

# CALVERTS

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

"The Ship and Men of Distinction"



Published and Compiled by  
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VOL. NO. 25 - 1991

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## COMMENTS . . . .

### Why should I attend?

From time to time I get this thrown at me, Why should I attend? What I try to explain is that you can't have a good reunion without people. If you think your buddy isn't going to be there, and you don't come and he shows up, then he doesn't have anyone of his buddies there. We have men who served on the Calvert over a thirty year period that come time after time and they all have a ball. We all have one thing in common, we served on a great ship.... I will include a list of those who have signed up so far. This is not a up to date list as we have more room reservations than this list. October should be fine weather in New Orleans so try and join the crew in 1991.... I get between 30 and 40 address changes between each newsletter so I am in the process of looking at another method of mailing labels. We are getting to be so many that I may have to put everybody on a computer. Right now if you change your address I have to look through 18 pages of names and try to find yours. It's real time consuming. So by next time we may have a new label. Also I want to thank everybody that sends material to be printed in the newsletter. I try to mention where I get it from but if I forget please forgive me and let me know and credit will be given. Some times the letters I publish may be a year old but the info is too good to throw away so I save it. I also edit (center) and condense so that there is room for as many as possible.....j.l.cole.....

These are the shipmates who have signed up.

Alderman, Floyd	Hanscom, Lennie	Noble, Charles
Allen, Carl	Hart, James	Nowill, Warren
Brink, Ray	Holmes, Marietta	Pribula, Joe
Cole, John	Jacob, Marcel	Rybarczyk, Ray
Couvillion, Mike	Kina, Louis	Schuster, Stephen
Crowdes, Monty	Love, Harold	Skillman, Charles
Durr, Norm	Mackey, George	Taylor, Bill
Ersland, Joe	McCoy, Sam	Worthington, Hoyt
Glasco, Ray	Metzger, Bob	Zampell, Louis
Groff, John	Morlett, Joe	Zandowicz, John
Hannigan, Vince	Moschella, Mike	



# mail call

Dear John,



I am the former Marine Combat Cargo Officer on the Calvert who wrote you regarding the involvement of any of my shipmates from the late 1960's. As you may recall, I was on the last Calvert crew just prior to decommissioning in 1966. I believe that you indicated in your response to my inquiry that most of your reunion attendees were from the WWII era, and though you were kind enough to post my name, I never heard from any of the 1964-1966 crew. I retired from the Marine Corps in 1989 after 36 years, and I am presently on the faculty at the University of Baltimore School of Law. I recently visited the Navy's Historical Branch at the Washington Navy Yard in connection with some research. I decided to stop in at the ship's histories office and guess what was the first thing I saw on their inner office bulkhead? - The Calvert seal! I had a most enjoyable conversation with the staff in the ship's histories section, and related some anecdotes from my tour on the old lady. I mentioned that I had contacted the Calvert reunion group some years ago, and the office staff asked if any of the former Calvert members could submit any information, sea stories, etc. regarding their times on the Calvert. This type of information is apparently regularly used to add depth and valuable historical information on a ship's past, and is apparently viewed as more valuable than some of the official logs and documents. (I wonder why?) I had lost or mislaid your address, but lo and behold, two days later, I spied in the Navy Times, your announcement of your October reunion in New Orleans. So, perhaps you can turn this over to your guys and give the Historical Branch some good items. JAMES S MAY

I have enjoyed hearing about my old shipmates thru your efforts. Yesterday I called Robert Prickett in Edmonds, Wa; we had a good chat and I am sending him some pictures of the signal gang taken during the 1943-45 period. I was both in the ship's company and the beach party during those years. Bob was ship's company. Bob and I were wondering how many of the people you have on your list were from the Northwest and if there were enough to hold a reunion up here in the future. Any thoughts? As a side note, I went into educational administration and worked in Missouri, Kansas, Oregon, Florida and Alaska before retiring in 1976 from the latter. I went back into the service in 1947, switching to the Coast Guard as a quartermaster, and received a medical discharge in 1948. Then came more college and into education. Since 1976 I have worked as a consultant in the Northwest, Alaska, Guam, and Hawaii. No more of that now; I am enjoying golf, growing roses, and relaxing. WILLIAM R MARSH

