

CALVERTS ION

OFFICIAL NEWSLETTER OF THE MEN OF THE U.S.S. CALVERT APA 32

"The Ship and Men of Distinction"



Published and Compiled by
John L. Cole
504 Centennial Drive
Kenyon, Minnesota 55946
Tel. ac.507-789-6344

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COMMENTS

. . . . from the

Commander

For those of you that have been waiting for the next newsletter to come out well here it is. There is no set time for me to publish each issue, but I try to put out at least two a year. I always put one out the last of November or the first of December prior to a reunion. This gives those of you that have to make vacation time known to your employer enough time to do so. This year I must admit that I am running a little late. Back in the middle 70's I thought of having a reunion of guys that I served with aboard the Calvert. I was also Mayor of the City of Kenyon and I knew that I could not do both at the same time. So when my term was up I chose not to run again. You or most of you know what happened. We have a great reunion group every time we get together. It has been a memory of good times from the very beginning. From Rochester, Atlanta, San Francisco and Denver I have come to know some very wonderful people. If you have never attended one of these reunions, may I say that it is something that nobody can make you do, but if you do you will remember it the rest of your life. My wife really enjoys herself and she has made many new friends. Well, I kind of drifted away from what I was going to say so here is the point. With every thing going so well I decided to run for office again. After eight years of absence I threw my hat in and got elected Mayor again. Not that I was getting bored but its like reunions, once you have been there you keep coming back. I did the grass roots, went door to door, spoke to every body that would listen, etc. Well to make a long story short thats why Im late with the newsletter... nuff said... I have published a letter from Harold Johnston in which he writes about the Calvert Marine Museum. I want to stress that it is not a Museum of the USS Calvert. The people there have consented to take anything that is sent to them on the USS Calvert and nothing more. It is a place where I believe that any thing sent will not be thrown away. They also operate on donations and we have never sent them any great amount to insure that the things we send are safe. Maybe we should bring that up at our next meeting. In the meantime I will contact the people in charge..... also at our meeting in Nashville we will hear from Al Posey on some land that he wishes to give to the Calvert Associates. I have had many letters and calls from our host Bille Trout on the 87 Reunion. Pieces are falling into place very fast now. It is time to think of getting reservations into Bille as soon as possible. There will be a newsletter three months prior to the reunion giving last minute additions and changes.....

May Peace be with you this Christmas Season.....j.l.cole



APA 32

MINUTES OF CALVERT ASSOCIATION MEETING, DENVER, COLORADO, JULY 27, 1985

John Cole opened the meeting. A quorum was present. John announced that a memorial service would be held at 6:30 p.m. with the banquet to begin at 7 p.m. Photographs would be taken, and there would be door prizes. One hundred twenty-five persons had signed to attend the banquet. John welcomed all persons on behalf of Hoyt and Sarah, Jim and Katherine, and Lila and himself. Persons attending for the first time were recognized as well as those attending all four reunions, three reunions, and two reunions. The names of those attending the Denver reunion will appear in the next CALVERSION.

John reported he had 430 names of association members. He would appreciate anything the members could send that he could put in the newsletter.

The minutes of the last meeting in San Francisco (September 17, 1983) written by Al Bradbury were read by Rich Morse, Acting Secretary. Letters were read from Bill Marks, 1942-45 from Ashville, North Carolina, from Commander Paul Elliott, Chaplain; from John Wochowski; and part of a letter from Al Posey offering some property to the Calvert Association.

John reported that he had visited with Vincent Simon. Vincent had become ill as he checked in at the reunion hotel lobby at Denver and was sent to intensive care at the hospital. John reported that Vincent's condition was improving.

John reported the financial report as being over \$1,000; the financial statement will be placed in the next newsletter. The fund is in both John and Hoyt Worthington's names. Neither can draw out money without a countersignature. The money is in a Rochester savings and loan. The purpose of the fund is to pick up added reunion expenses that may come up unexpectedly.

Patches are available at \$4. Caps will be available for the next reunion. The Calvert Association is looking for a new supplier of caps.

Dave Cullen passed out window stickers and copies of the ship's history. Dave Cullen was thanked for providing decals and for writing the ship's history. An expenaded ship's history written by Dave Cullen will run about 40 pages. Several persons expressed a desire for a copy. An announcement will be made in the CALVERSION once it is available.

There was discussion about a business committee to look into the matter of the Tennessee property offered to the Calvert Association. Ray Rybarczyk agreed to take the letter for his attorney to check the legal ramifications for the Association.

An election of officer was held. A motion was made and seconded to re-elect the entire slate of officers. Motion passed.

