

CALVERTSION

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

"The Ship and Men of Distinction"

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Comments from the Commander

On behalf of the Cole family members I would like to thank everyone who came to the Minneapolis reunion. My kids were impressed at the friendly folks they meet and felt they had known them forever when it came time to leave. I believe a good time was had by all. At the business meeting it was decided to have the reunion every year. When the roll of names were read at the Memorial Service there were 30 names. It was then that it was decided to have one each year from now on. J.B. Stoker said he would try to get one ready in a years time in Oklahoma City. Its offical, the dates are October, 3-4-5 1996. There is more info in the newsletter.....I also received news that in June of 95 both Mildred Levette and Adiline Simon passed away.....Andrew Holmes, Grandson of Marietta Holmes, stopped by the reunion and many of you meet him. He was on his way to a hockey job in British Columbia, where he spent two months. He is now a Goalie on the Central Wyoming Outlaws in Casper Wyo. Nice kid and we wish him well.....Billy Trout, George Mackey and Ray Glasco were up to there usual tricks again. They supprised yours truely with a oil panting of the U.S.S. Calvert. It brought tears to my eyes, it was really quite an honor. I really appricate the gift and it will hang in a real special place in my house. Thank you all very much.....George Mackey also provided a door prize, as did many others, but Georges was special. We sold chances on a ships plaque, walnut with a brass plate, with the ships info. on it. It would be very nice to hang in any room. George has a place that makes these up so if you intrested contact him.....We also had the tornado sirens go off during our Get-To-Gether Party. This made the Oklahoma folks feel right at home. No tornadoes were spotted during the alarm.....There were many first time people who came and many brought there children. The reunion can be a family outing or a reunion of older children that can have just as a good time as the old folks. Many of you have brought your kids and if they are like mine they had a ball.....In 1997 we will be going to Texas for our reunion hosted by Charles Clauss. He is also in the process of putting one together. It seems like we have been going up and down the Mississippi river for some time. We can move elsewhere if any of you out there would say the word. Granted its a lot of work but the Association will help you in any way possible. Your local Convention Bureau can be of great help. Hotels are also looking for groups to use odd times that they have open. In Minneapolis I could not get them to reduce the room price till I Sugested that we could come some weekend that no one had booked, and that did the trick. Again a big Thank You to everybody that made the Minneapolis Reunion a success. A reunion is as good as the people who attend them. Without you we are nothing.....Thanks from all us Coles....j.l.cole



mail call



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



I was sitting here reminiscing about the good old Calvert. After reading your last Calversion, I've decided to drop you a line. As you know, I was in the group that recommissioned the old girl for the Korean operation. I think you were also. One-third of us were regular navy and two-thirds were reserves; what an operation. During shake down, you wondered if there was any hope whatsoever. During my short term in the boiler room, I lifted safety three times while tied alongside the dock - A mortal sin. I got to see the chief boilerman and engineer officer in person and in a hurry. Our gunnery crews used to come closer to the airplane than they did the sock he was towing. But by the end of shake down, we became a pretty good crew. I stayed in the boiler room while we went through the canal. I remember checking water when it was 130 degrees right under the fan in the boiler room. This was not my cup of tea. I was transferred to the boat group right after this. This is what I was trained for, plus had spent a lot of time in the boat training group at Little Creek, Virginia.

I went with the grand old lady on her first tour of the Far East - Yokasuka, Hong Kong, Sendai, Chickasaki Beach - all bring back a lot of memories and also caused me to become on a first name basis with the skipper. Lots of Captain's Mazes. Nothing too serious, mostly getting back to the ship a few hours late. However, I never got busted.

I have a lot of fond memories of old buddies - Big John, Little John, Rat Reynolds, Whiskey Orris and so on. I would like to see a few of these again and tell a few sea stories.

The last cruise I took on the Calvert was to Pearl Harbor for yard overhaul. I still have a picture out of the local paper showing us tying up to the dock with hula girls and all. Remember, all the crew who had an address in Honolulu could bring their families along on the ship, including their cars. What a vacation. However, it did restrict us single guys as far as movement on the ship.