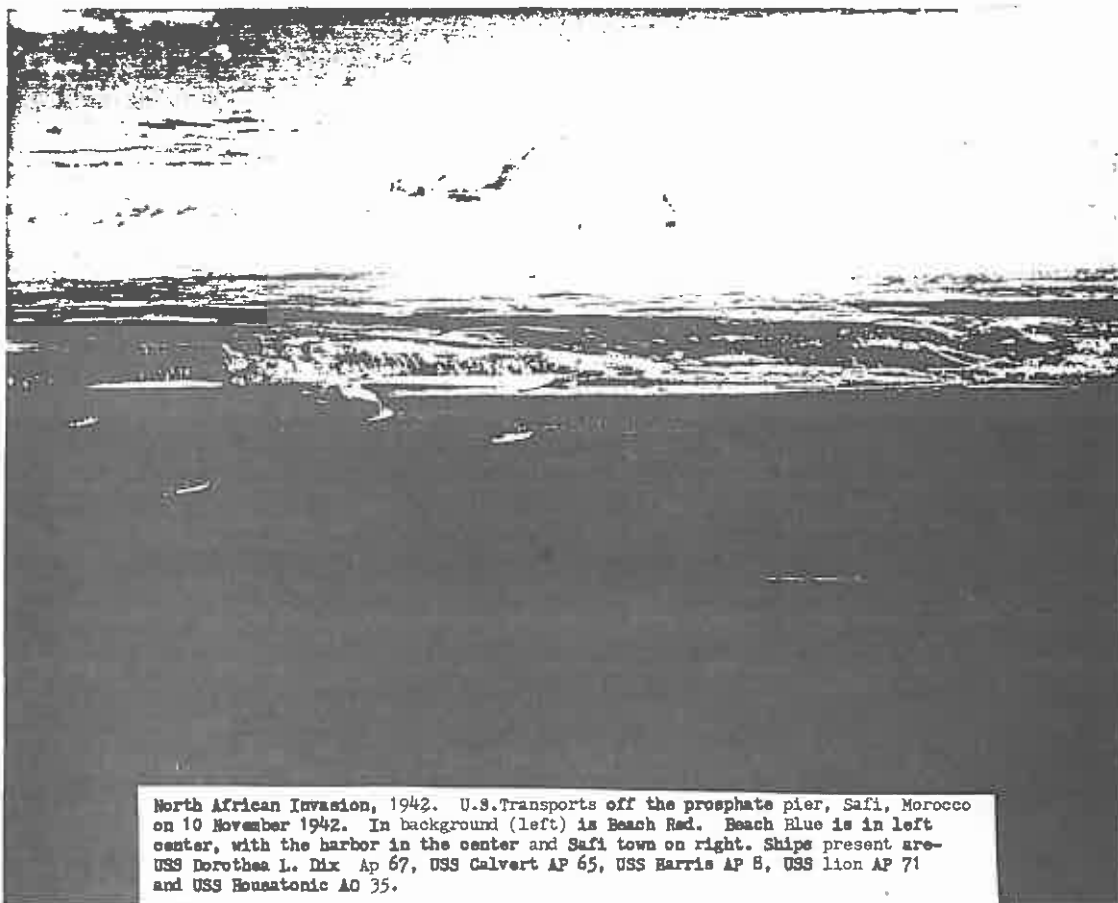
Having seen your notice I decided to write and inform you that-though I wasn't Ship's Company I served T.A.D. on the Calvert.. I enlisted in June 1943 and was Co 1-43 at Treasure Island Boot Camp (experimental). They had no other Boot Camps there as it wasn't feasible for a training camp. Due to high scores in camp they gave me Radio School - Waipio Amphib. operating Base in the Hawaiian Islands. I made 3rd class RM and was assigned to Comm-Teams they called JASCO'S Joint Assault Signal Companys. These were teams of Navy radiomen and Marine Signalmen (Semaphore). Our function was a communication center for Beachmasters during invasions. In that capacity I - along with Earl Gummert and John Hefferman served TAD on the Calvert standing radio watch until the invasion of Saipan and Tinian in the Mariannas. After securing the beach (went ashore in 2nd or 3rd wave carrying a radio) which took about a week - we returned to the ship. Incidentally the invasion was June 15, 1944. I celebrated my 18th Birthday (6-27) in those waters. We then had a little rehab at Mog Mog and prepared for the Phillipines where if memory serves me I went ashore on both Leyte and Luzon (Leyte Oct 20, 1944 and Lingayen Gulf Jan 9, 1945). Then it was back to the Calvert which headed for Pearl Harbor. I was then transferred to San Diego for Radio Teletype training and then flown to Kwajelain vi the Marshalls where I installed Radio Teletype for the A Bomb tests and ended the War and my enlistment there. Do you know-or know anyone who does know the number of my JASCO Team? or the whereabouts of Earl or John? JAMES R. COBB

I wish to thank you for the wonderful newsletter called Calversion. My wife and I are going to the Reunion in New Orleans. This will be my first reunion with the guys from the Calvert. I served aboard the Calvert from August 1943 to July 14, 1946. I left the Calvert when we were putting the ship in mothballs in Norfolk. I caught up with the Calvert in San Francisco, we went to Pearl did our Practice Landings in Hawaii then went to the Gilbert Islands, then to the Marshalls, then to the Marianas then to Leyte and Luzon. When the war was over we were sitting in Bremerton. Then we took the occupation troops to Hieroshima, then trips back and forth from Yokahama to San Fran after that to China and the Phillipines, from there to Norfolk where I left the Calvert. I joined the Navy in June of 1943, I did Boot Camp in San Diego. I now live in Oceanside, Ca. about 35 mi north of San Diego. I would be interested in Hosting the next reunion two years from now. San Diego is a good town for a reunion or convention. The only shipmate I have contacted is Billie Trout from Watertown, Tenn. Sure hope he makes this reunion in New Orleans. NORMAN G. DURR

