

# CALVERSION

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

*"The Ship and Men of Distinction"*

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VOL. NO. 27, 1992



## Comments from the Commander

This will be the 27 issue of the Calversion that I have put out. During that time I have meet a lot of great people. I have also made it a point of not making a big thing when one of our members die. I felt that I did not want the newsletter to be one that brought bad tidings. But good intentions are not always good and sometimes rules must be broken. This is one of those times. It is with great sorrow that I must tell you that Sara Worthington passed away on August 14 1992. From the first time Lila and I meet Hoyt and Sara we became real good friends. That was at Rochester Mn. the Calverts first reunion. Hoyt got elected executive officer and host of the second reunion in Atlanta. From then on we took the good and the bad together through all the reunions, and let me tell you sometimes we had major problems to solve. Sara was a hard worker for the Association. Her bubbly personality, Her drive, the jump up and get things started made Her a leader. When Sara spoke I even moved. The undertaking of the individual and group pictures was a great help to reunion hosts. She left her mark on all of us. I know that if heaven has any problems they are being solved right now. Sara Worthington will be missed.....A few guys have asked me about a mailing list of all the members. I am working on it. I have put all the names on a computer list so that will make it simple, anyway thats what they tell me. Its not just the way I want it but will be by winter time. Will let you all know in the next newsletter.....Ed O'Brien, a past reunion host (San Francisco) drops me a line from time to time but always says, "dont print this". I keep asking him to write something I can print so he did. I like Ed because he calls a spade a spade, and tells it like it really is, so enjoy.....Running late in putting out the newsletter, so please excuse me. Still on the 7 to 3:30 shift, but I see the light at the end of the tunnel, I only hope its not a train coming at me. See Ya.....j.l.cole



# mail call



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



When I came aboard the CALVERT on 3 Jan. 1944 the ship's carpenter who I relieved had already left & the Asst. 1st Lt. was taking care of his duties, as acting 'R' division officer so I never met him. He had been aboard the ship about two years & had been transferred to one of the Newly organized oases in West Pac. To go back a bit, he had been a retired Ch. Carp's Mate & on being recalled to active duty had been advanced to Warr. Carp (at that time they did not have Ship's Repair Teahnichian for what had been Ship's Carpenter) Anyway, when I came aboard I had already been given a going over' prior to any officer reporting aboard ship the Exec's office is sent a copy of this officer's orders assigning him to any ship, giving his name, rank, former rate (in the case of Warrants) & all other pertinent data. When my orders came to the Ship I was only the 2nd Reserve warrant to report aboard all the other warrants were U.S.N. The skipper & exec at that time were both U.S.N. & the only other officer who was U.S.N. was the 1st; Lt. who was a former Ch. Aviation Metalsmith, then Warrant Carp & later to Lt. As I probably mentaoned in other letters he detested All reserves & when I came aboard he didn't mince any words about what he thought about all reserves. But what was strange, outside of the officers I mentioned above, all the rest of the ship's officers were all Reserves ? of course college graduates & were pretty sharp & all knew their jobs. Also, we had very few USN enlisted men aboard, mostly old chiefs, all the rest of the crew were Reserves.

When I took over the 'R' Division as I came aboard I soon found out that most of their loyalty was to the Asst. 1st Lt. & the 1st; Lt. & they not only questioned any of my orders or directives but would carry a lot of petty gossip to the 1st Lt's office & eventually he'd jump me about something, whatever it was. It took me a few weeks to get some of those 'odd balls' straightened out, plus several 'go-rounds' with the 1st Lt. as well as getting a few die hards transferred, after that I had no trouble. In case youdon't remember the C & R shop was up on the after end of the boat deck situated close to the LCVP Davits amidships so while we were under way the R division could work on any of the boats that needed repairs, whether it was welding or hull repairs & we could use the portable power tools, worked out very handy.

The 'sea story' I'm working up to, came about during the initial invasion of the Phillipines, we were attached to a amphibious group under ADCOMPHIBPACS, Pearl & were to unload our troops at Leyte. Now, to go back a bit. When I came aboard CALVERT I noticed we had quite a few strikers in the 'R' div. compared to the rated men & wondered why, & after asking a few questions I found out that according to the ship's allowance list, that was all set up prior to the ship's commissioning. Actually, it didn't seem exactly right because we had some strikers who were better craftsmen in their rate than the 2nd & 1st class they were helping. One of the strikers, was much older than any of the men in the R div. but was always ready to do his work & I did not in-terfer in the two Chiefs assigning the work or the supervision of same. I told them what had to be done & they carried out any orders & also helped me when it came to giving the men their quarterly proficiency marks (these are entered in the Man's Service Record & are used for promotion or commendations).

