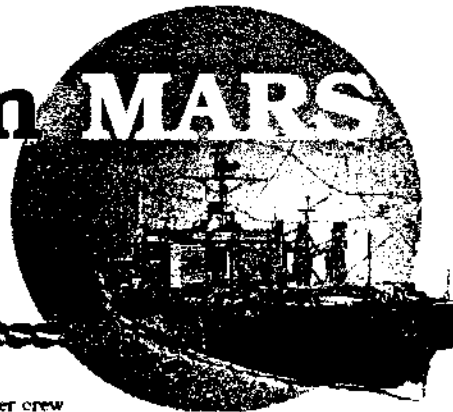


CREW from MARS

Editor:
Everett R. Jones

Graphics:
David C. Reed



December 2000

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

Newsletter No. 8

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

from the editor's desk



My Fellow Shipmates

A special thank you to those who have continued to support the costs of our newsletter.

The MARS organization continues to grow, as 45 new names are added to our mailing list. This newsletter is now being mailed to 391 past crewmembers. Your support makes the extra effort rewarding & worthwhile.

•Several significant events have taken place since our last newsletter.

REUNION 2001

Is set for October 11-13, 2001. I have signed the contract with the Holiday Inn - Bayside & made the required deposit with them. I will work on the details & have the reunion registration in the May 2001 newsletter.

I thank all of you who took the time to send me the advance reunion information request. With your help, I have some numbers to work with. The interest in the planned events will allow me to make the arrangements on the days we have scheduled.

MARS REUNION CHECKING ACCOUNT

After a long delay, I have opened a checking account. It now appears that our organization is sound & will continue to grow. A little book-keeping is involved for the ever watchful IRS,

but that can be handled without any problem. David Reed (1969-70) has agreed to be the co-signer for the account.

You can now make your checks payable to the MARS REUNION.

MARS WEB PAGE

www.ussmars.homepage.com

We now have a internet web page for the USS MARS. Once again, my daughter was of great help in getting it started for me. Now I am on my own again, as I have to fill in the blanks. The site is one of those free web-sites. As of now, the site has not been picked up by the internet search engines. I have contacted everyone that has a e-mail address & would like to bookmark the site, I will e-mail it to you.

NAVY VIETNAM MEMORIAL

A memorial is now under construction on the Naval Amphibious Base, Coronado, CA. Donations are funding this project. I am supporting a donation plaque from the USS MARS. Can you help? See pages 14 & 15.



As another year goes by too fast, I am wishing everyone a great holiday with your friends & family. Hope more of you can attend our upcoming reunion in San Diego. Looks like we are going to have a good turn out. Take a few days off & join us. We don't know what the future holds.

A special thank you David, for putting our newsletter together in a professional format. I thank everyone for your interest & support.

Everett R. Jones

USS Mars (AFS-1)

•History 1969•



Commanding Officers

Captain Paul A. Anderson
Captain Tom O. Nutt

Executive Officers

Cdr. J. C. Kaltenborn

Supply Officers

Cdr. C. E. Cuson

The new year finds MARS once again underway in the South China Sea. January & February are spent replenishing the ships of the Seventh Fleet. Mars makes swings through Market Time & Yankee Station & delivers supplies to the ships operating off the coast of Vietnam. Stops are also made in Vung Tau, Cam Ranh Bay & Da Nang to replenish navy units in the area.



Back to Subic Bay to re-load & a few days of R&R, before getting underway for Koahsuing. Loaded with fresh provisions, Mars heads for the Sea of Japan, & replenishes the ships operating off the coast of

Korea. The ship makes a stop in Sasebo to pick up mail, fleet freight & personnel for the units in the Sea of Japan. One last swing is made off the coast of Korea, before heading home to Yokosuka, the last week of February.

Home at last, Mars returns to Yokosuka after five months of the most intensive replenishment operations in the ship's history. During this time period, Mars was the sole AFS/AKS load carrier supporting fleet units in south-east Asia.

Departing in mid September 1968, Mars conducted 471 replenishments & delivered over 73,000 line items to units of the U.S. Seventh Fleet, with five Market Time swings & four Yankee Station Swings during this time period.

March is spent in Yokosuka, doing some much needed upkeep & repairs. The never ending job of reloading continues every day. Some of the crew take a few days leave & others depart Mars for the last time as replacements report on board for duty.



Mars departs Yokosuka, the last week of April & spends the month of May on Market Time & Yankee Station. Subic Bay is always a scheduled stop for supplies & fleet freight.

June, finds Mars in her homeport reloading & upkeep of the equipment. Much of the summer is spent on the line or in Subic Bay.

