

# CALVERTSION

see all  
Harold's  
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also-  
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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

VOL. NO. 31, 1992



## Comments from the Commander

I hope all of you made it through the Holiday Season all right. Here in Minnesota the weather is super nice. All I hope for now is good weather in July when we have the reunion. I think that we have a good one planed. The Days Inn price is not bad for this area and it includes free transportation to and from the airport. Food costs are up, we found that out in St. Louis. At the Get-to-gether Party we served Hors D'oeuvres which cost a small fortune and a lot of people didnt get any. This time Im going to try a Buffet, that way all will get something to eat and get full at the same time. If you look at the costs it comes to a little over one hundred dollars a couple for three days of fun not counting motel. Also if anybody is going to need a campground or motorhome space, please let me know and Ill see what I can set up. Now that Ive retired I have more time and less money, I think that the saying.....I have never been one to toot my own horn, but, in this issue there is a article about me. I would like to thank all who wrote nice letters, I have them in a book. The Banquet was a Roast and all had a good time picking on me, even though I may have had it coming. A special Thanks to Ray and Barb Brink for attending the fastidies. We had fun and even hit a couple of gameing casinos.....I almost forgot, for the Early Bird Tour to Mystic Lake Casino everyone will get one FREE Buffet cupon, The food is super.....Another thing I must tell you that I dont have a typist for this newsletter. Lila sliped on the ice and broke her rite wrist, she had to have it pined. I know you spell rite (right) but I said left and thats four letters, so.....I like to publish all the letters that you guys send me so do me a favor. Single space your typing and leave one half space on each side. That way I dont have to retype it. If you write in longhand Lila or I have type it out because some of you write as bad as I do. I got a lot of info from Vincent Walsh of the 27 Inf Div. He sent me a lot of stuff from the Makin invasion. I will try to get it in the next issue.....Once again look over the upcoming reunion info and get your reservation in as soon as possible. If there are any questions, give me a call and if you get my answering machine leave your mane and number and Ill call you back..... Till then, Hope to see you in July.....j.l.cole



# mail call



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



Thank you for your perseverance in finding my current location. Had you been faint of heart I would have been lost at sea!

Its great to hear of the doings of the guys that once bestrode the narrow decks of the proud APA-32 the scourge of the seven seas.

I noted with sorrow that the upcoming fall reunion is slated for the 15-17 September, upcoming. As you know, may or may not, I am a sportsbroadcaster and one of my duties is working on the University of Alabama radio network each fall. As you can see every Saturday during the fall is closed for me since all of the Tide's games are on those days. And the way things have been going for Bama the past twenty five or thirty years, I'll be busy on the first of the year as well.

If I bump into anyone that once served aboard the Calvert I'll yell. I might even use my morning radio show to find a few, my show ~~each~~ morning is broadcast on WJOX the most powerful radio outlet in Alabama.

Doug Layton 236 Goodwin Crest Drive  
WJOX Radio Birmingham, AL 35209

I was recalled in August 1950 to put the CALVERT back in commission. Before next year I will try to sit down and write of some of the experiences of cleaning all the grease, not only off walls but out of electric fan motors, flatware drawers etc. When I left the ship in 1952 you could still get grease on your clothes if you touched some things on ship. Mark Galloway

We are searching for former crew members of the USS Harry Lee that were transferred to the USS Calvert in 1942. We are having a reunion of the Harry Lee crew in Nashville, TN. October 12th, 13th, and 14th 1995. We are also having a reunion of the USS Charles Carroll at Virginia Beach 15th, 16th & 17th of September 1995. Contact: Thomas Poe, Route 2 Box 8 Springville, TN. 38256 Phone 901-593-5745

Tom and Louise Warden and family hosted a very delightful Mini Reunion at Pipestem State Park, West VA., September 15-18.

They went first class all the way. We missed you.

Mary Kay and I are already looking forward to the reunion and seeing you folks again, along with all of our other old and new friends.

