

# CALVERTSION

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

*"The Ship and Men of Distinction"*

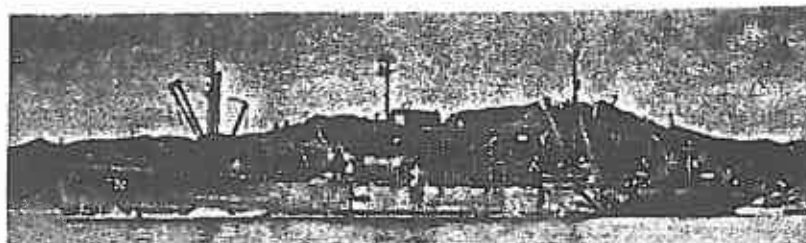
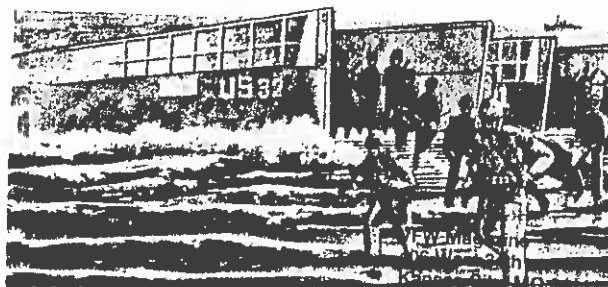
Published and Compiled by  
John L. Cole  
506 Red Wing Ave.  
Kenyon, Minnesota 55946  
Telephone 507-789-6344

VOL. NO. 26, 1992



## Comments from the Commander

If you received the VFW magazine, did you notice the November 91 issues front cover? In the bottom left hand corner was a landing craft with the number 32 on the bow..... George and Beverly Mackey are hosting a mini-reunion in Warren, Ohio this Year. If you are a plank owner or transferred from the Harry Lee and plan to attend please let George know. He is planing a small ceremony to honor these guys, as it is going to be the 50 anniversary date. These mini-reunions are a lot of fun so if possible send in your reservations ASAP. Details are found in the newsletter.....On a larger scale, I got a call from David Wallace, Host of the 1993 National Reunion in St. Louis. Right now he has picked the 6-7-8 of May 1993 as the dates.If this is going to be a conflict let me know and I will get to David (or as I knew him BIG WALLY). National Reunions and even Minis take lots of planning,so a early start must be taken to get things to be just so. In other words don't wait to the last minute to plan as the hosts need to know.....I would at this time like to thank Mike and Gen. Couvillion for the super time in New Orleans. It was a fun town. The weather was perfect, there was a good turnout (90 some shipmates plus wives and or girlfriends), the food was great, the tours were outstanding, in all I would say it was a ball. Thanks again from all of us for a good reunion.....I didn't hear from Hoyt or Sarah Worthington but I got the pictures they took. I don't know of two people that we as an Association owe so much to. If they break even on the pictures they take it would be a miracle. We couldnt hire a person to do what they do for the money. From all of us who know what you do THANKS for a job well done.....Got a big letter from a former host, Ed O'Brian and he has written me something I will put in the next newsletter. Ireally appricate getting items, but I also need good letters that I can share with the guys. Some times the pickings get perty slim. Till the next issue.....j.l.cole



*U. S. S. Calvert (APA-32)*



# mail call



U. S. S. CALVERT (APA-32)  
C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA



Received the newsletter & was sure appreciative of it & your efforts. I was a career naval enlisted man & served on the Calvert for 32 months in 1963-1965. I was in "R" Div as a SFC. Further, I have the cruise book of the 1964 deployment to West Pac-On our way we assisted a merchant ship that had run aground on Okinawa - of which I have a set of pictures that was put out by our Ships Photographer. I would be glad to share any of the memoriabilia that I have with you or any of the Shipmates. I will of course bring all I have to the next reunion - Thank you. DONALD R ELLIOTT

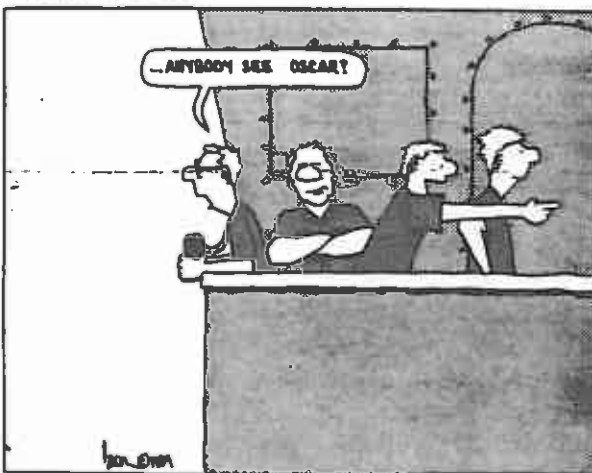
I'm sorry to have missed the New Orleans's 1991 Reunion. I had plans to go, but the Thursday before the reunion I underwent a "Quadruple Heart" by-pass. I returned home from the hospital on Oct. 17th the day the reunion began. Although I was not there, my thoughts and prayers were with you people for a successful reunion. I sure missed the crew of the USS Calvert. Received a call from Hoyt Worthington and John Graff, they filled me in on the success of the reunion. The Good Lord Willing I'll see you all at the "St. Louis" reunion. I'll see some of the shipmates at the mini reunion in Warren, Ohio. HUNKY HOBRAT

