

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

VOL. NO. 24 1991

COMMENTS

. . . . from the

Commander

It is now 1991, no matter how you look at it. Lila and I wish all of you the very best in the coming year.... Back in 1978 the Levin Metals Co. of Richmond, Ca. scraped out the Calvert, they sent me parts of the ship. Last summer I received a call from them again. They wanted to know if I was interested in the ship's nameboard that hung on either side of the bridge. I said I was interested and they said that they would ship it to me. Well it came, and am I happy. The board is seven feet long and nine inches high. The words U.S.S. CALVERT APA 32, are made of brass and are six inches high. It seems that Levin kept these boards from all the ships that they scraped and since someone had just bought them out, they wanted to clean house. Since I had been sending them a newsletter since day one, they thought I might want it. Levin, thank you very much.... Clayton Lyon 65-66 has sent me a clock from the Calvert and also a Plaque with APA 32 on it. Thank you Clayton. If you guys out there are cleaning out the attic don't throw your Calvert things away as I will take them. They are not replaceable.... Delta air lines has a special deal for us if we want to use it. Mike Couvillion of Baton Rouge La. who is helping with our 1991 Reunion made the arrangements. Mike has been our local contact there. As you will see later on in the newsletter we are under way. Remember you must make your own reservation for rooms. All of the events are not finalized as we should have a get-together party and the memorial service. All in all it's coming good. I will keep you posted.... The other day George Mackey of Warren, Ohio called and expressed interest in holding a mini-reunion in 92 in Warren. Keep that in mind also.... I know that it's far away but we will need someone to host our 93 national and will have to know this fall in New Orleans.... I have been in touch with Hoyt Worthington and we seem to be running a trim ship. He said the mini in Lake George was a lot of fun. I would like to thank Bob and Charolotte Smith for their Hard work. Without interest we would die.... Well that's about it for this letter. If there is something you guys need or want let me know. Keep sending stories that I can print in the newsletter. So long for now.....j,l,cole



mail call

Dear John,

LETTERS

My cousin Don Coy MM1 served aboard the Calvert in the early fifties. Don had a bit longer tour than I did as my enlistment came to an end in July 1955. Our paths have brought us back together again here in Fl but the circumstances are far different than early 1953. I was a Storekeeper under Ltjg. Graham and a few other Supply Officers. Was aboard when we went through Typhoon Hazel as we were on our way to a Freedom Lift operation in Vietnam. I will never forget the damages to the forward part of the ship and how we had to steam all night out of Hiaplong because we had trouble anchoring. - ED RUTH

I served aboard the Calvert as Radarman 2/C during 1944-1945 - The Phillipine landings and Magic Carpet runs after the war. I was sent a copy of the newsletter by Bill Close RM2/C from Salem, Oregon. Was happy to hear about your efforts and surprised at the number of people involved. I'd like to find out what may have become of old shipmates. I was sorry I didn't know about the scraping of the Calvert in Richmond -at that time I lived only a few miles away. BOB CONOVER

I was on the Harry Lee in Oct. '42 when it broke down while in Norfolk-we swapped crew, cargo and troops and caught up with the convoy to N Africa for the Nov. landing (Safi) on the Calvert. The beach party from the Calvert was sent to Amphib. Base at Little Creek about Jan 43 and rejoined the Calvert about July '43 all on the East Coast - that summer we went to the West Coast via the canal and on to Pearl, where I left when the beach party was assigned to the J Franklin Bell for the Tawara job. My entire time was in the Medical Corps as a Pharmacists Mate. CHARLES CLARK

I read in my D.A.V. Magazine that the Calvert APA 32 was having a reunion. I was elated of this news. I served on the Calvert from July of 1960 through Feb of 1962 and have many fond memories of that time in my life. I deeply regret that my wife and I will not be able to attend the reunion, but our thoughts and prayers for my fellow shipmates will be with you. I'll give you a little run down on my tour aboard the Calvert; We sailed to the far east in Oct. of 1960. I was a deckhand SA at the time we left San Diego. We sailed at about 7 knots per hour and by the time we reached Pearl Harbor I had taken the S.N. test and was promoted to Seaman (Boatsman mate.) I served as a crane operator (3rd Div) and at this time we were the flagship and I was the Commodores Orderly (good duty.). After boat school I did a short stint as Coxwain on a LCVP, then for awhile I ran the Captains' gig. I had many friends and a lot of good times aboard the Calvert, of course there were some bad times too, like all the at sea exercises and the storms but the old ship did very well. On our tour I stood many different watches, I will list a few of them: Bow watch, port and starboard watch, stern watch, helmsman, and aftersteering watch. When we were tied up at dockside I was assigned to side cleaner (Div I.) and paint locker. I also won the anchor pool when we arrived at San Diego in Nov 1961. I won't bore you with any more of my tales. Some of the places we sailed to on the tour were: Far East; Hawaii; Youkuska, Japan; Hong Kong; Korea; Subic Bay; Phillipines; Borneo, Okanawa; Australia; Cambodia. USA: San Diego; Catalina Island; San Francisco; Seattle Wa; Tacoma Wa. I deeply hope you have a real good turnout and a very good time. FLOYD L MILLIGAN SN