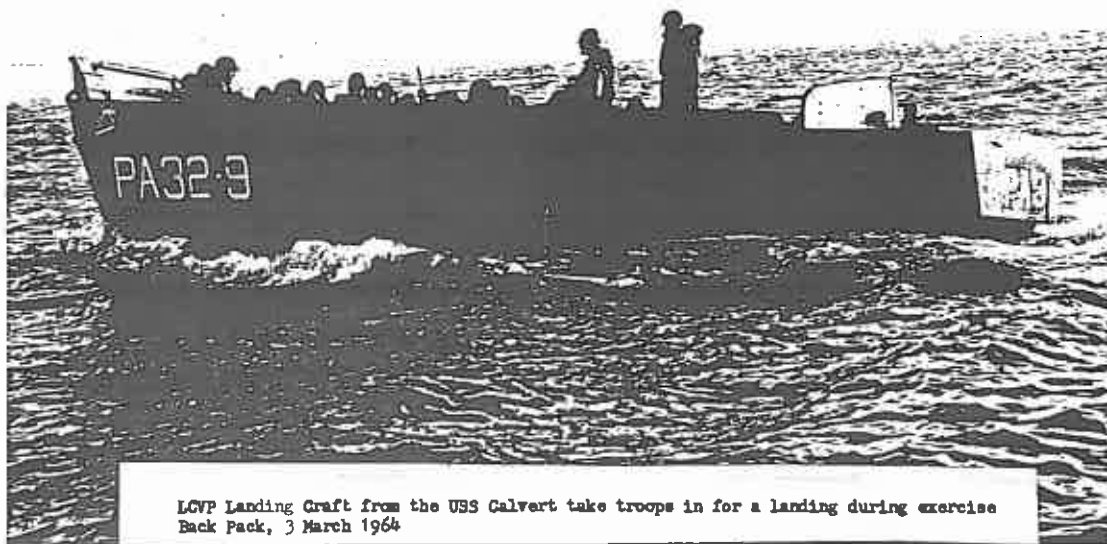
Your latest "Calversion" (vol. 24) was packed with memories for me - The Leyte Beach Diagram, the 19 Nov 44 Plan of the Day and particularly, the photo of all the Calvert CPO's during the Saipan Operation. Seeing Chief McIlwee (I was Signal Officer) reminded me of the low-flying Jap single-engin plane ("MIKE"?) that passed over our heads in Leyte Gulf and crashed into the USS Honolulu. Quite an explosion! Am sending you, under separate package, a USS Calvert plaque from 1964 - sent to me by a good friend, Capt. Jack Kenyon, just after he became Calvert's C.O. in 1964. Keep the Calversion's coming - I keep every one and reread them often - BOB HUBER

A short note for you to put in the next Calversion Letter. We had a mini-mini reunion at Orefield, Pa. Bob & Charlotte Smith called from Queensbury, NY that they wanted to visit Pa. They wanted to go visit Joe Prißbula and his wife. Instead we had Joe & Elsie Pribula, Harley & Olive Wenninger, Bob & Charlotte Smith, Lewis R.B. and Gloria Smith and my friend that went along to Lake George, NY last year 1990 Reunion Edgar & Irene Halen. Two from Orefield one from Fountain Hill, Pa one from Wescoesville, Pa and one from NY. Four persons were on the Calvert at different times and years. Hope to see you in New Orleans in Oct of this year. - LEWIS R.B. SMITH

Hope you & yours are well. Please keep the Calversions coming - met another pharmacist's mate recently. - By accident. He thought I was in Iowa (left in '58) - and read a place mat in one of my restaurants (Perrys) "down memory Lane" and realized it was me. Hadn't seen each other in 47 years. His name is Lloyd S. Bledsoe - PERRY G POTIRIS