We had an R division store-room located in Lower Hold #4 & kept a lot of gear we used for the operation of R Div. as well as all the dual-tube life belts issued to all troops as they came aboard. And whenever one of the strikers got a promotion to 3rd Class (Shipfitter, Carp Mate, Painter, Metalsmith) whatever the rate, he was assigned to Lower #4 & issued all the gear. He also slept there & it was a pretty fair dog-hole, at least it wasn't as crowded as most of the living spaces in the upper deck.

Well, this old striker took the exam for advancement to 3rd Cl shipfitter & as there were about 2 or 3 others advanced at the same time, I let them pick who was going below for the 3 months duty (all hands who went below stayed there at least 3 months. Well, this old guy said he'd take it & he went below to take over the job. We would have ship's inspection usually at least every other week while underway, yes, even with a combat load. And when I make my 'rounds' with the two chiefs I'd see this old shipfitter on deck shooting the breeze with any of the idlers hanging around deck. I asked one of the chiefs, did you take a look-see how the lower storeroom was cleaned up & he assured me it was spotless & so it proved out. I always wondered, how come that guy could spend so much time on deck when there was always work to be done in the lower #4 store-room, I never found the answer to that question until I was making up a detailed list of all of his gear to send home to his

2. wife.

# mail call

Now, to go ahead to when you served aboard Calvert. I'm sure by now you can see that my 'sea story' is about the murder that occurred in Lower #4 when we made the landings in Leyte when we made the initial 'invasion of the Phillipines.' Now back to the 'crime' always, when we were either under way or making a landing I'd always put in a call with the security watch (these men were all from 'R' Div. & would go thru all the troop spaces, both forward & aft) the Ship's Bos'n & myself would go to the ward room & have coffee before GQ sounded & then would go to our stations. We were sitting there sipping some of the stuff left over from the mid-watch. That stuff could sure wake you up, when up the fancy mid-ship ladder to the wardroom came one of our young Shipfitters. I could see he wanted to talk to me about something & seemed very agitated, so I walked over & asked him what the trouble was. His reply was "Somebody just chopped off the Turk's head" To clear this up, the old shipfitter who was in charge of #4 Lower hold was from arab parents or one of the mid-eastern people & was quite swarthy, had kinky hair (black) & was starting to get bald, was built like a truck, short, big chested & well able to take care of himself in any kind of a fracas and was pretty close-mouthed & being much older than all of the other men in the 'R' Div. didn't have too many close friends, and all the kids' like any group aboard ship had their own name for him & nicknamed him the TURK & always referred to him (never in his presence) that way.

When this young shipfitter came out with that shocker about the Turk's head getting chopped off it really threw me, so I thought possibly the kid was pulling my leg so I told him "if that's so, let's go down in lower 4 so I can see for myself, you lead the way", well the kid re-acted like I'd hit him over the head with a club saying "no sir, I'm not going down there again & you can put me up for a court-martial if you want but I'm going to stay right here" so I called the Chief Bos'n & we went down together, in order to get to the store-room in lower 4 you had to go by the Evaporator compartment where there were always water-tenders on watch making feed & fresh water 24 hours round the clock, I stopped & asked the water-tender on watch if he had seen anybody going down to lower 4 & he replied, only the security watch. Anyway, when we got to the bottom of the hold & started in the storeroom (it was all enclosed in panels of expanded metal so you could see everything inside but could keep it locked up at all times.. Well, to say it was a mess is an understatement, on the table where the storekeeper normally issued the stores was a mattress where the Turk always slept, stowing all this gear away during working hours. The Turk was there laying on his back & with his head almost severed from his neck. I never was aware of how much blood a human body contained until I saw the mess where the Turk lay. Apparently some one had sneaked down with a Machete, sword or meat cleaver & finished off the Turk before he had a chance to defend himself. He had 3 large slashes, the first one looked like it was a more or less diagonal line across his lower jaw, this possibly awakened him & he rolled slightly over where another cut was on the right side of his face & the deepest cut was right across the throat. When this occurred & the blood was released it poured all over, the compartment looked like a slaughter house. We did not have too much time to examine things before GQ rang out & we locked up the place & bugged out of there & went to our GQ stations. Shortly after that we started debarking troops & other than passing the word to the old man & the exec we just kept mum. I did detail a couple of carpenter's mates to make up a coffin for the Turk because I knew just as soon as the army wounded starting coming aboard we'd have some deaths from wounds & whenever this happened if we were still in the area we would send all bodies ashore. After we had sent the last troops ashore & secured from GQ a couple of Doctors came down to the storeroom & examined the Turk's body & made a report on cause of death (this stuff all had to be sent in to BUPERS to close out a man's service record) We put the Turk's body in the new coffin & sent it ashore to be buried at the new cemetery in Leyte. It was only after we pulled out of Leyte & went to a rear area to take on stores & occupation troops & be re-assigned to another task group that I found out a lot about the Turk & the probable reason that he'd been done in. First, in talking to some of the strikers & younger rated men (some of them clammed up & I never got a word from them) found out that the Turk had led a pretty fast life (most of this information was in bits & pieces & we had no way of confirming the truth) He had been a Bootlegger, this way back before prohibition had been repealed, then he had been with a lot of Carnivals running the concessions (always on the shady side) then he had operated a 'cat house' in Chicago I believe in fact everything he had worked at was always 'rigged' in his favor.

