude. I was hooked. Served almost 5 years, four of it on Mars. Left Mars in September 1967, when my father passed away. Wanted to ship over, but couldn't get back to Japan, so I mustered out in Philadelphia.

Spent my first year as a corrections officer in the New Jersey prison system while waiting for my appointment to the police academy. Spent the next three years as a cop & decided finally that if I was going to stay honest, I wasn't going to make any money in law enforcement. Next 15 years with a power transmission equipment manufacturer (District Mgr.), closed up shop. Next 15 years with a manufacturer of printed fabric.

On disability since May of 2000. Contracted a rare bone marrow condition that prevents me from doing a lot of things.

The time I spent aboard Mars is by far the single most enjoyable time period of my life. We worked our collective butts off & it was a great learning experience, but those are two of the things that made it so much fun. We were in a new era & had to prove ourselves & we did one hell of a job.

Fran Marrara (1963-67)

A Sailor's Short History

Born on the Forth of July, 1941 in the little Pacific Northwest Village of Seattle, WA. as the storm clouds of war rose around the world, the stage was set for the future. For God, Country, Friends & Family, was the proud values of freedom that were passed on. Anything less was sacrilege. The other possibility as a matter of course is anyone born on the Forth of July, brain was automatically warped.





COMMENTS & MEMORIES

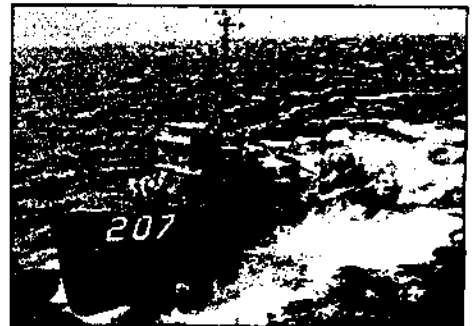
In the summer of 1958 at 17, between my sophomore & junior year of High School, I began my journey, joining the Naval Reserve. That summer going off to Boot Camp at NTC San Diego by way of a troop train with 300 Sailors & 35 civilians aboard. Returned to one of the two Reserve Trainers at pier 91 in Seattle, the USS

Whitehurst DE 634. The following summer a two week cruise to San Diego & back for training. The weekend training took me to places like Olympia, WA & Vancouver B.C. Canada, but most weekend training was to the Straits of Juan de Fuca & the stormy Pacific, just so the regulars could watch us turn green.

At the start of 1960, signed my life away for four years in the regular Navy & reported again to Boot Camp at NTC San Diego (long story - to some the Reserve time didn't count). After boot camp, reported to galley one for 90 days, which turned into 9 months, after which I was assigned to a one year tour of duty in the Security Dept. (NTC Police).

In October of 1961, was put aboard a troop transport enroute to Hawaii, to DesRon 25 (the pineapple fleet), where I reported to the USS Sproston DD 577 for two yard overhauls & two westpac's. On the 1962 cruise I met the lady, who would allow me to chase her & allow herself to become my lady (real commanding officer). Late 1963, shipped over for another six year, having made RD3.

The 9th of April 1965 arrived off the coast of the tropical resort paradise of Vietnam on an oiler to be put aboard the USS Epping Forest MCS 7, (homeported Sasebo, Japan) as I found out, only to stand underway watches while waiting for an open billet on one of the MSC's in MineFlotOne, Sasebo, Japan. Four month later, in August 65, was transferred to the USS Whippoorwill MSC 207. After many no's, never happen, & then some maybe's, on 6-6-66 married the lovely Michiko V. Awikawa. We, the crew, spent most of are time in Nam on our 13 knot wooden hulled coastal minesweeper chasing 14 knot junks. My new bride got to see me for a total of 14 days that first year. Tet of 1968, found us on a patrol line on the south side of the mouth of the Mekong Delta when all hell broke loose.



USS Whippoorwill MSC 207

February 1969 saw me in Yokosuka, Japan reporting to the USS Mars AFS-1. At some point while on the Mars had Captain Anderson ship me for another six long years. After runs to Vietnam & Korea, then more runs to Vietnam, & back in Yokosuka, in January 1970 due to world events (USS Pueblo/EC121 incidents in Korea), my memorable tour of duty aboard Mars was cut short, to report to the Command Cave at Commander Naval Forces Japan for a four year tour.



