

# CALVERTSION

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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506 Red Wing Ave.  
Kenyon, Minnesota 55946  
Telephone 507-789-6344

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## Comments from the Commander

It seems like years, but it was only this spring that St. Louis was the location of our National Reunion. It was probably a good thing that we had it then because of the high water. It was high when Lila and I drove down as we had to go into Illinois because Highway 61 was under water. All in all it was a fun time. David and Mary Wallace were a super host, they did make everybody feel at home. I know that Budwiser is King in St. Louis.... We have some very important guys in our outfit, because they have roads named after them. David Wallace lives on Wallace Dr., Carl Talbert lives on Talbert Rd., and Mel Waite lives on Waite Island Rd., Are there any more???? I got a letter from Carl Talbert and tells me that he is a Pearl Harbor Survivor. That was 50 years ago, my how time flies. Are there any more, please let me know. Carl was a boiler room man like me only if you were in prior to the 50s, you were a watertender and after that a boilerman..... Everett McGuire sent me a lighter with the Calvert logo on it and also a sholder patch with USS Calvert on it. Thank you. If you are house cleaning and find anything that you dont know what to do with it send it to me and Ill make use of it. I can always use anything for the newsletter..... Betty and Carl Allan were in St. Louis for the reunion and while on a trip this summer in Wisconsin, Carl had a accident with his Suburban and Traylor. Betty was killed instantly while Carl sustained only minor injuries. We extend our sympathy to Carl..... In my own way I sometimes goof up and dont do what Im supposed to do. I got or was sent 20.00 and I dont know who sent or gave it to me. I also lost my list of people who were supposed or did get list of names on our roster. If you are any of these people please write me and give me hell, It might be the only time that this will happen..... We are a dieing organization as one by one we loose members. I know there are a lot of Calvert men who are just waiting to be contacted. If you are a member of the VFW, American Legion, or others, write a letter to their paper if you have on in your state and inquire about guys that served on the Calvert. I can only get in the National Mags. only once a year so I need your help. Lets see if we can find some more of our boys. Girls too, although I dont know if there were any attached to the ship or am I wrong..... All for now..... j.l.cole.....



# mail call



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



THANKS FOR VOLUME #28 OF THE "CALVERSION". (BETTER STILL THANKS FOR ALL THE VOLUMES THAT I HAVE RECEIVED). I AM SORRY ABOUT THE MIXUP IN MY ADDRESS. THE COMING OF THE 9-1-1 EMERGENCY SYSTEM CAUSED ADDRESSES IN THIS AREA TO CHANGE SLIGHTLY. MY CURRENT ADDRESS IS AS IT APPEARS ABOVE. HOPE YOU CAN READ IT. FOR A GUY WHO HAD TO WRITE IN THE QUARTERMASTER'S LOG AND COPY MESSAGES THAT WERE SENT TO THE "MIGHTY CALVERT" BY FLASHING LIGHT AND SYMPHORE I AM NOT DOING SO WELL THESE DAYS.

THE CHURCH SERVICE PICTURE (ON PAGE 3) IS INTERESTING. I BELIEVE I SEE A FAMILIAR HEAD. THE CALVERT HAD JUST BEEN RE-COMMISSIONED IN 1951. ACCORDING TO SOME NOTES THAT I HAVE THE CALVERT GOT UNDERWAY FROM NORFOLK, VA. AT 0700 SATURDAY, FEBRUARY 17, 1951 BOUND FOR SAN DIEGO, CA. THE PICTURE WAS PROBABLY TAKEN ON SUNDAY FEBRUARY 18, 1951 OR SUNDAY FEBRUARY 25, 1951 AS WE WERE UNDERWAY BETWEEN NORFOLK AND PANAMA ON THE 18TH AND BETWEEN BALBOA, PANAMA AND SAN DIEGO ON THE 25TH OF FEBRUARY. WE HAD A "LIBERTY BREAK" IN BALBOA FROM THURSDAY THE 22ND UNTIL THE NIGHT OF THE 23RD. WE CLEARED THE LOCKS, ENTERED THE PACIFIC AND CONTINUED TOWARD "DIEGO" AT 0800 ON SATURDAY, FEBRUARY 24, 1951.