F. Harold Pottinger

Just received the latist issue of the Calversion, Vol. 30. I enjoyed it as always, though it had no news from my time on board, 1954-56. One of the officers who was on board when I joined the Calvert in Subic Bay in late summer of 1954 was LTJG Howard Ianyon. We have remained good friends all these years. In April of this year Howard and his wife Jeanne visited us in Florida. We played a little golf and reminisced a lot about that WESTPAC cruise.

John Paul Jones RADM, USN (Ret.)

The reunion is over and we had a ball. There were a total of 73 in attendance. We had people from 18 states. I am enclosing a copy of the newspaper article. TOM WARDEN

I was on the Calvert with CON.TRAN. DIV. 13. I especially remember signalman Fife. He was from Okla. I believe. I was a signalman striker at that time, and remember stopping at Hilo, Hawaii on the trip back to the states. BUD CASH QM3

Just a quick note to say Hi and to thank you for all your help. It really made me happy when "Porkey" Strahm contacted me! He served with my dad on the Calvert (the big 5"gun) and also went through basic training together. He spent hours talking to me about my dad and ship life. I've also met Porky wife Norma a couple times now and they have sort of unofficially adopted me. Porky also graciously loaned me his Navy book and photos so I could make copies for my family. I can't express what it means to me to have that connection with my dad (Delmar Walters) past. All I can say is a big Thank You. My dad continues to worsen and is in a specialized/customized wheelchair.

2. Thanks again, will try to send an update in a few months. RUTH BROWN

This Spring, I visited an old Calvert shipmate, ADM John P. Jones. He was kind enough to pass my name on to you so that I can receive the Calversion newsletter. Hopefully, I can help contribute some Calvert history during my tour aboard. I received my first copy #30, 1994. Please keep up the good work so that we all benefit from the information relay. It has been 40 years since reporting onboard the Calvert. I would briefly like to outline some of the 1953 to 1955 history.

After leaving OCS the summer of '53, I was assigned to the USS Calvert, but before reporting "the powers to be" thought I should have some amphib experience and I became a candidate for Amphib school in San Diego. It seemed more like a survival school than anything else. Jumping of the high tower with your metal helmet and fully clothed then swimming three laps was a real marathon. Anyway we all survived and I reported onboard the Calvert September '53.

The CO was Capt. G.A. Scherini and his Executive Officer was Walter C. Beattie. They were later relieved by Capt. Frederick Hilles and LCDR Stanley J. Lewandowski.

The Heads of Departments were as follows:

OPERATIONS; LCDR Frederick G. Irby, USN (as boot Ensigns, We were under Mr. Irby's Command. Before qualifying for OD Underway, we all had to pass his examinations. Thanks to this gentleman, I finally learned the maneuvering board and to solve torpedo and relative motion problems)

DECK: John M. Libby LT., USN  
ENGINEERING: Oba L. Logan LT., USN  
NAVIGATION: Dale E. Willhite LTJG., USN  
SUPPLY: John F. Capko LT., SC, USNR  
MEDICAL: Adolf A. Flores, Jr., LT.MC., USNR  
DENTAL: Ellis S. Fields LTJG., DC, USNR