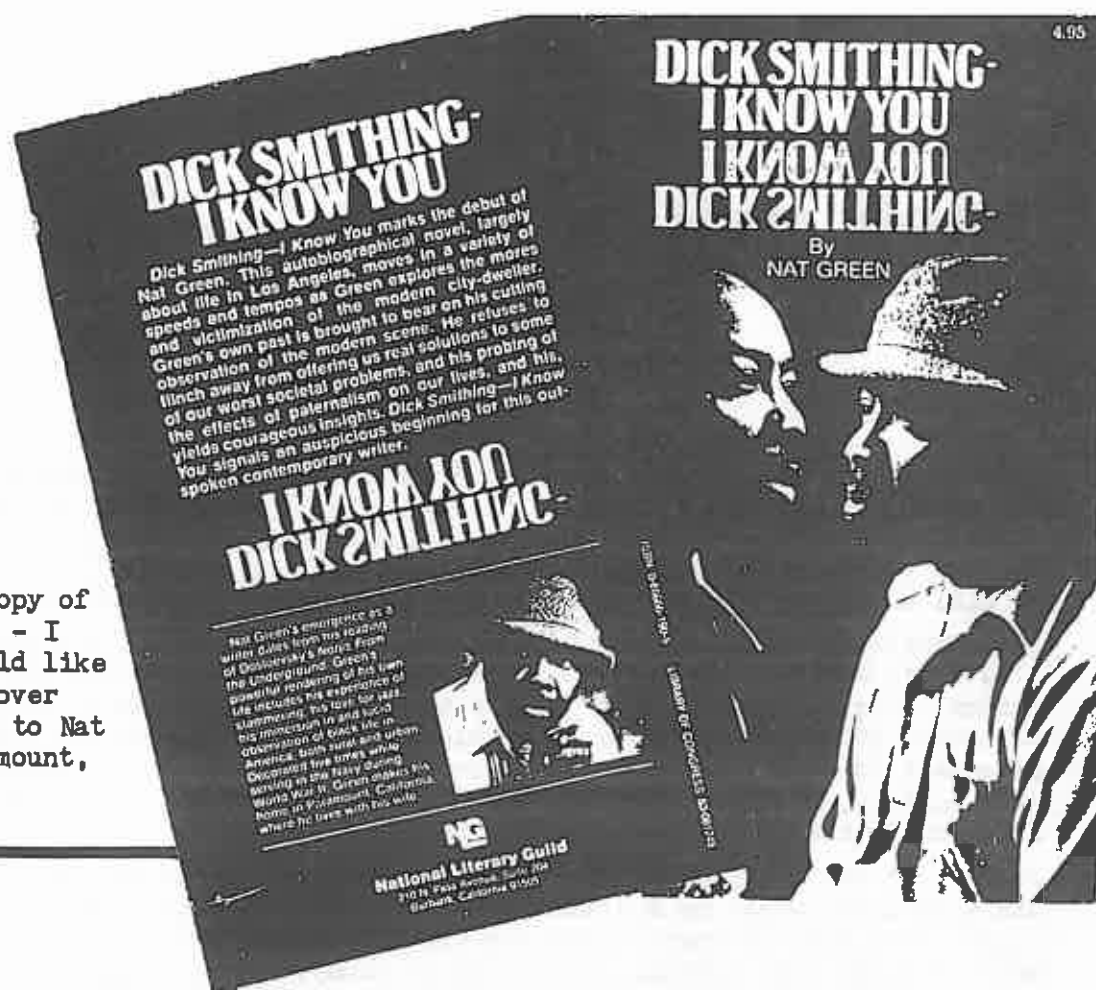
The next reunion site for 1987 was discussed. A motion was made and seconded that the Association accept Billy Trout's offer of Nashville for the next reunion; motion passed. John is going to make a set of guidelines to pass on to persons planning future reunions. The month for future reunions was discussed. After considerable discussion, it was decided to let the host determine the best time. John suggested that the host have a registration room available one day before the official opening day of the reunion for early arrivals. It was suggested that the date for the reunion should be selected at least a year in advance because of persons planning vacations. Also, the host will be looking for space to park motor homes.

The motion to adjourn the meeting was made, seconded, and passed.

Recorded by Glynn Morse

Take-note

Nate Green sent me a copy of his book "Dick Smithing - I know you." If you would like a copy send \$5.95 to cover cost of book & mailing to Nat Green P.O.Box 654 Paramount, Ca. 90723



CRADLE OF INVASION

CALVERT MARINE MUSEUM PUBLISHES BOOKLET



A HISTORY OF THE
U.S. NAVAL AMPHIBIOUS TRAINING BASE,
SOLOMONS, MARYLAND, 1942-1945

The history of one of these little-known facilities is the subject of a new publication of the Calvert Marine Museum -- Cradle of Invasion: a History of the U. S. Naval Amphibious Training Base, Solomons, Maryland, 1942-1945, written by Merle T. Cole. With entry of the United States into World War II in 1941, the Navy recognized the need to train sailors in the techniques of amphibious landings. After considerable searching, the Navy chose 100 acres on the Dowell peninsula as a training site. By the middle of 1942 the residents of the area were relocated and work began on the construction of a suitable base. Between 1942 and 1945 when the base closed, some 70,000 officers and enlisted men passed through the base. In the museum's thirty-seven page booklet Mr. Cole traces the history of the Navy's efforts to find a location for amphibious training; the selection of Solomons as a base; the problems of establishing a training base within a short period of time; the training activities and facilities on the base and in the adjacent areas, and the close of the base in 1945. A short chapter describes what happened when the population of Solomons "...shot from under 300 to over 2,600 ... as outside labor poured in to take jobs." A closing chapter describes the use of the property after 1945 -- Cradle of Invasion includes a number of official Navy photographs of the base, two maps of the area, and the Calvert is mentioned briefly on pages 10 and 35, and some association members may have passed through the Solomons amphibious training base. Copies may be purchased by mail from the Calvert Marine Museum Gift Shop, P.O.Box 97, Solomons, MD 20688. The price is \$2.50, for mail orders add \$1.00.