A one day break, (a few hours) is taken off by the crew for a beach party on the beach at An Thoi, Vietnam. A real good time was had by some of the crew who went ashore.



The ship also made a five day visit to Hong Kong, during this time period. Some of the crew used the time to do some early Christmas shopping & others just enjoyed the opportunity to go ashore & relax.

September is spent in Yokosuka, loading for yet another swing south. One more AFS makes her first visit to the Western Pacific, as the USS White Plains (AFS-4) arrives with some much needed help.



On October 3, Captain Tom O. Nutt relieves Captain Anderson, as Commanding Officer of the USS Mars. Captain Nutt becomes the fifth CO of Mars, & two days later has his ship underway for Yankee Station.

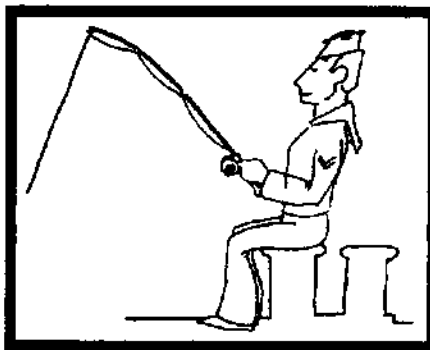
October is spent on the line & in Subic Bay. In the Tonkin Gulf, Mars replenished two carrier groups, as well as ships in Da Nang, Cam Ranh Bay & Vung Tau. She also received 165 tons of food supplies in a underway colsol.

Returning to Yokosuka, the first week of November, a two night ships party is enjoyed by the crew. Another short load time period, & Mars once again is underway. A stop is made in Kaohsiung for fresh provisions, before heading for Subic. While in Subic Bay, the crew makes another extra effort, as 430 tons of stores are loaded in 24 hours.

December is spent off the coast of Vietnam. Rough weather is encountered, as two men from the USS Hall were washed overboard. They were recovered by the always efficient Mars Helo's.

Returning home on the 23rd of December, the crew is given the holiday period off. Only the duty section is required to be aboard.

During 1969, the crew of Mars continued the high standards of the past. During the fiscal year, the Mars & hers crew earned their second consecutive Battle Efficiency "E". They also earned the "E" in Engineering & Supply. To



make the awards complete, Mars was awarded the "Ney Award", for best messing.

During the year, the ships third cruise book was published.

(Note of special thank to SK2 A.B. Castro for the cartoons used on these history pages)



COMMENTS & MEMORIES

I want to thank you very much for the effort you must have put forth to tracking us down as well as all the other shipmates you have contacted.

I never realized the ship has had as many reunions as they have, having been on a number of ships I keep my eyes open for some of them to advertise for reunions. I have been to several of two ships reunions U.S.S. Maury (DD 401) & U.S.S. Morrison (DD 560). I am hoping to make one for the Mars.

I left the Mars on a West Pac deployment in 1971, was then assigned to Naval Ammunition Depot, Colts Neck, New Jersey, now known as Earle Naval Weapon Station. I retired from there in February 1972, then took a bus man's holiday & went to work on tugs & oil barges in the New York harbor. We delivered asphalt & other Petroleum products from Baton Rouge, La. to East Port, Maine, including running the Erie Canal. I sailed on barges for 18 years & retired from there in 1989, to what I thought was going to be a life of leisure, but with two homes to keep up, one in New Jersey & one in Florida, where we spend the winters. We don't have many idle minutes, those we do have we do volunteer work for the Red Cross at Fort Monmouth Health Clinic (downsized from a hospital, in the budget crunch). Also some volunteer work at the thrift shop at the Earle Naval Weapon Station, as Edith is still involved with the Wives Club, so I get roped into helping out at times.

Our son Chip now lives in South Carolina. He followed in his father's footsteps, worked for M.S.C., Bayonne, N.J. & now works for a barge company that Neil his dad, worked for a number of years ago. He works three weeks on & three weeks off & loves it, so guess he plans to retire from there.

Edith & I just celebrated our 47th wedding anniversary (April 21, 2000). We are making plans for our golden anniversary (50th) in year 2003. That is God willing & the Devil doesn't care.

Take care, your Shipmate.

Neil H. Woodward (1968-71)

It has been a long time coming, but I finally got around to writing. I was leading Signalman on board Mars for over five years. I went aboard her in early July 1968, relieving Chief Hurley. I remember the ship was tied starboard side to pier 2, in Yokosuka.





COMMENTS & MEMORIES

The funny thing was that when we left San Diego, to report to the Mars, we had a really good earthquake in California. My wife asked if they had earthquakes in Japan, & I replied, no. Ironically, our first night in Japan, they had two minor earthquakes.