On behalf of Bob Upton and myself I would like to take this opportunity to thank you, the officers and the host of the Calvert Association for a superb job in putting together an enjoyable reunion. Thanks for the many memories. BILL MCGREGOR

Thank you for sending me Calversion. I find it very interesting to read the letters from former shipmates. I find most have served prior to my time on the Calvert. I served with the Calvert from 1959-1967 it was decomed sometime in 1967. I was the Calverts only mailman all that time. I'm sure many of my shipmates will remember me. I know Captain May Marine Cargo Officer will remember me. He was my division officer. How well I remember him, I read his letter in your Calversion, he is one of the 1st shipmates I have known that I served with. I know that these men have died Daniel Baggett BM2, Sparks EM1, John Zlotnik BM2. They were men whom I went on liberty with. Capt May was Zlotniks Div Off. While I was on the Calvert we went to numerous ports. Pearl Harbor - Hawaii - Honk Kong - I'm a Typhoon Tiger. Ports of Korea - Japan and Vietnam in 1966. I'm a World War II Vet, Korean & Vietnam Vet. I made all these ports because I picked up the mail while at Chuin an where the Marines were landed. I would like to hear from shipmates as I have Crew Books yrs. 60-61-62 and 64. I enjoy breaking them out and seeing them. I won't be able to go to the Reunion, but will plan on going one of these days. John do you have Delbert Flemings address, he was one shipmate I liked very much. Thank you John. WILBUR W. THEISS

Bouquets to all those who made the New Orleans reunion such a success! All the kindness and compassion so graciously accorded me and my family was most appreciated. The Memorial Service was touching and meaningful to us as we remembered Roy. Our sincere thanks to all for making a difficult time much easier. I continue to wish you much success and growth in future reunions. Marietta Holmes

**Broadside** By Jeff Bacon



Captain Gary Bear, USNR  
Commanding Officer, Naval Support Activity  
New Orleans, LA 70142

Dear Captain Bear:

On behalf of the USS Calvert APA-32 reunion Committee I would like to thank you for your support for allowing the Navy to conduct memorial services for us at the Landmark hotel in Metairie on October 19, 1991.

The Navy looked very impressive with their neat uniforms which was in keeping with the finest traditions of the Naval Service.

We also offer our thanks to Don Fitzpatrick, your public affairs specialist. Don was such a big help every time I called.

The committee as a whole was very pleased with this fine performance by the Navy. May God bless all of you.

*M.A. Couvillion*

H.A. Couvillion  
Veterans USN RM1C 1941-1947  
Reunion Coordinator

With kindest regards,

Man overboard drills are designed to: (1) Train junior officers how to maneuver the ship to facilitate rescue. (2) Train everyone else to never set foot outside the skin of the ship.

Dear Mr. Cole:

Thank you for your letter of 16th September, and the attached newsletter, which I have reviewed with interest.

I have in my possession some records and memorabilia concerning the Delta Line which may be of interest to you and your associates. The corporation was founded in 1919 by a group of New Orleans businessmen, including coffee importers, motivated by the need for a good service between the U. S. Gulf and Brazil. (contrary to your info, there were no German stockholders) The service was gradually expanded to include Argentina, Uruguay, Venezuela and Caribbean ports. Passenger services were initiated in 1932. The contract for the DELBRASIL (portuguese spelling of BRASIL) class passenger vessels was signed 21 December 1938, and provision was made for six identical ships of this class. Only three were delivered to Delta, the DELBRASIL, DELORLEANS AND DELTARGENTINO--the actual names. These vessels were taken over by the navy early in WW II, and became the USS GEORGE ELLIOTT, USS CRESENT CITY and the USAT J. W. McANDREW, respectively. The other three ships (including your USS CALVERT) were taken over by the navy in the shipyard.

All officers serving aboard U. S. passenger vessels were then required to be USNR, and many of us "joined the navy" with the ships. I was 3rd officer and 2nd officer on the DELTARGENTINO prior to the war, and stayed with that vessel as USAT J. W. McANDREW, participating in the first U. S. convoy of the war, transporting troops from POE, Brooklyn, to Australia and New Caledonia in early 1942. Later, I was transferred to DELBRASIL (then under charter to navy, pending commissioning) for two trips to South Pacific carrying marines to New Zealand (staging area for Guadalcanal) and later to the Solomons/New Hebrides. (We got chased out of the Solomons).

As the merchant marine was then rapidly expanding, and there was a great need for officers/masters, and my age and commission would have limited my naval rank to a boat officer or similar, I applied for permission to serve in merchant marine rather than navy, and thus became a captain in 1943, at age 23. I commanded one liberty vessel, one victory vessel and the XAPA YOUNG AMERICA (C-2 conversion to navy troopship, 89 merchant marine, 145 navy and 1200 troops, equipped with landing craft, etc. just as your APA.) The navy simply did not have the personnel to man and operate all APAs, so several were commanded by merchant marine skippers). In addition to my early service in the Pacific, my ships participated in the N. African landing, Normandy and made two trips to the Russian port of Murmansk (actually 11-torpedoed). Then was transferred to Pearl Harbor to take command of YOUNG AMERICA for the Leyte invasion, and spent rest of war in Pacific theatre.