mail call

Dear John,



Another fine issue of the Calversion arrived and it brings back so many memories - from over 40 years ago! After 26 years in the Navy and 18 years as an engineer with TRW Inc. I've finally "put my feet up"--maybe one of these days will join you at the reunion. I look forward to receiving a copy of the Calvert history being compiled by Dave Cullen -- would be glad to pay in advance if it would help-- please keep the Calversion coming! BOB HUBER

Just received Calversion and enjoyed reading every word of it, especially of course Ed O'Brien's kind words about Louie, and the paragraphs about Vince & Adelaide Simon and Ray & Marjorie Holmes. His time aboard the Calvert and the friends he made there were always very important to Louie, and although he is gone, please keep his name on the mailing list as it remains important to me. I might add that I received a special very much appreciated letter from Paul Elliott, who was chaplain aboard the Calvert while Louie was on it. Best wishes to all, and do keep up the good work. VIRGINIA K. LUND

Just found out today that Bill Eisemann (William J.) passed away on January 8th, 1986... his wife Ethel wrote me a letter telling us that he was fighting it, his illness, for 15 years. ...and just hung in there...and was always ready to talk Navy...he had been in the first wave of boats into Africa, Sicily and Normandy; although an Ensign on the Calvert, he rose to full Lieutenant over the course of the war...had been Commander of a Legion Post and a member for over 40 years. I know at one time, he had spent 7 months in the hospital, and while at home, he could only get out of bed every other day, as he would use up his calorie intake in one day and was unable to move the following day. Roy Holmes is recovering from a quintuple heart bypass, and Vince Simon is still in and out of the hospital with his problem, and at home carries around a portable oxygen tank to keep going...Adeline has had one cataract operation and is expected to go for the other one in the near future, or whenever Vince can fend for himself for a couple of days.. That's about it...we've been up and down the east coast like yo-yos this year, nearly a trip a month...even up to Vt & Mass. and are on our way to Georgia for Thanksgiving at the end of the month. Seems to me we should be out "there" drumming up business for the Calvert's reunions; getting more crew members' addresses or else we'll be coming up a buck short in the future...surprising, that with all the effort you've put into this, getting a mailing list started, that the word didn't spread over the country more...there must be about 5,000 guys out there still, who had served aboard her...maybe even hundreds more...especially after three wars and lots in between... Guess we just have to be thankful that we get together at all. Hope everyone up there is well and happy...looking forward to seeing you in Nashville and gradually buying our costume for the big shinding... DAVE CULLEN

Much has happened since we last corresponded, my darling wife passed away quite unexpectedly Nov. 6th 1985. I have since retired from Govt. employment as a lead master cannon maker at the Watervliet Arsenal, Watervliet, N.Y. In as much as my daughter Anne lives in Clearwater Fla., I sold my home in N.Y., flew down here in Feb. '86 and bought a place in Dunedin, Fl.. I am also enclosing a check to help you defray your expenses knocking the news letter, you are doing a really good job in that line, it must be a labor of love as I know 1st hand the amount of work involved having run several Masonic bodies myself, at different times of course. In your last comunicay you complained of the cold well this is the land of eternal sunshine, the west coast of Florida, known as the SUN COAST, how appropriatly named. I am sitting in my Fl. room facing south, looking at minnow river which flows into the Gulf of Mexico about 1,000 yards away. I have been coming down to this part of Fl. for the last ten years ever since my daughter moved here so am not a complete stranger to these parts, needless to say I love it here, don't miss the dam snow and ice one bit and especially the weeks of minus zero temps of northern N.Y. not to mention the weeks & weeks of gray bleak skies either. CA. GRAFFUNDER

About a week ago I attended a Pops Concert in St. Louis County and I walked past a guy who said "Weren't you aboard the Calvert?" I was, and he was, in the early fifties. His name is Louis Page. He was a QM2 in C Division. We had lunch a couple of days later and he told me of all the reunions and the interest still alive from former "Men of Distinction". I thought I would add what I could for anyone's benefit. There was a group of us that left St. Louis together on March 8, 1951. We went through Boot at San Diego and went aboard the Calvert together. They were Charles (Pete) Greenwood, SH2 S Division, he was the ship's barber and from Flora, IL. Also from Flora was Charles (Skip) Corray L Division. Bob (Cotton) Miller, C Division was from Dexter, Mo. If memory serves, we all lasted the four years of our hitch together through four cruises and five Captains. We shared some good times together and I'd sure like to see or hear from them. Another Pal that comes to mind was Master at Arms, Wes Wayson from N.Y. I think back and remember spending a lot of time in the library playing the piano. We had some fine musicians aboard during my time there. We even had a couple of good bands. About 25 years ago I met another previous Calvert member when we started work at 7 Up in St. Louis within 2 weeks of each other. He is Stan McCann. He was aboard the Calvert from 1951 to 1953 in the 2nd Division. He asks to be put on the mailing list also. Stan and I and Louis Page have all agreed we want to attend the '87 Reunion in Nashville. We appreciate your efforts and look forward to seeing some old friends at the reunion.