This was borne out when I had to list all of his possessions for shipment home to his wife, that was when I got the big surprise of my life, he had more different types of crooked dice & marked cards than you can imagine, some of them were quite complicated & the 'operator' really had to know his 'business! Related to this was the money he had sent home previously to his getting the lower #4 for his 'operations' he had to have some co-operation from some of the acting Master-at-arms because setting up this gear took quite a bit of room. (more on that later) At that time, if you sent any money home, via Postal Money orders, the most you could make out the amount for was \$100 & even as a seaman he had sent home 600 to 900 bucks per month. (I can't recall what a seaman's 1st salary was at that time but something around 100 bucks. But when he got the Lower 4 compartment he really sent home the bucks, he had all these Money Order stubs in a large cigar box, so it was easy to check the amounts, but what really rang the bell, wads of cash in 10 & 20 dollar bills (about 12 or 1500 bucks plus about 3000 lbs of Australian 10 pound notes (at that time they were worth about 3 bucks as I recall). What got me was we had never been to Australia nor did we ever carry Aussie troops as passengers). But the trick that he pulled that really rang the bell was his deal for Steak & French fries, plus a can of beer (Cold) delivered to your bunk, anytime at night. Now in order to do that he had to have the co-operation of a cook & the cook couldn't do anything unless he had the complete co-operation of at least one of the Chief Commissary Stewards, so several people had to be 'in' on the deal, the price was \$10.00 cash I don't have to tell you the Turk did a land-office business. Later on, when I did find out all the gimmicks the Turk had going for him I asked one of the young Carpenter's mates how did all this take place & he answered that the Turk always had more orders than he could fill & considering that perhaps tomorrow you might be killed & you couldn't spend your money anyway, why not live it up???

Eventually, I got all the Turks gear assembled & after the Intelligence officer, a Lt. Okad it we had it boxed up & sent to his wife, somewhere in the Mid-west I believe.

They had a hearing on the murder & we never did actually come to a conclusion on who did the Turk in but as we had some Army Rangers aboard (they were some sort of infantry & operated on their own & were well versed in killing without making too much fuss about it.) It was agreed that whoever did the deed, spotted the Turk & watched his comings & goings & finished him off when there was the least possible chance of getting caught. Whoever did the deed may have been a guy who had been taken some years before by the Turk & decided to get even. The guy who did the job may have also been a Sailor because he acted like a sailor & threw the weapon overboard, not like a soldier or Marine who would stash the knife or sword under something.

For weeks after, whenever you went around the ship or down a passageway you got to where you were going, went in & locked the door, more guys got clobbered when they ran into somebody in a rush to get in a safe spot, It was quite a time. Even time didn't stop the gossip, about 20 years after the war Bos'n Lund & his wife came out from Boston to visit & I took him aboard Calvert, then tied up at the Oakland Naval supply base & used as a school for cargo Loading & storage & the 3 chiefs in charge when they found out we'd sailed on the 'C' wanted to know all about the Murder of the Turk. I hope this will give you something to put in the CALVERSION. If anything I've put down is not exactly clear, either drop me a line for more info or clarification & I'll oblige. Yes, you can edit any or all of this 'Recollection' & I may be off on a date but at my stage in life I'm lucky to be able to bang out this stuff, Mary joins me in sending all our love & best wishes for everything good to Lila & yourself. Take care... Always.. Ed O'Brien

## Many Thanks

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

Bob Dumas.....25.00  
Joseph R. Cusick...10.00  
V.H. Stewart.....20.00  
Harold Love.....10.00  
W.H.File.....25.00  
Harry Underwood...10.00

Louis Philippi....10.00  
Charles Skillman..20.00  
Jim Xanders.....25.00  
Robert McClure....30.00  
Tom Glickman.....25.00  
Allen Menke.....10.00  
Joe Moffet.....10.00  
Mel Waite.....25.00  
Charles Linkh.....20.00  
A.J.Zawacki.....10.00  
Joe Brady.....25.00  
Sam McCoy.....20.00

# the old crew

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



Charles M. Clark

## THE 1989 DISTINGUISHED LAYMAN AWARD RECIPIENT

CHARLES M. CLARK

The Academy created this award to honor lay persons who have made substantial contributions in service, education, research, or the practice of allergy and immunology.

Charles M. Clark is this year's winner.

Mr. Clark started his career in the allergy extract market in 1963, serving with Dome Laboratories from 1962-1967 and Greer Laboratories from 1967 to 1978. He has been a consultant with Key Pharmaceuticals (July 1978 to June 1986) and Schering Laboratories (June 1986 to the present).