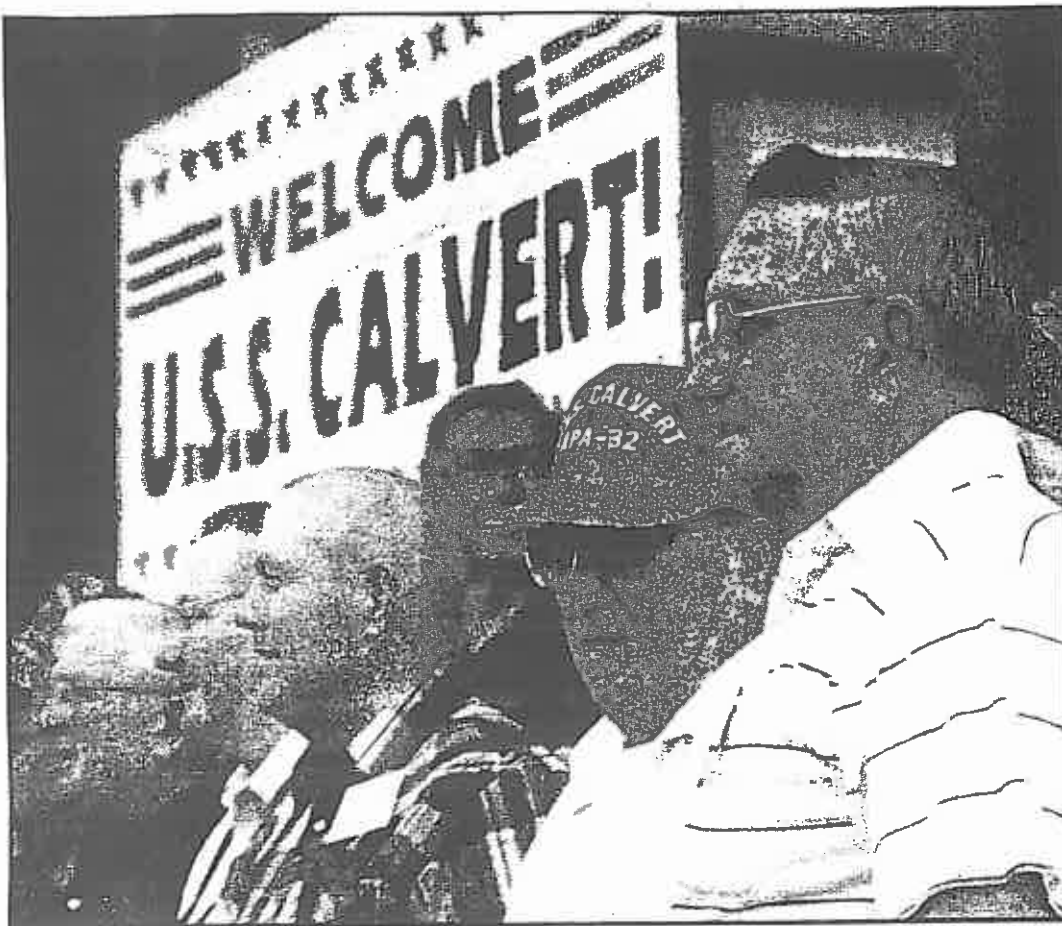
My tour was from September '53 to June '55. While on the Calvert I was the Gunnery Officer and had 13 gunners mates, including two very efficient Chiefs. They were as follows: GMC J.F. Luck, GMC W.H. Hildebrant, 1st Class J. Lawlar, R.D. Olesen, J. McGonagle, R.N. Zeylmaker, A.R. White, W.W. VanOrnum, K. Cisternas, R. L. Wilson, W.E. Rigdon, J.W. Brown, and H.J. Olson.

Forty years is along time to reconstruct the life aboard the Calvert, but it only seems like yesterday that I was working and living with the finest people I would ever know.

This Spring, my wife and I, traveled the distance from Oregon to Florida and on the way I was able to visit two of my old ship mates. Going through New Orleans, we stopped and had dinner with my favorite doctor, Adolf Flores, MD. Then on to Little Piney Island, just outside Jacksonville, where ADM John Paul Jones and his lovely wife Winkey have retired.

Other Officers were: William Bridgeford, C.M. McCardy, Steve Parsons, Art Graham, John Moeller, and P. Fannesbeck.

John, thanks for including my name on your list for the Calversion. I will be looking forward to the next issues. Also, if anyone might read this letter and would like to contact me, they can do so the following way: Howard Lanyon 2050 McLean Blvd.  
Eugene, Oregon 97405



Staff photo by James Barbary

'Buddy' Warden and his friends served on an attack transport ship.

# 'SELLING THE STATE'

## WWII shipmates gather in W.Va.

By BARBARA HAWKINS  
of the *Daily Telegraph* staff

**P**IPESTEM — T.A. "Buddy" Warden Jr. was busy this past weekend doing one of the things he enjoys most — selling West Virginia as a tourism state.