I served on the Calvert from Aug of 1943 to Sept 1945 and left ship in Sept 1945 & finally got discharged Dec 13, 1945-Seaman 1st Class. I was deck hand in the 1st Div. & my nick name was (Kike Kelly) After all these years the only one from the Calvert that I'm still in touch with is my pal & friend Ruben D. Zapata of Mission, Texas. He is retired & has a small grapefruit orchard. I am retired too. I stayed in the rigging line working as a boilermaker pipe fitter & milwright in the oil fields & power houses. JAMES P KELLY

We were pleased to have Dave & Helen Cullen attend the Memorial Service for Roy. I felt they truly represented Roy's navy buddies and also the wonderful wives that I had the privilege of knowing. The reunions were a highlight of our lives-looking forward to each one with much anticipation & enjoying them to the fullest. Each of you touched our lives in special ways. Wishing you continued success with all future reunions-may they continue to grow larger each year. MARIETTA HOLMES

Expected jump in Navy sea bag prices

| Item | Old | New | Change |
|---------------------------------|---------|---------|--------|
| Bag, duffel | \$11.70 | \$14.60 | 2.90 |
| Belt, web, black | 1.00 | 1.15 | .15 |
| Belt, web, white | 1.00 | 1.15 | .15 |
| Buckle, silver | .50 | .60 | .10 |
| Cap, knit | 2.05 | 2.55 | .50 |
| Drawers, briefs | 1.30 | 1.90 | .60 |
| Gloves, leather | 17.75 | 18.55 | .80 |
| Hat, white | 3.05 | 4.50 | 1.45 |
| Jacket, utility | 22.75 | 30.05 | 7.30 |
| Jumper, blue, dress | 49.70 | 58.80 | 9.10 |
| Jumper, white, dress | 7.40 | 13.85 | 12.90 |
| Neckerchief, black | 4.90 | 6.10 | 1.20 |
| Necktie, black | 1.65 | 2.05 | .40 |
| Overcoat (pneumat) | 83.55 | 96.10 | 12.55 |
| Raincoat | 48.80 | 60.80 | 12 |
| Shirt, poly/wool, blue | 16.70 | 21.70 | 5 |
| Shirt, chambray | 7.35 | 11.20 | 3.85 |
| Shirt, utility | 9.55 | 11.90 | 2.35 |
| Shirt, cotton/poly, white | 6.05 | 9.80 | 3.75 |
| Shoes, dress, black | 25.15 | 37.55 | 12.40 |
| Shoes, safety, chukka | 28.05 | 41.10 | 13.05 |
| Socks, cotton/nylon, black | .60 | 1.00 | .20 |
| Socks, cotton/nylon, cushion | 1.65 | 2.10 | .45 |
| Sweater, wool, blue | 13.85 | 17.25 | 3.40 |
| Towel, bath, white | 2.10 | 2.95 | .85 |
| Trousers, poly/wool, blue | 20.15 | 22.30 | 2.15 |
| Trousers, blue serge, broadfall | 30.85 | 33.70 | 2.85 |
| Trousers, poly/cotton, denim | 9.50 | 10.50 | 1.00 |
| Trousers, utility, cotton | 12.30 | 15.35 | 3.05 |
| Trousers, cotton/poly, white | 11.40 | 14.25 | 2.85 |
| Trunks, general purpose | 4.10 | 4.85 | .75 |
| Undershirt, cotton, white | 2.20 | 3.00 | .80 |

The Amphibian

Volume 5, Number 15

San Diego, California

Monday, April 25, 1993

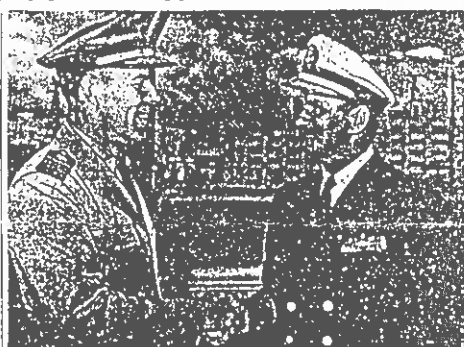
Two APAs, One AKA, APD And LSD Return Home from WesPac

Over a thousand friends and relatives were on hand to greet one of the largest groups of PhibPac ships to return from the Far East at one time since the Korean conflict started. Five Amphibious Force ships arrived in San Diego this week from the war zone.

The group included two attack transports, one attack cargo ship, a high speed transport and a landing ship, dock.

Greeted by Band

The ComPhibPac Band, under direction of Paul N. James, MUC, played from several points at downtown piers in order to greet each of the ships. Captain William O. Floyd, Chief of Staff to ComPhibPac, welcomed the returning ships.



Captain William O. Floyd (left), chief of staff to ComPhibPac, was on hand to welcome five PhibPac ships which returned to San Diego this week. Capt. Floyd greets Capt. T. F. Conley, Jr., ComTransDiv 13, who returned in the Calvert.

Telfair Dock. First to arrive the USS Telfair (APA-210), commanded by Capt. N. Johansen. Returning from her third tour of duty in Korean waters, the Telfair visited the ports of Manila, Hong Kong, Saebu, Kobe, Yokosuka, Otaru, Incheon and Pusan. As an expression of the crew's happiness to return home, the skipper ordered "Cal-

ifornia Here I Come" played in place of the morning reveille the day of the return.