Mr. Clark is perhaps best remembered for his many educational activities which include his famous "weed walks" which he started in 1968 at allergy training centers in the spring and fall. He has also given lectures at medical schools across the country, including Duke University and the State University of New York at Buffalo on allergen extract manufacture, the standardization process, and aerobiology.

He has provided assistance to allergy training fellows concerning job locations and opening a solo office practice. He developed a slide and tape program for Current Views.

In addition to affiliate membership in the American Academy of Allergy and Immunology (since 1973) and the American College of Allergy and Immunology, he is also affiliated with the International Association of Aerobiology, the Paul Ehrlich Seminar Program (since 1981) and the IUIS Committee on Standardization of Allergy Extracts.

Dear Mr. Cole,

I am writing a World War II history which will include a chapter on the July 1943 Invasion of Sicily. I am interested in contacting surviving members of U.S.S. Calvert, including possibly yourself, who served in the invasion fleet and would be interested in assisting my research through their recollection of events that long ago summer.

I would appreciate your help and thank you for your service to our Country.

Sincerely,

  
Phillip C. Gowdy

Charles Clark 42-43  
Charlotte, N.C.

Louis Smith GM3 44-45  
Orefield, Pa.

## Volunteer of the week



## Lewis Smith

Over three decades at Tri-Clover

Lewis Smith of Orefield has held almost every post available in his more-than 35 years with Tri-Clover Fire Company. Besides volunteering 22 years as a firefighter, Smith has served as president, vice president and secretary for membership. He helps out with banquets and other functions. The third Sunday of each month, from 9 a.m. to 2 p.m., he can be found in the kitchen where he is responsible for turning out the golden brown home fries that complete Tri-Clover's famous breakfasts.

Smith is also active in the AT&T Pioneers, for whom he works in a variety of roles. He is one of two presenters who don the "Woodsey the Owl" costume for programs on ecology. From Thanksgiving to Christmas, he spends much time at the Lehigh Valley Mall as part of the Pioneer's gift wrapping project. The Pioneers also run auctions and Smith can be found among the workers moving furniture and setting up the event.

He also gives time to his church, Jordan United Church of Christ, most recently doing some painting and preparing for the annual picnic.

Smith is a trustee of the new Parkland Chapter of the American Association of Retired Persons which meets at Jordan Lutheran Church. A Navy veteran who served in both World War II and the Korean War, he is a member of the Vernon G. Kern Post of the Veterans of Foreign Wars.

With such involvement in the community, it's no wonder his wife, Gloria, jokingly says she has to make an appointment if she wants to see him!

Phillip C. Gowdy

150 North Bluff  
Alpharetta, Georgia 30201

MEMORANDUM: RELATIVE LANDING ATTACK ORDER FOR "SOUTHERN ATTACK GROUP"

Following information is an attempt to give all officers a condensed version of operation and is not in detail. Each individual (particularly those leaving ship) must learn in exact detail what his duties are. This memorandum is not an order especially for personnel leaving ship as they are subject to orders by proper authorities elsewhere.

1. There are three attack groups Northern, Center, and Southern. The CALVERT is part of the Southern attack group and the Southern attack group is composed of the following ships:

\*U.S.S. PHILADELPHIA # 6141  
\* U.S.S. NEW YORK BB34

## Mine Sweep Group:

U.S.S. HOWARD - DMS 7  
U.S.S. HAMILTON - DMS 18

## Destroyers:

\*U.S.S. KENWINE - DD 489  
U.S.S. GALE - DD 155  
U.S.S. DERRANDOU - DD 153  
\*U.S.S. KNIGHT - DD 633

## Anti-Sub Screen:

\*U.S.S. COMIE - DD 632  
U.S.S. MO'AN - DD 634  
U.S.S. CHEROKEE - AT 66

## \*Fire Support Group:

## Transport Group:

U.S.S. HARRIS - AP 8  
U.S.S. DIX - AP 67  
U.S.S. LYON - AP 71  
U.S.S. CALVERT - \*AP 65  
U.S.S. TITANIA - AK 55  
\*FERREBACK (Tanker) - AO 37  
MCNADLOCK (Minelayer) - DM 9  
LAKEMHURST (Seatrail) - 7

2. The entire Army personnel with the Southern attack group is known as Task Force Xray. The troops in the CALVERT are the 2nd Armored Division. Majority of vehicles of this division are in the U.S.S. TITANIA. Approximately 458 troops from the CALVERT will be transported to the U.S.S. TATANIA. Second Armored Division will not land until assault waves from HARRIS and DIX have landed. The Southern attack group is to capture SAPI. Second Armored Division will land at SAPI or at Yellow Beach seven (7) miles south of SAPI

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4. The CALVERT with other transports will arrive in the Transport area on D day at H hour minus 270 minutes (4½ hours).

