

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
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VOL. NO. 36, 1997

Summer



Comments from the Commander

I am going to miss George Mackey. He was one of the guys that really beleaved in our organization. He did everything he could to make a reunion a success. George also hosted a mini-reunion in his hometown of Warren, Ohio. It was a great time and I devoted part of one newsletter to his efforts. When it came to the Memorial Service at a reunion, all I had to do is ask George and it was done. This time George its on us..... Else where in the newsletter is a hand drawn picture of the Calvert. Its really nice and its free. Those of you who are looking for a picture of the old ship, here is your chance and at a good price..... Sam also did a likeness of me as I looked in 1950. I weighted 115 wet, maybe a couple pounds over that now, but still wet.... Grace and Shwab missed the Oklahoma Reunion (first time) and I got a note from them saying things were OK but had a few problems to work out. Hoped to be in Houston and missed my Ole and Lena jokes..... I get some letters from you guys that never get published like from Sam McAvoy 42-43, Loren Rindal LT 62-65, Bob Huber Capt. 43-45 and I really appricate them. I have one from Joseph Bushell (three pages) which will get in the next newsletter..... James "Pete" Berry is keeping me informed on our next National Reunion in Myrtle Beach, SC in 1998. More about it in the next issue this winter. Dates are set for October 15-17..... Charles Clauss has really been working on the Houston Reunion. Lila and I plan to get there early and have a great time. Why dont you join us. I can assure you a very nice time with some of your shipmates. We all have one thing in common that we served proudly on the Calvert....

j.l.cole



PS...I goofed...I didnt publish a issue 35. So we have issue 36 1997 and issue 36 1997 Summer. Only a couple guys noticed it. Sorry, it probably will happen again.....j.l.cole



mail call



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



Just completed reading VOL. 36, 1997. I sure enjoy receiving the copies of Calversion, and this one had something special for me. Many of the issues relate to years before I was on the Calvert, so I don't remember any of this names. However, there is a note in this issue from RM3 Roman Weber. This name I do remember, because Roman and I were in the Radio gang during the same years. He quotes names like Harry Schell, Lt. Frank Frisone, Chief Vogler and T. J. Moxley, RM1. Man those names sure bring back many memories. John I have a special request. Is it possible that you have addresses for any of these people, including Roman Weber? I sure would like to communicate with them. Any of the addresses at all sure would be great.

I was with the Calvert when she was reconditioned in Portsmouth. I still remember walking down the dock that first day. I kept saying to my self, No, not that one, its a bucket of rust. Well, the crew turned that ship into one of the proudest in the Pacific. I remember going through the Panama Canal in an "M" boat because the Calvert would not fit into the locks with the Weylan davits hanging over the side with "D" boats in them. We had to off load the boats, put the davits in a vertical position and then go through, with the small boats tailing behind. What a trip that was.

Robert A. Rahn RM1

Please include this letter in your next CALVERSION newsletter or forward it to Frank Danca.

I disagree with Chief Danca in regard to the code name for our ship, the USS CALVERT.

The following 'detective' work has been resurrected recently from my files and diaries and John Mason Brown's TO ALL HANDS as a result of Chief Danca's letter on page 6 of CALVERSION, Vol. 36, 1997:

The USS CALVERT was not the Spelvin.

Lt. Brown, in inventing a code name for our ship, came up with BOND to make the association with the whiskey, Calvert, which was bonded whiskey.

Chapter 28, page 213 of TO ALL HANDS is one of Lt. Brown's many early evening broadcasts en route to the States after the invasion of Sicily. He addressed CALVERT's crew several times in this broadcast:

"You of the Bond," etc. (p. 213, 1st line, 2nd para.)
"--you old timers of the Bond..." etc. (p. 213, 3rd line from bottom)
"You of the Bond," etc. (p. 213, last line)

From my chronology (copied from the Quartermaster's Notebook before QM2c Mierzwa took it ashore at NOB for official storage):

"Thursday, 22 July 1322 Departed Mers-el-Kebir to return to the United States. Rear Admiral Kirk and staff, including John Mason Brown, aboard."

The broadcast again: "It was Admiral Kirk, whose flag the BOND now flies, who first thought of these daily talks." (Page 213, 1st sentence, 3rd para.)

That sentence alone should be enough to prove that Lt. Brown code-named our ship BOND. More proof:

Lt. Brown is addressing the CALVERT crew: "As for us who have come to you from the Spelvin," etc. (p. 214, line 9.)

Let's go back to the early pages of John Mason Brown's book.

Page 11, 2nd para.: Reference to being aboard Spelvin. Lt. Brown was not aboard CALVERT when the convoy sailed eastward to Africa. CALVERT's crew did not know the man, nor were there any broadcasts from CALVERT's bridge en route to Africa. He was aboard the flagship ANCON (Spelvin).