DURING THE TIME THAT I WAS ON THE CALVERT THE "SKIPPER" WAS CAPTAIN ROBBINS, THE EXECUTIVE OFFICER WAS COMMANDER WINNIE AND THE OFFICER IN CHARGE OF THE "O" DIVISION WAS LT. TRACY A RESERVE OFFICER WHO HAD BEEN CALLED BACK TO DUTY BECAUSE OF THE KOREAN CONFLICT. IN CIVILIAN LIFE HE WAS A MEMBER OF THE NEW YORK POLICE DEPARTMENT.

SOME OF THE "O" DIVISION ENLISTED MEN ON BOARD DURING MY TENURE WERE: WALTER WIADUCK (QMS2) FROM CHICAGO; HAROLD "HOOKIE" HOEKSTRA FROM WHETINSVILLE, MASS; "SKI" POLOWSKI (QMS1); ROBERT LEROY GOODWIN (QMS2) FM MILES CITY, MONT; ROBERT PEACOCK (QMS3); AND DOUGLAS MCGREGOR FM SHERIDAN, MONT. SOME OTHER CREW MEMBERS, WHO WERE IN OTHER DIVISIONS, THAT I REMEMBER WERE ALEXANDER BLACKWELL FM PITTSBURG, PA; HAROLD F. MILLS FM FORT ERIE, ONTARIO CANADA; JOHN W. JONES FM WASHINGTON, D.C; FELIX ANTONIO GARCIA FM ENFIELD, N.C; JAMES ELVIN MCAFEE FM FARMVILLE, VA; MELVIN ANDERSON FM CLARION, PA; ANDREW LESLIE HARRIS FM CONSHOHOCKEN, PA; JEROLD J. RILEY FM BLYTHE, CA; FRED L. SIMPSON FM ATLANTA, GA; J.C HART FM RECKHILL, S.C; JESSIE TYSON JR. FM FREEHOLD, N.J; DAVID L. HAMPTON FM WORCHESTER, MASS; LOUIS CHAPMAN FROM CHARLESTON, S.C; JULIUS MEYERS FM MOBILE, ALA; CLIFFORD WADE FM SPRINGFIELD, OHIO; MURRY L. PITTS FM SANTA BARBARA, CA; AND WILLIE G. HOLLIS FM ST. LOUIS, MO. IF YOU KNOW THE WHEREABOUTS OF ANY OF THESE "SALTS" PLEASE GIVE ME A HOLLER.

I AM ENCLOSING A FEW PICTURES OF SOME OF THE GUYS AS THEY WERE IN THOSE DAYS. I AM ALSO ENCLOSING A PICTURE OF THE "CHURCH SERVICES" THAT WAS TAKEN FROM A DIFFERENT ANGLE. WELL JOHN, THAT'S IT FOR NOW. KEEP UP THE GOOD WORK AND I LOOK FORWARD TO READING MORE ABOUT "NAW-EASY-QUEEN-SUGAR" (THE CALVERT THAT IS) IN THE NEXT ISSUE OF "CALVERSION".

CALVERTLY YOURS,

*Leeoard Pearson*

LEEORD "PETE" PEARSON- QMS3

760 OLD DENMARK RD.  
JACKSON, TN. 38301

I was on the Calvert from late 1955 to early 1958. I served as CIC officer. I've been getting the Calversion for about 2 years compliments of Al Christopher who was our chief engineer. Before today I had never seen a familiar name. Imagine my surprise in seeing 3! Art Graham, Dr. Art Matsuda, CWO Xanders; all great people altho I have no idea where they are. They were 3 great people & I'd love to know more about them, where they are etc. They would probably be suprised to know I've settled down, have been married for over 30 years, went to the University of Virginia Law School, have 4 grown children & 2 grandchildren & have practiced law in S.D. for over 30 years. They would probably not be suprised to learn I have a cocktail upon occasion & have fun!! LTJG LAWRENCE KAHAN