After having been homeported or stationed in Japan for nine years (including 39 months visiting Nam), the Navy decided I had gone native & I was long over due to be re-americanized. I reported to the USS Ranger CVA 61 in Alameda, CA. in May 1974.

The sad part of the story is the day I reported to the Ranger, she departed for WestPac, leaving my Japanese bride & our two young daughters in a strange land. They cried a lot, but proved to be survivors & never told me of the hardship until long after I had retired. Made two westpac's on Ranger, along with a homeport change to San Diego & one yard overhaul in Bremerton, then back to San Diego.



COMMENTS & MEMORIES

From the Ranger, I finished out my naval career at NTC, San Diego assigned to NTC Police, like I just came full circle, & retired on 28 February 1981. Still in San Diego, I was out voted by my four ladies, as to staying in San Diego or going to Seattle, something about the beach versus the rain.

Currently stay busy as a Graphic Designer . In March 98 earned my Associate Degree in Applied Science - Graphic Design from Platt Collage San Diego, after having done the manual method for 8 years with Trade Service Corp in San Diego.

David C. Reed (1969-70)
RD1 (OS1) USN Ret

Ahoy Shipmate Jones

Just finished re-reading the newsletter & wanted to tell you how much I enjoyed it. All involved in publishing this gem should be congratulated as it is a "keeper".

Especially enjoyed Harold Chase's "Comments & Memories". Flags was the leading Signalman when I was aboard & ran a taut signal gang. Also remember Lcdr Mansell asking why the signalmen were hatless when they were on watch. Told him it was a old Navy custom:

**"Signalmen don't wear hats &
Enginemen have dirty hands,
Boatswain's Mate guard your back
when we're in foreign lands".**

I don't think it made an impression on him.

Thanks again for some excellent reading & thanks for sending the back issues. They too are "keepers".

Kenneth J. Seaman (1972-73)

From the Graphic Desk



One of the hottest items in San Diego besides our electric bills, seems to be the T-shirt design. I have been showing off the design or just leaving it out in plain view so people can see it. Well, I have BNSF railroad employees, truck drivers, & some security people who are not associated with our Grand Gray Lady, who want the neat far out T-shirt. One of those people gave me an offer of twenty dollars just to ensure he gets one.

I totally agree with these folks, but then I am the proud designer, so I'm maybe a little

bit on the bias side, OK so I am a whole lot bias . .



Do not be sorry, when you see them at the reunion & you did not order one. Sorry again that you can not see the color here. This is a black T-shirt, red plant Mars, white printing & the Mars is a gray tone. You can not see it here, but the effect is, Mars stands out with a 3-D look. Those of you that have e-mail & want to see the above in color, e-mail Everett, he's already volunteered to send it to you, but you must ask.



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

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FOR SECURITY REASONS.**



**We Mourn the Passing
of these Shipmates**

**Captain Albert E.
Knutson
Commanding
Officer**

■ 1971-72

**Captain Knutson passed away
November 24, 2000**

**James Freeman (CS2)
CSC USN - Retired**

■ 1963-65 ■

**Passed away
November 26, 2000**

Mars Reunion Fund

We have a separate Reunion Fund, that is now in the Mars savings account. This money is from the Cincinnati reunion, from the raffle & donations by our membership. Don Welch (1966-68) held these funds until I opened a MARS REUNION bank account. This money is separate from our newsletter fund & will be used for the San Diego Reunion.

We have received donations, as sponsors of the MARS WELCOME RECEPTION IN OCTOBER from: Ron Henning, George Johnson, Everett Jones & Tom O. Nutt.

If you would like to be a sponsor for this event, send your check, (note Reunion Sponsor), made payable to MARS REUNION.