Shortly after we returned to San Diego, I was transferred off the ship to the destroyer base for discharge. No more, long time. *SHORTC.*
No sir. A lot of fond memories had passed.

OR *AYKAYESIZ.*

Fours years in the Navy and I was just barely twenty one. Memories that would be talked about and relived more than anything I've done since.

Jim Nash

By way of background...I served on CALVERT, during the Korean Conflict from March '53 to mid '55 when I was transferred to an ARL in the same Amphib. Navy, Pacific. It was a great experience and a crew of guys that I have thought about often in these 40 years that followed. In recent CALVERSIONS I've seen a number of familiar names like Don Thoes, Howard Lanyon, Adolph Flores to name a few. Over time, I've been able to talk to Bill Bridgeford, Norm Wagner, Ellis Fields, Pug McCarty, Wes Zerbe to name a few....it's great fun; and the sea stories get better with each telling! If any of your readers remember me I'd enjoy hearing from them as Howie Lanyon and I did recently. My home for the last 18 years has been 2448 Southview Drive, Alamo, CA., 94507

John W. Moeller



I am sending a copy of a picture I ran across in a copy of "To All Hands, An Amphibious Adventure", written by John Mason Brown, Lieutenant, USNR, published by Whittlesey House (McGraw-Hill), in 1943. The picture was directly taken on one of the hatch covers of the USS Calvert.

The book is an accounting of the amphibious assault at Scoglitti and LT Brown was the bridge announcer working for Rear Admiral Alan G. Kirk. The attack transport, serving as the flagship and referenced in the story was apparently not the USS CALVERT but was given a fictitious name (USS SPELVIN) for security purposes. The skipper of SPELVIN was Captain Mather. At the end of the tale, Admiral Kirk's flag was transferred to another fictitiously named transport (USS BOND), skippered by Captain Thackrey.

So, I dug out Dave Cullen's History of the Calvert and sure enough, CALVERT was assigned to TG 85.1, Attack Group ONE, composed of TRANSDIV ONE and SEVEN, commanded by Rear Admiral Alan G. KIRK. Also, on 9 APRIL 1943, Captain Lyman A. THACKREY relieved Captain Allen P. MULLINIX as Commanding Officer of CALVERT. So, all the pieces seem to fit. There is no doubt that the USS BOND was truly USS CALVERT. Dave's accounting of the assault at Scoglitti is well done and if you haven't obtained a copy of the history, maybe you should.

At any rate, I hope this will show some faces that are familiar to shipmates at that time. There are several plates with photos and drawings of the invasion but the attachment is the only one that clearly shows PA32 although I suspect that other pictures were of shipboard activity on CALVERT.

Ronald C. Murphy

I was on the Calvert from May 1955 thru January 1957. I was assigned as the Captains writer under the CO, Captain A. J. Peterson and I am sure that anyone on the ship at that time would remember him.

Admiral J. P. Jones came on board as an Ensign just out of the Academy and if he reads this issue I would like to say hello and wish him well. There was no doubt in my mind that he would reach the top of his profession. Also, Cdr Lewandowsky was the Executive Officer. He and I spent an awful lot of time in the Captains Cabin for one thing or another. I don't know how many people knew this but Captain Peterson came up thru the ranks from the enlisted ranks. He used to be a Boatswains Mate first class. That's one thing I respected him for. I remember his pride and joy when he had the quarter deck layed with linoleum tile which drew a comment from an ORI inspection that referred to the Calvert as the Gold Cadillac of the Pacific Fleet. Another incident was when he had me write a letter to the Bureau requesting Command of a Cruiser and as a result he got orders to Omaha, Nebraska which had the reputation of being a stopping off place before going into retirement. About that time I had a chance to get transferred to Hawaii and asked him if I could apply for transfer and he told me that I was not going anywhere until he left. Consequently, after he got his orders he let me submit my request and I did get out of there before he did.