This story takes place at the Island of Saipan. The order comes out that seven boats will make a diversionary run to the beach but will not land. So we form up our circle off the bow of the ship until all boats are ready & then we form our V formation & head for the shore. When we get a certain distance from the beach we form our line & proceed all of a sudden all hell breaks out! The shells start bursting in the water all around us. Geysers of water & mud fly up into the air. We turn around & high tail it out of there at full shrottle & a zig zag course. But! on station here is an older type battleship, painted black & white cameo. This ship is firing her starboard guns at the beach over our heads. This ship takes a direct hit on the deck, which starts a fire. The makes a turn to starboard & opens up with her port side guns just like nothing had happened to her. We, in the boats were so close to her that we had to get out of her way when she turned, or we would have been smashed like a match stick. The fire was put out in short order & we returned to the ship. There must be at least 2 dozen men still around the world somewhere that remembers this. None of our boats were hit or anyone hurt-but I am sure were were all scared for a while. But then it was back to normal again. ROBERT COUNTRYMAN

Those newsletters bring back many memories of friends and shipmates that I served with while on the Calvert. I do remimber Wilbur Theiss our mailman. A real nice gentleman. We all loved to hear the old announcement - MAIL CALL. I would like to also mention that I very well remember Captain May. He was a sharp, savvy Marine. I served under him while I was assigned to several landing parties, board & search patrols. He taught me many things when assigned to those details, especially during out time in Veit-Nam, while on board and search patrols in QuiNunDay, Da Nang Harbor and other parts of Nam that I can hardly remember. Capt. May taught us many things especially what to look for and expect while on our patrols. Like I said he was a savvy Marine officer (real sharp). Being a signalman and being assigned to many of these details I remember so many shipmates during this time. Our patrols or watches seemed so routine but as I look back they were really sensitive and dangerous. Thanks to Capt. May, who knows his enlighting tips may have saved our "butts". (You never know). I'm retired now from the Police Dept. here in New York and I often think of my time on the Calvert (1963-1966) BOB FILINDI SM3.

# Broadside By Jeff Bacon



# Broadside By Jeff Bacon



Dear John:

First I want to belatedly thank you for including me in the mailing list for "CALVERSION". I think you are doing a great job with it. Reading the experiences of some former crewmembers is an experience in itself and it is with great interest that I learn additional things about the old girl. In that I was her next to last C.O., from September 1964 till sometime in '65, most of her active history preceded me. Since I am an aviator, CALVERT was my first ship command and I vividly remember the first time we got underway. We were in the middle of some sort of repair or maintenance availability at the Naval Station, San Diego, with lots of machinery etc. in varying degrees of disablement, when the Commodore came aboard one day and asked if I thought we could get underway - to replace another APA as I recall - like the NEXT DAY to participate in an exercise of several days duration off Point Loma! I'd been X.O. of a huge CVA, the FORRESTAL, a couple of years earlier but I was green as a gourd in matters amphibious. I asked the Chief Engineer, the First Lieutenant and several others if they thought we could put ourselves back together rather hurriedly - kind of a bailing wire and chewing gum act - and they recommended we give it a go. We did, by golly, and we got clear around to the north side of North Island before our first engineering casualty. We dropped the hook there in the channel, pulled ourselves back together and proceeded on out to open water and dropped the hook again off the Silver Strand to take a more detailed look at our problem. I won't try to spin this into a novel but suffice it to say one new skipper had to accommodate to a pretty rapid learning curve. We did some repairs, completed the exercise and subsequently deployed with PHIBRON FIVE to participate in a major exercise in the Hawaiian area early in '65. Things started to jell in the Vietnam theater while we were in Pearl and we eventually embarked the FIRST MARINES, took them to Okinawa where the duty WESTPAC PHIBRON took them off our hands and delivered them to a strange place called Danang - which I came to know fairly intimately three or four years later as C.O., ORISKANY (CVA-34). Hadn't intended to ramble but I see that I have. A second and important impetus to write is a phone call recently from CALVERT shipmate Captain Ed Melanson, Ship's Navigator during my tour. Ed retired in 1988 and has been involved for several years in the arms negotiation business for Uncle Sam. He currently serves with the State Department in that field with the rank of Ambassador. He would appreciate hearing from you at 8447 Thames Street, Springfield, VA 22151. Thanks again, John, for all your efforts on behalf of CALVERT folk.