ComTransDiv 13 Back

Next to dock was the USS Calvert (APA-32), which also earned Capt. T. F. Conley, Jr., ComTransDiv 13, and his staff. The return of the Calvert marks the end of her second Far East duty tour. Lt. M. H. Dodge, ComLCUDiv 31, and his staff was embarked on the ship. Capt. L. F. Freiburghouse commands the Calvert.



We Love To Fly And It Shows...

USS CALVERT REUNION

OCTOBER 17 - 20, 1991

NEW ORLEANS, LA

DELTA AIR LINES

AS THE OFFICIAL CARRIER FOR THE ABOVE MENTIONED MEETING, DELTA IS PLEASED TO OFFER SPECIAL AIRFARES WHEN YOU ATTEND THE MEETING. A 40% DISCOUNT IS OFFERED ON DELTA'S ROUNDTRIP COACH FARES WITHIN THE UNITED STATES AND SAN JUAN (CANADIAN RESIDENTS WILL RECEIVE A 35% DISCOUNT). CERTAIN RESTRICTIONS MAY APPLY. SEATS ARE LIMITED.

1. VALID TRAVEL DATES: OCTOBER 14 - 23, 1991.

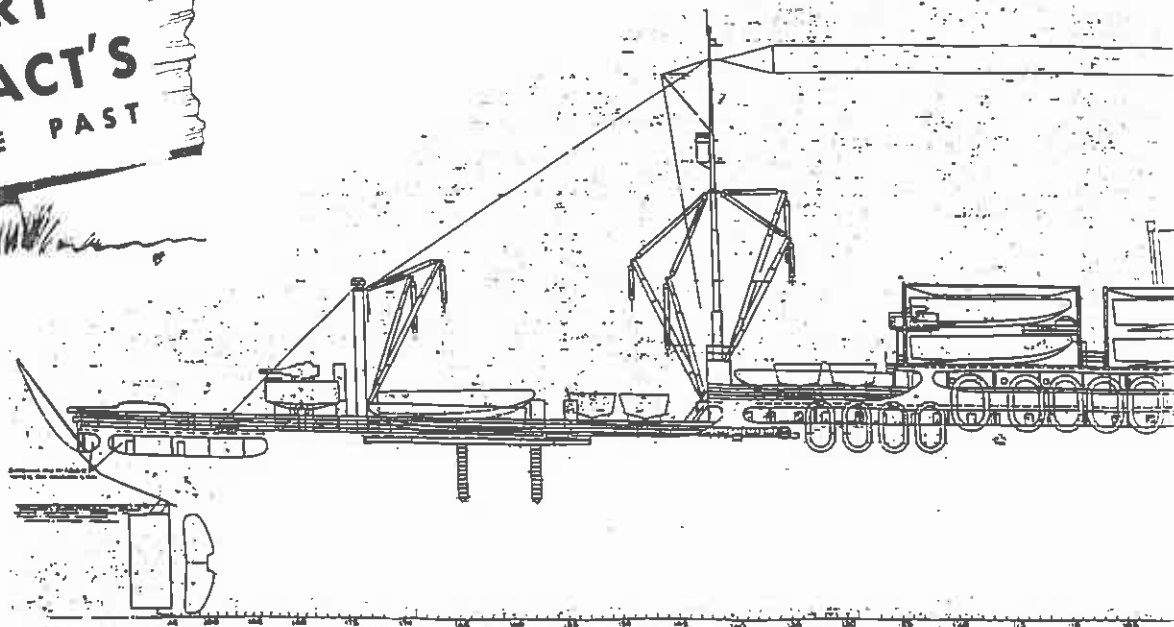
2. PURCHASE TICKETS 7 DAYS IN ADVANCE.

3. FILE REFERENCE NUMBER: **V 18085**

IN ADDITION, A 5% DISCOUNT IS AVAILABLE OFF MOST ALREADY DISCOUNTED FARES, PROVIDED ALL RULES AND CONDITIONS OF FARES ARE MET.

CALL DELTA, OR HAVE YOUR TRAVEL AGENT CALL 1-800-221-1212 AND ASK FOR THE SPECIAL MEETING NETWORK. PLEASE MENTION YOUR FILE REFERENCE NUMBER. WE ARE OPEN DAILY 8:00 A.M. - 11:00 P.M. EASTERN TIME AND ARE HAPPY TO ASSIST WITH YOUR RESERVATIONS.