Page 17, 4th para.: Reference to Captain Mather and his desire to see a whale. Further down in the paragraph: "But the whale...was never sighted, at least by the Spelvin." Captin Mather was skipper of Spelvin (ANCON).

From pages 19 to 200 I counted at least 29 references to Spelvin enroute to Africa and Sicily. If Lt. Brown were aboard CALVERT at that time, why would he make so many references to Spelvin? His broadcasts were addressed to the men of Spelvin, his code-name for ANCON.

Page 89, lower half of page: THE WORLD OUTSIDE: Reference to Lt. Gen. Omar Bradley being aboard the Spelvin en route to Africa. Bradley was not aboard Bond (CALVERT) at that time. Hence Spelvin refers to ANCON.

Chapter 27 on page 210 is titled MOVING DAY. All that has gone before was written and/or broadcast aboard ANCON. The rest of the book records broadcasts from CALVERT's bridge. The evidence for USS Calvert's code-name, Bond, is overwhelming. I wonder if there are any shipmates beside Ron Murphy who would agree with my thesis. Hal Winter

I still live in the same town only now we have home delivery. Question? Is RDM Kemp Tolley the same gentleman who was Phib Ron 5 in the Calvert between 1954 and 1955? If so I was one of his ordirlys at that time. I was in 2nd division, our berthing compartment was located on the 2nd deck under #6 hatch. Just thought I'd pass on that little bit of ship's history. I served on board from Setember 1952 till 1956, left the ship in San Diego in May of 1956. Retired from the Navy on June 15,1972. If any body comes out to Las Vegas and comes to the Nellis AFB BX I work in the Men's Department. It would be a pleasure to meet and chat with old shipmates from the Calvert. Eugene N. Szolga EM2

Reunion Emergency Fund.

BUSINESS ACCOUNT		CALVERT ASSOCIATES		
		JOHN L COLE		
		HOYT WORTHINGTON		
DESCRIPTION	DEBITS	CREDITS	DATE	BALANCE
BALANCE LAST STATEMENT			12/31/96	1,773.45
DEPOSIT		38.00	01/09/97	1,811.45
INTEREST		11.14	03/31/97	1,822.59
BALANCE THIS STATEMENT			03/31/97	1,822.59 3,

the old crew

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



Enjoyed your most recent edition of *Calversion*. Enclosed is a amusing article which may be of interest to other Calvert alumni in a future edition. This is from the March, 1997 edition of *Ninety-Five* which is published by Dick Harnett (555 Laurel Ave. #322, San Mateo, CA 94401) with items of interest to old newspaper people who were former employees of United Press and its successor, United Press International. I am among that number, having worked for UP in Charlotte NC, Raleigh NC, Memphis TN and Atlanta GA prior to the Navy calling me back for the Korean Conflict and ending up on the USS Calvert.

I'm still trying to get to a convention. I had surgery for cancer of the larynx of Jan. 25, 1996 and have fully recovered, but have not fully mastered the art of esophageal speech, but I'm trving hard.
L. Barron Mills Jr.

Ninety-Five

March, 1997

'LOGAN'S WAR' — ADVENTURES OF OUR SARTORIAL KING

Walter Logan wrote an unpublished memoir about his experiences with United Press during WWII. One of the more interesting revelations is how he handled his expenses.

An early assignments took him aboard the U.S.S. Calvert, a naval warship off the East Coast.

In "Logan's War" he writes:

Mostly we just played poker. The stakes were astronomically high and the betting was ridiculous. A guy would draw to an inside straight on grounds he might die a couple of days later in battle and to hell with caution. . . . My original stake of a few hundred dollars grew by leaps and bounds and before the voyage was over I had won more than thirty thousand dollars.

The ship's finance officer

changed a lot of it into big bills, but when I stuffed it into my money belt it looked as if I were wearing a spare lire around my waist. I think if I had fallen overboard the money belt would have kept me afloat.

I wore it throughout the war, changing small bills into big ones whenever I could to reduce the bulk. I don't think I ever turned in an expense account to the United Press the whole war. It never occurred to me to do so — I had money. And from time to time I replenished it with a few more rounds of poker.

Logan was known around UP as a bit taken with sartorial splendor. He says in his memoir that when he was assigned as a war correspondent he put great effort into finding the

most dazzling trenchcoat available. At the time, he said, his wardrobe included "nearly 200 suits and enough shirts and ties to stock a small haberdashery." He then accumulated dozens of military uniforms of various ranks, services and nations.