BOB METZGER

In the last issue of your Calvert Newsletter, there was mention made of presenting a copy of the new USS Calvert Book to the Calvert Museum, Solomon Island, Maryland. I perhaps jumped to conclusions, but I made a trip to the Calvert Museum (475 miles round trip) and I want to alert any of our shipmates that this is the Calvert County Mariners Museum and has absolutely nothing in the museum about the USS Calvert APA-32. Although it is a nice little museum, its entire theme is about old-time Chesapeake Bay fishing. I hope that you and yours are doing fine. Brother Paul & I are still holding our own. Many years have passed since our days on the "old girl", but she brings back many fond memories. HAROLD L. JOHNSTON

I received my copy of the "Calversion" the other day and after reading thought I should drop you a line extending my appreciation of the efforts put forth by you as well as others. Without such efforts, a publication such as this couldn't be. I find myself looking forward to receiving the news-letters and upon its arrival and after reading it, I can't help but think back to my time aboard her wishing that at last for a brief time those days could be recounted. This letter was especially interesting in that it included the "Lord Calvert Chronicle" of Feb. 1964. It was during this time that I served aboard and after reading, the memory of it was brought back. I will include the Calvert story in with the rest of the keepsakes, I have of that time spent aboard her. It sounds as if the Denver Reunion was a good success. I had planned on attending but because other things came up at that time, was unable to do so. However, my wife Carol and I are going to make it a point to attend the one in Nashville in 1987. It should be a great time. We would have liked very much to attend the mini reunion this May but it conflicts with my sons high school graduation, so we can not make it. He, by the way, has joined the Navy and will be going in after graduation on the delayed entry Program. This last summer we had a girl from Finland come and visit us for a month. It was during the Denver reunion and that's the reason we couldn't attend. She was the daughter of the family my daughter stayed with during a summer she spent in Finland as an exchange student. It was quite an experience having this girl come and stay with us. We really enjoyed having her and learning about her country. The Finn's are a fascinating people. Well John, again its been good to get the "Newsletter" and I look forward to the next copy. Keep up the good work and God bless you and the whole Calvert family. See you in Nashville. SKIP STEEDSMAN

10,000 Vets Arriving
Military Fears Jam As Men Pour In
Some 10,000 returnees were due from the Pacific today on 23 ships, beginning a new influx of veterans

which Army and Navy officials fear may grow to an unprecedented backlog in the next six days.

Heaviest of the day's loads was aboard the General Aultman, carrying 5775 men, most of them Army, from Mindanao.

The Calvert brought 1241 passengers and Farwick Victory, 796 Army men.

The Horace B. Lorton listed 953; the Ancon brought 337 Navy, 219 Army, and 23 civilians, and the Napa 1792.

Other arrivals scheduled were: LST 1107, 129; Uranus, 8; Sunaldn, 5; High Flyer, 11; William MacArthur, 24; Lumberlady, 9; LST 284, 103; Cape Lambert, 13; Hannibal Victory, 21, and Zellin, 79.

Seven LSM's, the 38, 345, 350, 379, 447, 448 and 450, brought a total of 245 men from Pearl Harbor.

Meanwhile railroad officials announced they were rushing every available coach and sleeper to the West Coast to transport the 50,000 men expected to land at San Francisco between tomorrow and next Friday.

Army officials reported waiting pools almost cleared, but expressed doubt in getting adequate transportation for incoming veterans. Treasure Island records showed some 7000 men are waiting passage East.

from
William N. Gowdy

REUNION '87 UPDATE

Well, we're 3 months away from our get-together in Music City and things are taking shape. We have secured one of the nicer hotels in the Nashville area, the Holidome (Holiday Inn) near Opryland. This is an excellent location. It is only $\frac{1}{2}$ mile from the airport and only 2 miles from the Opryland complex and Music Valley Drive (camping, museums, attractions). Many of our plans are tentative as of now because we are planning so far ahead, but everything should be nailed down by the first of the year.

We do have several things confirmed as of July 1986. Firstly, the room rate will be \$69.00 per night. Tax will be added to this, but it is recommended that you send the form in and your deposit, and then settle up on the tax when you get to Nashville (the tax rate may change). Secondly, we are planning on a trip to the Grand Ole Opry on Friday, July 24 for those who would like to attend. We have 150 tickets reserved as of now and will issue them on a "first come, first served" basis. The form and the money (tickets are now \$11.85 each) must be in by June 1, 1987 so they can be purchased as a group. Also, the buffet dinner on Saturday night will be \$22.00 per person. Please send the money and the form back to us ASAP so we can take care of this matter.

Many of you might like some information on attractions in the area. We will include some of this in upcoming newsletters, but if you need some information on something in particular, just drop us a line.

We look forward to receiving your registration form as soon as possible.

BILLIE TROUT, chm.