**JACK S. KENYON**

Governor 1992-1993

**ROTARY INTERNATIONAL**

With all best wishes,

*Jack*



# CALVERT FACT'S FROM THE PAST

## Transport Calvert To Be Reactivated,

Kenneth Keen 50-55

The USS Calvert, a 14,247-ton transport which has been in the "mothball fleet" since the end of World War II, will be recommissioned today at noon during ceremonies at the Naval Shipyard in Portsmouth.

Capt. J. E. Baker, USN, commander of the Norfolk Group of the Atlantic Reserve Fleet, will read the orders reactivating the vessel.

Capt. Glenn W. Legwen, USN, will be the ship's new skipper. Comdr. George M. Winne, USN, will be the executive officer.

Captain Legwen, a Naval Academy graduate of 1927, comes to the ship from New Orleans, where he was Eighth Naval District Communications Officer. Prior to that duty, he held the same post in the Tenth Naval District, with headquarters at San Juan, P. R.

The Calvert's official designation is that of personnel-carrying attack transport. She was built at the Bethlehem Shipbuilding Company, Sparrows Point, Md., and was commissioned in October, 1942.

## REMEMBER MOG MOG?

The following letter, addressed to OUR NAVY magazine in 1944, echoed the feelings of those WW II sailors who hadn't had stateside liberty in several months:

Dear Sirs:

This is Mog Mog!

The recreation center of the central Pacific.

The best place in the world to catch Hydrophobia, Halitosis, Hallucinations and Sunstroke all at the same time. The only place in the world where you have to stand in line with the flies to go to the Head. The best place in the world to see ten fights, six wrestling matches, four crap games, and two beers, all at the same time.

Baseball? Sure. Right over by the beach. You have to be careful though, because the other day a batter on Field 4 swung on a batted ball from Field 2 and was called out.

And the Mog Mog Circle is the best little beach this side of the 180th Meridian. At least the octopuses and the coral crabs think so. But if you can get by the Shore Patrol, fight off the octopuses, and have the strength and endurance, you might be able to wade out up to your shoulders.

The beauty of Mog Mog is the fact that when you first arrive you see a nice, cool, shady spot, not to mention visions of Beer floating before your eyes. To top it off, they line you up and you file past two huge Beer

Warehouses--LOADED! After leaving this picture of Heaven, you go to your table to get your own Beer.

Thus influenced, closed are your eyes to the huge crowds gathering among the trees, closed are your nostrils to the dust that is rising from the ground. You feel not the Hot Pacific Sun beating down through those little shade-giving Palms--You have Beer!

But after a month of Patrol, or an Invasion Operation, or a Naval Battle or two under your belt, it doesn't matter much. Whether off large ships or small, Wagon or Minesweep, Mog Mog always looks good. Whatever we say about it after we leave, we know that without such places of recreation a lot of us would become pretty morbid.

I think that I can speak for every "John Gob" out there when I say that these small, dusty recreation centers, spaced all over the Pacific, look pretty good to us all!

And the Officers and Men that operate these centers are doing pretty well at handling the 1000s of thirsty sailors that flock in to them every day looking for a little relaxation.

Hers's a Toast to them!

R.W. Parsons, WT3c USN  
USS Superior (AM 311)

CALVERT's liberty section, thirsty for beer and ready to slam a few homers, invaded Mog Mog, Ulithi Atoll, in February, 1945. (One sailor didn't make it. He was on restriction for trying to smuggle a couple beers aboard ship at Seeadler Harbor, Manus Island.)

### MURDER ABOARD THE CALVERT

From the ship's Deck Log:

Friday, 17 November 1944. Underway to 2nd Leyte.

