

along to the young lads that anytime BuPers tries to give 'em that indispensable man stuff, they can use the story about the indispensable youngster from *Scorpion*, and that'll make 'em walk back the cat."

And so I'm passing the story on to you so that BuPers can file it away for future use whenever it's needed.—CAPT Isaiah Olch, USN (Ret), Nice, A. M., France.

SIR: Your January item on *Scorpion* recalled the visit *uss North Dakota* made to Constantinople in December 1919.

North Dakota's arrival was a cause for rejoicing among *Scorpion's* crew. At that time there was a considerable amount of good natured discussion between British and American Navymen over "Who won the war?" (meaning World War I). In consequence, the men of *Scorpion* had quite often felt the need for reinforcements to help prove their point.

North Dakota proved a valuable ally in the debates, and it was probably with a feeling of regret that the men of *Scorpion* saw her weigh anchor.

That Med cruise of the "ND" may be remembered by some of your older readers and would undoubtedly make an interesting article for *All Hands*. One purpose of the trip was to return to Italy the body of the Italian Ambassador, who had died in Washington. The other missions which followed that one would furnish you many a salty anecdote.

Incidentally, am I correct in thinking the *Tennessee* mentioned in your January article was later sold to Greece? It seems to me she was moored dockside when we visited Piraeus in 1920, and that one of our crew members who had served aboard her went over to visit.—R. T. Strunz, HMC, USNR (Ret).

• Great—all these letters and only one question to answer—the query from Chief Strunz about *Tennessee*.

Evidently, Chief, you are thinking of some other ship. The *Tennessee* we mentioned was Armored Cruiser No. 10. On 29 Aug 1916, while lying off San Domingo (now Ciudad Trujillo, Dominican Republic), she was driven ashore in a storm and completely wrecked. She was stricken from the Navy lists in 1917, and so far as we can tell, was not sold to Greece.

As for the further story of ND's Med cruise, you sound like just the man to write it up.—Ed.

Korean PUC for Bexar

SIR: I would like to know if *uss Bexar* (APA-237) was awarded either the Presidential Unit Citation or the Navy Unit Commendation for her Korean service. While I was stationed on board we operated in the Korean area from September 1950 to January 1951.



SEAGOING—A mighty splash partially hides *USS Pawcatuck* (AO 108) as she pulls away from a "customer" after delivering fuel in the Mediterranean.

We did get the Republic of Korea Presidential Unit Citation.—H.W.D., EMI, USN.

• Sorry, but the records show that *Bexar* was not awarded either the PUC or the NUC for her part in the Korean conflict. She did see plenty of service in that area, however.

Bexar was operating in the Mediterranean in the summer of 1950, on what was expected to be a calm, peaceful cruise, but the outbreak of fighting in Korea changed all that.

In early July she received hurry-up orders to proceed to Crete and take on a load of Marines. She then proceeded full steam ahead through the Suez Canal, the Red Sea and the Indian Ocean to Japan. She later shuttled troops from Japan to Korea and participated in the Inchon landings before returning to the U. S. in January 1951 for overhaul and refresher training.

August 1951 found *Bexar* back on the job again, shuttling troops between Japan and Korea. In May 1952 she returned to the West Coast, but in July



"SI" STORY—Rodolf I. Godines, CN, talks to men of Spanish training ship *Juan Sebastian Elcano* in New York.

1953 was back in Korea again as flagship for Operation Big Switch, which involved moving prisoners of war from *Koje Do* to *Inchon*.—Ed.

The Calvert Story

SIR: While reading a back issue of *ALL HANDS* (December 1958) I came across a letter in which someone asked what decorations *uss Harry Lee* (APA 10) had earned. You gave a very good history of that ship's accomplishments.

At one point you mentioned that *Harry Lee* had engine trouble while preparing for the landings in North Africa, and you said, "*Harry Lee* lost part of her crew. . . . Well trained officers and men . . . were transferred to another ship."

That "other ship" was *uss Calvert* (APA 32), now a veteran of 16 years' service, and I'd like to remind you that we have quite a history, too.

It began on 30 Sep 1942, when the Navy acquired *ss Delorleans*, then abuilding at Sparrow's Point, Md. She was commissioned the following day (1 Oct) as *uss Calvert* (AP 65). She was named for George Calvert, First Lord of Baltimore.

Harry Lee had her engine breakdown on the morning of October, and on the 24th, *Harry Lee's* skipper, accompanied by 23 of his officers, his entire boat group and troops and cargo, were transferred to *Calvert*, which was then going through her shakedown. On 25 October, with her experienced crew, the new ship sailed for Safi, French Morocco, where she took part in *Operation Torch*. She spent six days in the assault area before returning to Norfolk, Va., to start training the Army units she was slated to carry for the Sicilian campaign.

On 10 Jul 1943 *Calvert* (by then designated APA 32) landed her troops of the 45th Division on her assigned beaches. During the Sicilian operation she required the equivalent of 381 LCVPs, 28 LCMs and 31½ LCTs to unload her troops and cargo.