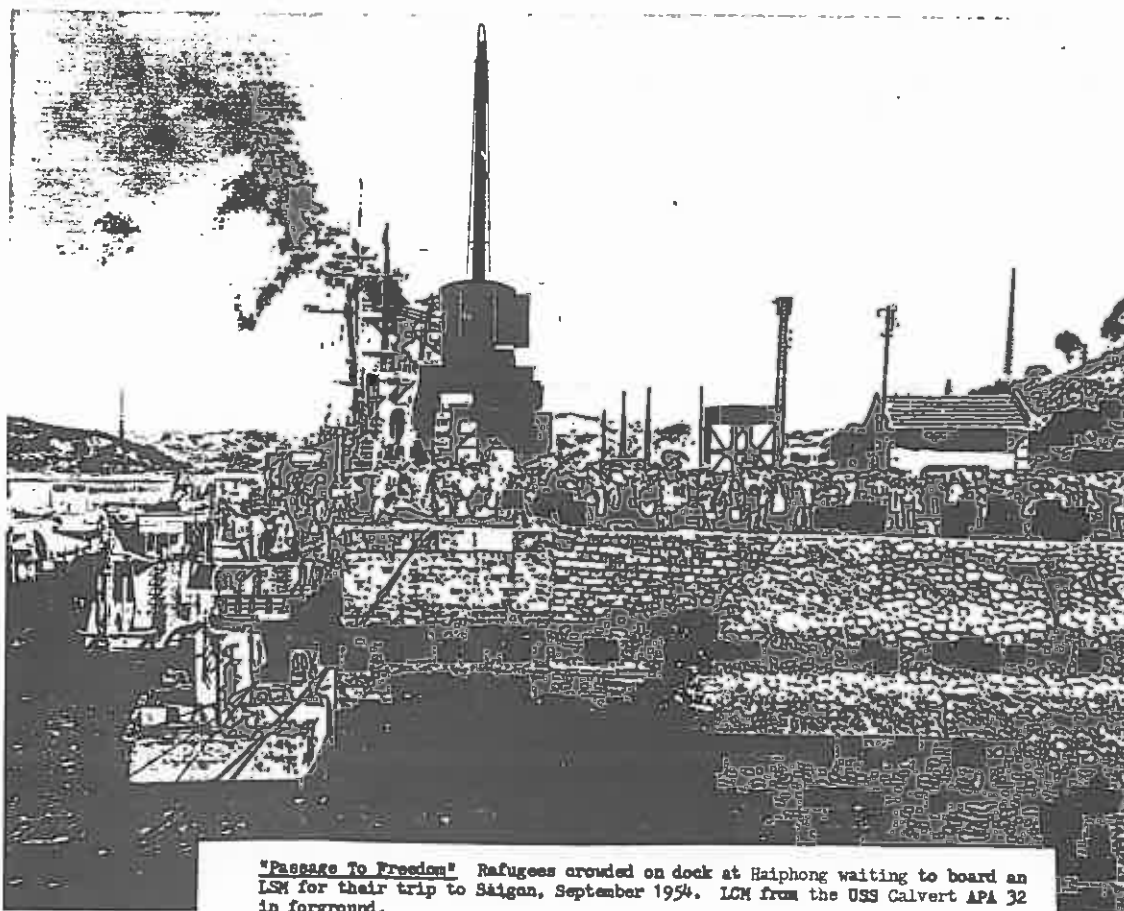


North African Invasion, 1942. U.S. Transports off the prosphate pier, Safi, Morocco on 10 November 1942. In background (left) is Beach Red. Beach Blue is in left center, with the harbor in the center and Safi town on right. Ships present are- USS Dorothea L. Dix AP 67, USS Calvert AP 65, USS Harris AP 8, USS Lion AP 71 and USS Housatonic AO 35.



LCVP Landing Craft from the USS Calvert take troops in for a landing during exercise Back Pack, 3 March 1964

## USS CALVERT APA-32

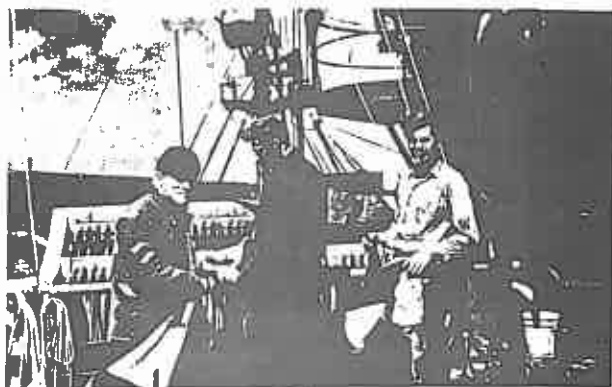


"Passage To Freedom" Refugees crowded on dock at Haiphong waiting to board an LSM for their trip to Saigon, September 1954. LCM from the USS Calvert APA 32 in foreground.

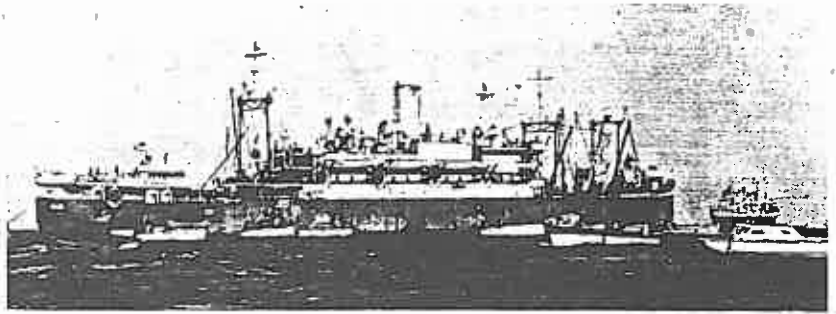
# the old crew



Third-Class Petty  
Officer  
(Signalman)



The photos on this page were sent to me by the wife of Johnny E Gibbs Signalman 3/c who served on the Calvert in 1946. Johnny passed away at the age of 44 in 1970. If you know the names of any of these guys, write their names using numbers by each picture and send them to me. Thanks.....