- (a) Condition four will be set at H hour-300 minutes (5 hours).

- (b) Boats assigned to U.S.S. DIX per paragraph 3 will be lowered and proceed to DIX arriving at H-180 (3 hours). These boats are to be loaded at DIX by H-30 minutes. (Lt. Taylor in command of these boats). The CALVERT boats assigned DIX will make one trip to beach and then return to CALVERT. All operations (beach, waves, times, etc) of these boats will be covered by instructions issued by Lt. Taylor. The U.S.S. KNIGHT (DD 633) will be the control ship for DIX and lead waves to the Line of Departure. Aircraft Rescue Boat C-9440 is assigned to DIX for assistance.

- (c) The boats to the HARRIS per paragraph 3 will be lowered after the boats to DIX. Ensign Cain will take charge of these boats (keeping them together) proceed and report to the O.O.D. of the HARRIS by H-180 minutes. The support boat must arrive by this time regardless of other boats. The support boat (Ensign Cain) is assigned to the Regimental Commander in HARRIS and will operate under his direction in supporting landings until his party lands. Support boat will not fire rockets during night landings. After landing the Regimental Commanders party the support willbeat will retire west of the breakwater at SAPI. (The HARRIS support boat should be there also) and stand by for rocket firing on call after daylight.

- (d) The boats to the "Blackstone Boat Pool" (it is assumed) will be held at CALVERT until called for.

- (e) Boats assigned to CALVERT will remain on board until information is received as to what time they are desired. Probable time approximately H plus 120 minutes (2 hours).

- 5 The CALVERT after lowering boats for DIX and HARRIS will remain in transport area and keep clear of these two ships, standing by to lower boats for transporting Second Armored Division.

6. Instructions regarding air attack, surface attack and submarine attack:

Attack may be expected from any or all of above. Which one is questionable but the most probable attack will be from submarines although air attack during daylight and surface attack during night must be expected. The ship will continue to unload despite attacks and to offset attacks will:

- (a) Maintain lookouts at highest possible degree of efficiency.

- (b) Maintain ship in its best possible condition of security from viewpoint of damage control. The ship should be in Federal Condition Alpha at all times in so far as humanly practicable and continue to unload.

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Each of us in our own way is a pack rat and Tom Sawyer is no exception. Tom went through his old files and came up with a large pile of Calvert papers that he sent to me. Some of the things I had except these four pages above. There is no date and the Calvert is number 65. These papers are priceless and I hope those of you who were in the attack on SAPI will enjoy it. So you guys keep sending the info and I will continue to put it out.....

## U. S. S. CALVERT

(c) Gun crews be on alert and maintaining a lookout augmenting the regular lookouts. Control officers and gun captains make every attempt to be habitually aware of location of ships of our own force so that in case enemy ships appear they will be recognized and action taken. Exercise extreme care to make certain we do not fire on a ship of our own force.

(d) Get rid of unnecessary fire hazards such as trash old mounds, etc.

(e) Maintain darkened ship. Minimum use of low power red flash lights for handling boats.

7. Supply department be ready to unload ship supplies (foodstuffs, ships shore etc.) only keeping on board sufficient supplies for 18 days. Definite information cannot be given for number of personnel as this will depend upon the number of casualties (Army) ship has on board.

8. (a) A U.S. submarine may be located as shown in sketches about three (3) miles west of CAPI. Submarines are supposed to keep clear.

(b) For landing the challenge is **GRANGE**

Reply **PATTON.**

(c) It is hoped (tentatively hoped rather than expected) that a landing will be made without organized resistance and fire will be withheld until it is definitely known there is resistance.

(d) Any ship, aircraft of troop unit that meets resistance shall take immediate and vigorous offensive action and shall inform the senior officer present of this fact by the key words "BATTLE UP" transmitted in plain language. The force commander of North, Central or Southern Attack Group shall in loose vigor use and extensive action be taken by any or all groups when he transmits the key words "PLAY BALL".

### 9. For information:

(a) **PERMANENT #153 and #155** which are working with boats assigned **HAWKS** will pass CAPI breakwater beacon at 11 hour and plus 15 minutes and land troops ahead of all boat waves.

(b) Our own aircraft will start operating at daylight primarily to protect ships.

(c) Fire support group (battleship, cruiser, & destroyers) in case of night landing will open fire at daylight after landing has been made, if necessary. In case of daylight landing above ships will bombard prior to landing, if necessary.

(d) Linesweepers will sweep a channel for the ships to transport area.