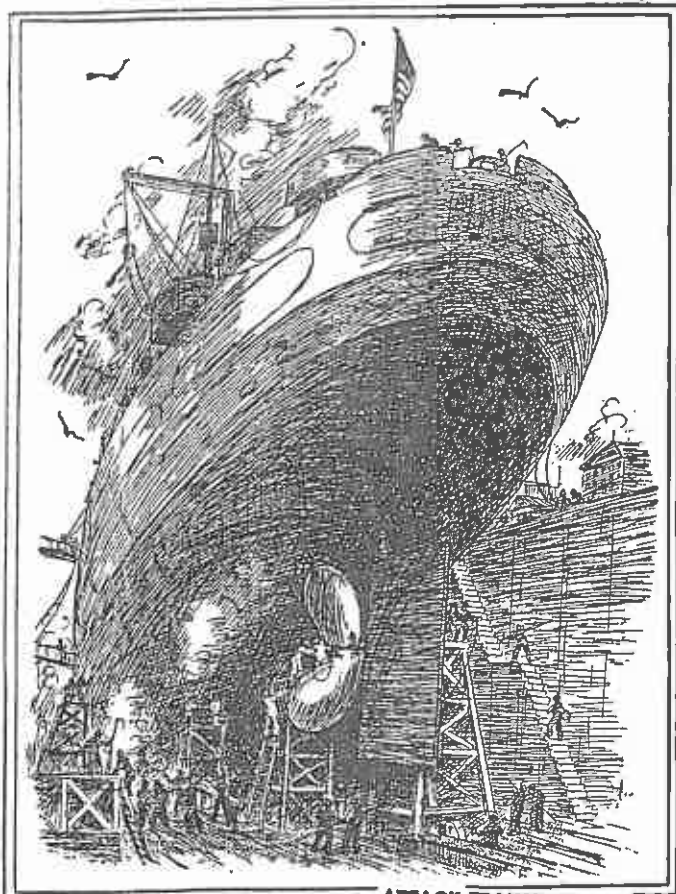
0505: KOSHABA, Carl John, 862-17-69, SF3c, V-6, SV, USNR, discovered dead in lower no. 4 hold. Death due to injuries, multiple, extreme, #2542; (a) Fracture, compound, 6th cervical, (b) Laceration, Spinal Cord, level 6th Cervical. (c) Exsanguination. Circumstances point toward an unnatural death. Appointment of Board of Investigation requested from Commander Transport Division Fourteen. Lieutenant Francis J. McNiff, I-V(S), USNR, designated to conduct administrative investigation.

Saturday, 18 November 1944. Anchored Leyte Gulf off Bito Lake.

1100: Body of KOSHABA, etc., sent ashore and delivered to the Graves Registration Dept., Leyte.

Wednesday, 22 November 1944. En route to Manus Island.

1915: The board of investigation convened by order of S.O.P.A. in the case of John Carl KOSHABA, late, SF3c, USNR, having met at 0810 with Lt. Comdr. J.A. Paterson, D-M, USNR, as senior member, adjourned this date.



ATTACK TRANSPORT BACK  
FROM COMBAT

USS CALVERT in Puget Sound Navy Yard drydock, May 1945. All hands turned to chipping and scraping.

Cal Winter 43-45

## MUSKEGON



### Veteran's widow donates flag

Harold C. Love always told his family he thought the American flag flying at Veterans Memorial Park along the Muskegon Causeway was too small.

Now, a larger flag flies as a lasting memorial to the World War II Navy veteran who died this spring.

Arlene Love, Harold Love's widow, donated a \$200 12- by 15-foot flag for the park, which son Dan Love hoisted last Saturday. The flag replaces a 6- by 10-foot Old Glory which the city of Muskegon had been flying at the park.

Dan Love, an employee for the city's public works department, said city officials had no problems with his mother's request to fly the flag.

Harold Love, 70, died May 29. Retired from CWC, Love used to drive past the park every day between work and his Laketon Township home.

Dear John,

Two nights before the Koshaba murder, Gunner's Mate Harry Cunningham had the roving security watch and heard a howling on the port side near number 5 hatch. He discovered Fubar hanging over the lifelines. Evidently someone didn't like him and had tied a weight to Fubar and tried unsuccessfully to toss him overboard.

I remember that Fubar was regarded as the ship's mascot, but does anybody remember who brought him aboard and when? If so, I'd like to know.