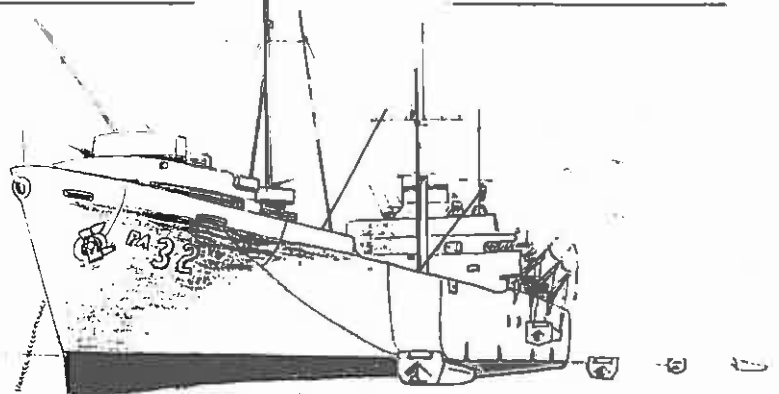
Logan became a good friend of many Navy people. When he was in the hospital last year, he told me, he got so much attention from Navy League buddies that the nurses thought he must be Secretary of the Navy. When he died last October his ashes were, at his request, taken to sea aboard a Navy ship off Key West for the traditional naval ceremony.

—Dick Harnett

If you would like a hand drawn 8 1/2 X 11 colored picture of the Calvert like the picture at the right for FREE.....
It is made possible by one of your former shipmates, just write

Samuel W. Pressley
916 S Zion st.
Landis, N.C. 28088

Picture suitable for framing



"MOTHER GOOSE" U.S.S. CALVERT APA-32

(San Francisco) 50.51

Came across this item in a military mag. that I receive. Thought Id send it to you, might want to put it in your next Calversion Newsletter. Some of our Calvert sailors might be getting hungry. The bit about the pie sounds like just what a engineroom gang would do. Billie Trout

Chocolate cream pie and the snipes

Al Moore, USN (Ret)

Many years ago as a young ship's cook on a minesweeper out of Long Beach, CA, I had the task of being the ship's baker which, for a crew of 55 counting the wardroom, wasn't a hard task. You might be wondering what the snipe part has to do with chocolate cream pie and my being a ship's baker.

Well, for anyone who served in the Navy, you know the engine room personnel were fondly called snipes since they were always down in the hole — as we used to call the engine room aboard ship. You may also remember the snipes were known to pick up anything that wasn't theirs, tied down or not, if they thought it would help their cause. Everything was fair game.

Coffee was their main objective. They could not wait until the cooks issued out coffee for the coffee mess

on board. Entire 20-pound cans of it wound up in the bilges or a empty water tank or some other secret hiding place they had for hiding such luxuries. Believe me, if it wasn't tied down or under lock-and-key, it was gone and even being under lock-and-key did not help.

The snipes on the minesweeper I served on in the late '50s out of Long Beach were no exception and being the ship's baker, I seemed to be their main target. At night I had to watch my pies, breads, cakes and other goodies. If not, when I made a pie or loaf of bread, it would just disappear. Since everyone else was in their bunks or on the bridge, it only left the snipes and me — and I wasn't the guilty party!

After many months of thievery, I came up with the idea to get back at the snipes. I knew we had chocolate cream pie on the menu on an upcoming day, so why not treat the snipes to something extra, a special ingredient just for them?

When chocolate pie day came around, I baked a couple extra pie shells and made extra pie filling and I added my "special ingredient" to the extra pie shells. The hatch going down to the hole, or the engine room,

is across from the pantry and this was where our bakery goods were placed before serving. On the night of the great pie caper I placed the two extra pies in the front position on the pie rack where they wouldn't be missed. I knew that the snipes would come out of their hole. After placing the pies on the rack, I went to the mess deck for a cup of coffee and, after a short period of time, I went back to the pantry. Guess what? One of the pies was missing! It had silently disappeared into the hole in the clutches of the dreaded snipes, the enemy of the ship's baker.

Would my plan work? Would I get revenge on the snipes?

Oh, yeah! Within an hour, the snipes on duty had to be relieved. It seems they all came up with diarrhea. I mean I cleaned the engine room out! To make matters better for me, and worse for the snipes, I gave the relieving crew a pie with my "special ingredient" and cleaned out the second group of snipes all in one night. I never told them what had happened. After a while they began again, in earnest, but for one night I had my revenge. Secret ingredient: Ex-lax. One box to a pie is recommended.

Many Thanks

To the following persons who are helping with the newsletter expenses.

Thank you very much.....