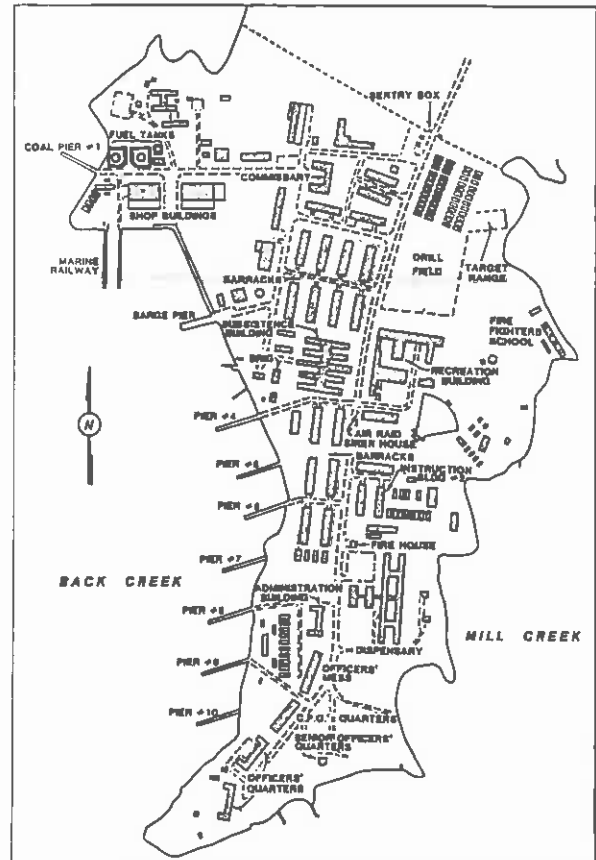
USS Leonard Wood, with USS Calvert in right background, debarking troops for simulated amphibious landing on Calvert County beaches, 1943 (National Archives)

In the spring of 1943 another major landing exercise was conducted, this in preparation for Operation HUSKY, the Invasion of Sicily. Hewitt commanded the naval forces in HUSKY, including the CENT or Scoglitti Force under Rear Adm. Alan G. Kirk. (Kirk had replaced Hewitt as Commander AFAF on February 23, 1943.) CENT Force trained extensively at the Solomons and Little Creek ATBs before crossing the Atlantic and staging through Oran for the July 10, 1943, assault landing.<sup>33</sup>

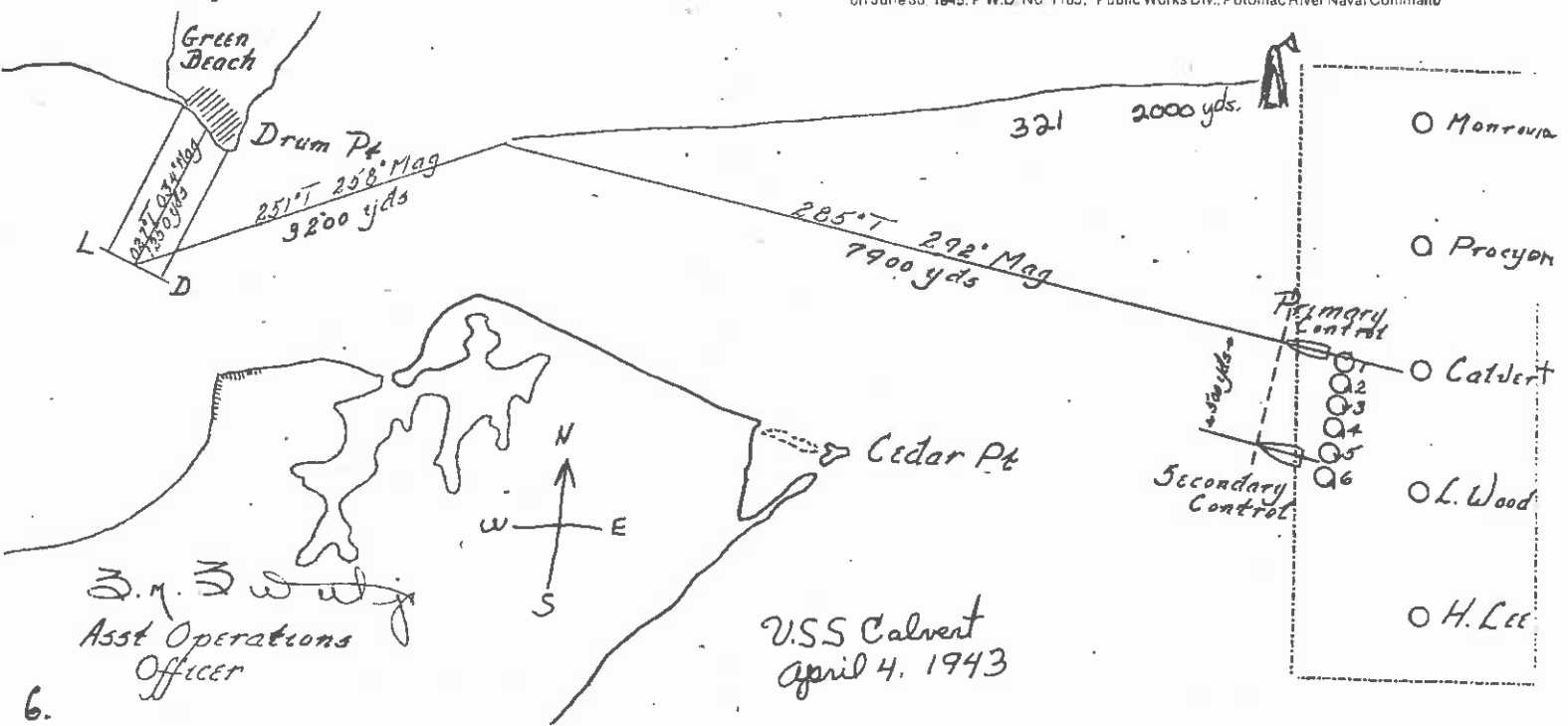
The entire Solomons-Cove Point area was designated "Class B restricted area B-3007" by public proclamation of Headquarters, Eastern Defense Command, on December 21, 1942. The area was posted and patrolled by military police units attached to Army forces training there. Access and loitering were strictly controlled, as was use of cameras, binoculars, visual aids and signal devices except in the course of official duties. Landing force commanders were under strict regulations regarding protection of private property - almost all of the "King Island Theatre" (military code name for maneuver area) being privately owned and used under trespass agreements granted by owners. Restrictions included prevention of forest fires, policing bivouac sites and keeping an engineer company on hand - usually "at a site above the beach south of Cove Point" - to repair damages. Aside from obvious public relations benefits, these regulations reduced the frequency and amount of damage claims filed by property owners against the government. To facilitate maneuver control, AFAF had leased ten houses at Cove Point. These were used by Army and Navy force commanders and staffs, observers, guards, signalmen, caretakers and a medical aid team. The Solomons ATB commander was responsible for maintenance and security of the leased houses, and made base messing facilities available to temporary residents.<sup>34</sup>