One of the enclosed pages contains info concerning Koshaba. I copied this from a copy of the ship's Deck Log which I ordered from the National Archives in Washington. The artist's sketch of Calvert in Bremerton drydock is from Seattle's Post-Intelligencer and is dated Saturday, May 26, 1945. Also enclosed is a list of names and duties for Calvert's second official equator ceremonies on 1 October 1944. Some of the names may be familiar to those who were aboard that year. Ed O'Brien is listed. *KOSHABA, ALSO.*

Like Tom Sawyer, I collected and stuffed into my locker whatever I could lay my hands on that pertained to Calvert's activities ashore and afloat. I am enclosing a xerox of an admission card for Calvert's San Francisco Christmas Ball, December 23, 1943, and a program for the ship's Seattle Ball, May 22, 1945.

I sure do enjoy reading your MAIL BAG even though I often do not recognize the writer's name. The newsletter always brings me back to that ship which was my home for 26 months.

*Hal*  
Hal Winter

George-Option-Option-Dog  
Love/~~Uncle~~-Charlie-King,

### U.S.S. CALVERT REUNION May 8, 1993

Meeting was called to order by John Cole at 1:50 p.m. on May 8, 1993. Minutes of the 1991 Calvert Reunion were available only on tape, none were read.

Mary Wallace read correspondence received from William Marks and Robert Smith - sending their regrets. Motion to accept correspondence as read was made by Ray Rybarczyk and seconded by Billy Trout. Motion carried.

(Continued):

John Cole announced the death of Orvin Torske which will appear in the next newsletter. John also gave the following financial report:

\$2,247.02	balance on hand
- 700.00	contributed get-together party
<u>\$1,547.02</u>	balance 3-31-93

This money is used as seed money for hotels and mini reunions. Pig raffle amounted to \$35.00. Motion to accept financial report made by Ray Rybarczyk and seconded by Steve Shuster. Motion carried.

#### OLD BUSINESS:

Discussed the need for someone to serve as Storekeeper. Responsibility to supply hats, shirt patches, hat patches and other souvenirs. Money from the pig raffle and placque raffle will go into this particular fund. Hope to have these ready for next mini or regular reunion "Bud" Edward Ruth volunteered for the job. Moved by Bill McGregor and seconded by Joe Erslin that "Bud" Ruth be elected as Storekeeper. Motion carried.

#### NEW BUSINESS:

Ray Brink and Ray Rybarczyk served as nominating committee. Ray Rybarczyk reported the following slate of officers for 1993-94:

John Cole - Commander  
Hoyt Worthington - Executive Officer  
Richard Morse - Yeoman  
John Groff - Master at Arms  
David Wallace - Assistant Master at Arms

Moved by James Nash and seconded by Bill McGregor that the slate of officers be accepted as presented. Motion carried.

Discussion held regarding some aid to those who would like to attend the reunions but are financially unable. It was stated that there would be no way to control this expenditure (borderline cases, etc.) Bill McGregor moved that we table this. Seconded by Ray Rybarczyk. Motion carried.

Thomas Warden Jr. presented his case to host the next mini reunion. Hoyt Worthington moved that Thomas Warden Jr. be accepted as host for the 1994 mini reunion in West Virginia. Seconded by George Mackey. Motion carried.

Discussion as to who will host the 1995 reunion. Norfolk, Virginia was presented as one area. John Cole was asked to host the 1995 reunion and if nothing comes from the Norfolk area the second choice would be Minneapolis-St. Paul area. Bill McGregor moved that John Cole be the host for the 1995 reunion with emphasis on Norfolk, Virginia area. John Cole called for a 5 minute recess. After 5 minute recess (John had to confer with Lila), Bill McGregor moved to amend his motion to read that John Cole host the 1995 reunion and at his discretion to pick the most feasible city for his convenience. Seconded by George Mackey. Motion carried.

Bill McGregor moved that we hold the reunion early in the Fall in 1995. Seconded by Monty Crowder. Motion carried. John Cole is going to look into the Norfolk, Virginia area and then the Minneapolis-St. Paul area to find the most feasible. Tom Warden moved we adjourn. Seconded by Bill McGregor. Motion carried. Meeting adjourned at 3:05 p.m.