Warden, a member of the Mercer County Commission, hosted the mini-reunion of the USS Calvert, an attack transport ship from World War II, at Pipestem, Thursday through Sunday.

"It's all about West Virginia and selling the state for tourism," said Warden, a civic leader who is a retired Bluewell grocery store owner. "I believe we have a beautiful state and when we bring people in here to meetings like this, we hope they will come back."

Warden and his wife, Louise, and their children and grandchildren played hosts, chauffeurs and guides for approximately 75 of Warden's shipmates and their families during the mini-convention.

During a dinner at Pipestem Resort Lodge

on Saturday night, Warden told his friends, "I love my state and I know you love yours, too ... To me, West Virginia is one of the nicest places in the world."

"If you like it, come back, and tell your neighbors — help me build the tourism business," Warden told the group. Earlier he had given each visitor a packet of tourism information from the Bluestone Visitors and Convention Bureau and a gift including a West Virginia coal souvenir, a container of West Virginia honey and apples. They also received a variety of door prizes on Saturday night.

Warden and his family kept the visitors from 19 states — including Arizona, Florida, Maine, Massachusetts, Florida, Oklahoma and Georgia — busy during their three days at Pipestem.

A bus tour to "show off West Virginia's sites" was conducted by Warden on Friday. They visited the state Capitol where each person received a letter from Gov. Gaston Caperton and Secretary of State Ken Hechler greeted them in his office, the Governor's Mansion, the Cultural Center, Hawk's Nest, the New River Gorge and the Coal Mine Exhibition in Beckley.

Saturday was spent playing golf, fishing, shopping at Mercer Mall, visiting Buddy's Museum in Bluewell, and seeing other local sites.

Warden said the men and women who gathered at Pipestem to observe their annual reunion are like "an extended family."

Many reported they are impressed with what they saw in West Virginia.

Eunice Reader of Phoenix, Ariz., whose husband, Don, was a shipmate with Warden, said, "We have been friends for quite a few years and we just love West Virginia. We came up here about five years ago and they (the Wardens) brought us to Pipestem then. We are so happy to be back. We love West Virginia — you have the friendliest people here."

Leslie Knight of Jacksonville, Fla. said it was his first trip to West Virginia. "It's a nice place. There's a lot of beautiful scenery. This is a nice opportunity."

Betty Jean Mathis of Jacksonville said she is planning to extend her visit to West Virginia to visit relatives and friends in Thomas. However, she was impressed with southern West Virginia, especially the coal mine exhibition in Beckley. "It was humbling to see how they made a living," she said.

Vincent Shwab of Arlington, Mass., said he has attended every reunion and mini-reunion. "I love the hills here," he said. "We have mountains in Vermont but they're nothing like this. It's beautiful here. I even got a fishing license today and went fishing." He caught three bass.

Paul and Mary Kloens of Belleville, Ill. said they "took the scenic route" to West Virginia and did some sightseeing along the way. "We are really enjoying the trip," she said. She was most impressed with Pocahontas, Va. and the history she learned there.

Dave Cullen, originally from Long Island, N.Y., and now residing in Wilmington, N.C., said he has visited West Virginia three or four times previously and always looks forward to a return trip.

"We always have a good time," he said. Noting that at the national reunions are held every other year when veterans of the Korean and Vietnam war also attend. "I believe we are closer," he said of the WWII friends gathered around him.

The USS Calvert was commissioned in 1942 to be deployed to South Africa. Most of the men gathered at Pipestem were together between 1943 and 1945 and saw duty in North Africa and Sicily before going to the South Pacific, where they saw extensive military action.

Monday, September 19, 1994



ALL HANDS OCTOBER 1959

### The Calvert Story

SEN: While reading a back issue of ALL HANDS (December 1958) I came across a letter in which someone asked what decorations *uss Harry Lee* (APA 10) had earned. You gave a very good history of that ship's accomplishments.

At one point you mentioned that *Harry Lee* had engine trouble while preparing for the landings in North Africa, and you said, "*Harry Lee* lost part of her crew. . . . Well trained officers and men . . . were transferred to another ship."