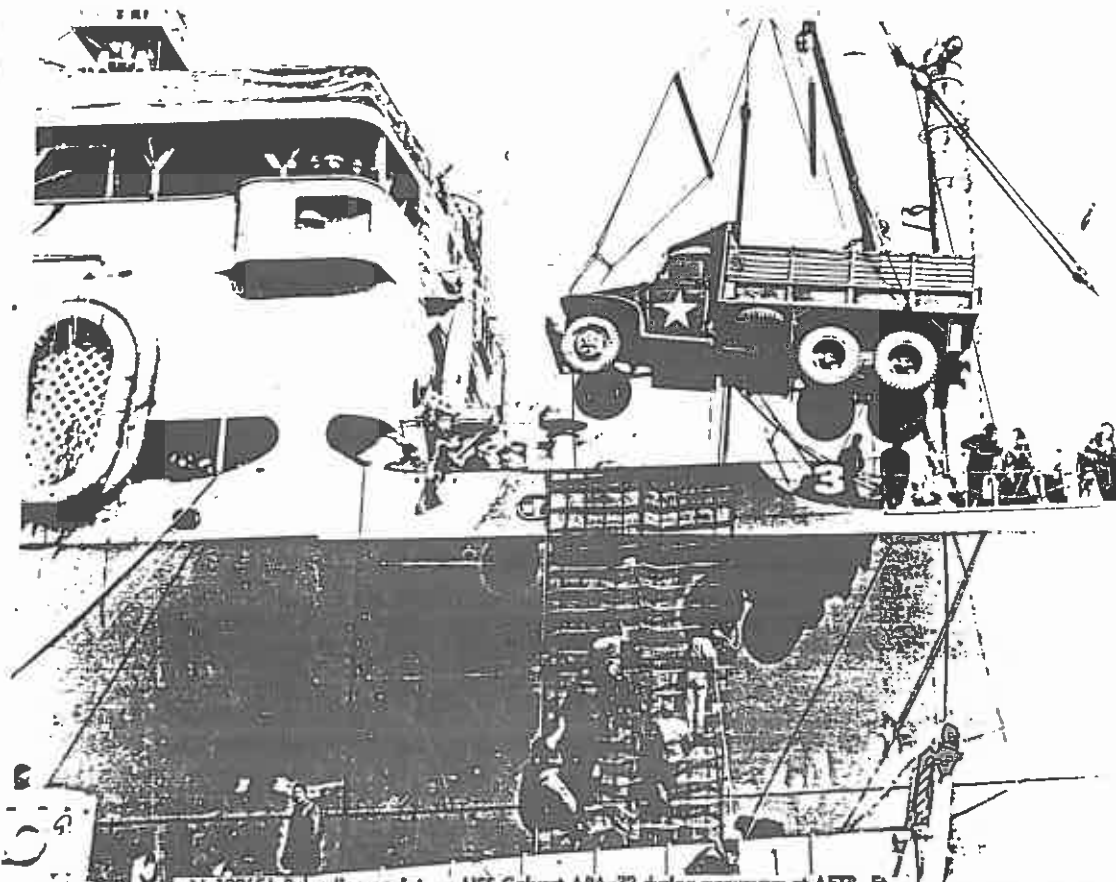
At the height of training activity, the following typical scene is described in the official Navy history:

Four or five AP's [troop transports] of the transport squadron likely were lying off Cove Point. The landing crafts' white wakes were visible as they ran for the beach, retraced, or circled off the quarters of the mother ship. There would be LCT's in the river or nosed against the shore for a practice landing. And later there would be LCI's, LST's, and LCS's maneuvering with each other. Then LSM's would join in the training. Alongside in the inner harbor, the LCT's, LCM's and LCVP's would be moored as solid as cigars in a box.<sup>35</sup>



Adapted from "Map of Amphibious Training Base Solomons, MD., Showing Conditions on June 30, 1945, P.W.D. No. 1185," Public Works Div., Potomac River Naval Command





N-18965A Reloading equip. on USS Calvert APA-32 during maneuvers at AFB, Ft Pierce, FLA. Reloading trucks on transport. Mar. 4, 1943.