Following the war, I sailed as skipper on the South American trade route, S. S. DEL AIRES, and was tentatively scheduled to be skipper of the third new passenger vessel, DEL MAR. However, Delta needed a port captain/operating manager in South America who could speak the languages, so I went ashore, resident in Buenos Aires. The postwar passenger vessels were entirely new, and built at Ingalls for Delta. By good fortune, I managed to rise quickly in rank, becoming president in 1959, at age 39, serving in that capacity for over 20 years, and taking early retirement at age 60. Like most "has beens", I am now a consultant, specializing in port and shipping assignments in Latin America.

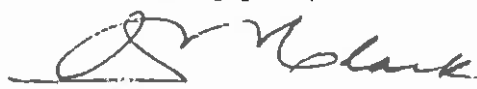
Incidentally, the early corporate name was Mississippi Shipping Co., Inc., with trade name of Delta Line. We formally changed the name in 1964 to Delta Steamship Lines, Inc. In 1978 we purchased the former Grace Line, rounding out Delta's service to cover all of Latin America and the U. S. Atlantic, Pacific and Gulf coasts, with a fleet of 24 ships.

The purchase of control by Holiday Inns was the beginning of the end for Delta, and following our expansion in 1978 it became rather obvious that the new Holiday management intended to "milk" the company, and then sell it off--which they finally did. Anticipating this, I took my early retirement. As you may know, Delta is now only a skeleton on paper, with the corporate body owned by Crowley Maritime of San Francisco. I'm always proud of Delta's record, and the fact that during my tenure as president we were progressive and profitable.

I attach hereto some copies of photos, found in the book "Troop Ships of WW II, which I trust you will find interesting. All of the info given you in foregoing is believed to be correct, and I trust it answers some of your questions.

With all good wishes for a good reunion, I remain

Sincerely yours,



J. W. Clark  
President

Clark Maritime Associates, Inc.

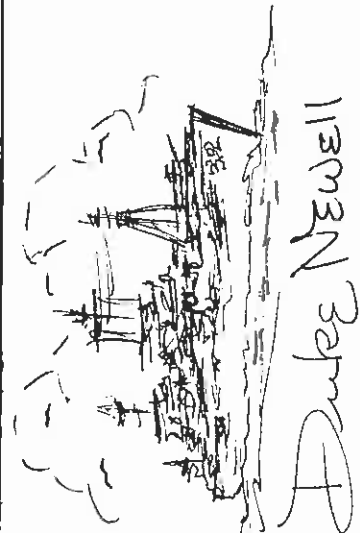
23322 Woodland Way • Pass Christian, MS 39571

Telephones: (601) 452-7331 & 452-7514 FAX: 601-452-7331

At1



17.5 knots (21.9 MPH); armament, 1 5"/38 caliber dual purpose gun, 3 3"/50 caliber dual purpose guns, and 2 40MM twin heavy machine guns; main battery - landing craft, 4 landing craft, mechanized (LCM) 15 landing craft, vehicle and personnel (LCVP), 1 landing craft, personnel (ramp) (LCPR), and 3 landing craft, personnel, large (LCPL).



Facts about USS CALVERT: Built by Bethlehem Steel Company, Sparrow's Point, Maryland; first commissioned on January 1, 1942; decommissioned on January 28, 1947; recommissioned on October 18, 1950; length, 493 feet; beam (width), 63 feet; displacement, 12,300 tons (full); main engine, 1 steam turbine; horsepower, 7,860; speed,