I have a lot of fond memories from being aboard Mars, such as the shuffle board the Captain had us paint on the port side of the signal bridge. We ate thousands of popsicles, wore cut off dungarees & shower shoes when ships came alongside, as the Captain wanted to show the good life on Mars. The Mars won the Battle E two times during this time period. I believe I served with five skippers.

Mars had the largest signal shelter, the biggest signal bridge, & the best signal gang in the whole damn fleet.

Since leaving Mars, I trained recruits in San Diego, served on the USS Prairie, went to Oregon for two years. Served on the USS Horne before retiring. Worked as a Fire Inspector/Investigator for the Federal Fire Department, in San Diego. Retired & moved to Ohio.



SM1 Chase & SM2 Hardin

Any shipmate that wants to e-mail me, my address is HCHASE321@aol.com
Harold Chase (1968-74)

Flower Power

For a brief while in early 1970 we Martians became flower children, at least in the eyes of the rest of the Seventh Fleet.

The Mars was being re-homeported to Oakland & it would be the first time back on U.S. Soil in many months for a lot of us. We were all pretty excited.

Captain Nutt, caught up in the spirit of things, had a tape installed on the ship's



COMMENTS & MEMORIES

loudspeaker system to be played on every unrep breakaway during our farewell tour of Yankee Station. The tune he chose was the Scott Mackenzie hippie ballad popular at the time, "If you're Going to San

Francisco".

So it came to pass in the spring of 1970 that U.S. Naval ships being serviced by USS Mars, AFS-1, found themselves treated to an unexpected high-decibel serenade as the supply lines disengaged - a gentle in-your-face reminder that the Mars' days of South China Sea drudgery were soon to be a fading memory, replaced by stateside duty in the shadow of the Golden Gate. I know it tweaked their noses a bit.

But then, I'm sure that's what the Captain intended.

Tom Hargus (2/70-10-70)

* * *

Invasion of San Miguel

Mars, being a supply ship, had lots of cargo capacity. That meant that ship's company wouldn't need to arrange special transport of their personal belongings to Oakland. Captain Nutt decided that Mars would handle it all - dependents, cars, furniture, pets. Everything. A regular twentieth-century Ark.

I had been on board only a couple of months & my wife Cecilia & all our belongings were still in San Antonio, a small Philippine fishing village about thirty miles up the coast from Subic, near my previous duty station at San Miguel.

I was Captain's Yeoman, & a few days before our final stop at Subic, Captain Nutt pulled me aside & asked me what arrangements I had made to get my belongings there from San Miguel, for loading on Mars. Frankly, I hadn't made any. The thought of toting an apartment-full of personal effects over thirty miles of rutted Philippine roadways via jeepney or Victory Liner just didn't seem practical. I told him so, that I hadn't worked things out yet.

After a moment's reflection he asked me if there were a helipad at San Miguel. I said there was. After a moment's further thought he said that on our third day in Subic - a Saturday as I recall - he would be sending one of the Mars' helicopters to Clark AFB on official business, & on the way back he could have it detour to San Miguel. If I could get my belongings to the base helipad there by, say, 0900, they could drop in, load up, & have all my stuff delivered to the ship for me in no time.

That sounded fine to me.





COMMENTS & MEMORIES

As soon as we docked in Subic, I took off for home. Once there I contracted with three jeepney drivers for that Saturday & began packing.

My wife was somewhat bemused by all this: the notion that my ship's captain would commit those kinds of resources to help a lowly third class petty officer get his personal gear transported was a source of wonderment to her. Me too.

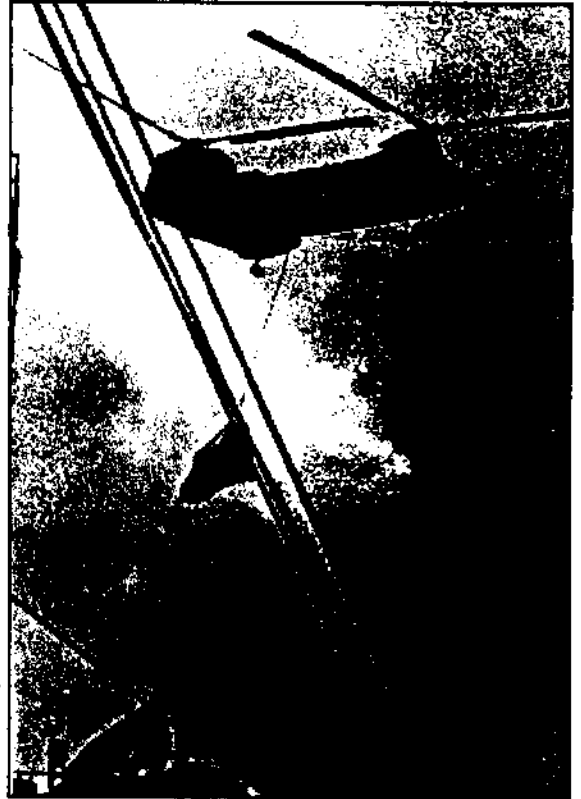
Anyway, a half-hour before the appointed hour Saturday morning our little caravan of jeepneys snaked its way through the front gate at USNAVCOMMSTAPHIL San Miguel, loaded with all my worldly possessions, such as they were. For the life of me, looking back over thirty years, I can't recall my conversation with the gate guard. I know he must have been at least a little uncertain about what was going on. I know I sure as heck would have been. None the less he let us in & five minutes later there we were, unloading boxes on the grass beside the helipad. I settled up with the jeepney drivers & Cecilia & I sat down on the boxes to await the chopper.