1987 U. S. S. CALVERT REUNION - NASHVILLE, TENNESSEE Registration Form

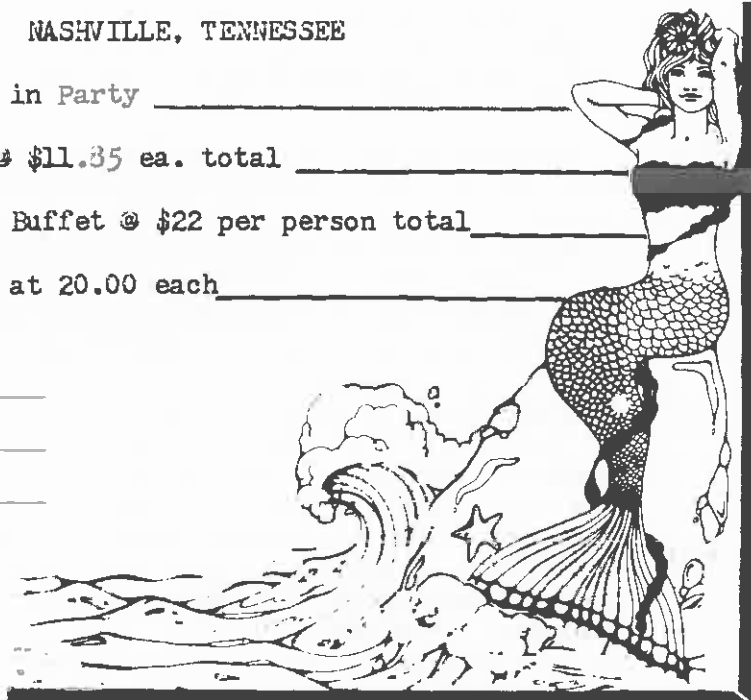
1. I plan to attend the Nashville Reunion - No. in Party _____
2. I need _____ tickets for the Grand Ole Opry @ \$11.35 ea. total _____
3. There will be _____ attending the Sat. night Buffet @ \$22 per person total _____
4. I need _____ tickets for the General Jackson at 20.00 each _____

NAME _____
ADDRESS _____
CITY _____ STATE _____
ZIP _____

Make checks payable to

Billie Trout, Chairman
Rt. 2 Arnold Rd. Box 129
Chrisriana, Tn. 37037
Phone- 615 896 1148

Amount I am sending in (total of 2, 3 and 4) _____



Grand Ole Opry

OPRYLAND USA

General Jackson
Showboat

Tenative agenda

Friday, July 24, 1987 2:00 - 5:00 Registration - Hospitality Room. Get name tags and settle costs determined by which Saturday activity you choose. Refreshments.
6:00 - 8:30 Grand Ole Opry, Opryland. Shuttle buses will be available from the hotel.
9:00 - ??? Get-together. Cash bar and snacks. Menu: Cocktail franks in blanket; cold meat tray; Tenn. smoked sausage & cheddar cheese tray; potato chips, avocado & onion dip - Cash Bar - Premium Brands at \$2.85; House Brands at \$2.35; Beer at \$1.75; Wine at \$2.00; Wine Coolers at \$2.50.

HELD IN THE
CHEEKWOOD ROOM

Saturday, July 25th 9:00 - 11:00 Business meeting. Bring suggestions & gripes.

Saturday afternoon activities. Your choice of:

1. Tour of Nashville - by bus.
2. Opryland Park - excellent shows, rides.
3. Luncheon cruise on the General Jackson (paddle-wheel riverboat) \$20.00 per person.

Saturday evening 7:30 - 10:30. Buffet dinner and Square Dance. Leave formal attire at home! - Room - Cheekwood/Belle Meade - Menu: Market Fresh Salad w/Chef's Choice of Dressing; Creamy Cole Slaw; Macaroni Salad; Sliced Beets w/Purple Onions; Tomato & Cucumber Vinagrette; Watermelon; Seasoned Southern Fried Chicken; Baked Hawaiian ham; Tender Roast Loin of Pork; with Stuffing; Green Beans Almondine; Buttered Corn O'Brien; Peas & Onions; Whipped Potatoes; Cornbread & Rolls w/Butter; Apple Cobbler; Coffee, Tea & Decaf - \$22.00 per person includes tax and gratuity. Dinner price includes cost of Hors D'Oeuvres Menu for get-together Fri. July 24th also.

HOTEL RESERVATIONS

The Holiday Inn - Briley Pke. will be our reunion headquarters. You must make your own room reservations. Use the form below or call 615 883 9770, be sure to mention the USS Calvert Reunion so the 69.00 room price will be gotten. The sooner the requests for rooms are received, the better chance we have on being in one area of the hotel. If you plan to come a day or so early I'm sure you will find plenty to do.....



Holiday Inn-Briley Pky.

2200 BRILEY PKY
NASHVILLE TN 37210 615 883 9770

U.S. NAVY USS CALVERT REUNION

PLEASE CIRCLE RATE AND ACCOMMODATION, IF APPLICABLE

RESERVATION REQUESTS SHOULD BE RECEIVED NO LATER THAN

Single.....\$69.00

Double.....\$69.00

Plus TX

JULY 3, 1987

ARRIVAL

DEPARTURE

DAY DATE DAY DATE

NAME

SHARING WITH

ADDRESS

CITY

STATE

ZIP

Reservations will be held until 6 p.m. only unless guaranteed or prepaid

If guaranteeing by major credit card, please list card name and number

Type of credit card

Credit Card Number

WITH ABOUT 130 MEN IN THE DECK DEPARTMENT THE MEN OF DECK HAVE ALL THE TOPSIDE AREAS UP TO THE 02 LEVEL EXCLUSIVE OF THE BRIDGE TO MAINTAIN. IF THIS MEANT ONLY HULL, DECK, HATCHES, BOOMS, MASTS, KING-POSTS AND RIGGING IT WOULD CONSTITUTE A JOB IN ITSELF. THROW IN 25 BOATS, SKIDS, HANDLING EQUIPMENT, GUNS AND ALLIED EQUIPMENT, TROOP SPACES, CARGO SPACES, ALL COMPARTMENTS, LOCKERS, AN ALL-SHIP'S PAINT LOCKER AND UNDERWAY AND IN-PORT WATCHES AND IT ALL ADDS UP TO ONE THING: WORK!