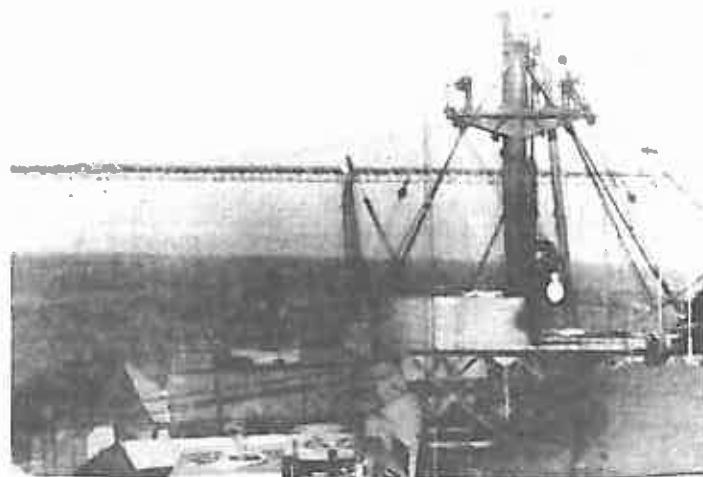
Henrietta Rybarczyk  
Secretary pro-tem

# the old crew

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



Photos this page  
from  
Leeoard Pearson  
QMS 3 50-52



The Calvert passing under the Golden Gate Bridge. We were either going to Treasure Island to pick up the 40th Infantry or they were already on board.



Church Service



"Ski" Polowski QMS 1



Robert LeRoy Goodwin



Leeoard Pearson and ?



Robert Peacock QMS 3



Andrew Leslie Harris

PASS THE WORD ON TO YOUR SHIPMATES!

## CALVERT MINI REUNION

*To all Sailors wherever ye may be:* and to all SALTS, SEA LAWYERS, SWABS  
SQUARE-KNOT ADMIRALS, GUN DECKERS, AND ALL THE OTHER ASSORTED SCAVENGERS OF THE SEVEN SEAS  
HONORED MEMBER OF THE FIRST AND THE MOST ILLUSTRIOUS CREW WHICH DISTINGUISHED ITSELF FOREVER

Fellow Crew Members:

I'm looking very forward to having you at Pipestem State Park for our mini-reunion September 15, 16, 17, 1994. I think you'll find the place I call home, Southern West Virginia, as beautiful, as relaxing, but yet as exciting as I do.

I thought I'd take this opportunity to inform you of some of the other places you might want to visit, things you can do, and activities you can take in while you're in the area for the reunion. Those of you who are history "buffs" will be delighted with the richness of Southern West Virginia's railroad and coalfield culture. Two different Exhibition Coal Mines are within easy driving distance of the Park; as well as renovated coal-baron mansions, a coal archives museum, and my country store and museum which has a depiction of a coal camp house.

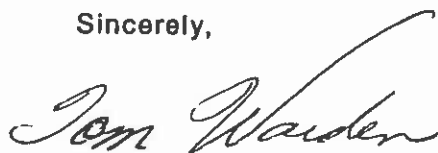
For the sports enthusiasts there are wonderful lakes and streams for fishing and great hiking trails, a beautiful 18-hole and 9-hole golf course right at Pipestem, horseback riding, canoeing, and much more. If you're really adventurous, some of the best White Water Rafting in the East is offered here less than an hour away from the Park.

If you're a shopper, or if you're bringing someone who is, there are many antique dealers in the area; as well as, wonderful arts and crafts.

These are just some of the things we have to offer. We will be mailing brochures and other information to you prior to the reunion.

Again, I'm very excited about having you here in 1994!!