CALVERT FACT'S FROM THE PAST



U.S.S. CALVERT

R-E-S-T-R-I-C-T-E-D

18 November 1944

ORDERS OF THE DAY

FOR SUNDAY 19 NOVEMBER 1944

- 0500 REVEILLE.
- 0515 GENERAL QUARTERS.
- 0615 SECURE FROM GENERAL QUARTERS.
- 0630 BREAKFAST FOR SHIP'S COMPANY.
- 0630 - 0730 BREAKFAST FOR ALL OFFICERS IN THE WARDROOM.
- 0730 TURN TO, CLEAN SWEEP DOWN ALL DECKS AND LIVING COMPARTMENTS.
- 0800 MUSTER ON STATIONS, MAKE REPORTS TO THE OFFICER OF THE DECK AND THE EXECUTIVE OFFICERS OFFICE. TURN TO, CLEAN UP SHIP AND STOW ALL GEAR.
- 1100 CLEAN SWEEP DOWN, KNOCK OFF WORK.
- 1200 DINNER FOR SHIP'S COMPANY.
LUNCH IN THE WARDROOM FOR ALL OFFICERS.
- 1300 TURN TO, CONTINUOUS CLEANING UP SHIP.
- 1500 CLEAN SWEEP DOWN, KNOCK OFF WORK.
- 1700 SUPPER FOR SHIP'S COMPANY.
- 1730 DINNER IN THE WARDROOM FOR ALL OFFICERS.
- ONE HALF HOUR BEFORE SUNSET, PREPARE TO DARKEN SHIP.
- 1800 SUNSET, TEN MINUTES AFTER SUNSET, DARKEN SHIP.

NOTE: THERE WILL BE HOLIDAY ROUTINE, MONDAY 20 NOVEMBER 1944.

MEMORANDUM TO ALL HANDS

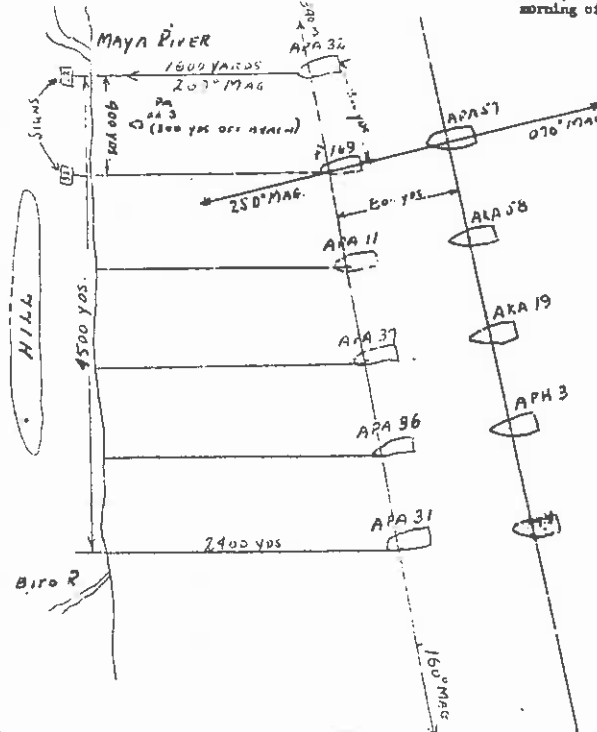
ON NOVEMBER 18, 1944, THIS SHIP UNLOADED 665 TONS OF CARGO AT AN AVERAGE OF 67 TONS AN HOUR, AND DISCHARGED 1245 TROOPS TO THE BEACH. THIS IS 7 TONS AN HOUR BETTER THAN ANY PREVIOUS RECORD ON BOARD THE U.S.S. CALVERT. WELL DONE