That "other ship" was *uss Calvert* (APA 32), now a veteran of 18 years' service, and I'd like to remind you that we have quite a history, too.

It began on 30 Sep 1942, when the Navy acquired *ss Delorleans*, then abuilding at Sparrow's Point, Md. She was commissioned the following day (1 Oct) as *uss Calvert* (AP 65). She was named for George Calvert, First Lord of Baltimore.

*Harry Lee* had her engine breakdown on the morning of October, and on the 24th, *Harry Lee's* skipper, accompanied by 23 of his officers, his entire boat group and troops and cargo, were transferred to *Calvert*, which was then going through her shakedown. On 25 October, with her experienced crew, the new ship sailed for Safi, French Morocco, where she took part in *Operation Torch*. She spent six days in the assault area before returning to Norfolk, Va., to start training the Army units she was slated to carry for the Sicilian campaign.

On 10 Jul 1943 *Calvert* (by then designated APA 32) landed her troops of the 45th Division on her assigned beaches. During the Sicilian operation she required the equivalent of 381 LCVPs, 28 LCMs and 31½ LCTs to unload her troops and cargo.

The latter part of August 1943 found *Calvert* in New York, where she loaded troops she was to carry to the Pacific. Her next amphibious action was on 20 November at Makin Island, where she landed 1400 members of the 165th Regimental Combat Team of the 27th Infantry Division. In one period of about 90 minutes during this operation *Calvert* put 913 men, plus cargo, across the beach.

After that it was back to the West Coast for more troops and training. Then, on 31 Jan 1944 *Calvert* landed the Main Attack Detachment on the beaches of Roi and Namur, Kwajalein Atoll, Marshall Islands.

A brief yard availability at Pearl Harbor followed.

When *Calvert* came out of the yard she was assigned to a task group being formed for the Saipan and Tinian campaigns. In the Saipan invasion she helped draw enemy attention away from the main landings by taking part in a diversionary movement at Tanapag Harbor. Later in the operation she cared for nearly 200 casualties from the beach. About 50 of them were able to go back ashore for duty. At Tinian, *Calvert* was again part of a diversion.

This time, her boat group came under heavy fire from shore batteries, but the batteries were silenced before they did any harm to her boats or crews.

On 10 Aug 1944 *Calvert* returned to Pearl Harbor. On 15 September she sortied—again loaded with troops and cargo—for the then proposed landings at Yap and Ulithi. However, there was a change in plans, and the group *Calvert* was in was re-routed to Leyte, Philippine Islands, for the landings there. Arriving off Duig, east central Leyte, she worked through daylight, darkness and air attacks to unload her troops and cargo.

From Leyte, *Calvert* headed for Manus for a few days' rest, then steamed for the New Guinea-New Britain area to load more troops and cargo for her next operation—the Lingayen Gulf landings of 9 Jan 1945. Soon afterward she was on her way to Biak, Indonesia, to pick up more troops and cargo. She was back off Leyte by 7 February, and on the 9th, she participated in the landings on Mindoro, Philippine Islands.

By this time *Calvert* had really earned a rest, so she sailed back to Bremerton, Wash., for overhaul. After that was completed she headed for the Philippines once more—this time as flagship of COMPHIBGRU 14. She reached Zamboanga in September, and "donned two hats" as flagship of COMPHIBGRU 11 and of the Commander of the Central Occupation Group of the Fifth Fleet's zone of responsibility. She then headed for Japan, where she landed occupation troops on 6 October.

A month later, *Calvert* was assigned to Magic Carpet duty, carrying wartime personnel back to the United States for discharge and taking replacements overseas. She left Subic Bay, Philippine Islands, on her last trip on 31 May 1946, and eventually wound up in Norfolk, Va., where she was decommissioned and placed in the Norfolk Group of what is now the Atlantic Reserve Fleet.

The Korean fighting brought *Calvert* off the sidelines. She was recommissioned on 18 Oct 1950, and has seen all sorts of service with the Pacific Fleet since then. Here are a few of the high spots.