The spring of 1943 was spent training on the beaches of Chesapeake bay in preparation for operation "Husky" which was the attack on Sicily, July 10, 43. The following pages are items that were taken from the book "Cradle of Invasion" by the Calvert Marine Museum, Solomons, Md. The Calvert operated out of the Solomons Amphibious base and trained in Maryland and Florida. The eventual attack on Scoglitti in which the Calvert landed on the "Wood Hole" sector, that drawing was given to me by William Eiseman. During this operation many Calvert men received promotions by Admiral A.C. Kirk for "skill and devotion" to duty and Francis Carpenter received the Silver Star.....

FB7-7/A16-3  
Serial: 0014

UNITED STATES ATLANTIC FLEET  
TRANSPORT DIVISION SEVEN  
AMPHIBIOUS FORCE

(rko)

SECRET-SECURITY

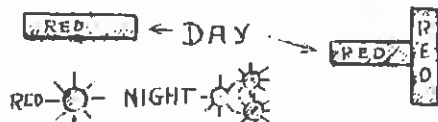
June 29, 1943.

From: Commander Transport Division SEVEN.  
To : Transport Division SEVEN.  
Subject: Beach Marking for HUSKY.  
Reference: (a) CTG 85.4 Mailgram 281325 of June 1943.

1. In accordance with reference (a) the 180 R.C.T will land on Beach RED, NEVILLE on the left half, CALVERT on the right half.

2. The left half of Beach RED will be referred to as NEVILLE's beach, the right half as CALVERT's beach. There will be an area 600 yards wide between the NEVILLE's beach and CALVERT's beach on which no landings will be made.

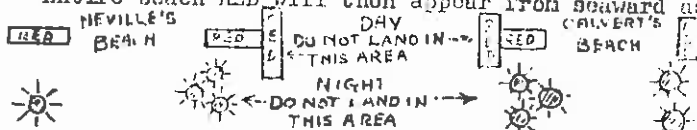
3. NEVILLE's beach will then appear from seaward as follows:



4. CALVERT's beach will then appear from seaward as follows:



5. Entire beach RED will then appear from seaward as follows:

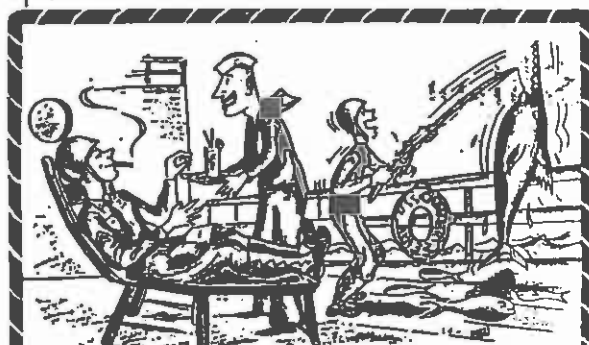


6. For further distribution to persons concerned including coxswains.

J. P. RICHARDS, Secretary.

D. W. LOOKES.

Hal Winter 43-45



Has your division a transportation problem? Is the ocean keeping you out of the fight? Do not let those preliminary plans and worries mar the precious days of relaxation at sea. Get in touch with the

## AMPHIBIOUS FORCE

We are prepared to make all arrangements, including escorted shore excursions and opportunities to come in contact with the natives. Our experienced personnel forsee all contingencies. No invasion is too large for our staff, no raid too small to be given our full attention. We handle the tickets. All you do is step aboard.

We can be reached by telephone

This ad appeared in the January 1944 BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN, a monthly service magazine later titled TO ALL HANDS.



Attention, All Hands

# U.S.S. CALVERT

## National Crew Reunion

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.

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

MAIL TO:  
Make checks payable and

We Want You...

CUTOFF DATE IS SEPTEMBER 3, 1991!

PRICE PER	NO. OF PEOPLE	=	AMOUNT
-----------	---------------	---	--------

\$10.00	x	=	
---------	---	---	--

\$20.00	x	=	
---------	---	---	--

\$20.00	x	=	
---------	---	---	--

\$26.00	x	=	
\$21.00	x	=	

TOTAL AMOUNT ENCLOSED \_\_\_\_\_

Registration fee to cover hospitality room costs.

Friday tour of New Orleans with free time at Jax Brewery with lunch on your own.

Saturday cruises on the Creole Queen, not including lunch.

Banquet cost, including entertainment.  
Broiled Catfish  
Baked Chicken



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? \_\_\_\_\_

## HERE'S WHAT'S COOKIN'

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.

8:00 PM Gettogether Party for all. Cash Bar.

Friday  
10/18

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.

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

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

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.