Sure enough, at precisely 0900 hours we heard the distant hum of the helicopter - a tiny insect above the mountains to the east - & a couple of minutes later it touched down in a swirl of dust.

The loading went smoothly & within ten minutes we were finished. I was waving goodbye to the departing chopper when I noticed out of the corner of my eye a black Navy Chevy tearing up the narrow drive to the helipad. It screeched to a stop in a spray of gravel. The door flew open & Captain Burke, San Miguel Base Commander, jumped out.

Captain Burke was a wiry little bantam rooster, pale-complected, one of those guys whose skin didn't take kindly to tropical sun & reddened instead of darkened. This gave him a perpetual pissed-off appearance. His strict "by-the-book" reputation was well-deserved & I had made it a point to stay off his radar screen the whole time I had been stationed at San Miguel. Now here I was, very much on his screen & there he was, right in my face, obviously very upset about something.

"What the hell's going on here!?", he shouted.





COMMENTS & MEMORIES

Crazily, all I could think about for a split second was how large his tropical white shorts seemed for his painfully thin legs. He didn't seem to be wearing those shorts as much as occupying them.

After a moment I gained some composure & replied, "They're taking my belongings to my ship, sir. The Mars, for transport to Oakland."

"Who authorized this landing?", he shouted., "Why was there no radio request for permission to enter my airspace?". His face was glowing even brighter red than usual. Spittle dotted his chin.

Heck, I didn't know anything about requesting any airspace. I was just a sailor doing what my Captain said. Things like radioing for landing permission were levels over my head, matters between officers & helicopter pilots.

"Captain Nutt arranged all this, sir."

"Captain who!?" He glared at the helicopter, now a dot above the horizon. A vein pulsed in the side of his neck.

"What's his date of rank, sailor?" Of course I didn't know, & told him so.

We stood there facing each other. Finally, after what seemed an eternity he turned on his heel & stormed back to his car. Barney Fife Stick-legs banging back & forth like bell clappers inside those starched white shorts.

"You & your Captain haven't heard the end of this!", he muttered over his shoulder. He got in his car, sprayed some more gravel, & was gone.

I never did find out the exact nature of any communications between the two Captains, but I hope they weren't as unpleasant as I feared they might be. I admired Captain Nutt & was appreciative of what he did for me, & didn't want to see him get into any trouble. Maybe his date of rank was senior to Burke's anyway. I hope so.

In any event, that's the story of the day the USS Mars invaded the US Naval Communications Station, San Miguel.

Tom Hargus (2/70-10/70)

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.



the Ship's Crew



A Special Welcome!