Page 3

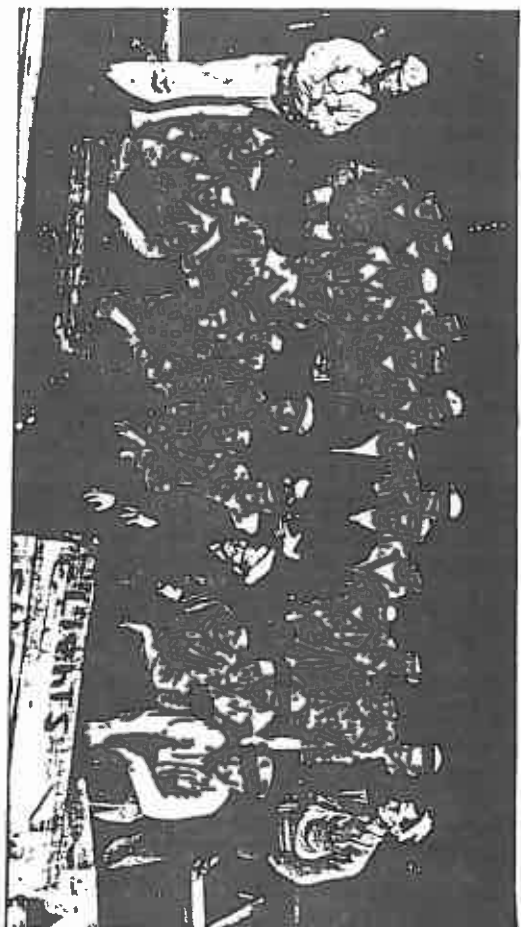
## U. S. S. CALVERT

(e) **COMBAT** may lay mines to seaward side of transport area for protection against submarines.

(f) The anti-submarine screen will protect seaward side of transport area.

(g) See Lt. Taylor's sketches for full particulars regarding beaches.

10. Number this memorandum serially, deliver copy to each ship's officer and obtain receipt for same. It is mandatory that this memorandum not be taken ashore. Consider contents secret as far as enemy concerned, but disseminate all information to the crew.



This photo from Tom Sawyer says--  
a part of the 2nd Division  
U.S.S. Calvert Nov. 14, 1943

# U.S.S. CALVERT APA 32 MINI REUNION

# UPDATE

Here is an update on the U.S.S. Calvert Mini-reunion to be held in Warren, Ohio on October 1-2-3, 1992. Everything is proceeding on "an even keel" and were "steaming full speed ahead" toward Oct. 1st.

Reservations are arriving at a steady pace, and were expecting a large group to enjoy the activities that we've planned. By the way, the Hotel has only 45 rooms, so don't get shut out. You may have to stay at another facility, far removed from all the action.

There are several surprises in store, in addition to the plans that have been announced. We're sure that everyone will enjoy them very much. Also a reminder that if any one needs directions, let me know. So pack your "good time clothes" and be prepared to enjoy. Drive carefully and if you're flying, trust the airlines to get you here safely. Deadline for reservations is Aug. 29, 1992

Best Regards George and Bev. 216 399 5066



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	Room
U.S.S. CALVERT REUNION				\$53.75 per night
Guest Business Phone			Adults	Double/Single Occupancy
Company or Group Name & Address			Guest Home Phone	Includes tax
			Children	

Room Guarantee Information: Visa, MasterCard, American Express, Diners (circle one)  
Credit Card Number: \_\_\_\_\_  
No. of Nights Needed: \_\_\_\_\_  
Expiration Date: \_\_\_\_\_  
Selling Room: \_\_\_\_\_  
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 (for shopping at the Akron Airport). 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

REGISTRATION FEE \$5.00

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

FRIDAY EVENING  
HOT HORS D'OEUVRES  
CASH BAR \$6.50

SATURDAY  
BUS TRIP TO BALL OF  
FAME OR SHOPPING \$11.00

BALL 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 44465

Name \_\_\_\_\_

Address \_\_\_\_\_

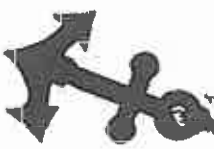
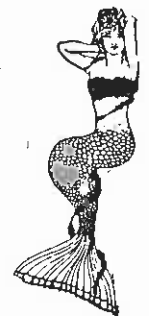
City \_\_\_\_\_

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

MAKE CHECK OR MONEY ORDER PAYABLE TO:

GEORGE E. MACKEY/USS CALVERT REUNION

PLEASE RESPOND BY AUGUST 29, 1992







Norfolk, Virginia

## NANSEMOND HOTEL World War II 1942-1945

When the United States entered World War II, it was evident that a victory over the Axis powers would require an overseas landing against strong, entrenched opposition. To accomplish this, it was necessary to establish an amphibious command that would not only train troops in embarkation and landing techniques but ships and crews in amphibious operations. In March 1942, the Amphibious Force, Atlantic Fleet, was formed with headquarters in Hampton Roads. Admiral Roland M. Brannard was its first commander but was relieved of his command a month later by Admiral H. Kent Hewitt.