Sincerely,



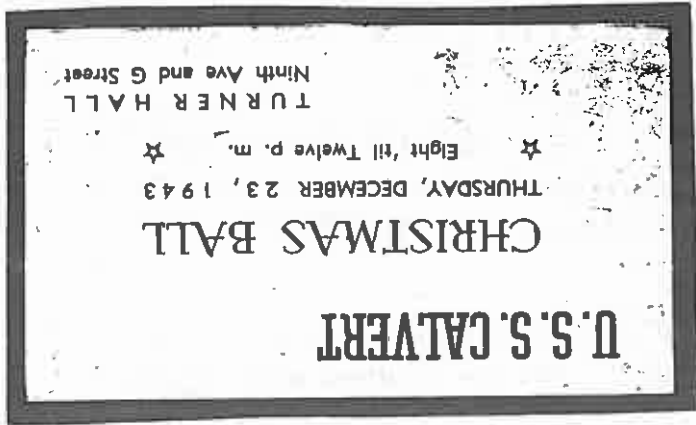
Tom Warden  
Rt. 4, Box 534  
Bluefield WV 24701

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Many Thanks to the following persons for helping with newsletter expences. Thank You.

W.M.Mills.....15.00	Leonard Hanscom.....25.00	Charles Batts.....10.00
Bob Miller.....10.00	Bob Dumas.....25.00	Mel Waite.....25.00
Gerold Wedel.....10.00	Tom Warden.....25.00	George Mackey.....25.00
Louis Kina.....20.00	Stewart P. Brown....20.00	Almond Ohms.....25.00
Harry Gramentz.....25.00	Joe Bushnell.....25.00	Robert Filardi.....30.00
Stephen Shuster.....20.00	Jim Nash.....10.00	Walter Phaler.....10.00
Francis Neatheminer.20.00	Elmer Parker.....35.00	Harold Pottinger....20.00
Summer Buell.....20.00	Leoard Pearson.....25.00	Adolph Flores.....20.00
Mildred E. Levett...20.00	Hal Winter.....10.00	Carl Talbert.....20.00
Carl Allen.....25.00	Monty Crowdes.....20.00	Boyd Arnot.....25.00
Someone????????????20.00	John Tollensdorf....10.00	Evertt McGuire.....10.00

Hal Winter

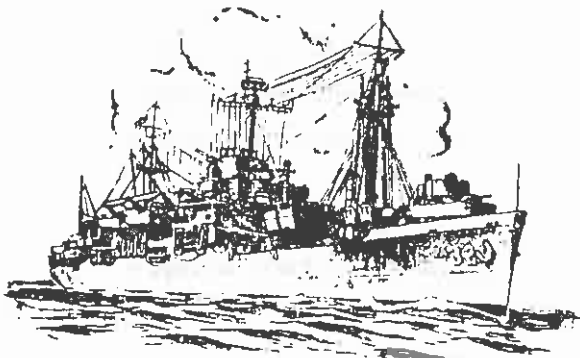


## CALVERT ASSOCIATES

506 Red Wing Ave.

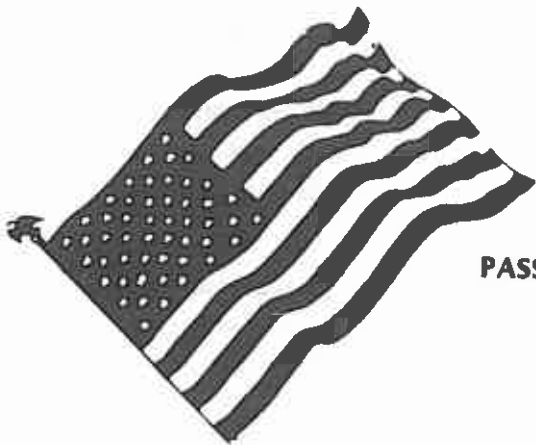
Kenyon, MN 55946

ADDRESS CORRECTION REQUESTED



U S S CALVERT APA-92

17025-2247 01



### WE MOURN THE PASSING OF THESE SHIPMATES

Thomas Ludolph

January 12, 1993

James S. May Col. USMC 64-65

February 16, 1993

Orvin J. Torske PH13 44 May 11, 1991

Summer Euell LTJG 57-59 May 1993

Harold C. Love SF3 44-46 May 29, 1993



HBG.PA 170 17:29 ISS#3 3rd CLASS  
PERMIT NO. 10

PA  
FUNCK STERLING BM1 42  
208 N ENOLA DR  
ENOLA PA 17025