# the old crew

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

WESTPAC  
796566



LCDR. E.F. POYET



LT. E.J. MELANSON



LT. W.C. BURNS



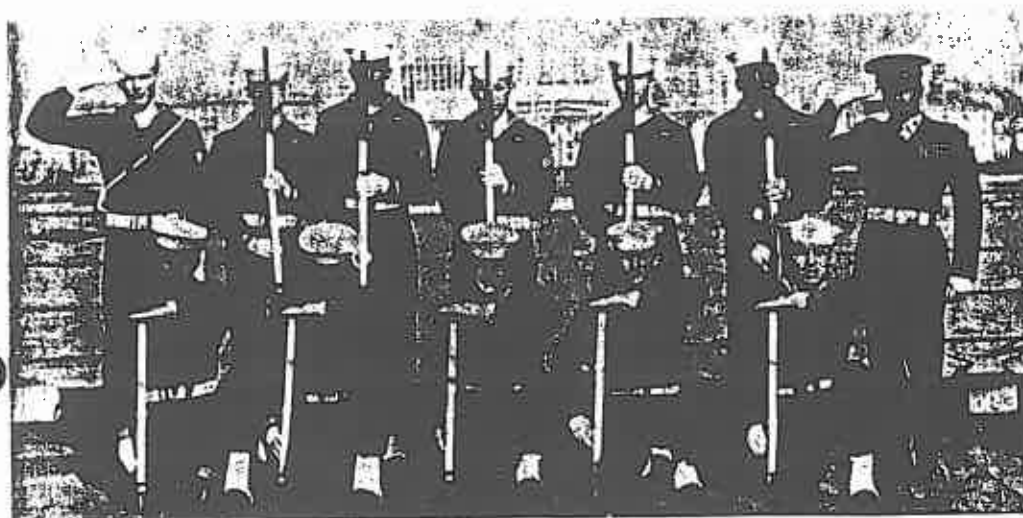
LT. W.W. CARTER



CAPT. J.S. MAY



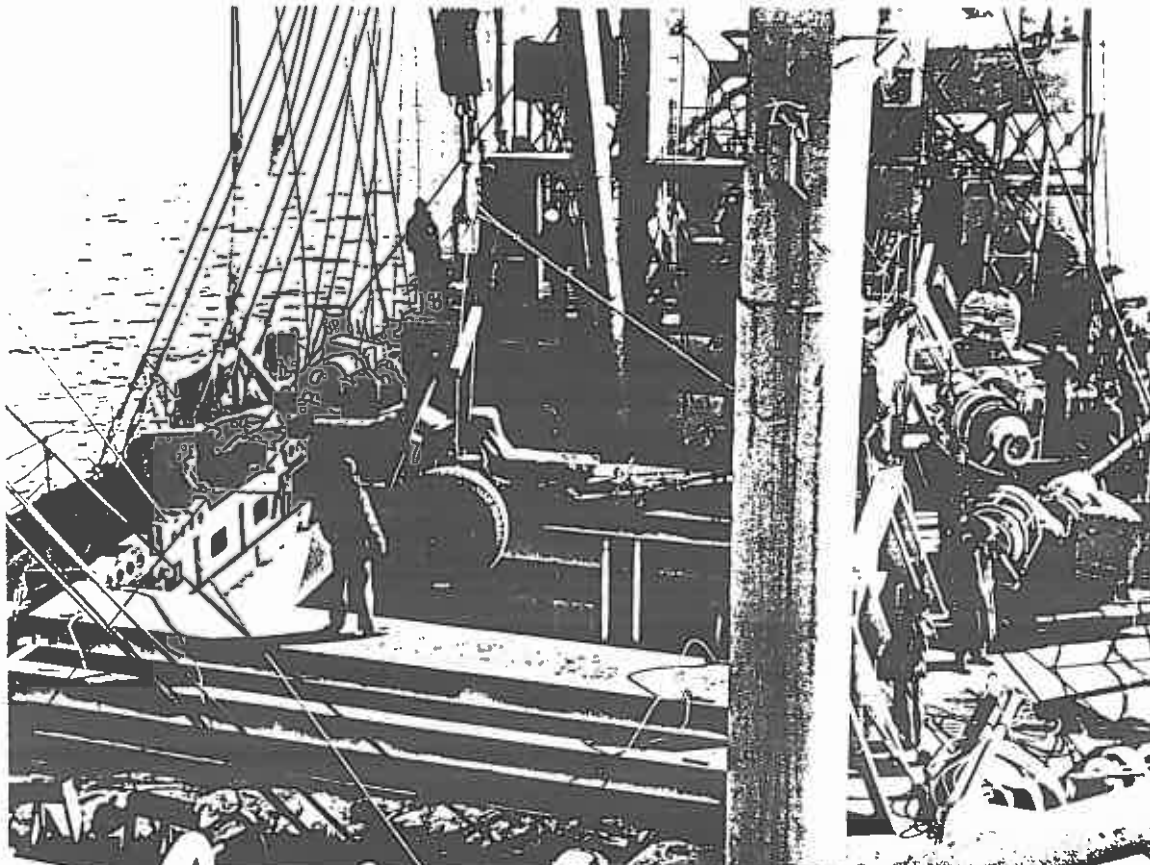
LT.J.G. R.W. PEPPER



FRONT ROW LEFT TO RIGHT: WEISZ, D. L., IMPERILLO, J. P., FOOTT, P. E., BREWINGTON, R. L., HOLMES, A. O., BACK ROW LEFT TO RIGHT: BROWN, J. N.,

SMITH, R. L., HAGAN, J. NMN Jr., CALVERT, T. K., WILLIAMS, J. L., WATKINS, W. C., CAPT. J. S. MAY, USMC

USS CALVERT  
HONOR GUARD



N-18967A Amphibious maneuvers at AFTB Ft. Pierce, FL Feb. 18, 1943. Taking 155 MM gun out of hole.