Hope to see many of you in October.
Everett R. Jones

San Diego 2001



Thank You

Your Support for the Newsletter
is Greatly Appreciated

Marvid D. McClure	\$50.00
Robert K. Hafford	\$25.00
Richard S. Godfrey	\$25.00
Ludwig L. Leski	\$50.00
James Jeffries	\$26.00
John W. Dalton	\$25.00
Raymond P. Gillman	\$25.00
Dennis Oliver	\$25.00
David C. Limkemann	\$25.00
George E. Johnson	\$50.00
Peter F. Warncke	\$25.00
Ron G. Frydenlund	\$ 5.00
Tony Gaulis	\$25.00
Everett R. Jones	\$50.00

**Statement of
Account**

Expenses:

Postage/stamps	\$284.96
Checks/service charge	\$ 17.05
Printing past newsletters	\$172.54
Printing/envelopes	\$290.20

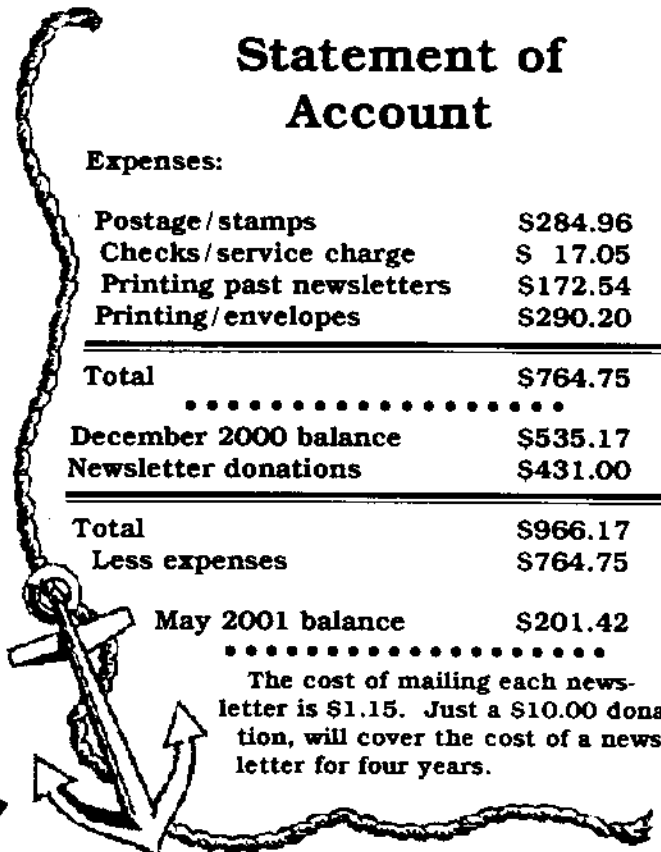
Total \$764.75

December 2000 balance	\$535.17
Newsletter donations	\$431.00

Total \$966.17
Less expenses \$764.75

May 2001 balance \$201.42

The cost of mailing each newsletter is \$1.15. Just a \$10.00 donation, will cover the cost of a newsletter for four years.



Reunion 2001 San Diego - October 11-13

Contact person: Everett R. Jones 619-421-3721
1947 Gotham Street, Chula Vista, CA 91913

HOLIDAY INN SAN DIEGO BAYSIDE
4875 N. Harbor Drive, San Diego
619-224-3621

ROOM RATES: \$99.00 per day, plus tax
Reservations 1-800-662-8899

(Inform that you are the USS Mars group).
Our reunion facility has 237 rooms & is a three star
(AAA-Rated Motor Inn Hotel).

All rooms feature refrigerators, coffee,
hairdryers, irons/boards & free HBO. Guests
enjoy complimentary use of the fully equipped
exercise room, bicycles, heated pool & spa,
ping-pong, shuffleboard & a 9 hole putting
course. Parking & airport transfers are free.

CHECK IN/OUT TIMES:

Check In: 4:00pm
Check Out: 12 Noon

Cancellation policy:
48 Hour cancellation without penalty.

Complimentary Airport Shuttle:

Use the **Hotel Phone Board**, located in the airport
Baggage Claim area.