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

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





# Registration

NAME LAST FIRST / / AM PM / /  
ARRIVAL 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

Room Billing for: ☐ Standard ☐ Deluxe

**\$50.00 Rate, Single or Double** RATES ARE PLUS CITY & STATE TAXES

(800) 277-7875 \*\* (504) 888-9500

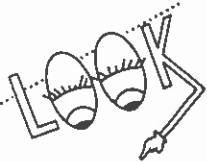
\*\*\* WE PROVIDE COMPLIMENTARY AIRPORT SHUTTLE \*\*\*

RISE AND  
SHINE OVER  
NEW ORLEANS

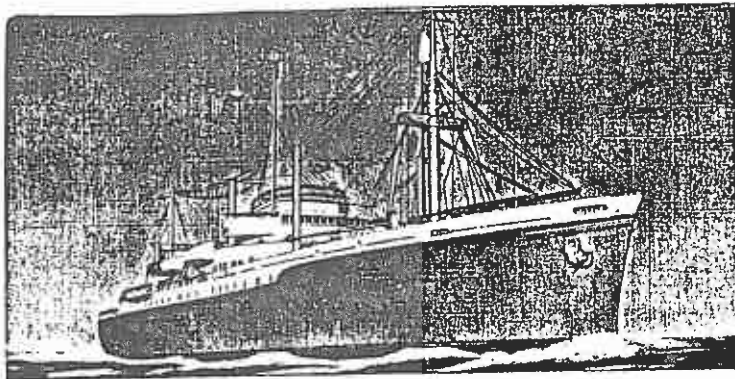


**Landmark**  
HOTEL-METAIRIE  
(NEW ORLEANS 1-10 AT CAUSEWAY)

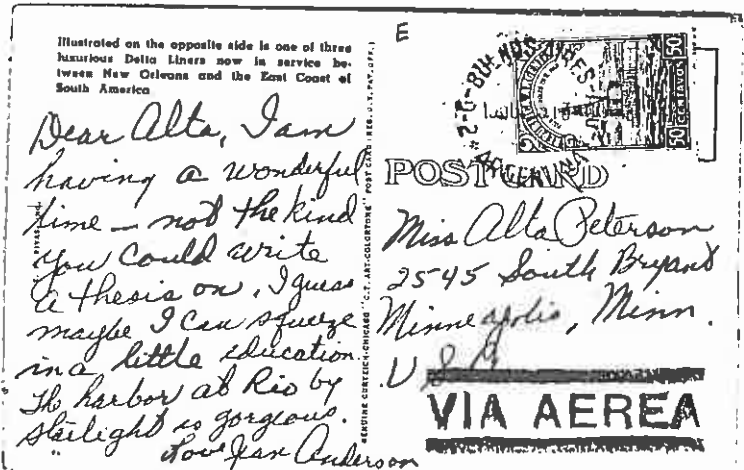
2801 SEVERN AVENUE, METAIRIE, LOUISIANA 70002



Remember You must make your own room reservation.... Use the form on the top or call on the 800number. Be sure to say Calvert Reunion as we have a fixed room rate of \$50.00 per night. Thats for either a single or a double room. Do it right away.....



**Delta Line** from New Orleans to BRAZIL \* URUGUAY \* ARGENTINA



I found this post card at a flea market and it caught my eye so I bought it. The U.S.S. Calvert was the fourth of five C3 DELTA type hulls to be constructed under the terms of the Merchant Marine Act of 1936. This ship, Bethlehem Hull Number 4363, was to be the SS DELORLEANS, and delivered to the Delta Line, Mississippi Shipping Company, New Orleans, Louisiana, for use on that company's runs between the gulf ports and the east coast of South America.

**Thanks**

Floyd Alderman.....20.00  
Willis D. Renz.....20.00  
John Fiandaca.....20.00  
Robert Conover.....10.00  
Robert E. Lea.....20.00  
Russel Grocer.....25.00  
Sterling Wesp.....10.00  
Eugene S. Zolga.....10.00  
Leonard Hanscom.....25.00

Hal Winter.....25.00  
William Marsh.....20.00  
Mildred Levett.....10.00  
Perry Potiris.....25.00  
Robert Huber.....25.00  
Norman Durr.....20.00  
Louis R.B. Smith.....20.00  
Charles Skillman.....20.00  
C.J. Mitchel.....25.00

# WHAT'S COOKING IN NEW ORLEANS

City's rich gumbo of things to do  
bubbles with music, zesty food

Oct. 17, 18, 19-91

U.S.S. CALVERT  
(APA-32)

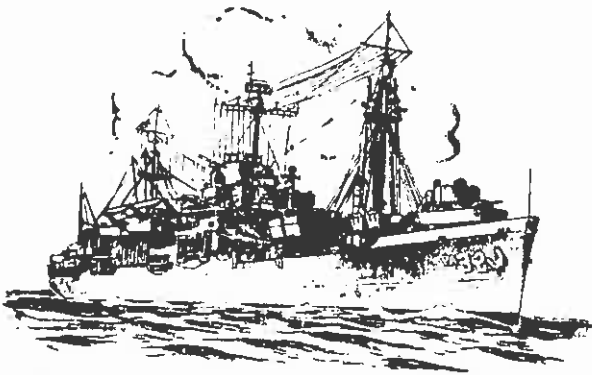
REUNION  
1991 NATIONAL CREW



CALVERT ASSOCIATES  
KENYON, MN. 55946

ADDRESS CORRECTION REQUESTED

3rd CLASS  
PERMIT NO.  
10



U S S CALVERT APA-32

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



## Deepest Sympathy

MEMBERS PASSED AWAY

Johnny E. Gibos SMJ/c 46 Nov. 25, 1970

John Sheein Jr. S1/c 42 Oct. 20, 1990