11/63-4/67	Dountz, George R.	EM2	E Div	Pataskala, OH
12/64-8/66	Bare, Kenneth W.	QM2	N Div	Cheyenne, WY
9/65-9/68	Emery, Ron A.	SN	1st Div	Grover, OH
3/65-2/67	Kennerson, Dale T.	SM3	OC Div	Molino, FL
7/65-6/67	Megee, Lore E.	PN2	X Div	Arlington, Tx
1966-1967	Cook, John C.	LT	Pilot	San Diego, CA
7/66-7/68	Imhoff, Samuel M.	FTG3	3rd Div	Damascus, OH
7/66-6/68	Laliberte, Paul D.	DC2	R Div	Worcester, MA
11/66-12/68	McKenzie, Gary L.	SFM3	R Div	Keene, CA
6/67-4/70	Barck, Dale E.	LCDR	Pilot	Chula Vista, CA
1967	Doris, Michael A.	WO	Supply	Newburgh, IN
6/67-4/70	Hamilton, Joseph C.	SKC	Supply	Chula Vista, CA
12/69-1/73	Doelcher, Jack R.	EM3	E Div	Benicia, CA
1969-1970	Freitas, John E.	BMC	Deck	Chelmsford, MA
1969-1970	Pullig, Samuel W.	PC3	X Div	Beaumont, TX
1970-1972	Gribble, Russell P.	SK2	S-2 Div	Cincinnati, OH
2/70-11-70	Hargus, Tom	CT3	X Div	Little Rock, AR
1971-1972	Calton, Ira L.	GMG3	3rd Div	Mansfield, TX
1971-1972	Clementson, Gary E.	SK3	Supply	St. Paul, MN
1971-1972	Fifer, Vincent S.	RM2	OC Div	Memphis, TN
1971	Forliti, Raymond A.	CS3	S-3 Div	St. Paul, MN
1971-1972	Goodlatte, Peter R.	LTjg	Weps	Silver Springs, MD
1971-1972	Hammond, Robert E.	LTjg	Eng	Longview, WA
1971-1972	Huston, Virgil	GMG2	3rd Div	Grand Rapids, MI
1971-1972	Isakson, Clayton	BM2	Deck	Sioux Falls, SD
1971-1972	Lambrecht, Larry G.	DC3	R Div	Billings, MT
1971-1972	Lyytinen, Jerome K.	SH3	S-3 Div	Talmoon, MN
1971	Stewart, Gaylon V.	LT	Pilot	Bluffdale, UT
4/71-5/72	Wilson, Paul	SN	2nd Div	Silvetron, OR
1972	Hafford, Bob	ENS	1st Div	Essexville, MI
4/73-8/76	Johnson, Larry A.	MM1	A Div	Sasebo, Japan
1974-1975	Gibson, James B.	----	A Div	Mountain Home, AR
8/74-9/76	Pendas, Felix	MM2	M Div	San Antonio, TX
1974-1977	Sohlke, Jeff	ETR2	OE Div	Falls Church, VA
1974-1976	Stiff, Danial	SM2	OC Div	Seabeck, WA
8/75-7/78	Adams, Kenneth R.	BMC	1st Div	Vallejo, CA