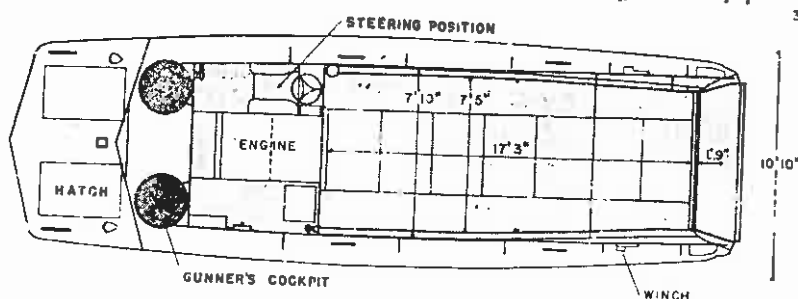
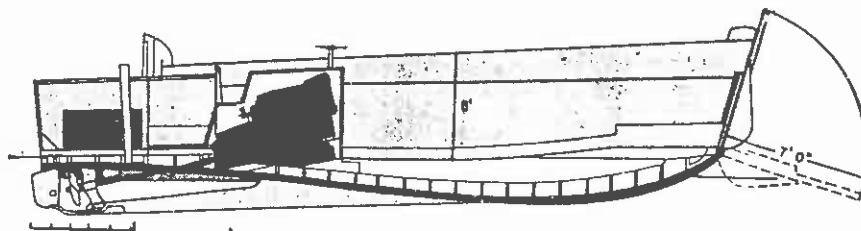
## Many Thanks

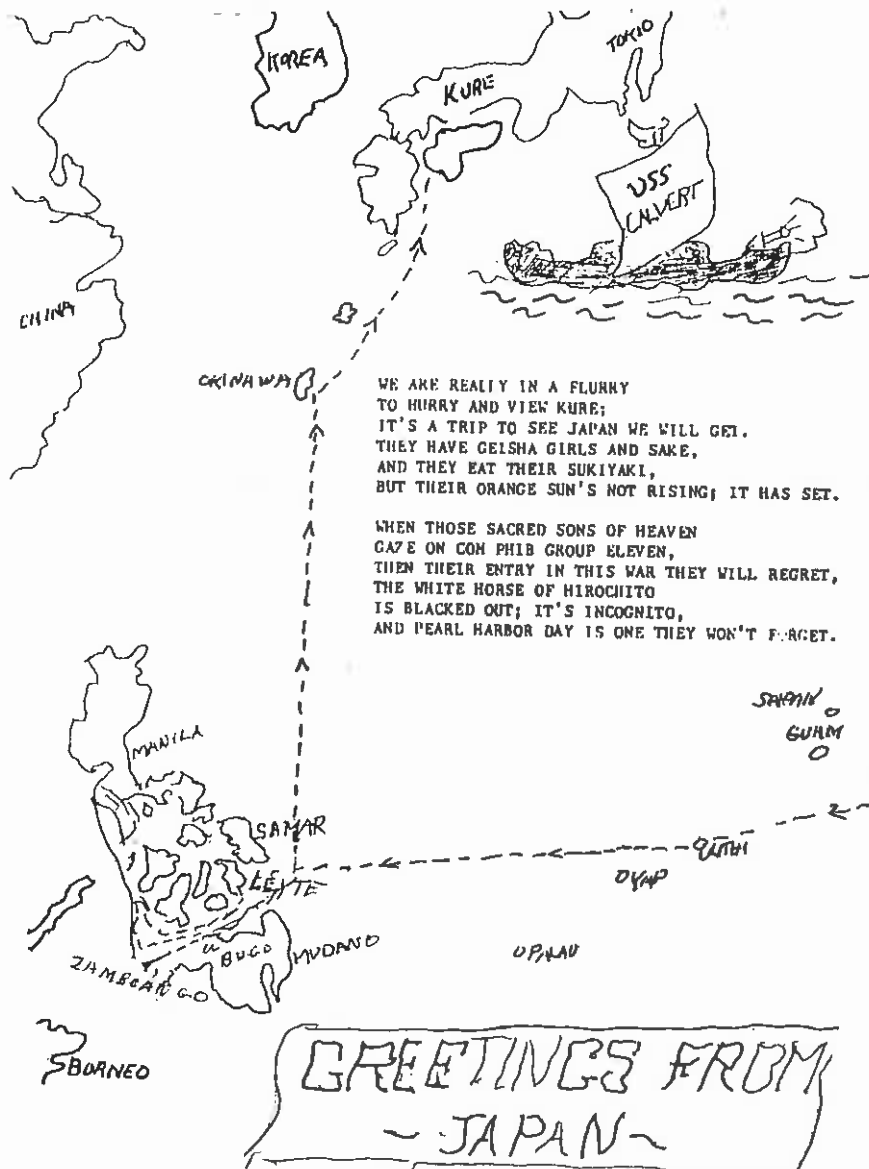
To the following persons who are helping with newsletter expenses. Thank you very much.....

J.B.Stoker-----	20.00
Glen Malin-----	15.00
Arthur F. Grahm-----	25.00
Mel Waite-----	25.00
Duke Newell-----	5.00
Steve Tometich-----	20.00
C.A.Brown-----	20.00
George Wamsley-----	10.00
Steve Shuster-----	20.00
W.W.Theis-----	20.00
Tom Warden-----	20.00
C.L.Foley-----	10.00
Albionus Weigal-----	20.00
Ray Brink-----	20.00
Louis Zampell-----	20.00
Louis Kina-----	25.00
Mark Gallaway-----	10.00
Joseph Vickers-----	10.00
George Mackey-----	20.00
R.W.Glasco-----	25.00
Harold Lee-----	10.00
Maurice Price-----	20.00
Claude Baker-----	10.00
Mildred Levett-----	10.00
Donald Elliott-----	20.00
Bill McGregor-----	25.00
Bob Upton-----	25.00
Marcel Jacob-----	20.00
Bill (Hunky) Hebrat-----	25.00
Marietta Holmes-----	25.00
Oscar Woody-----	5.00
Jay Ralph-----	10.00