During the time I served on Board, ^{was} carried the Flag on Board and Captain Hilles was the Flag Officer. I had some good times and bad times while on board. Cdr Lewandowsky was not only my superior officer, he was a good friend and we shared a lot of things in confidence. I guess some of the bad times were when we were called to the Captains cabin for some unpleasant moments. Admiral John P. Jones, if I ever get to Jacksonville, I will certainly call to say hello. Until again, Donald A. Shanks

I really enjoy reading "Calversion" and when L. T. Corbin and I get together we reminisce about being transferred off in February, 1943, for Beach Party Training with Chief Matty Schwab and then returning to the Calvert in August, 1943 as a unit of 42 men. Hope some day to attend one of your reunions and maybe meet old shipmates.
George W. Copas



Pictures of Radiomen from
Glen Hilton.

L-R: Gilbert, Hall, Hinsch, Keenan.

L-R Gilbert, McMillian, Keenan.

the old crew

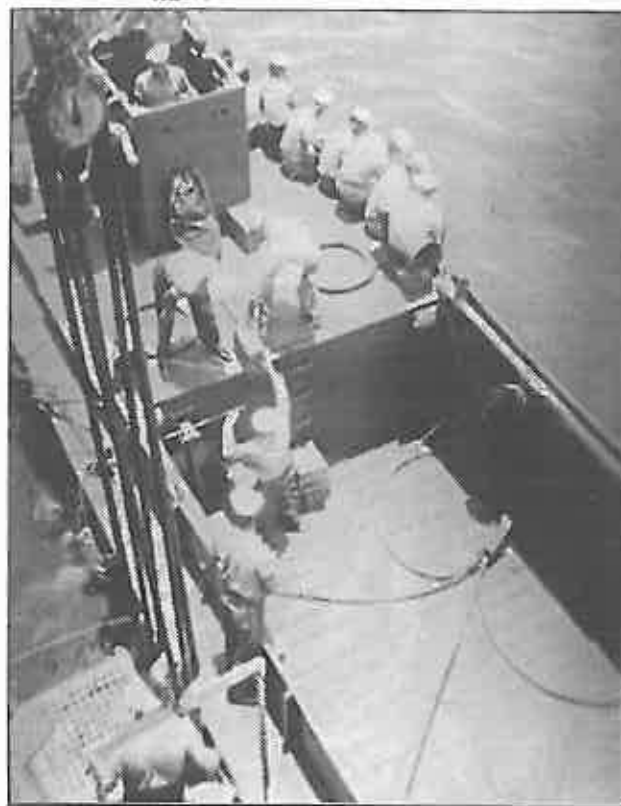
U. S. S. CALVERT (APA-32)



Pharmacist Mates August 1944



HIROSH



Liberty Party... Zamboanga P.I. 1945



Ed Note... Someone sent these four pictures and I have no record of who that person is. Also if you know anything about the pictures contact me....j.l.cole

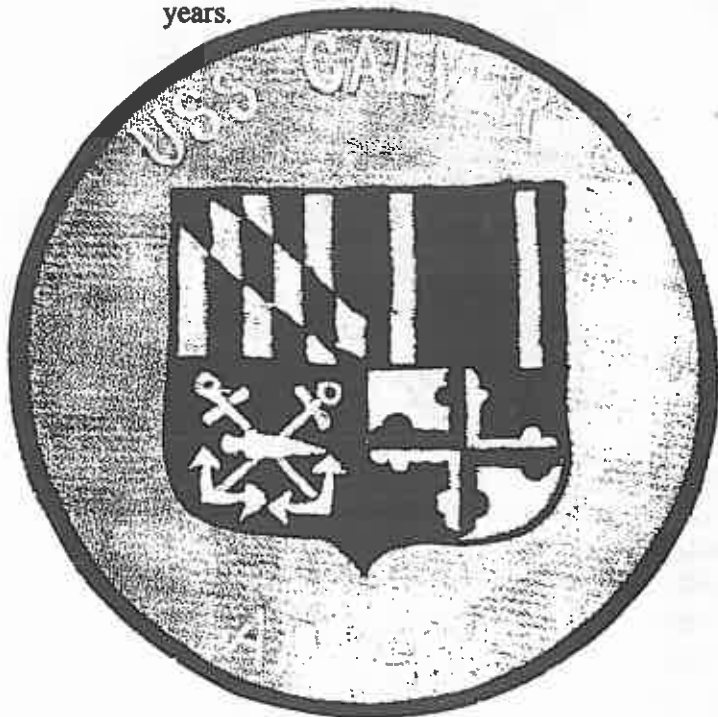


The U.S.S. Calvert was decommissioned on the 18 May 1966 and was struck from the Naval Vessel Register on 1 October 1966.