When Admiral Hewitt became commander of this new infant force, his staff occupied a small building near the docks on the Naval Operation Base. It soon became evident that larger and more adequate quarters were needed by the Commander and his joint Army-Navy staff.

The Nansemond Hotel was selected because it was ideally situated with its beachfront on the Chesapeake Bay where landing craft could be easily beached. It was also close to the Naval Operating Base, to Little Creek, and to the ferry landing at Willoughby Spit. The hotel, however, was already in use as the headquarters of the Air Defense Region (Wing) of the First Interceptor (Fighter) Command directed by Colonel Malcolm N. Stewart. The colonel continued to occupy his hotel-headquarters until court proceedings took place.

On Aug. 15, 1942, the Nansemond Hotel became official headquarters of the Commander Amphibious Force, U. S. Atlantic Fleet, and remained so until Aug. 15, 1945. The entire hotel, from basement to penthouses, was under military control. A wire fence with guards on 24 hours a day duty, was put around the premises. None but those with proper identification were permitted inside.

Scouts and riders practiced amphibious landings day and night outside the Nansemond. The beach also served as a testing ground for the lights which were later used in "Operation Torch."

The second floor of the Hotel, sometimes referred to as the "Holy of Holies," was used by the various staff officers and strict security watch was maintained at all times. Temporary barracks were erected by the Navy for the personnel attached to the hotel-headquarters in the nearby Sarah Constant Shrine Park.

While Admiral Hewitt was in command at the hotel many of the country's great military leaders, including General George S. Patton, Jr., met with him and his staff. Their task was to help plan the first major amphibious operation of the war. This daring operation, known as "Operation Torch," involved the transportation of U. S. Army troops from Hampton Roads and establishing them ashore in French Morocco, North Africa.

To accomplish this operation, Admiral Hewitt left his headquarters and the rear echelon of his command in the able hands of his Chief of Staff, Commodore Lee Payne Johnson, and boarded the USS Augusta, the task force flagship. At dawn on October 21, the admiral led U. S. Naval Task Force 31 out of Hampton Roads with U. S. Army Force "A" under General George S. Patton, Jr., for French Morocco.

The admiral conducted this large amphibious force over enemy sub-infested waters to North Africa without the loss of a single ship or enemy attack. Admiral Samuel E. Morison, naval historian, records the operation planned under Admiral Hewitt and his staff at the Nansemond Hotel as one of the outstanding, intelligent and successful plans of the entire war.

In February 1943 Admiral Hewitt was put in command of the U. S. Eighth Fleet. He was relieved by Admiral Alan G. Kirk. Admiral Kirk, as Commander of the Amphibious Force, and his staff participated in the planning and invasion of Sicily, Italy, Southern France and Normandy. In June of 1943, Admiral Kirk, went aboard the command ship USS Ancon, and was in command of transporting of U. S. Army Task Force "B" (Husky) under the command of General Troy H. Middleton to the Mediterranean. The Army task force was composed of the Forty-Fifth Division Reinforced (Thunderbird) from the Southwest.

In April 1943 the Amphibious Training Command was established. Commodore Lee Payne Johnson was put in command, and he set up his headquarters in the Nansemond. The training command had satellite bases at Solomons, Md., Little Creek, and Camp Bradford, Va., Ocracoke, N. C., and Ft. Pierce and Panama City, Fla. Commodore Johnson was relieved in April 1944 by Admiral R. M. Rockwell, who continued in command until after the war.

Sculpted in a Norfolk hotel, spawned on the waterlogged beanfields at Little Creek, exercised on the Chesapeake Bay beaches, and bolstered by East Coast fishermen, the Atlantic Amphibious Force is a tribute to American ingenuity, enthusiasm and energy.

From its simple wartime beginnings—an old transport, a commandeered hotel, crates that served as desks, and beanfields that became part of the world's largest naval amphibious base, the Amphibious Force mushroomed to be the vanguard of European invasions.

Equipment and vessels of the type seen today were not in existence in 1942 when the amphibians drew first official breath, nor had modern techniques been developed.

Working around the clock in the Nansemond Hotel leaders assembled ships, men, plans, and organizational structure. Nearby beanfields, now part of the 1,800-acre Little Creek Naval Amphibious Base became the site of intensive building-training scenes.

Materials and workmen began to pour into the desolate area. Raw recruits from Inland America teamed with East Coast fishermen in training invasions of the Chesapeake Bay beaches. While facilities were primitive, and many of the officers and men inexperienced, spirits ran high. One by one the special lessons that had to be learned in amphibious warfare were learned, if only by trial and error. The delicate problems of loading a transport with combat cargo were met and solved. The techniques of beaching boatloads of armed fighting men in capricious surf were painfully discovered.

The LST landing craft sprang from the need of a flatbottom ship that could carry heavy equipment and place it on beaches overseas. Sandy beaches that bogged down jeeps, and other vehicles had to be conquered, or their equipment and troops would become easy targets for enemy gunfire.