Distress Signal—Ensign Flown Upside Down

SIR: Aboard this ship there has been much discussion about the legitimacy of a distress signal.

Since Navy publications differ on this matter, we are asking you to set us straight.

Page 66 of the *Boatswain's Mate Training Course for First and Chief* (NavPers 10122-A) says: "Nobody knows who dreamed up the idea that the national ensign, hoisted upside down, is a signal of distress. Our men-of-war go to the bottom in action with their colors rightside up and still flying. The ensign upside down is not a recognized signal of distress, but of course, if you see it hoisted that way, you should go to the rescue."

On the other hand, page 60 of *Shipboard Communications* (NavPers 10806-A) under the title "distress signals, by day," paragraph 4 states: "National ensign flown upside down (United States vessels only)."

I also believe that the Emergency Shipbuilding Course offered at FTC San Diego teaches that the ensign flown upside is an authorized distress signal. But I can't verify this.

What do you say?—LTJG J.S.L., USNR.

• *We won't commit ourselves, but here is what some others have to say:*

Page 183 of Farwell's "The Rules of the Nautical Road" shows a picture of an inverted U.S. ensign used as a distress signal on the high seas or inland waters. Although *International Rules and Inland Rules* do not provide for this signal, Farwell states on page 190 of his book "that the inverted ensign is an additional widely recognized distress signal in all navigable waters." It can be readily seen that it would be impossible to expect an adoption of such a signal into international law mainly because some foreign ensigns would never appear to be inverted. Take the ensigns of Belgium, Cuba, Iceland, France and Denmark, for examples.

Then, in DNC 27, Annex A, Flag Code, page A-3, Section 4a, there is the statement, "The flag should never be displayed with the union down, save as a signal of dire distress." Soooooo, you see. For more on flags, see the August issue.—Ed.

The latter part of August 1943 found *Calvert* in New York, where she loaded troops she was to carry to the Pacific. Her next amphibious action was on 20 November at Makin Island, where she landed 1400 members of the 165th Regimental Combat Team of the 27th Infantry Division. In one period of about 90 minutes during this operation *Calvert* put 913 men, plus cargo, across the beach.

After that it was back to the West Coast for more troops and training. Then, on 31 Jan 1944 *Calvert* landed the Main Attack Detachment on the beaches of Roi and Namur, Kwajalein Atoll, Marshall Islands.

A brief yard availability at Pearl Harbor followed.

When *Calvert* came out of the yard she was assigned to a task group being formed for the Saipan and Tinian campaigns. In the Saipan invasion she helped draw enemy attention away from the main landings by taking part in a diversionary movement at Tanapag Harbor. Later in the operation she cared for nearly 200 casualties from the beach. About 50 of them were able to go back ashore for duty. At Tinian, *Calvert* was again part of a diversion.

This time, her boat group came under heavy fire from shore batteries, but the batteries were silenced before they did any harm to her boats or crews.

On 10 Aug 1944 *Calvert* returned to Pearl Harbor. On 15 September she sortied—again loaded with troops and cargo—for the then proposed landings at Yap and Ulithi. However, there was

a change in plans, and the group *Calvert* was in was re-routed to Leyte, Philippine Islands, for the landings there. Arriving off Duig, east central Leyte, she worked through daylight, darkness and air attacks to unload her troops and cargo.

From Leyte, *Calvert* headed for



VISITING VIETNAMESE orphans are passed down a steep ladder by the men of the *USS Salisbury Sound*.

Manus for a few days' rest, then steamed for the New Guinea-New Britain area to load more troops and cargo for her next operation—the Lingayen Gulf landings of 9 Jan 1945. Soon afterward she was on her way to Biak, Indonesia, to pick up more troops and cargo. She was back off Leyte by 7 February, and on the 9th, she participated in the landings on Mindoro, Philippine Islands.

By this time *Calvert* had really earned a rest, so she sailed back to Bremerton, Wash., for overhaul. After that was completed she headed for the Philippines once more—this time as flagship of COMPHIBGRU 14. She reached Zamboanga in September, and "donned two hats" as flagship of COMPHIBGRU 11 and of the Commander of the Central Occupation Group of the Fifth Fleet's zone of responsibility. She then headed for Japan, where she landed occupation troops on 6 October.

A month later, *Calvert* was assigned to Magic Carpet duty, carrying wartime personnel back to the United States for discharge and taking replacements overseas. She left Subic Bay, Philippine Islands, on her last trip on 31 May 1946, and eventually wound up in Norfolk, Va., where she was decommissioned and placed in the Norfolk Group of what is now the Atlantic Reserve Fleet.

The Korean fighting brought *Calvert* off the sidelines. She was recommissioned on 18 Oct 1950, and has seen all sorts of service with the Pacific Fleet since then. Here are a few of the high spots.

April to August 1951—Part of Task Force 90 in the Far East. After that she spent about a year on West Coast duty.