As you are about to take off for another CALVERT reunion, almost hate to start the letter with "Dear John", as this really is not that type of a letter. Have enclosed several items which may be of interest to you.

The first is a replica of the ship's patch which I designed in early 1960 and was eventually approved by Commander-in-Chief, U.S. Pacific Fleet. I never did get a plaque with the insignia. The first time I saw one was in the Pentagon on a wall directly across the hall from the Chief of Naval Operation's office. Wonder if it is still there. The current CNO, Admiral J. M. "Mike" Boorda, was my Gunnery Officer when I was XO of JOHN . CRAIG (DD-885) in 1965-1966.

But back to the insignia. The upper left and lower right quadrants are composed of the paly of Calvert (the black and gold) and the cross of Westmoreland. They, obviously, were taken from the Maryland state flag. The upper right quadrant is a replica of the Navy Unit Commendation you and your shipmates earned in World War II. The lower left quadrant depicts the Amphibious Assault Insignia which was developed in the mid- to late 1950s and is awarded to amphibious ships based on excellence in a series of highly competitive amphibious exercises. CALVERT was awarded it for the first time on 28 December 1959. The ship's insignia is technically illegal in that the directives then in effect prohibited the use of any decoration in ship's insignia. That rule came into effect somewhere during the design process. I explained it to the CO, Captain Bill Kaufman, and he said submit it anyway and let's see what happens. Apparently the people on CINCPACFLT's staff could read their own instructions. Some things never change over the years.



The other patch is an unofficial one from the mid-1950s. Quite obviously, based on a Calvert whisky motto. It really didn't go over too well in official land.

A third item is a copy of the document that transferred the ship from the Navy to the Maritime Administration and to Levin Metals for breaking. As I think I mentioned in previous correspondence, I was in command of USS KILAUEA (AE-26) which was under overhaul by Willamette Iron and Steel at their Richmond, CA, plant when CALVERT was towed in. Levin leased part of the yard. Fortunately, we left the yard before Levin did his number on CALVERT. I had witnessed a number of breakings while we were in the yard and I certainly wanted to miss that one.

11 MARCH 1977
Date

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

Certificate of Delivery of Vessel to Purchaser for Dismantling Purposes

THIS IS TO CERTIFY that the USS CALVERT (APA-32), an undocumented vessel, owned by the United States of America, and represented by the Department of the Navy, was physically delivered on the 11th day of MARCH, 1977, at 1300 hours local time, to the Maritime Administration from the possession of the United States Navy and simultaneously delivered by the Maritime Administration to Levin Metals Corporation, pursuant to Contract No. MA-8617 dated February 14, 1977.



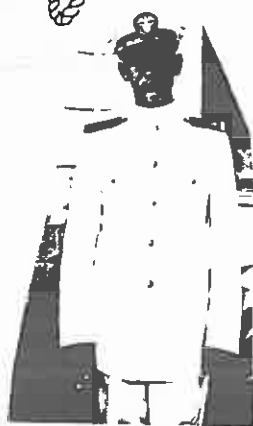
DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

By C. O. OTTERBERG
Region Ship Management Officer

Yesterday's mail brought the latest issue of CALVERSION with the article about the Makin Operation. If you are referring to the same history of CALVERT that I sent you in 1977 (the one in the form of a ship's instruction) I was its author and the one responsible for the "...21 lines..." I wrote that history during the winter of 1959 - 1960 when the ship was in overhaul at Hunter's Point, San Francisco. For sources I used an existing history flushed out with articles from various naval history publications. Additionally, we were in contact with some old hands who made their contributions. Doing that immediately presented a problem and that was length, so a lot of details were intentionally omitted in that version. I certainly could have gone into detail with every WWII operation, and had I given equal treatment to the then fourteen years of post WWII wars, police actions, and whatever else they were called, the ship's history would have approached the size of the Encyclopædia Britannica. My main intent was to piece together a historical overview so that those who wanted to pursue it further could do so through research of deck logs, battle reports, etc.