J. L. PATTERSON,
Lieutenant Commander, USNR.
Executive Officer.

BEACH DIAGRAM AND TRANSPORT AREA

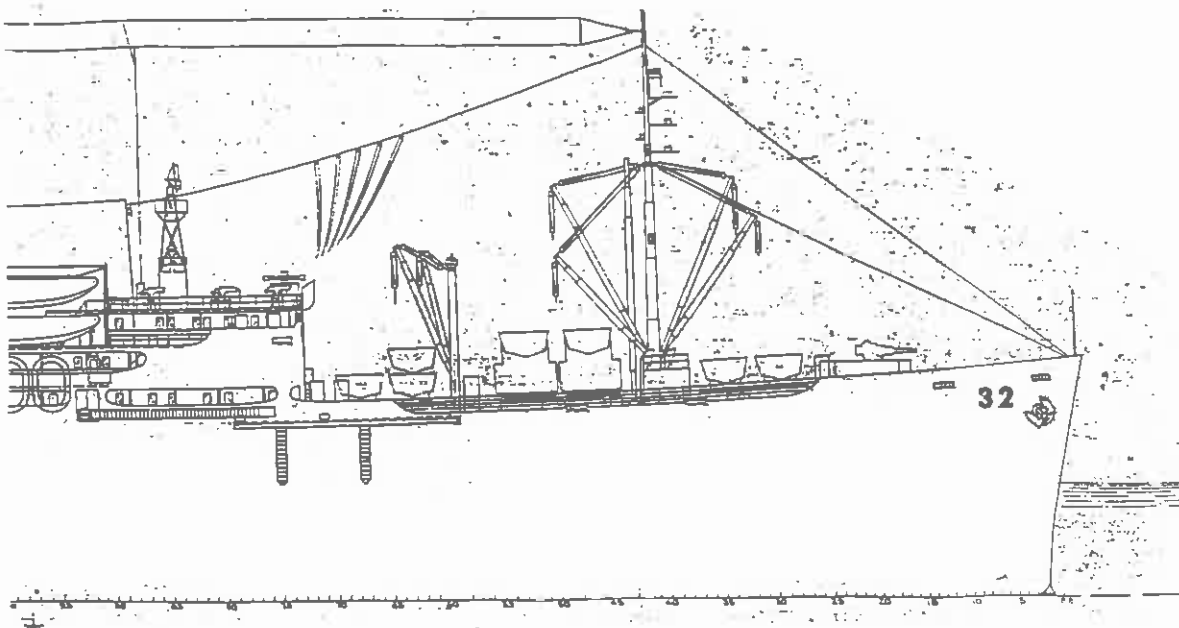
NOV 17, 1944

LEYTE, PHILIPPINES
morning of Nov. 18, 1944



NOT DRAWN TO SCALE

In the afternoon of 11 November, again escorted by USS STEMBEL, CALVERT departed Langemak Bay and that night made rendezvous with TU 79.15.1. This unit arrived off Bito Lake, Leyte, on 18 November and immediately started offloading operations. That night, the empty ships sailed back to Manus, arriving 24 November.

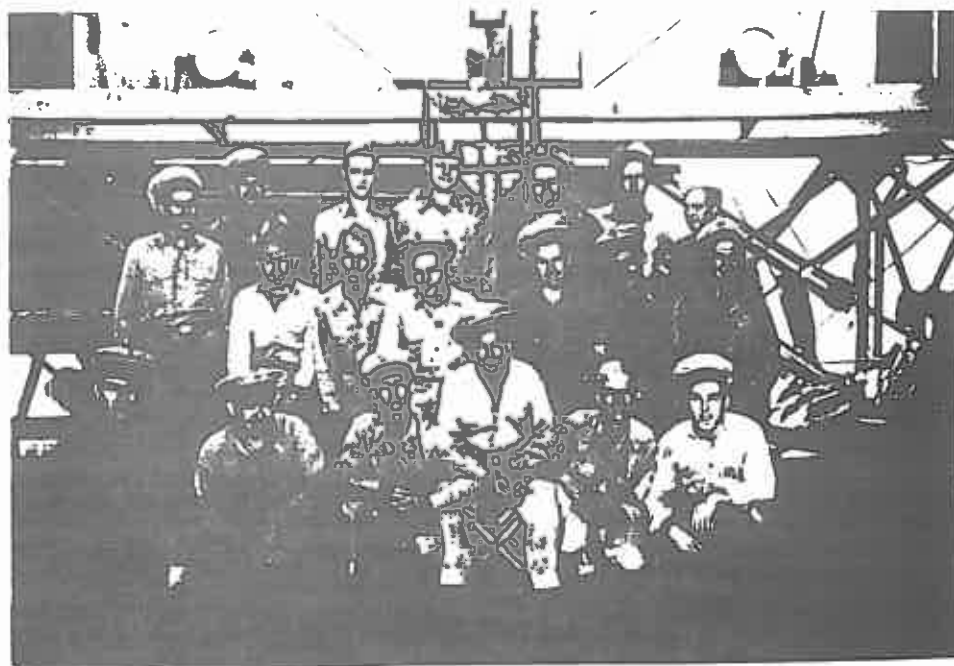


CHIEFS onboard Calvert June 1944. (Saipan operation)

1st. Row. Mitchell CWT. Brockelhurst CWT. Brown CCS. McIlwain CSN. Claxton CWM. Dimond CSM.

2nd. Row Danca CM. Sheehy CCS. Mattison CSM. White CSM. Gregorio CCM. Piro CSM. Zdanowicz CSM.

3rd. Row Blank CSM. Hutchison CSM. Hines CSM. Lee CS. Rawls CSM. Photo from M.A. Waite



Many Thanks

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

| | | | |
|-------------------|--------|------------------|-------|
| Harold W. Lee | 20.00 | Varietta Holmes | 25.00 |
| Richard DeLois | 100.00 | Mildred Levett | 10.00 |
| Walter L. Phaler | 10.00 | John Rhea | 25.00 |
| Edward Carver | 5.00 | William Hobrat | 25.00 |
| Frank Shemanski | 10.00 | Ronald Murphy | 10.00 |
| Allen Stuart | 5.00 | Arvin Torske | 10.00 |
| Lewis R. E. Smith | 20.00 | Hoyt Worthington | 20.00 |
| Ed Ruth | 20.00 | Oscar Woody | 3.00 |
| Warren Nowill | 20.00 | | |

USS CALVERT APA-32

Listed below are all the registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event, and total the amount. At the bottom, add up the total amount due for all events, and send that amount payable to Armed Forces Reunions, Inc. to the address below no later than September 3, 1991.

Make checks payable and
MAIL TO:

Armed Forces Reunions, Inc.
P.O. Box 11327
Norfolk, VA 23517
ATTN: USS Calvert

CUTOFF DATE IS SEPTEMBER 3, 1991!