April to August 1951—Part of Task Force 90 in the Far East. After that she spent about a year on West Coast duty.

October 1952—Returned to the western Pacific as flagship of COMTRANSDIV 13.

December 1952—Participated in operations with the 7th Marine Regiment in Korea. Later, helped in redeployment of units of the 1st Cavalry and 45th Divisions, then returned to the United States for training with the Third Marine Division, which was then being formed.

August 1953—Helped carry the Third Marine Division to Japan, after which, she picked up 900 Army men at Pusan, Korea. She reached San Francisco, Calif., on 16 Sep 1953, having sailed 11,000 miles in 41 days.

March 1954—Took part in *Operation Flaghoist* at Iwo Jima, for which the largest single amphibious assault force since World War II was assembled. A few months later she carried some 6000 refugees from Haiphong, in northern Viet-Nam, to Saigon, in the southern part, during the "Passage to Freedom" operation which occurred when the communists took over northern Viet-Nam.

November 1954—*Calvert* returned to San Diego, Calif., to become flagship of Amphibious Squadron Five.

March 1955—*Calvert* started her fifth tour of Far East duty since her recommissioning in 1950. After three amphibious operations, she headed back to California for more coastal operations and an overhaul at Long Beach.

August 1956-April 1957—Far East tour of duty, number six.

June 1958—*Calvert* left for the Far East again. During the crises in Lebanon and Taiwan she, along with other units of Task Force 76, went into an alert status and worked closely with the Third Marine Division.

September 1958—Participated in *Operation Land Ho* in the Taiwan area.

During her years of travel and service *Calvert* has garnered the Navy Unit Commendation, American Area Campaign Medal, European-African-Middle Eastern Area Campaign Medal with two stars, Asiatic-Pacific Area Campaign Medal with one silver and one bronze star, World War II Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal, Korean Service Medal with two stars, United Nations Service Medal, Philippine Liberation Ribbon with one star, Republic of the Philippines Presidential Unit Citation and the Viet-Nam Presidential Unit Citation.

Although old by some standards, *Calvert* isn't just sitting around recalling her past. Any time she's needed she can prove what's meant by the expression that "an APA's boats are her main battery."—T. W. Glickman, LTJG, *uss*.

• After this account, about all we can add is that *Calvert* has a good press agent.—By the way, how did they get that one-half of an LCT (. . . 381 LCVPs, 28 LCMs and 31½ LCTs . . .) in to shore without swamping it?—Ed.



Unofficial Amphibious Insignia

Article furnished by Robert E. McClure LT.

# the old crew

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



John Cole

Kenyon government will take on a new look January 1 when two veteran city servants retire. John Cole gives up his post as mayor and Al Huseh surrenders his seat on the council — both are being honored as Citizens of the Year.

John Cole has served as mayor or councilman a total of 16 years, with the service interrupted some times by the voters and others by a desire to work on different projects. His first council stint started in 1966 and continued through 1971 when he was defeated in his re-election bid. Not long after he was appointed to the council to fill an unexpired term, and in 1974 became mayor defeating the incumbent in a close race. When his term expired in 1978 John chose not to seek re-election and left city government to work on other projects.

Deciding to return to local politics, he was re-elected mayor in 1988 and served two years before losing the 1990 election. When no one filed two years later, some local business people convinced him to run again. He agreed, but only for another two years. That limit has come, and Cole remains steadfast in the fact his political career is over.