The day after your reunion adjourns marks the 41st anniversary of CALVERT's participation in the diversionary operation at Tinian. I was on Tinian a couple times not quite ten years ago. It is quite a place. Ironically, many of the Japanese structures that were "destroyed" during the aerial and naval gunfire bombardment were in better shape than most of those built by the US after the island was taken. The airbase the Seabees built on the northern end of the island for the US Army Air Force was amazing - 6 parallel runways. When the B-29 strikes were initiated against the Japanese home islands, they would simultaneously launch from all six runways at 30-second intervals. That's 12 B-29s airborne per minute! The bomb pits for "Fat Man" and "Little Boy" are still there. And toward the south end of the island is a Korean memorial honoring the 5,000 Korean laborers who were on the island before the invasion. The Japanese killed them when the invasion became apparent as they didn't want to be bothered with trying to control a bunch of unhappy Koreans while taking on the Americans.

And the second day of your reunion will mark Guam's 51st Liberation Day in honor of the day the Marines and the Army's 77th Division (as I recall) came ashore. When I was on Guam in 1986 - 1987 as Chief of Staff, Naval Forces Marianas, I lived in quarters on Nimitz Hill overlooking Agat Bay where the Marines came up to the reef in LCVPs and then transferred to AMTRACs to go the rest of the way. Their beach was at the foot of a 400 meter cliff. Three Medals of Honor were won that day by Marines trying to get to the top of the hill. There were eight wooden frame houses built on that hill in 1944 when Admiral Nimitz shifted his headquarters from Pearl Harbor; mine was next to Nimitz House. Seven of those eight buildings survived typhoon after typhoon over the years until they were all finally wiped out by Typhoon Omar which hit Guam about six weeks after Hurricane Albert tore Florida all apart. More Guam trivia. Sergeant Yoshi (forgot his last name) was the last Japanese soldier on Guam to surrender - he did that in 1973, and now comes back for vacation on an annual basis. Tom Glickman....



John Stratton



Harold "Hookie" Hoekstra #



*Walter Wiaduck



* Robert Leroy Goodwin QMS2



E.P. Rycroft Bill Wafford
Dawn Club San Francisco 11-16-45

Photos from
Leonard Pearson

Many Thanks

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

Tom Warden.....	50.00
Catherine Smith.....	25.00
Norman Durr.....	20.00
O. Paul Griffith.....	50.00
Robert Hitch.....	25.00
Ray Borsum.....	25.00
W.W. Zerbe.....	20.00
Paul Verrier.....	20.00
Floyd Alderman.....	20.00
Jay Ralph.....	10.00
Homer Taulbe.....	10.00
Hunky Habrat.....	25.00
Henrietta Rybarczyk.....	10.00
Bobby Raper.....	35.00

John Heine.....	20.00
Roger Wm. Bridgeford.....	25.00
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Louis Kina.....	20.00
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Bob Miller.....	15.00
W.H. File.....	25.00
Frank Danca.....	25.00
Tom Glickman.....	25.00
Ray Rybarczyk.....	30.00
Al Loehr.....	40.00
Joe Snyder.....	20.00
John Moeller.....	20.00

J.B. Stoker is in the process of getting everything ready for the 1996 Reunion. The Hotel has been picked so room reservations can be made at this time using the form provided below. One tour is printed on the lower page. The full reunion information will come out in late June 96. Mark the calendar now.

U.S.S. CALVERT (APA-32) NATIONAL CREW REUNION



Radisson.
INN OKLAHOMA CITY

401 SOUTH MERIDIAN AVENUE • OKLAHOMA CITY, OK 73108

To assist us in processing your reservation please provide all requested information. Should you wish your reservation guaranteed for late arrival, after 6:00PM, an advance payment guarantee of the first night's room and tax is required. This advance payment guarantee may be made by check or money order, or by providing the entire number of one of the following major credit cards: AMERICAN EXPRESS, DINERS CLUB, VISA, MASTERCARD, DISCOVER, CARTE BLANCHE, ENROUTE, JCB, OR MÖVENPICK. Do not forget to provide the card's expiration date and the signature of the card holder.