We
Want
You....

| | PRICE PER | x | NO. OF PEOPLE | = | AMOUNT |
|--|--------------|---|------------------|---|--------|
| Registration fee to cover hospitality room costs. | \$10.00 | x | _____ | = | _____ |
| Friday tour of New Orleans with free time at Jax Brewery with lunch on your own. | \$20.00 | x | _____ | = | _____ |
| Saturday cruise on the Creole Queen, not including lunch. | \$20.00 | x | _____ | = | _____ |
| Banquet cost, including entertainment. | \$26.00 | x | _____ | = | _____ |
| Broiled Catfish | \$21.00 | x | _____ | = | _____ |
| Baked Chicken | | x | _____ | = | _____ |



TOTAL AMOUNT ENCLOSED _____

NAME (as you want it on your nametag) _____

SPOUSE AND GUEST NAMES _____

ADDRESS _____

BEVERAGE PREFERENCE (for hospitality room) _____

DO YOU NEED ANY SPECIAL ASSISTANCE? _____

ARE YOU FLYING? _____ DRIVING? _____ RV? _____

Mark your calendar
and make your reservations:

USS CALVERT APA-32
OCTOBER 17-20, 1991
NEW ORLEANS

Thursday
10/17

Arrival and registration. Hospitality room open.
Snacks and beverages available in the hospitality room
all day and evening.

Friday
10/18

\$20/Person
incl. buses,
and guides.
Not incl.
lunch.

- 9:00 - Board buses at hotel for a three hour city tour.
Proceed down historical St. Charles Avenue, complete
with universities, parks, old oaks, stately charm,
and the only operational streetcar line in New
Orleans. View the lovely antebellum homes built during
the South's Golden Age. View Lake Pontchartrain,
where some of New Orleans' finest newer homes are
located, and stop at one of the cities unique above-
ground cemeteries. Continue to the French Quarter
(the "Vieux Carre"), where a blend of French and
Spanish cultures intermingles with a modern lifestyle.
Also witness the bustling seaport activities, which
are such an important aspect of the city's economy.
- 12:00 - Disembark at Jackson Square, the focal point of
activity in the French Quarter. Lunch is on your own
in Jax Brewery, an old landmark transformed into a
modern complex of shops and eateries, or at one of the
many fine restaurants in the Quarter. Free time to
explore the Quarter with its gracious iron balconies
and lovely courtyards.
- 3:15 - Reboard buses at Jackson Square to return.
- 6:30 - Shuttle begins to the French Quarter. Last shuttle
leaves the Quarter at 10:30.

\$8/Person

Saturday
10/19

\$20/Person
incl. buses
and cruise.
Not incl.
lunch.

- 8:45 - Board buses at hotel.
- 9:30 - Board the Creole Queen, an authentic paddle-wheeler,
and cruise the mighty Mississippi River. Disembark at
Chalmette Battlefield, where in 1815 Andrew Jackson
soundly defeated the British with the help of Jean
Lafitte and his privateers. Visit old Beauregard
House, a plantation which was built 17 years after
Jackson's victory. Relax and enjoy a creole luncheon
and your favorite beverage. Lunch on your own.
- 1:00 - Reboard buses to return to the hotel.
- 2:30 - Business meeting, until 3:30.
- 6:30 - Cash bar.
- 7:30 - Banquet. Dancing from 9 til midnight.

Sunday
10/20

Farewells and departure

the Ship's Crew



RISE AND SHINE OVER NEW ORLEANS



Landmark
HOTEL-METAIRIE
(NEW ORLEANS I-10 AT CAUSEWAY)

2801 SEVERN AVENUE, METAIRIE LOUISIANA 70002

Registration

| | | | | | | |
|---------|-------|-------|--------------|----------|------|-----------|
| NAME | LAST | FIRST | ARRIVAL | AM PM | TIME | DEPARTURE |
| ADDRESS | | | NO. IN PARTY | | | |
| CITY | STATE | ZIP | PHONE | | | |

USS CALVERT REUNION

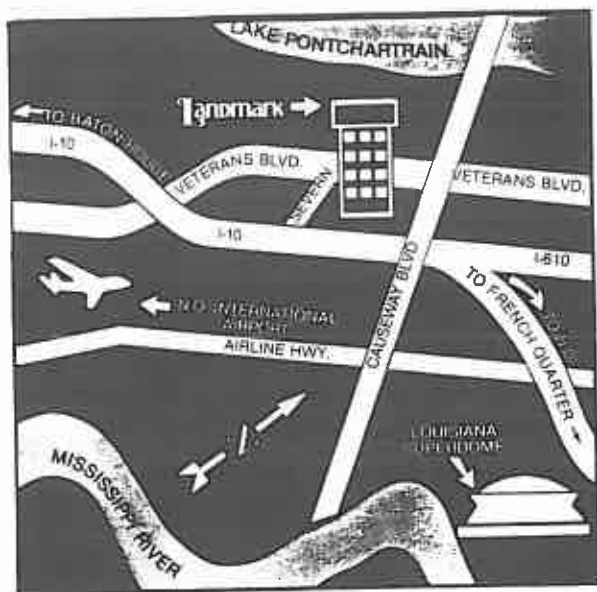
(PLEASE COMPLETE) "MEETING OR CONVENTION"

No. of Rooms: _____ SINGLE _____ DOUBLE _____ TRIPLE _____ QUAD

Preference If Available: _____ King Bed _____ Double/Double
 _____ Regular _____ Non-Smoking
 _____ Standard _____ Deluxe

Room Billing for: _____
\$50.00 Rate, Single or Double RATES ARE PLUS CITY & STATE TAXES

(800) 277-7575 ** (504) 888-9500
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Rising high over Metairie, the Landmark Metairie can be seen throughout the suburban New Orleans area. With our unique location between the river and the lake, the Landmark towers over all that's special about New Orleans.