Jim Nash-J. Claar-Prestly-J. Cole 1950

## 1994 Co-Winners

### Citizen of the Year Award

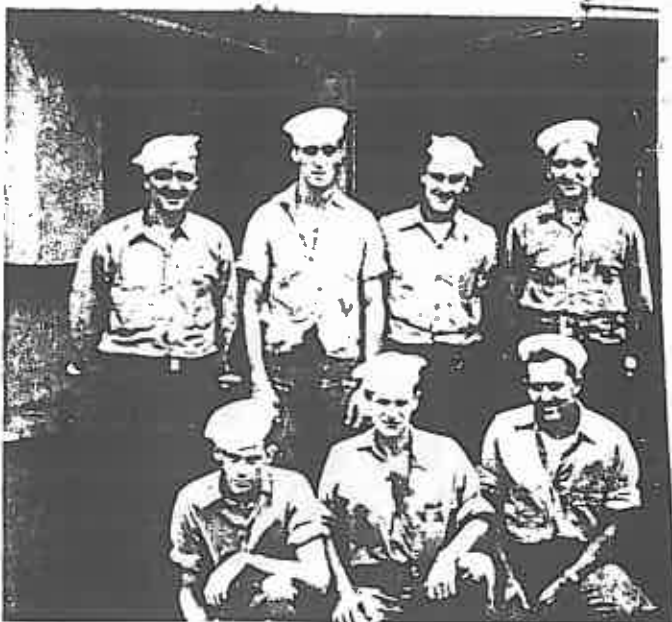
"The thing I liked best about being on the council was working with the people and trying to help the community in some way," Cole added. The biggest issue he was associated with was building the medical clinic in Kenyon, a task that included special legislation being passed to allow city money to be used for the building.

John has been involved in many other civic activities, including a long-time association with the Goodhue County Chapter of American Red Cross. He is a board member of the group, and his wife Lila heads up the Bloodmobile program for the county.

John and the former Lila Luebke of Kenyon were married in 1955. They have four children, Lynn, Wendy, Sherry and Dean. There are six grandchildren.



The Citizen of the Year Program is sponsored by the Kenyon Lions Club to recognize outstanding area citizens for their contributions to the community.



Color Gang Sept. 1944-Photo from Tom Sawyer



#2 - 40 MM Crew June 1944 Photo from Tom Sawyer

(This was the Tom then)  
Lead-BM, 2nd Pw. that to Cheryl - then  
waited



DOMAIN OF NEPTUNUS REX

To all Sailors wherever ye may be and to all Mermaids, Sea Serpents

To all Sailors wherever you may be and to all Mermaids, Sea Serpents,  
 Ducks, Lobsters, Crabs and other Living Things of the  
 Sea of 19 in Latitude 0000 and Longitude 0000  
 in the U. S. S. G. A. V. E. T. bound for



Ne

உள்ளே போய்

Comdr. H. C. Smith  
Addis Ababa  
Ethiopia

# 1995

## U.S.S. CALVERT National Crew Reunion

Don't put it off!!!

JULY  
20 THURSDAY

MYSTIC LAKE



**M**ystic Lake Casino invites you to see "Minnesota's most incredible gaming facility!" This spectacular casino offers over 2300 slot machines, 125 blackjack tables, a shopping arcade, 5 themed restaurants including "Wild Bill's Saloon" with nightly entertainment. There's banquet/meeting facilities, valet parking and much more!

**Early Bird Special....**

Leave for Casino by Bus at 5 pm (1700) for a four hour stay.

Cost Per Person - FREE \_\_\_\_\_ = \_\_\_\_\_  
NO.

21 FRIDAY

**Knott's**  
CAMP SNOOPY.

**K**nott's Camp Snoopy, the nation's largest indoor theme park, features 23 rides and attractions, 11 places to eat, four entertainment stages and seven specialty shops.

Knott's Camp Snoopy is located in Mall of America - the world's premier retail and entertainment complex. Visitors will find Bloomingdale's, Macy's, Nordstrom and Sears; hundreds of specialty stores, along with Golf Mountain, a two-level 18-hole adventure, LEGO Imagination Center, dozens of restaurants and nightclubs including the Gatlin Brothers Music City Hall and Grille, America's Original Sports Bar, Planet Hollywood as well as General Cinema 14. Mall of America, a one-stop tourism destination designed to offer extensive guest service conveniences and fun



10 am (1000) A Day at Mall Of America.

Calvert Bus leaves for Mall east door. Will make Continuous trips till all are picked up. We will be given a special greeting by the Mall Of America Staff. They will provide us with a special gift, a discount guest sticker, a designer shopping bag with a map and directory, and a coupon book. Elect. convenience vehicles can be rented if you have trouble walking.