### LANDING CRAFT, VEHICLE, PERSONNEL LCVP

Description	Essentially an improved LCV with steering control and gunners' cockpits in the hold. This design is standard equipment for all ships and supersedes LCV in production.	
Capacity	36 troops or 6,000-lb. vehicle or 8,100 lb. general cargo, provided center of gravity is kept low. Can be lowered when loaded only from davits.	
Endurance	102 miles.	Speed, 9 kts.
Dimensions	Length 36' o. & a. Beam, 10'5 1/4".	
Displacement	Light, 18,000 lb.	Draft, 3' all.
Armament	Two .30-cal. M. G.	2'2" for'd.
Airor	1/4" STS, ramp and sides.	Propulsion, 225-hp. Diesel. (Gray) or 250-hp. Gasoline (Hall-Scott)
Crew	3.	



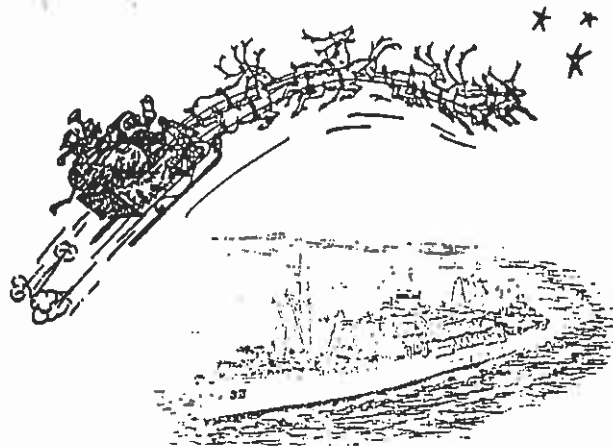


I am enclosing a copy of a verse that was written aboard the Calvert when we were on our way to Japan from Leyte in the Phillipenes. I boarded the Calvert when it was in the shipyards at Bremerton, Wa. under going repair getting ready for the invasion of Japan. The war ended suddenly when they dropped the bomb but we went ahead with the previous plan and went to Leyte and picked up a convoy of eleven ships and on up to Japan. The Calvert was the flag ship as it had the most radar equipment at that time. Lots of floating mines in the harbors of Japan, but we had a Japanese pilot aboard to guide us through. Ha! We exploded several as when one was spotted it had to be destroyed. We anchored at Sasebo, then took liberty boats to Hiroshima. It was a mess-of course we had to look for a beer which we found after a wild ride in an old pick-up truck we flagged down. We spent the balance of the time I was in bringing back troops. I retired in 1985 at 62 because I broke an ankle. I was working for Bob Evan's at that time and prior to that time I worked for 30 years at Galva, Il., as a maintance mechanic for Lily-tulip. We made plastic products, cups & lids also plates at one time. They later became a div. of Owen's - Illinois.

DARREL "Bud" GERARD

Although I have yet to attend a reunion I do very much enjoy the Calversion. The picture at the bottom of Page 4, Vol 25 - 1991 brought back a flood of memories. While tied alongside overnite at Saigon during "Operation Freedom" the fantail watch jumped ship and the next day was found going cell to cell in a French Woman's prison. This boatswain mate, 2nd class, whose name will remain anonymous, was a member of the U.D.T. at Omaha Beach and highly decorated. His medical record from Balboa Hospital disclosed that he was anxiety prone and should never go to sea again. I defended him at the Court Martial held in Sasebo (my first case) and fortunately he was found not guilty. Our star witness was Lt. Matsuda, the ship's doctor and my roommate. I was the First Division Officer during Operation Freedom and recall vividly our first trip from Haiphon to Saigon. Once on board the Vietnamese wouldn't touch the rice until blessed and Father Martineau had to go from hold to hold blessing the rice. On later trips when he was aboard one of the other ships in Phib-Ron V you would find the First Division Officer on the Calvert going from hold to hold at meal time blessing the rice. This created no problem since the Vietnamese thought all officers were priests. By the way we carried the Flag Officers of Phib-Ron V and their motto which was richly deserved was P.I.B.E. - play it by ear. Seaman Dumas, from my division and one hell of a helmsman, who was also artistically inclined, designed the Flag's crest. If I recall correctly it had the initials P.I.B.E., Phib-Ron V and a large ear on it. Enclosed is my annual contribution to keep the Calversion coming. Keep up your excellent work. It is appreciated.