Advance payment guarantees will be refunded only if a reservation cancellation notification is received by 4:00PM on the scheduled day of arrival.

NOTE: If rooms are not available at the rate requested your reservation will be made at the nearest available rate. Check-out time is 12:00NOON. Check-in time is 3:00PM. All reservation requests must be received at least two weeks prior to arrival. Please allow ten working days for confirmation of your reservations.

Please notify us if you require any special accommodations or services.

CALL: 405-947-7681 OR TOLL-FREE: 800-333-3333 • 800-522-6620 (OK ONLY)

(PLEASE DETACH AND RETURN LOWER HALF)

Name of Meeting: USS CALVERT REUNION

Name of Group: USS CALVERT REUNION

Official Dates: 10/02-06/96

Last day reservations may be accepted at special group rate: 9/19/96

PLEASE PRINT

Name _____

Address _____

City _____ State _____ Zip _____

Firm _____

Please Indicate: ☐ Home ☐ Business

Phone # (____) _____

Name of Credit Card	
Number	
Expiration Date	
Signature	
<input type="checkbox"/> Check or Money order enclosed	
Amount \$	

CHECK-IN TIME 3:01

CHECK-OUT TIME 12:00 NO

ARRIVAL DATE: OCTOBER 02, 1996

DEPARTURE DATE: OCTOBER 06, 96

PLEASE CHECK TYPE OF ROOM DESIRE

SINGLE-1 PERSON ☐ \$6.00

DOUBLE-2 PERSONS ☐ \$6.00

TRIPLE-3 PERSONS ☐ \$6.00

QUAD-4 PERSONS ☐ \$6.00

PARLORS & SUITES RESERVED UPON REQUEST. SUBJECT TO AVAILABILITY-PLEASE CALL THE HOTEL DIRE ROLLAWAY BED IN ROOMS 100 PER NIGHT. CRIBS-FR UPON AVAILABILITY CHILDREN 16 AND UNDER ARE FR IN SAME ROOM WITH PARENTS.

SPECIAL REQUESTS:

PLEASE LIST NAMES OF THOSE SHARING ROOM:

1. _____	Arrive _____	Depart _____
2. _____	Arrive _____	Depart _____
3. _____	Arrive _____	Depart _____

OKLAHOMA CITY "OLD & NEW" TOUR

Rome wasn't built in a day but Oklahoma City was. More than one hundred years after the historic land run on April 22, 1889, Oklahoma City has grown from a town of 10,000 people in a single day to a thriving metropolis with a population of a little less than one million. This tour will trace the story of our great city from its spirited beginnings.

You will see the world's largest stockyards, one of the most modern medical complexes in the country and the only state capitol located in an oil patch. You will be driven through the historic Heritage Hills area with its mansions of early day cotton and oil kings. It is OKC's oldest preservation area. See the Overholser Mansion which was built in the middle of a corn field in 1903. It was the first grandiose home in OKC and it is now known as the "Grand Old Lady". You will see "Church Row" and Automobile Alley". Hear the stories about Battle Row which was the site of OKC's first commercial area and the Alfred P. Murrah Federal Building (Bomb Site)

Enjoy a walking tour in OKC's own rendition of the Tivoli Gardens in Copenhagen as you browse through the beautiful botanical exhibits displayed in the Crystal Showcase.