UNDER LT. RICHARDSON, CWO KARL, CHIEFS' ALLEN AND SACHAU, AND THE LEADING PETTY OFFICERS OF EACH DECK DIVISION, CALVERT HAS MAINTAINED HER APPEARANCE THROUGHOUT THE DURATION OF A VIGOROUS WESTPAC TOUR.

THERE WERE PERIODS DURING THE CRUISE WHEN WEATHER DID NOT PERMIT TOPSIDE WORK (FOG FOR 71.5 PERCENT OF THE PASSAGE TIME FROM YOKOSUKA TO SAN DIEGO AND HEAVY RAINS DURING THE TYPHOON SEASON IN BUCKNER AND YOKOSUKA) AS WELL AS THE CONSTANT TEARING DOWN OF WORK ACCOMPLISHED IN EXERCISES AND SHIP ACTIVITIES. OH - THIS DIDN'T MEAN THERE WAS NO PLACE FOR THE MEN TO WORK BUT IT DID HINDER THEIR EFFORTS.

AS AN APA OUR PRIMARY FUNCTION IS TO GET TROOPS AND EQUIPMENT ASHORE. THE CRUCIAL PERIOD IS DURING THE MOVEMENT FROM SHIP TO THE BEACH. WHILE THIS OPERATION IS AN ALL-HANDS FUNCTION, IT IS THE MEN OF THE BOAT GROUP WHO FINALLY DO THE MOVING. THUS, THE PRIMARY JOB OF THE BG DIVISION IS THE UPKEEP AND OPERATION OF BOATS. TOO - THE LIBERTY BOATS ARE COURTESY OF BG DIVISION, WHOSE MEN AND THOSE

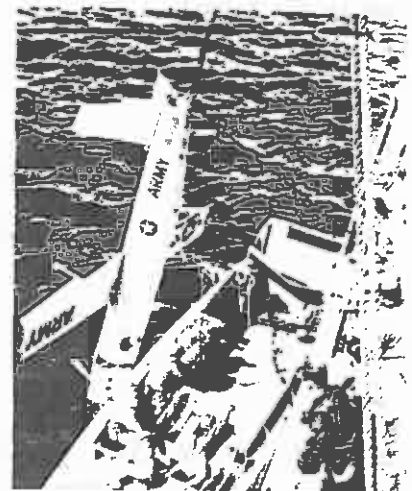
OF A DIVISION) RIDE THE BOATS ON DUTY DAYS - AND SOMETIMES ON NON-DUTY DAYS. THIS IS NEVER SATISFACTORY, OF COURSE, REGARDLESS OF HOW MANY TRIPS THEY MAKE. CREWS, SPECIAL RUNS AND EVEN SPECIAL BOATS WERE PROVIDED FOR THE STAFF WHEN EMBARKED, PLACING AN EVEN HEAVIER LOAD ON BG DIVISION AS WELL AS TAKING PEOPLE AWAY FROM DECK DEPARTMENT WORK. IT WASN'T TOO OFTEN THAT A BOAT MISSED A RUN (THOUGH SOME WERE LATE . . .) AND ON SEVERAL OCCASIONS WE PROVIDED BOAT SERVICE FOR OTHER SHIPS AT BUCKNER BAY.

1ST DIVISION WITH 25 MEN HAS THE LARGEST OF THE DECK SPACES - FROM THE 'MIDSHIPS HOUSE FORWARD, AND BEING SO LOCATED THEY ARE UNDER CONSTANT SCRUTINY FROM THE BRIDGE. THIS IS NOT ALWAYS TO THEIR ADVANTAGE.