Arthur F. Graham



*Christmas Menu 1953*  
*U. S. S. Calvert APA 32*

*O. A. Scherini, Captain, U.S.N.*  
COMMANDING OFFICER

*W. C. Beatie, Commander U.S.N.*  
EXECUTIVE OFFICER

*W. H. Hermes, Lt. Comdr., (SC), U.S.N.*  
SUPPLY OFFICER

*J. D. Vaughan Pact, (SC), U.S.N.*  
COMMISSARY OFFICER

*C. W. McCauley* *J. E. Verschoor*  
CHIEF COMMISSARYMAN

*Christmas Dinner*  
*1953*

CREAM OF TOMATO SOUP	SALTINE CRACKERS
RIPE OLIVES	STUFFED OLIVES
ROAST YOUNG TOM TURKEY	
CRANBERRY SAUCE	
STUFFED CELERY	GIBLET GRAVY
BAKED SPICED VIRGINIA HAM	OYSTER DRESSING
CANDIED SWEET POTATOES	BUTTERED PEAS F. F.
BUTTERED CORN	SNOW FLAKE POTATOES
HEARTS OF LETTUCE	RUSSIAN DRESSING
SWEET PICKLES	MINCE MEAT PIE
PARKER HOUSE ROLLS	
COFFEE	
BUTTER	FRUIT CAKE
CANDY	ICE CREAM
CIGARETTES	ASSORTED NUTS
	CIGARS



**APA 32**

THE CALVERT BROADCASTING SYSTEM

presents

**NEW TALENTS OF 1944**

the musical revue you've been awaiting

WRITTEN BY HAL WINTER

DIRECTED BY HAL WINTER

PRODUCED BY HAL WINTER AND RED LIVINGSTON

(how the hell did he get in there?)

*Starring*

RED LIVINGSTON

LEE THOMPSON

RAY PHILLIPS

KENNETH GRONDY

CHARLES JONES

LARRY VIGNAULT

MIKE PARENZIN

AUGUSTUS SPAGNOLO

HORNBY & RILEY

JIM SQUIRES

LEE WARD

ED OTTENBACHER

HOBART DALTON

ROBERT MURPHY

JOHN SATURNUS

RESERVATIONS ARE DUE TO THE HOTEL BY AUGUST 29, 1992

# MINI REUNION



For More Information:  
(216) 393-1200

MAIL RESERVATIONS TO:  
PARK HOTEL  
136 NORTH PARK AVENUE  
WARREN, OHIO 44481  
ATTENTION: RESERVATIONS

Our entire staff would like to take this opportunity to extend a warm welcome to you during your stay at the Park Hotel.

Arrival Date	Last Name	First Name	Departure	Rates: \$53.75 per night Double/Single Occupancy Includes tax
USS CALVERT REUNION				
	Guest Business Phone	Adults		
Company or Group Name & Address	Guest Home Phone	Children		

Room Guarantee Information	Visa	Master Card	American Express	Diners	(circle one)
Credit Card Number:	Expiration Date:				
No. of Beds Needed:	Sharing Room With:				
Referred By:					

To guarantee room reservations fill in complete credit card information (including expiration date) or send one night's deposit.

Note: Group rooms are being held until \_\_\_\_\_

Reservations not guaranteed by the date above, are subject to availability.



Detach here and mail to the hotel

\*\* THOSE OF YOU WHO ARE FLYING INTO THE YOUNGSTOWN, OHIO AIRPORT SHOULD LET THE HOTEL KNOW THEIR ARRIVAL TIME SO THAT THE HOTEL VAN CAN COME TO THE AIRPORT FOR YOU. IF YOU COME INTO THE CLEVELAND OR AKRON AIRPORTS AND NEED TRANSPORTATION, CALL GEORGE AT (216) 399-5066 AND ARRANGEMENTS WILL BE MADE TO PICK YOU UP AND BRING YOU TO WARREN.

To celebrate the 50th Anniversary of the Original Commissioning of the U.S.S. Calvert, we are planning many exciting events.

Beginning Thursday, October 1, 1992, arrival and registration in the hospitality room. Free time to get re-acquainted and to visit the city.

Friday, October 2, 1992, registration in the hospitality room. At 9:00 a.m., a bus trip to Amish Country and various historical sites. Buffet lunch on the way home. That evening, a get-together in the ball room for drinks, hors d'oeuvres, and gab time.

Saturday, October 3rd, buses leave at 8:30 a.m. for the Football Hall of Fame in Canton (or shopping at Belden Village Mall). Lunch at 356th Fighter Squadron Restaurant at the Akron Airport, a unique experience.

To top off the day, the banquet and dancing in the Ballroom. Sunday, check out by 11:00 a.m.