October 1952—Returned to the western Pacific as flagship of COMTRANSDIV 13.

December 1952—Participated in operations with the 7th Marine Regiment in Korea. Later, helped in redeployment of units of the 1st Cavalry and 45th Divisions, then returned to the United States for training with the Third Marine Division, which was then being formed.

August 1953—Helped carry the Third Marine Division to Japan, after which, she picked up 900 Army men at Pusan, Korea. She reached San Francisco, Calif., on 16 Sep 1953, having sailed 11,000 miles in 41 days.

March 1954—Took part in *Operation Flaghoist* at Iwo Jima, for which the largest single amphibious assault force since World War II was assembled. A few months later she carried some 6000 refugees from Haiphong, in northern Viet-Nam, to Saigon, in the southern part, during the "Passage to Freedom" operation which occurred when the communists took over northern Viet-Nam.

November 1954—*Calvert* returned to San Diego, Calif., to become flagship of Amphibious Squadron Five.

March 1955—*Calvert* started her fifth

tour of Far East duty since her recommissioning in 1950. After three amphibious operations, she headed back to California for more coastal operations and an overhaul at Long Beach.

August 1956-April 1957—Far East tour of duty, number six.

June 1958—*Calvert* left for the Far East again. During the crises in Lebanon and Taiwan she, along with other units of Task Force 76, went into an alert status and worked closely with the Third Marine Division.

September 1958—Participated in *Operation Land Ho* in the Taiwan area.

During her years of travel and service *Calvert* has garnered the Navy Unit Commendation, American Area Campaign Medal, European-African-Middle Eastern Area Campaign Medal with two stars, Asiatic-Pacific Area Campaign Medal with one silver and one bronze star, World War II Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal, Korean Service Medal with two stars, United Nations Service Medal, Philippine Liberation Ribbon with one star, Republic of the Philippines Presidential Unit Citation and the Viet-Nam Presidential Unit Citation.

Although old by some standards, *Calvert* isn't just sitting around recalling her past. Any time she's needed she can prove what's meant by the expression that "an APA's boats are her main battery."—T. W. Glickman, LTJG, USN.

• *After this account, about all we can add is that Calvert has a good press agent.—By the way, how did they get that one-half of an LCT (. . . 381 LCVPs, 28 LCMs and 31½ LCTs . . .) in to shore without swamping it?*—ED.

Requirements for LDO

SIR: I have a question regarding the LDO program for fiscal year 1961.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *Great White Fleet*—The annual reunion for all who made the world cruise in 1907-09 will be held in the U. S. Grant Hotel, San Diego, Calif., on 16 December. For information, write to Harry S. Morris, TMC, USN, (Ret.), 3117 Polk Ave., San Diego 4, Calif.

• *uss Hornet* (CV 8 and CV 12)—All who served on board these ships are invited to attend the 12th annual reunion to be in New York City on 24, 25 and 26 June 1960. Write to John F. Murphy, 1657 Hennington Ave., Wantagh, L. I., N. Y.

• *uss Stafford* (DE 411)—A reunion will be held on 17 October at the Hotel New Yorker, New York

City. For details, write to Elias Lipschutz, 119 Saranac St., Rochester 21, N. Y.

• *VF 837*—A reunion is scheduled for 7 November at the Union Club, Hoboken, N. J. For details, write to J. W. Johnston, 7259 Shore Rd., Brooklyn 9, N. Y.

• *uss Ammen* (DD 527)—All who served on board during World War II, and who wish to hold a reunion with time and place to be decided, may write to Herbert Legg, Box 212, Olympia, Wash.

• *uss Douglas L. Howard* (DE 138)—All who served on board during World War II and who are interested in holding a reunion in New York in 1960, may write to Thaddeus W. Tecza, 149 Ninth St., Passaic, N. J.

• *Composite Squadron 10* (VC 10)—Members who served during either tour and who are interested in holding a reunion may write to Ernest H. Courtney, Jr., 4815—43rd Pl., N. W. Washington 16, D. C.

I enlisted in the Navy on 3 Jan 1951 and my birthday was 12 Apr 1926. Since I would have only nine years naval service (10 years was required for LDO), as computed for participation in the June examination, I applied for the WO program only. I hoped for waiver of the 72 days I was over age.

I understand the instructions have been changed since the Warrant Officer program was discontinued. What are the qualifications for LDO(T) now?—C. S., AGCA USN.

• *To be eligible for LDO(T) now, according to BuPers Inst. 1120.18F, you must meet the following basic re-*

quirements computed to 1 July of the calendar year in which you make application:

You must have completed eight years of active naval service, exclusive of active duty for training in the Naval, Marine Corps, or Coast Guard Reserve; and you must not have reached your 34th birthday. It looks as though you missed the age requirement by about two and one-half months, and no waivers are allowed.

Other qualifications are much the same. Complete information has been distributed to the Fleet in BuPers Inst. 1120.18F.—ED.

...how to send ALL HANDS to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.