(San Diego has a number of Holiday Inn's)
We are at the **Holiday Inn - San Diego Bayside**

The hotel is located in the Point Loma area,
at the west end of the old Naval Training Center.
Just a few minutes from the airport. Within the
block is a Naval gas station & package store.
Several dining facilities are within walking dis-
tance from the hotel.

Driving Directions

• **5 South:** Take the **I-8 E/CA-209 S** exit
towards El Centro/Rosecrans St. Keep **RIGHT** at
the fork in the ramp 0.5 miles. Merge into
CAMINO DEL RIO W/CA-209 S. **TURN LEFT** onto
NIMITZ BLVD. 2.6 miles. **TURN RIGHT** onto **N.**
HARBOR DR. 0.1 miles

• **15 South:** Take the **CA-163 S** exit. Merge
onto **CA-163 S**. Take the **I-8 W/HOTEL CIRCLE**
exit. 0.1 miles. Keep **LEFT** at the fork in the
ramp. 0.2 miles. Merge onto **I-8 WEST**. 4.1
miles. Turn slight left onto **SUNSET CLIFFS**
BLVD. 0.1 miles. Go straight 0.1 miles. Turn
slight left onto **NIMITZ BLVD**. 2.2 **TURN RIGHT**
at **N. HARBOR DRIVE** 0.1 miles.

8 WEST: Turn Slight left onto **SUNSET**
CLIFFS BLVD. Go straight. 0.1 miles. Turn
slight left onto **NIMITZ BLVD**. 2.2 miles. **TURN**
RIGHT at **N. HARBOR DRIVE**. 0.1 miles.

San Diego Weather

OCTOBER 11-13

Average High: 75

Average Low: 62

(Rumor is that its a great time of year, but we
don't want to tell anyone)

Hospitality Room

Our meeting room is a very comfortable
space, that can be expanded to hold up to 200
people. We will have snacks & some beverages.
You are allowed to bring your own beverage, as
ice will be provided.

The Mars history books will be available for
your viewing & sharing memories. All the ship's
cruise books have been copied & made up in
three ring binders. This was very popular at the
last reunion. **HOURS:** Open each day by 0800 till
the lights go out. Sunday - closed at 12 Noon.

REGISTRATION

The registration fee is \$15.00, which includes
spouse/couple. A \$5.00 registration fee is avail-
able to those who plan only a one day visit or
want only to attend the **WELCOME RECEPTION**
on Friday. Special name tags will be made up &
will be required for our hotel events.

Tijuana Tour/Shopping

Thursday 11 October 9:30am

This is a shopping/sightseeing trip across the
"busiest international border in the world",
Tijuana.

Our group will have their own bus & driver,
who will pick us up at the reunion hotel & return
at the end of the day. This is the fastest &
safest way to visit Tijuana. Will return to the
hotel, no later then 2:30 pm.

Cost \$15.00 per person

Military Base Tour

Thursday 11 October 9:45am

We will have our own bus & driver, who will
pick up our group at the reunion hotel & return
at the end of the day. Plans are to visit the
Veterans Memorial Center & Museum, located in
the old Balboa Naval Hospital Chapel. Visit the
Naval Amphibious Base, North Island Naval Air
Station & the old Naval Training Center, some
of the old buildings are still standing. A pic-



ture taking opportunity at the USS Recruit & the parade grounds. We will return to the hotel, no later than 2:45pm.

Cost \$15.00 per person

Welcome Reception

Thursday 11 October 5:00pm

A one hour welcome reception at the hotel poolside, for guests of the hotel. A chance for everyone to get together & say hello. Time: 5:00 to 6:00pm.

Cost \$0

Mars Welcome Reception

Friday 12 October 4:00 to 6:00pm

This will be the best opportunity for all the crews from Mars to meet & get acquainted with each other. THIS IS AN ALL HANDS EVENT.

Location: Holiday Inn Bayside - Poolside.

This is a Mars Reunion sponsored event.

Cost \$0

(Must have Mars name tag)

Western Barbecue Dinner

Friday 12 October 6:00pm

We will have a Buffet Dinner (all you can eat) at the Holiday Inn - Bayside, poolside.