Cost Per Person. (transportation bus & greeting) \$3.00 X \_\_\_\_\_ = \_\_\_\_\_  
No.

22 SATURDAY

### A TOUR OF TWO CITIES

Approximately 4 hours

Visit the highlights of *Minneapolis and St. Paul*. See the birthplace of Minneapolis and the remains of what once was a flourishing lumber and flour industry on the *Mississippi River*. Travel down unique *Nicollet Mall* to the acclaimed cultural complex of the *Guthrie Theater/Walker Art Center*, including the stunning *Minneapolis Sculpture Garden*. Drive through the

city's oldest, most exclusive neighborhoods and discover why Minneapolis is called the "City of Lakes". Stop at *Minnehaha Falls* before continuing to *Fort Snelling National Cemetery* and the backside of the *MSP Airport*. On the way to St. Paul overlook historic *Fort Snelling*. See *Landmark Center*, the *Ordway Music Theater*, the *St. Paul Cathedral*, and the *State Capitol Building*. Travel along *Summit Avenue*, and see fine examples of Victorian architecture and the homes of the lumber and railroad barons who built the city.

9 am (0900) Grayline Bus will pick us up at the Motel for a narrative trip of Minneapolis & St. Paul.

Cost Per Person \$10.00 X \_\_\_\_\_ = \_\_\_\_\_

**Main Reunion Fare.** This will include the Hospitality Room expense and two full meals. Friday evening we will have our Get-to-gether Party pool side at the Motel. We will have a cash bar and a Buffet. We will be carving a Steamship Beef Round for the main Entrees. On Saturday our Banquet will be choice of Prime Rib or Orange Roughy. There will be a dance following the banquet with a cash bar.

Cost per person is, \$38.00 X \_\_\_\_\_ = \_\_\_\_\_

Includes, 1 Buffet, 1 Dinner, Miss. reunion expenses, tax and gratuity.



Please make your reservations as soon as possible.

Banquet Choice. FISH \_\_\_\_\_ BEEF \_\_\_\_\_ Number of each.  
50.00 per couple paid in advance. Balance on arrival.. You may pay the total amount  
if you wish. Because of costs in case of cancelation we must keep 15.00 of your deposit  
for expences occured.  
JOHN L. COLE

JOHN L. COLE  
506 RED WING AVE.  
KENYON, MINNESOTA. 55946  
507-789-6344

\_\_\_\_\_ Phone No. (\_\_\_\_) \_\_\_\_\_

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**U.S.S. CALVERT**  
National Crew Reunion

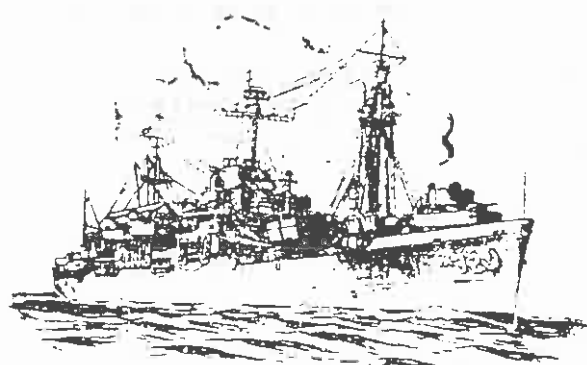
## CALVERT ASSOCIATES

506 Red Wing Ave.

Kenyon, MN 55946

ADDRESS CORRECTION REQUESTED

3rd CLASS  
PERMIT NO.  
10



U S S CALVERT APA 32

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



## In Honored Memory



## WE MOURN THE PASSING OF THESE SHIPMATES

Clifford McKittrick	MOMM 43-45	January 8, 1992
John F. Capko	Cdr.	June 7, 1980
James C. Stewart		March 6, 1993
William Thomas	S1/c 45-46	1993
Albert Franks		May 15, 1994
James E. Nash		November 16, 1994
Pete Roma	GM2 45-46	February 12, 1992