A GI'S REACTION TO A TRIP ON THE MIGHTY "M".

I'm taking my bath in a bucket
 And standing in line for my beans,
 I'm sleeping on deck and the feet in my neck
 Belong to a couple Marines.

Oh I long for the wide open spaces
 And a deck with some yardage to spare,
 I'ts "Hey gimme room" and "Rig in your boom"
 And "Mate, you can't hang around there."

It's three years I put in the racks
 And Brother I've been through the mill,
 But ten days on a transport, by god
 Stand by to go over the hill.

Oh the sailors go frequently batty
 And I know the reason they crack,
 It isn't the booze, but the strain of the cruise
 That takes them over and back.

USS MONROVIA (APA-31) ASSOCIATION
 NEWSLETTER -- APRIL, 1990

FROM SHIPS NEWSPAPER - HARPOON - OCTOBER 4, 1944

of

Commander JOHN FORD WARRIS

Skipper. USS CALVERT (APA-32)

October 1944 - January 1946

The Captain first saw the light of day in Philadelphia on January 5, 1891, the only son of William and Katherine Warris. After struggling through the prescribed courses of the Philadelphia public schools he decided at the tender age of 18 that the life of a sailor was the life for him so on February 14, 1909 he made his appearance at the Recruiting Station. After the customary shaking down by all of the recruiting personnel he was finally accepted for enlistment as an Apprentice Seaman (they were hard up for men in those days and the monthly stipend of \$17.60 wasn't very much of an attraction to anyone with a job).

Along with two others he was shipped off to the Naval Training Station where he arrived about 5 A.M. in the teeth of a howling blizzard. After being stripped of all his clothing and introduced to an ice cold shower he was immediately fitted out with a full bag of regulation uniforms that fitted perfectly... (if they're too small they'll stretch; if they're too big they'll shrink). He was then provided with a most wonderful Wednesday morning breakfast of beans and corn bread.

By some miracle he managed to get through all the prescribed drills and instruction periods. On August 1st he was elevated in rate to Ordinary Seaman (now S 2/c) and joined a draft for the West Coast. (It was the same in those days: they sent the easterners to the West Coast and the westerners to the East Coast).

August 23rd found him aboard the old armored cruiser MARYLAND in Seattle. (The Armored Cruiser Squadron - the one they wrote the song about:

"Away, away with sword and drum;
Here we come, here we come;
Looking for someone to put on the bum;
In the Armored Cruiser Squadron.)

Before nightfall we were underway for a six months' cruise and believe it or not the first foreign port we touched was none other than Manila. We crossed the equator on October 16, 1909 and if you fellows think you took a shallicking when the CALVERT crossed, you're nuts. It was a tea party compared to what you got in those days.

Well, that cruise to Honolulu (Pearl Harbor wasn't started yet), Manila, the Philippines, China and Japan was what most of the kids joined the Navy for. They liked it even though coaling ship took most of joy out of it. When we hit a good liberty port the first two or three days were spent coaling ship; the next day, cleaning up the coal dust. If there was any time left and you weren't restricted (which you generally were), you'd get liberty - once. If you happened to be a baseball player or a football player or a boxer you'd get all the liberty you wanted. You never wanted much, though, for you didn't get much pay and the first liberty usually cost all you had plus all you could borrow from some friend who was restricted.

After that cruise most of the time in the Armored Cruiser Squadron was spent in Magdalena Bay, Mexico. That's where the Navy held preparations for target practice, Admiral's inspection, etc. Being there was the best excuse the Navy could think of for not giving liberty. We also cruised along the coast with an occasional stop in San Francisco for liberty.

After a year or so, having had about all he could take of mess cooking, compartment cleaning, deck scrubbing, coal shoveling and manning the ash whip, the erstwhile Ordinary Seaman decided to look around for something in the way of an easier billet. He scraped up an acquaintance with an electrician who eventually managed to get him a job striking paint and red-leading bilges from "turn to" in the morning 'til "knock off" in the afternoon, then standing a four-hour watch at night oiling the generator engines.

By that time, having learned how to replace a blown fuse or burned out lamp and repair a postable that some considerate soul had used for a deck stopper, your future skipper managed to get rated Seaman. He graduated to the I.C. room where the work was much more like he thought an electrician's work should be.

Well, in the due course of events there blossomed forth a crow on his sleeve - yes, believe it or not, they had finally pounded enough information into his head to pass the exam for Electrician Third Class.

In those days radio was brand new and all electricians

had to be radio operators. They were about to attempt radio communication between San Francisco and Honolulu by stationing two relay ships, each one-third of the way between. The cruisers RALEIGH and CINCINNATI were especially equipped for this duty and I was transferred to the RALEIGH as a probable radio operator. I never could copy good enough to get by, though, so I wound up in the dynamo room.