Tossed Green Salad & Coleslaw

Chicken & Ribs

Texas Style Beans, Baked Potatoes & Corn on the cob

Apple Pie & Corn Bread

Coffee, Brewed Decaf, Hot Tea & Milk

Cost \$24.00 per person

Harbor Excursion

Saturday 13 October 9:45am

A two hour narrated cruise of San Diego Bay. Bus transportation will be provided for this event, from the reunion hotel & return by 1:00pm to the hotel.

The use of our package cruise is highly recommended, as parking is at a premium on this day. The Star of India, our San Diego Sailing ship will be getting underway at the same time our cruise starts. This is always a special event, that only happens a couple of times a year. For those not staying at the reunion hotel, park at the hotel, as ample free parking is

available in the area.

Cost \$19.50 per person

Mexican Ole Dinner

Saturday 13 October 7:00pm

This will be a BUFFET DINNER (all you can eat), at the Holiday Inn - Bayside, California Room.

Tossed Green Salad, Mexican Sweet Corn Salad
Chips & Salsa

Spanish Rice, Refried Beans, Tortillas
Cheese Enchiladas - Chicken & Beef Fajitas

Cinnamon Churros & Flan

Coffee, Brewed Decaf, Hot Tea & Milk

Cost \$27.00 per person

Tentative Reunion Schedule

Thursday 11 October

- 0800 Hospitality room opens
- 0930 Bus for Tijuana departs
- 0945 Bus for Naval Base tour departs
- 1700 Welcome Reception for hotel guests
- 1800 Dinner on your own
- 2200 Hospitality room closed

Friday 12 October

- 0700 Hospitality room opens
- 0730 Informal meeting. Discussion on future plans for our organization.
- 0945 Meet at Maritime Museum for a tour for the Mars crew
- Fleet Week starts in San Diego - Visit the waterfront
- 1200 Lunch at the Harbor Inn, Naval Submarine Base, Point Loma
- 1600 MARS WELCOME RECEPTION
***** All Hands Event *****
- 1800 Western Barbecue - poolside

Saturday 13 October

- 0700 Hospitality room opens
- 0800 MARS REUNION business meeting (short & to the point)
- 0900 Depart hotel for Harbor Excursion
•Boat departs from the pier at 0945
- 1200 Bus returns to the hotel.
- 1800 Social Hour - no hoist bar
- 1900 Dinner in the California Room.
- Benefit Drawing

Sunday 14 October

- 0700 Hospitality room opens
VISIT & FAREWELL
- ... The Navy's BLUE ANGELS will be flying at the Miramar Air Show.





**Registration for Reunion 2001
San Diego 11-13 October**

Please fill in the below information & return by 01 September deadline or sooner, so that we may be able to have all arrangements completed.

Number that will be staying at the Holiday Inn Bayside _____

Name(s) you would like on your name tag(s)

Yours (name/rank etc)	Spouse/Guest		
Registration		qty	total
Yourself/Couple	\$15.00 X	_____	= _____
One day/event per person	\$5.00 X	_____	= _____
<hr/>			
Reunion 2001 T-shirt	\$10.00 X	_____	= _____
Size: Small _____ Med _____ Large _____ XLarge _____			
XXLarge _____ XXXL _____	add \$1.50 @ X	_____	= _____
One or two shirts to be mailed	add \$3.50 X	_____	= _____
<hr/>			
Tijuana Tour/Shopping (Thurs)	\$15.00 @ X	_____	= _____
Base Tour (Thurs) per person	\$15.00 @ X	_____	= _____
Will attend MARS Welcome Reception 1600 to 1800 Friday		_____	= <u> 0 </u>
Western Barbecue Friday 1800	\$24.00 @ X	_____	= _____
Harbor Excursion	\$19.50 @ X	_____	= _____
Banquet Dinner	\$27.00 @ X	_____	= _____
	TOTAL	_____	_____

PLEASE make checks payable to MARS REUNION !
 Send To: *Everett R. Jones, 1947 Gotham St., Chula Vista, CA 91913*
 Possible Friday morning events that can be arranged.
 _____ I am interested in visiting the Maritime Museum
 _____ I am interested in attending the Marine Recruit Grad