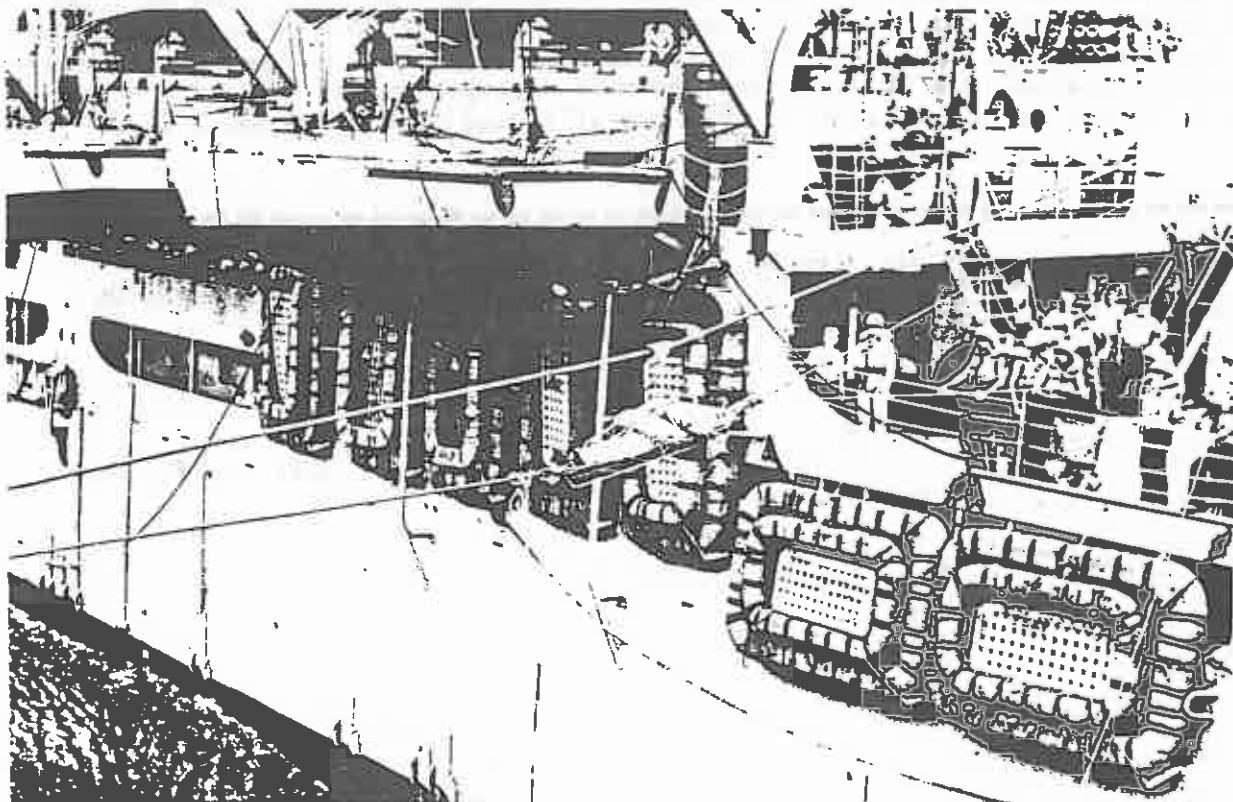
2ND DIVISION (18-20 MEN) IS SPACED THROUGHOUT THE MIDSHIP SECTION OF THE SHIP FROM NO. 3 HATCH AFT TO NO. 4 HATCH. MUCH OF THE SPACE IS ENCLOSED IN THE PASSAGEWAYS, LADDERS AND QUARTERDECK AREAS. THE LATTER IS THE SHOWPLACE OF THE SHIP AND THOROUGH CONTINUOUS EFFORT THE MEN OF SECOND DIVISION MANAGE TO KEEP IT UP TO SUCH PERFECTION THAT IT RAISES COMMENTS FROM NEARLY ALL VISITORS. THE LATEST ADDITION IS THE CALVERT CANDLELIGHT SERVICE, INSTITUTED DURING THIS CRUISE. IT AMUSES THE LADIES . . . THE 02 LEVEL DAVITS AND THE 02 LEVEL ABAFT THE BRIDGE, AS WELL AS NO. 4 HATCH ARE ALSO MAINTAINED BY SECOND DIVISION.

3RD DIVISION HAS THE REMAINDER OF THE SHIP, AFT FROM NO. 4 HATCH TO THE FANTAIL. THIS APPROACHES IN SIZE THAT OF THE 1ST DIVISION AND INVOLVES SIMILAR EQUIPMENT. AS IS THE CASE OF ALL OTHER DECK DIVISIONS, THEIR 1-ALFA STATIONS ARE AT THE BOAT LOCATIONS AND DEBARKATION STATIONS IN THEIR RESPECTIVE SPACES. ALL DECK MEN ARE ON THE GUNS AT GENERAL QUARTERS.

ONE OTHER PERSON CLOSELY RELATED TO THE DECK DEPARTMENT IS THE CCO - COMBAT CARGO OFFICER. HE IS A MARINE OFFICER ASSIGNED TO THE REGULAR COMPLEMENT OF AN APA TO ASSIST THE SHIP'S COMMANDING OFFICER IN ALL EMBARKATION MATTERS. 1ST LT. BLACK WAS TRAINED AT A SHIP LOADING SCHOOL. HIS PRINCIPAL DUTIES ARE TO ADVISE AND ASSIST THE C.O. IN ALL MATTERS RELATING TO THE LOADING AND UNLOADING OF CARGO, THE EMBARKATION, BERTHING AND MESSING OF TROOPS EMBARKED IN HIS SHIP. HE, ALONG WITH LT. RICHARDSON MADE DIRECT LIASON BETWEEN THE SHIP PERSONNEL AND EMBARKING TROOP PERSONNEL, ADVISING THEIR EMBARKATION OFFICER IN THE PREPARATION OF THE LOADING PLAN. HE ALSO HAS THE JOB OF PREPARING, CORRECTING AND DISTRIBUTING THE SHIP'S CHARACTERISTIC PAMPHLET. IN THE UNLOADING OR DEBARKATION PHASES OF AN AMPHIBIOUS OPERATION HE WORKS IN CONJUNCTION WITH THE SHIP'S EXECUTIVE OFFICER AS THE ASSISTANT DEBARKATION OFFICER.