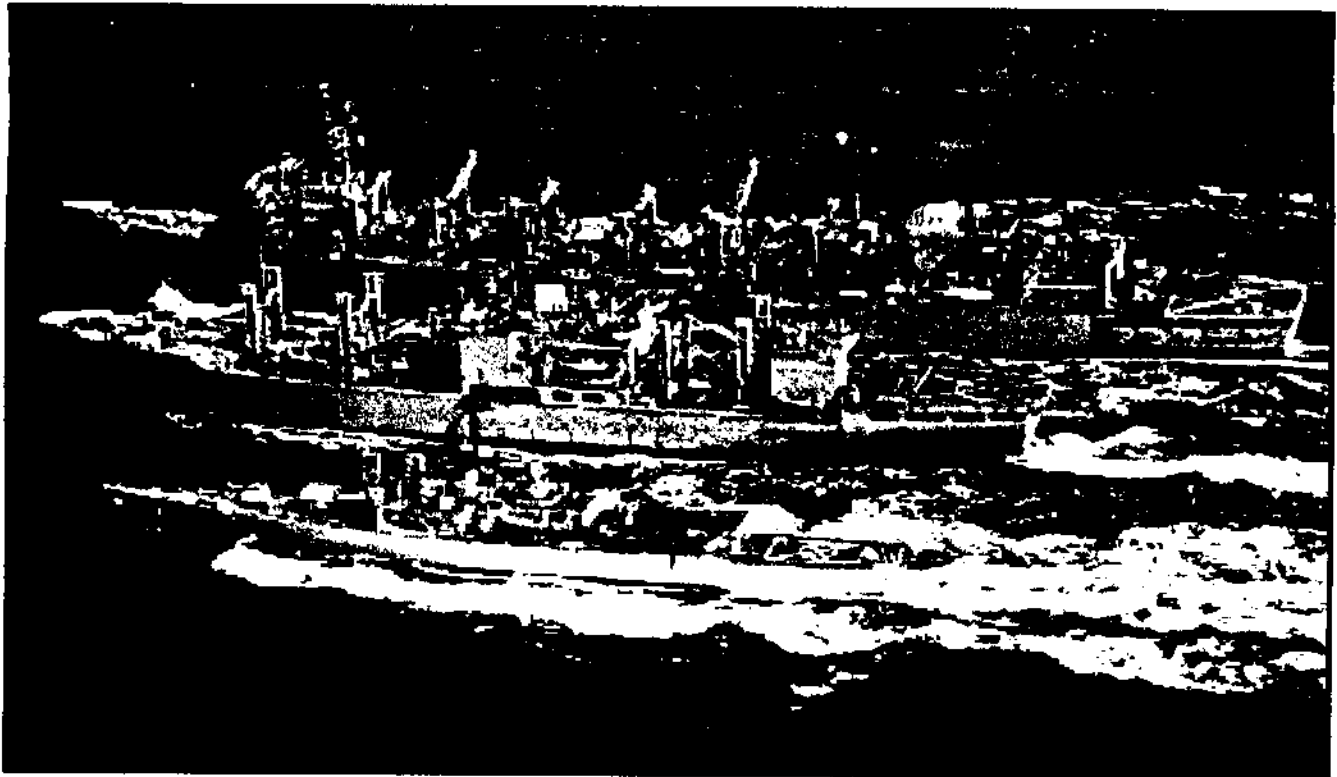


the Ship's Crew



A Special Welcome!

1975-1979	Smith, William	BT3	B Div	Donnellson, IA
1977-1980	Wieber, William	BM3	Deck	Imperial Beach, CA
1981-1985	Flynn, John B.	HT2	R Div	Philadelphia, PA
1983-86-89-93	Miller, Michael D.	SK1	Supply	Ramona, CA
1986-1991	Hall, Brett N.	QM1	N Div	Clarksville, TN
10/86-6/89	La'aita, Pose	PNCM	C/MC	Bremerton, WA
1987-1991	Hylton, Derrick	ET2	OE Div	Varnville, SC
1987-1990	Zweibohmer, Shawn	DP2	Supply	Walterville, OR
-2/93	Bookenberger, John M.	RM3	OC Div	Holland, OH



Three number ones
USS Sacramento AOE-1
USS Mars AFS-1
USS Brooke DEG-1



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

From the Graphic Desk



I wish to thank Ray Gillman (1968-70) for entrusting me with his negatives & color slides. I will take & make some time to get some proofs made & send them back as promised. I have not forgotten...

A number of you have entrusted your photos to our editor, Everett R. Jones, who in turn has passed them on to

me for scanning, with threats or something about having to return them. (Just kidding) Everett & I do understand how as we get older we become attached to those old photos.

The point here, is we can use your photos to scan into the newsletter data base & we do return them. Black & white or color photos are best.

Nautical line art is also welcomed, such as knots, fish, birds & ships, etc.



Happy Hoildays from the graphic desk!





**We Mourn the Passing
of these Shipmates**

**LCDR Carl T. Healer
CHC, USN Retired**

■ 1969-71 ■

**Passed away
May 20, 2000**

Carl was the Mars Chaplain

QMC Eugene G. Pickerill

■ 1967-69 ■

**Passed away
in 1994**

AKCM George W. Handlin

■ 1967-69 ■

**Passed away
in April 2000**

**For information, I have maintained a
complete & detailed record of every
donation & have every receipt for the**



**money
spent
since
day
one,
which
was
June
11,
1997.**

Everett R. Jones

Thank You

**Your Support for the Newsletter
is Greatly Appreciated**

James B. Gibson	\$ 15.00
Gerald Lombardi	\$ 25.00
Gerald L. Kessinger	\$ 25.00
George C. Watkins	\$100.00
Ronald L. Henning	\$ 25.00
Hendrix F. Rawl	\$ 20.00
James C. Kaltenborn	\$ 25.00
Jaime A. Pineda	\$ 25.00
Bill Altman	\$100.00
Richard B. Arndt	\$ 25.00
Loren E. Megee	\$ 25.00
John D. Milliken	\$ 50.00
Frank R. Kladnick	\$ 20.00
James G. Hogan	\$ 50.00
Andrew Warner	\$ 25.00
Larry J. Martin	\$ 25.00
Gary H. Molitor	\$ 25.00
Thomas E. Hargus	\$ 20.00

**Statement of
Account**

Expenses:

Postage/stamps \$ 92.11

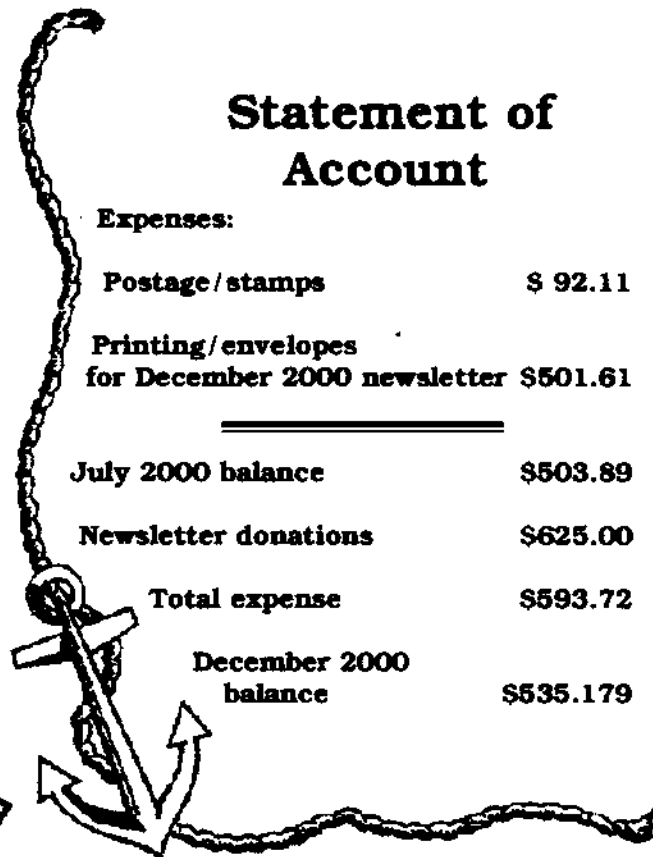
Printing/envelopes
for December 2000 newsletter \$501.61

July 2000 balance \$503.89

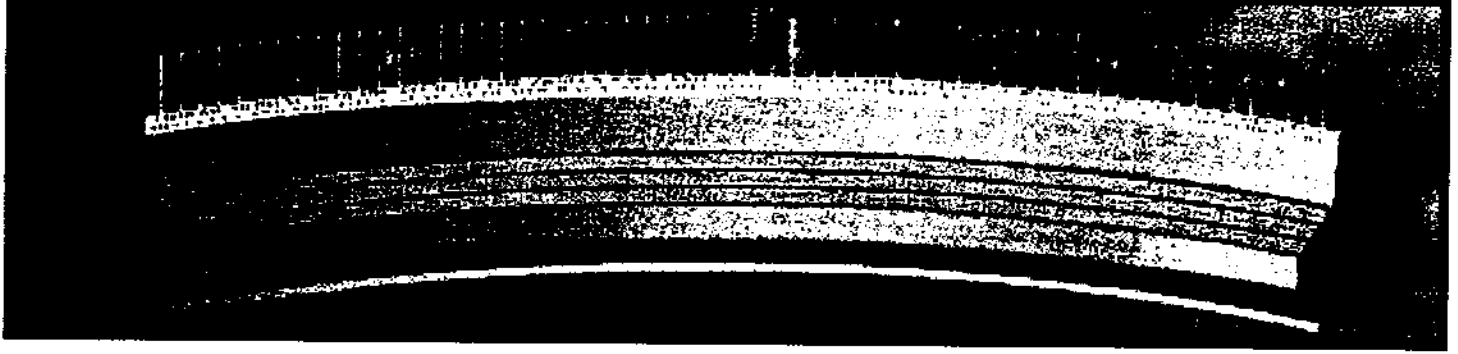
Newsletter donations \$625.00

Total expense \$593.72

December 2000
balance \$535.179



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



Efforts to establish a permanent memorial monument to pay HONORABLE TRIBUTE to all sailors who died in the line of duty & who served during the South East Asia Theater of the Vietnam War 1960-1975, Have been going on since September 1993. The concept for a memorial began with Ralph J. Fries, CWO3 USN Ret, in 1986.

In May 1999, Commander, Navy Region, Southwest, Rear Admiral V. Z. Froman authorized the construction & placement of the US Navy/US Coast Guard Vietnam Unit Memorial Monument & Boat Display at Naval Amphibious Base, Coronado, CA. On June 23, 1999, the Memorandum of Understanding was signed between the Memorial Organization & the US Navy, establishing the guidelines for long term operation & maintenance of the Memorial.

The dedication ceremonies are planned to be held on Veterans Day, Saturday, November 11, 2000.

Memorial Design

The memorial is designed as a graceful 60 degree arc, approximately 66 ft. long, 8ft. high & 6ft. wide. With the American Flag in the center, the top of the monument will permanently dis-

play the flags from the 50 states.

Some of the many unique features of this memorial.

1. The memorial assembles information, pictures, & Naval History that have been collected & never displayed before.

2. Plaques honoring the 16 Navy Medal of Honor recipients.

3. Plaques honoring the 123 Navy Cross recipients.

4. Full names of casualties, ship or unit, date of death, rank/rate, home of record, & other pertinent information. Over 2500 names will be Honored.



5. A listing of every US Navy/US Coast Guard ship & unit that participated in the South East Asia theater of the Vietnam War 1960-1975.

6. Three boats will be on display, a PBR (Patrol Boat River 32'), PCF-104 (Patrol craft Fast 50') & CCB-18 (Montor 60').



This Project
is Not Funded
by the
U.S. Government!