Eventually I was rated 2nd class electrician and transferred to the old OREGON where I finished my first cruise in the Bremerton Navy Yard.

Never having had a job in my life other than the Navy, I wondered what the outside was like. After I was paid off I got a job in a power plant in Canada and worked there as a station operator until January, 1915. Then, World War I having started and Americans in Canada being subject to the draft, I thought my best bet was to ship over in the Navy. The first thing I knew, I was a 2nd class electrician again on the old cruiser MILWAUKEE. I stayed on her until January 1917 when she was stranded and lost off Eureka, California.

By that time, I was 1st class and in line for Chief Electrician. I was transferred to the submarine N-3 which was about to be commissioned in Seattle. I was rated Chief Electrician shortly thereafter and also got married to the sweet Seattle girl (Marion Clark) that I had been in love with for several years. Subsequently, two children arrived, a boy and a girl. The boy is now in the Navy.

War had been declared in the meantime and I was recommended for and took an examination for Ensign and was commissioned on December 15, 1917.

I served subsequently in the R-16, S-31 and O-11 then took an examination for, passed and was commissioned a permanent Lieutenant. I quit submarines and served in the NAVADA, IDAHO, RAMAPO and HOLLAND with two shore cruises in the Bremerton Navy Yard.

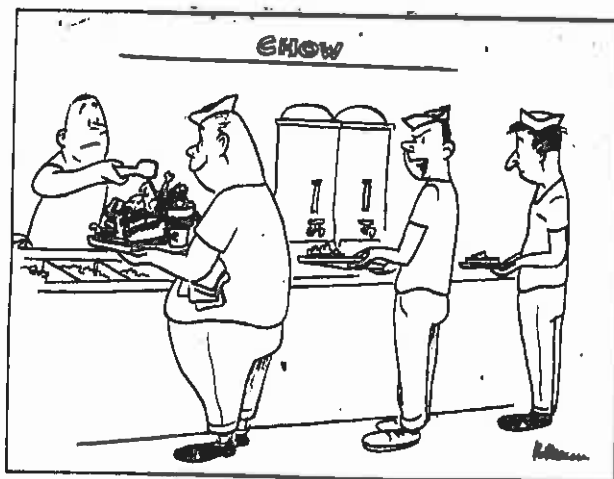
In 1930, I got my first command, the SWALLOW, an ex-bird class mine-sweeper that had been fitted for a survey ship and radio station tender in Alaskan waters. I was promoted to Lieut. Comdr. about the time I went to the SWALLOW. After three years in that ship I went to the War College then to the Asiatic station for two years. I left there the day the Japs moved into Shanghai.

Returning to the U.S., I served as Gunnery Officer of the NEW YORK, leaving her after being promoted to Commander in 1938. I was then Ordnance Officer of the Boston Navy Yard then Executive Officer of the UTAH until the Japs sank her on December 7, 1941 at Pearl Harbor.

From March, 1942 until April, 1943 I was Commanding Officer of the CALIFORNIA, going to her when she was sunk in Pearl Harbor and leaving her after her return to Puget Sound for modernization. I then went to New York, commissioned the BRIAREUS on November 15, 1943 and was her Captain until 1944 when I came to the CALVERT.

Note: The biography was written entirely by Commander Warris. The original longhand version is in my files.

Hal Winter



"Did you join the Navy to see the world, or eat it?"

Oct. 17, 18, 19-91

HOTEL METAIRIE

Jandmark
New Orleans

gossip.

It's not just

SHIPMATES!



Sterling S. Funk BM1 42
208 N. Rhola Dr.
Rhola, Pa. 17025

|||||

3rd CLASS
PERMIT NO.
10



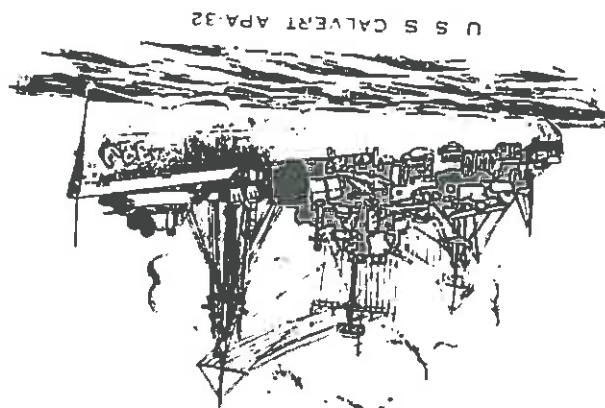
Deepest Sympathy

MEMBERS PASSED AWAY

Robert R. Dyer 44-46 March 1986
Arthur McLaughlin GM2 42-45 1989
Charles L. Corry SN 51-55 March 12, 1989
Frank R. Schmitt WT1 50-51 Dec. 23, 1989
Robert Hanson WT2 42-44 October 1, 1989
Roy Holmes Lt 42-43 March 9, 1990
Edwin Reken F1/c 43-44 May 14, 1990
Dr. William C. Hook LTCDR 43-46 Nov. 1990



CALVERT ASSOCIATES
KENYON, MN. 55946
ADDRESS CORRECTION REQUESTED



U S S CALVERT APA-32

PLANS COMPLETED FOR
1991 REUNION