"THIS IS THE ONE THAT GOT AWAY"



LARRY R. HUCK, PFC, USMC, LAUNCHES OUT FROM CALVERT ON HIGH LINE TRIP TO AWAITING DOCTORS ON BOARD THETIS BAY (LPH-6). ACTION TOOK PLACE SOMEWHERE IN THE SOUTH CHINA SEA ENROUTE TO NORTH BORNEO FOR SEATO'S "EXERCISE PONY EXPRESS"



ANY AMPHIBIOUS LANDING IS A COMPLICATED AFFAIR



WE MOURN THE PASSING OF THESE SHIPMATES

James F. Tate EM2 53-56 May 1985

William (Bill) Eiseman Ens. 43 January 1986

Harold S. Sparks 62-67 January 1986

Navy Transport Ends Last Trip In Her 3rd War

Pictures—Page 8

By ROBERT ZIMMERMAN
The San Diego Union's
Military Writer

The attack transport Calvert (APA32) returned to San Diego from Viet Nam yesterday, an old veteran ready for retirement.

The ship which landed troops in North Africa and Sicily and on half a dozen Pacific islands during World War II is heading for the "mothball" fleet this summer.

Capt. John G. Ward brought the Calvert home from what will be her last combat deployment—at least for the foreseeable future.

"She's a fine old ship and in good shape," he said. "But the

Navy has newer ships that can carry more people and have more modern equipment."

The Calvert was one of four San Diego ships that returned to the Naval Station yesterday from duty in the Far East. Others were the destroyers Shelton (DD790), Lyman K. Swenson (DD729) and Duncan (DD874).

The destroyers had performed escort duty for 7th Fleet carriers and also had moved close to the Vietnamese coast for bombardment of Communist positions along the shoreline.

Altogether, the four ships returning yesterday brought more than 1,000 men home from a six-month absence. Hundreds of wives and children were waiting on Naval Station piers for their return.

The Calvert had left last August loaded with Marines and equipment bound from Camp Pendleton to Okinawa. After delivering these men, the ship visited Japan and then headed for Korea to help transfer the famous Korean "Tiger" Division to Viet Nam.

"We took more than 1,000

Korean troops aboard, along with their trucks and Jeeps and supplies, and delivered them to Qui Nhon," Ward recounted yesterday.

The Calvert then returned to Okinawa, picked up more Marines, and carried them to Da Nang. The transport tied up in the Da Nang harbor and served for a month as a floating "hotel" for crews unloading ships in that busy port.

UNLOADED FASTER

"They're doing much better now with the shipping problem there," Ward said. "At one time the ships were stacking up, but now they are getting them unloaded as soon as they arrive."

Ward, who lives at 5355 North Way, said the Calvert will go to San Francisco for decommissioning on June 30, and then will join the Reserve Fleet at the Mare Island shipyard.

The Calvert had been built in 1941-42 as a commercial freighter at Sparrows Point, Md., but before completion the Navy acquired the vessel for restyling as an attack trans-

port. It was named for George Calvert, first Lord Baltimore, who settled the Maryland in colonial days.

Commissioned on Oct. 1, 1942, the ship interrupted a shakedown cruise to go to war. By Nov. 8, it was off the coast of North Africa, participating in the assault on French Morocco.

IN ISLAND ASSAULTS

The Calvert poured troops and equipment ashore in Sicily in 1943, then moved to the Pacific to take part in assaults on Makin, Kwajalein, Saipan, Tinian, Leyte and Mindoro. She was decommissioned in 1947, but then was called back to duty for amphibious operations in the Korean War.

In 1954 the Calvert carried out an operation that foreshadowed her most recent deployment. She carried 6,000 Vietnamese refugees from Haiphong, in the north, to Saigon and other ports in the south when the only colony of French Indochina was divided into North and South Vietnam.

The above newsclipping appeared in the San Diego Union sometime around 1965. It was sent to me by Wilhelmina Sparks wife of Harold O. Sparks 62-67 who passed away this past year. I would like to thank her for sharing this with us.

COME TRUE

DREAMS

MAKE YOUR

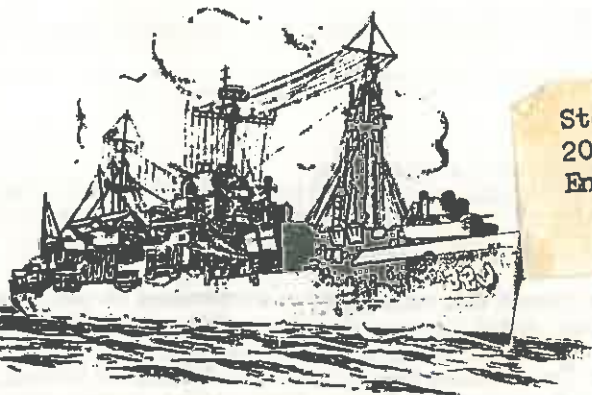


CALVERT ASSOCIATES
KENYON, MN. 55946

ADDRESS CORRECTION REQUESTED

3rd CLASS
PERMIT NO.
10

Sterling S. Funck BM1 42
208 N. Enola Dr.
Enola, Pa. 17025



U. S. S. CALVERT APA-32



Many Thanks

To the following persons who are
helping with newsletter expences.
Thank you very much.....



Leonard Hanscom-----	30.00	Les Johnson-----	10.00
Carl Talbert-----	20.00	Robert Huber-----	30.00
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