For any donation of \$100 or more, your name will be listed on a donor plaque on the monument.

**CREW FROM MARS
U.S.S. MARS (AFS-1)
1963-1993**

Note from your editor:

I would like to insure that a donor plaque from the crew of the USS Mars, is on this monument. I will pledge a donation of \$50 towards this plaque. If you would like to make a donation, send your check to me, payable to: VIETNAM UNIT MEMORIAL MONUMENT FUND. I will give the checks to Ralph Fries & you will receive a receipt for your donation.

All Donations are tax deductible.

Visit the organization on the internet:
www.vietnamunitmemorialmon.org

(sorry about the poor quality of the photos with this article, the original materiel was coated as is with most printed materiel)



SYLVANIA REUNION

The USS Sylvania (AFS-2) have invited our crew to thier winter reunion in Charleston, SC. The dates are January 26-28, 2001 at the Charleston Days Inn (800) 722-8411. If any of our group is interested in meeting with some of the Mars crew in the area, let me know as soon as possible.

Everett

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.

REUNION 2001

WELCOME RECEPTION
ON FRIDAY

If you can only make one event, this is that event. The reception will start about 1600 & last till the lights go out. I encourage everyone to try & attend this informal reception.



REUNION 2001

I thank all of you who took the time to send me the advance REUNION 2001 information request. With your help, I have some numbers to work with.

We will have the use of a free hospitality room. We needed 35 rooms booked each day for the use of the hospitality room. This we have. The interest in the planned events & tours will allow me to make the arrangements on the days we have scheduled.

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.

WE NEED SPONSORS FOR THE RECEPTION

If we can raise the funds for this WELCOME RECEPTION, I hope to reduce the cost for the reunion registration. Even if you are unable to attend the reunion, your support will be noted. All individuals & businesses who make a donation, will have their names posted in our hospitality room. Send your check to me, memo: reception.

Everett R. Jones

The good lord willing, these shipmates plan to attend the 2001 REUNION.

Mr & Mrs. Oscar Ackerman	1967-69	Mr & Mrs Bill Lada	1965-67	Gary Molitor	1966-69
Bill Altman	1976-79	Mr & Mrs Paul Laliberte	1966-68	Mr & Mrs Dutch Mueller	1968-69
Mr & Mrs Richard Arndt	1963-65	Mr & Mrs Gerry Lombardi	1965-67	George Munger	1963-65
Mr & Mrs Dale Ashcraft	1969-71			Dennis Oliver	1963-68
Les Campbell	1974-76			Mr & Mrs James Parker	1965-67
Mr & Mrs Harold Chase	1968-73			John Partin	1972-73
Mr & Mrs Charles Cuson	1968-70			Chuck Pike	1984-87
Mr & Mrs Steve Dengler	1969-70			Mr & Mrs Jaime Pineda	1966-69
Leon Dively	1963-66			Mr & Mrs Frank Rawl	1965-67
Jack Doelcher	1969-73			Mr & Mrs David C. Reed	1969-70
Stanley Farmer	1965-66			Mr & Mrs Ted Riddle	1966-70
Ed Fourre	1967-70			Robert Samson	1963-66
Fred Geigle	1965-68			Mr & Mrs Lou Sappanos	1966-68
Richard S. Godfrey	1963-65			Mr & Mrs Charles Scanlon	1985-87
Paul Goldstein	1963-67			Bob Schorheide	1967-68
Mr & Mrs Thomas Hackler	1966-67			Mr & Mrs Perry Shelton	1967-68
Mr & Mrs Ron Henning	1967-70			Mr & Mrs Marvin Snyder	1963-66
James Hogan	1963-67			Mr & Mrs Bill Stombaugh	1965-67
George Johnson	1963-66			Joseph R. Tizol	1963-66
Dan Jones	1965-68			Joel Wanha	1970-73
Mr & Mrs Everett R. Jones	1965-68			George C. Watkins	1965-66
Mr & Mrs James Kaltenborn	1968-70			Mr & Mrs Don Welch	1966-68
Mr & Mrs Dwight Kauffman	1963-66			Benton Wilkison	1963-65
Joseph Kay	1968-70			Mr & Mrs John Willis	1966-68
Mr & Mrs Gerald Kessinger	1963-65			Mr & Mrs Neil Woodard	1968-71
Frank Kladnick	1963-66				
		Mr & Mrs Marvin Maria	1963-66		
		Larry Martin	1968-70		
		Mr & Mrs Merrill Martin	1963-65		
		Marvin McClure & Sandy	1963-65		
		William Mildfelt	1965-67		
		Mr & Mrs James Miller	1972-74		
		Mr & Mrs John Milliken	1968-69		