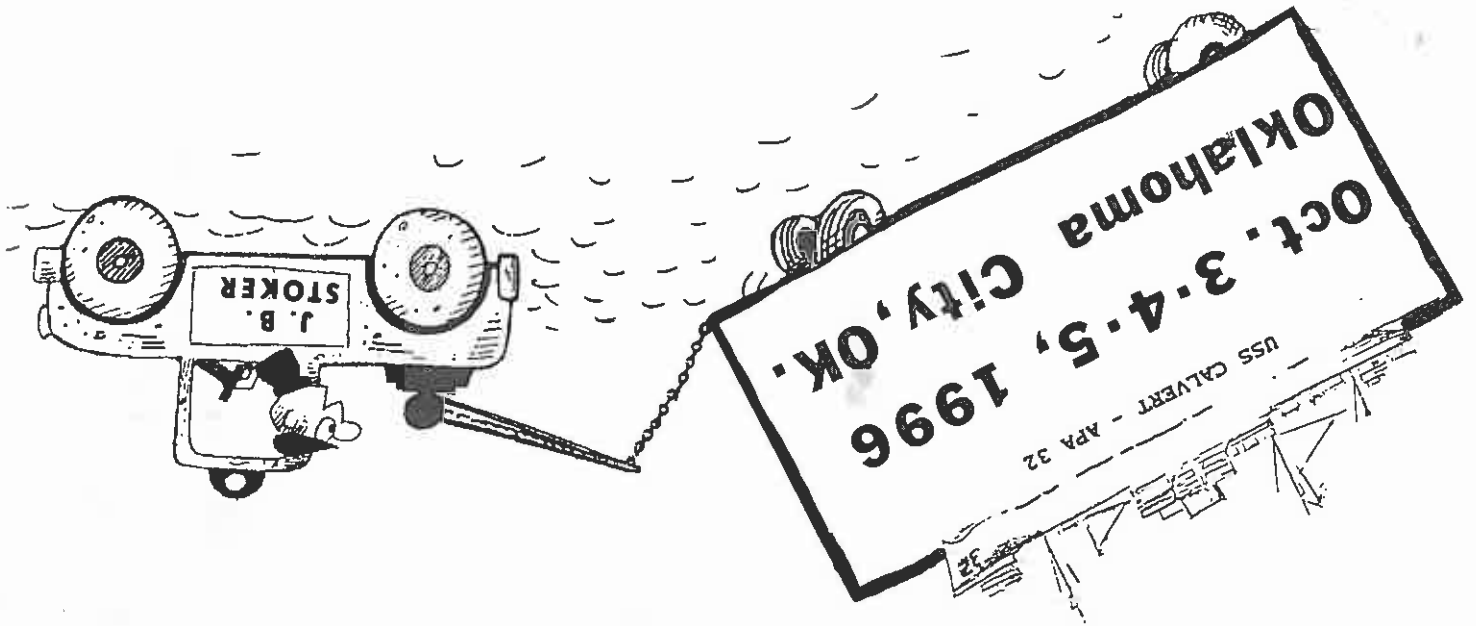
You will be driven through RemingtonLand which is the area where many of Oklahoma City's finest museums and attractions are located. Get more than a bird's eye view of Remington park, our \$102 million Thoroughbred Horseracing Track. This glass enclosed, climate controlled facility is the finest in the U.S.

Lunch will be at a landmark restaurant with a unique history all its own or Cafeteria of your choice.

No visit to Oklahoma City is complete without a visit to the National Cowboy Hall of Fame and Western Heritage Center to enhance its western flavor. It is supported by 17 western states and is a treasury of western art.

Last stop on the tour is an authentic Indian Trading Post where you will see the fine handmade wares made by the Native Americans. You will have the opportunity to meet representatives of the tribes in Oklahoma. (OPTIONAL)

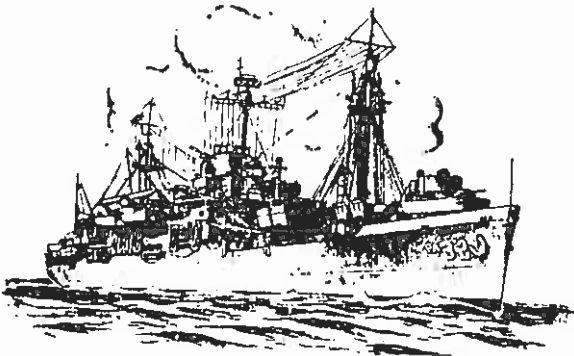
Cost of tour is \$35 and is based on minimum of 30 persons. It includes transportation, tour guide, and admission to all attractions and lunch. Tour leaves at 9 A.M. and returns at 4 P.M.



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



**WE MOURN THE
 PASSING OF THESE SHIPMATES**

Paul Smith BM2 50-52 July 4 1991

Joe Brady November 15 1995

Ray Rybarczyk Capt. 43-46 October 31, 1995