SEE YOU IN ST. LOUIS **in 93**



USS CALVERT MINI-REUNION  
OCTOBER 1, 2, 3, 1992  
WARREN, OHIO

PRICE X NO. OF PEOPLE = AMOUNT

REGISTRATION FEE \$5.00 \_\_\_\_\_

FRIDAY  
BUS TRIP AND LUNCH  
TAX & TIP INCLUDED  
CASH BAR \$18.50 \_\_\_\_\_

FRIDAY EVENING  
HOT HORS D'OUVERS  
CASH BAR \$6.50 \_\_\_\_\_

SATURDAY  
BUS TRIP TO HALL OF  
FAME OR SHOPPING \$11.00 \_\_\_\_\_

HALL OF FAME:  
ADULTS \$3.50 \_\_\_\_\_

SENIOR CITIZEN (65) \$2.50 \_\_\_\_\_

LUNCH AT 356th  
ORDER FROM THE MENU

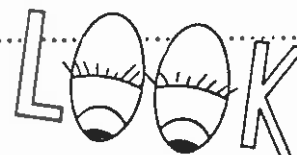
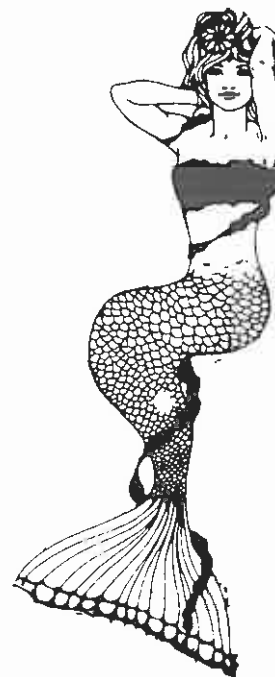
SATURDAY EVENING  
BANQUET & DANCING  
TAX & TIP INCLUDED  
CASH BAR \$22.00 \_\_\_\_\_

INDICATE BANQUET CHOICE:

ROAST PRIME RIB OF BEEF \_\_\_\_\_

CHICKEN CORDON BLEU \_\_\_\_\_

ROAST LOIN OF PORK  
WITH APPLE WALNUT SAUCE \_\_\_\_\_



MAIL FORM TO:

George E. Mackey  
2241 Stewart Drive,  
Warren, Ohio 44485

Name \_\_\_\_\_

Address \_\_\_\_\_

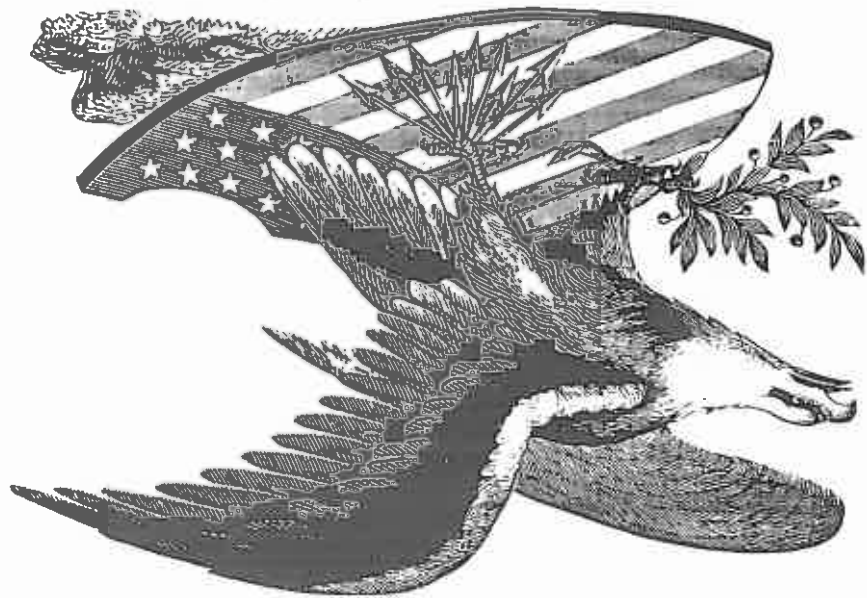
City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

MAKE CHECK OR MONEY ORDER PAYABLE TO:

GEORGE E. MACKEY/USS CALVERT REUNION

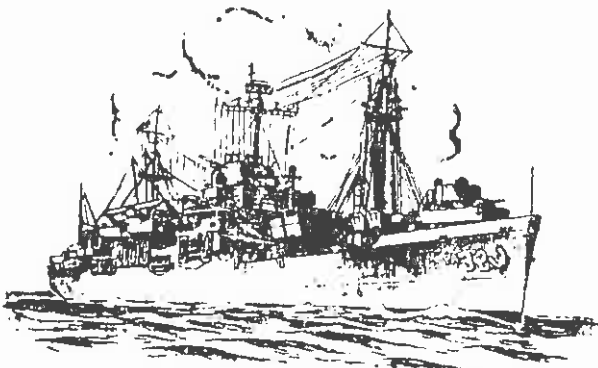
PLEASE RESPOND BY AUGUST 29, 1992



**CALVERT ASSOCIATES**  
**506 Red Wing Ave.**  
**Kenyon, MN 55946**

ADDRESS CORRECTION REQUESTED

3rd CLASS  
 PERMIT NO. 84  
 10



U S S CALVERT APA-32

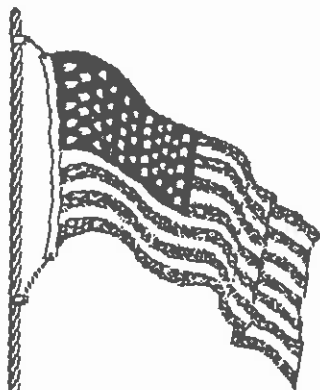
FUNCK STEELING BML  
 JUN 4 5 40 PM '91  
 ENCL 10 17022



hullhullhullhullhullhull

## Deepest Sympathy

### MEMBERS PASSED AWAY



Albert (Charley) Noble CH-MOMM Nov. 18, 1991

Lew C. Sayers Lt. 44-45 May 8, 1991

Newbury (Bill) Close RM2 45-47 May 8, 1991

Otto (Archie) Schmidt IC2 51-52 Aug. 9, 1991