From this lowly start the Atlantic Fleet Amphibious Force went on to the end of the war as one of the most versatile elements active in world conflict, and the Little Creek base had earned the title "Cradle of Invasions."

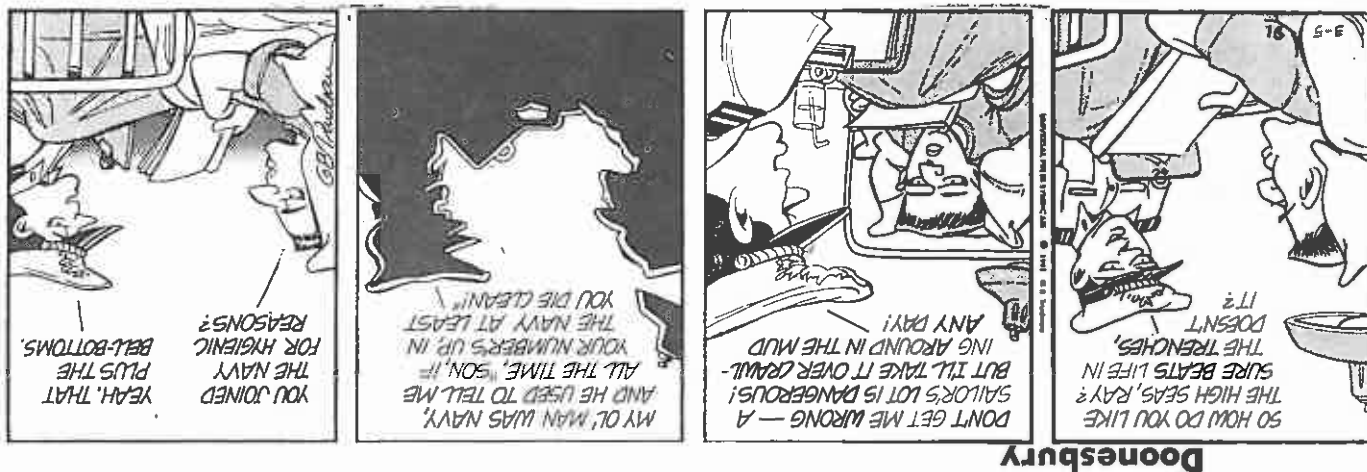
Since the end of World War II, the amphibious organization molded in the Nansemond Hotel has continued to carry out all aspects of amphibious operations as a vital part of our national defense.

Amphibious groups regularly deploy to the Mediterranean and Caribbean. They have taken part in many crises, emergency evacuations and humanitarian relief missions.

Amphibious planning is no longer directed from the Nansemond Hotel, but from its beachfront one can see Force Ships operating on the Chesapeake, testing new boats, ships, equipment tactics and techniques as the Force continues to develop.



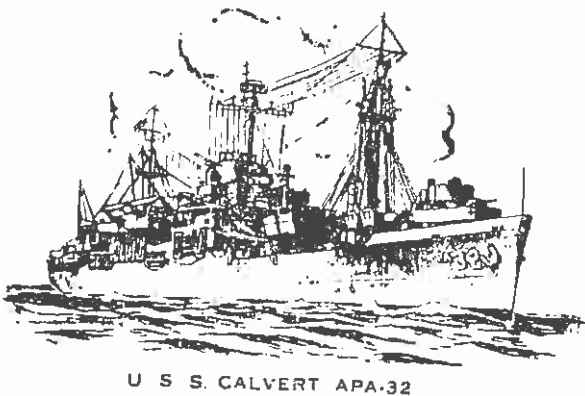
Mrs. George Merrill sent me the following. George was a C.Pharm. Mate that came from the Harry Lee and spent 36 months aboard the Calvert. Merrills wife Emily is holding the life ring. George passed away in 1931.



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

ADDRESS CORRECTION REQUESTED

**3rd CLASS**  
**PERMIT NO.**  
**10**

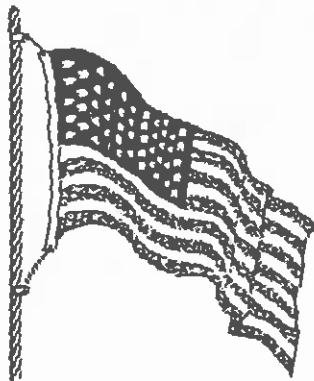


PA.  
 PUNCH STERLING BMT 42  
 208 N ENOLA DR  
 ENOLA PA 17025



# Deepest Sympathy

## MEMBERS PASSED AWAY



- Michael G. Lesniak CM1 43-45
- William B. Allyn Oct. 30 1991
- Clifford R. McKilrick Jan. 4, 1992
- Gerald L. Jones 43-46 March 15 1992
- Joseph F. Turpl June 28, 1992
- John Glancy Lt. July 1, 1992