Walter Phaler.....30.00
(Calvert Captain)
Tom Glickman.....25.00
V.H.Stewart.....10.00
Robert Rahn.....15.00
Loren Rindal.....25.00
Robert L.Huber.....35.00
Robert Upton.....25.00
Charles Clark.....20.00

Eugene Szolga.....10.00
Joseph Bushell.....10.00
Samuel Pressley.....50.00
Henrietta Rybarczyk...10.00
Allen Menke.....20.00
Robert Stewart.....50.00
Stuart A.Edmons.....15.00
Joseph Ritter.....25.00
W.W.Taylor.....20.00
Norman Durr.....20.00
Warren McCane.....20.00
Gene Farris.....25.00
Steven Shuster.....20.00

Memorials to George Mackey
Harley Winninger.....20.00
Joe Pribula.....25.00



Calvert To Replace Ross For Cargo Handler Training

The attack transport Calvert, decommissioned at Hunters Point on June 30, is now in Berth A here, undergoing modifications for use as the Transportation Management School's new training platform at the South Marginal Wharf.

She will replace the ex-SS George Ross, a World War II Liberty ship on which TMS classes have been trained for 14½ years. Ross has one set of electric winches and three sets of slow and noisy air-driven winches on which men learn cargo handling.

Calvert, with its all-electric winch system, will triple the school's capacity for training winch operators. This is critically important because of the buildup in port operations in the wake of Viet Nam.

AUGUST CLASSES

TMS expects that Calvert will be ready to replace Ross at the South Marginal Wharf in mid-August. In the meantime, the U.S. Maritime Administration is attempting to sell Ross for scrap on an "as is, where is" basis.

TMS has had Ross on loan from the Maritime Administration since 1952. The school originally intended to re-equip Ross with new training gear, but then learned of the availability of Calvert. The Office of the Chief of Naval Operations on June 17 authorized TMS to take possession of the transport after inspections proved that modernizing her for additional cruises would cost too much.

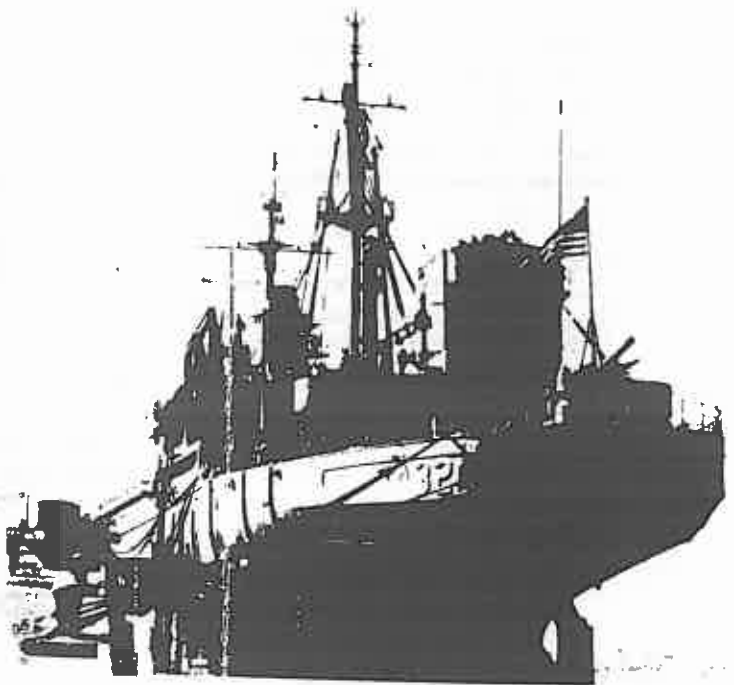
Franklin Machine Works of San Francisco is currently changing Calvert so that yard and stay operations can be performed by one winch driver (West Coast style) rather than two (East Coast style). Once the ship is moved to the South Marginal Wharf, classes will be held both topside and below. TMS plans to transfer certain training aids, such as the Netterstrom model of cargo booms, from the School's building to classrooms belowdecks.

Under Lieutenant Peter Rock of TMS, enlisted men with boatswain's mate ratings will visit Calvert to learn winch driving, marlinspike seamanship, and underway replenishment techniques. Their TMS instructors will be Senior Chief Boatswain Mates Glenn Clay and John Spinosa and Chief Boatswain Mates Charles Bostick and Charles Stithem.

CALVERT'S SERVICE

Calvert's cargo handling gear is fairly new, but the ship in general is old and outmoded. She was built in the late 30s as a passenger vessel. In World War II she became a troop ship, carrying men to North Africa and later to Pacific islands. Mothballed after the war, she was put in commission again during the Korean Conflict and has been in steady use in the Pacific ever since.

On her last cruise (August, 1965, to February, 1966) she had many ports of call. In Korea she picked up about 800 soldiers of the ROK "Tiger" Division for transport to Viet Nam. Later she served as "station ship" — a kind of dockside hotel and headquarters — at Da Nang. After her return to San Diego, it appeared for a while that she would be scrapped. TMS, however, urged that she could be useful for training, and the ultimate decision went in favor of the school.

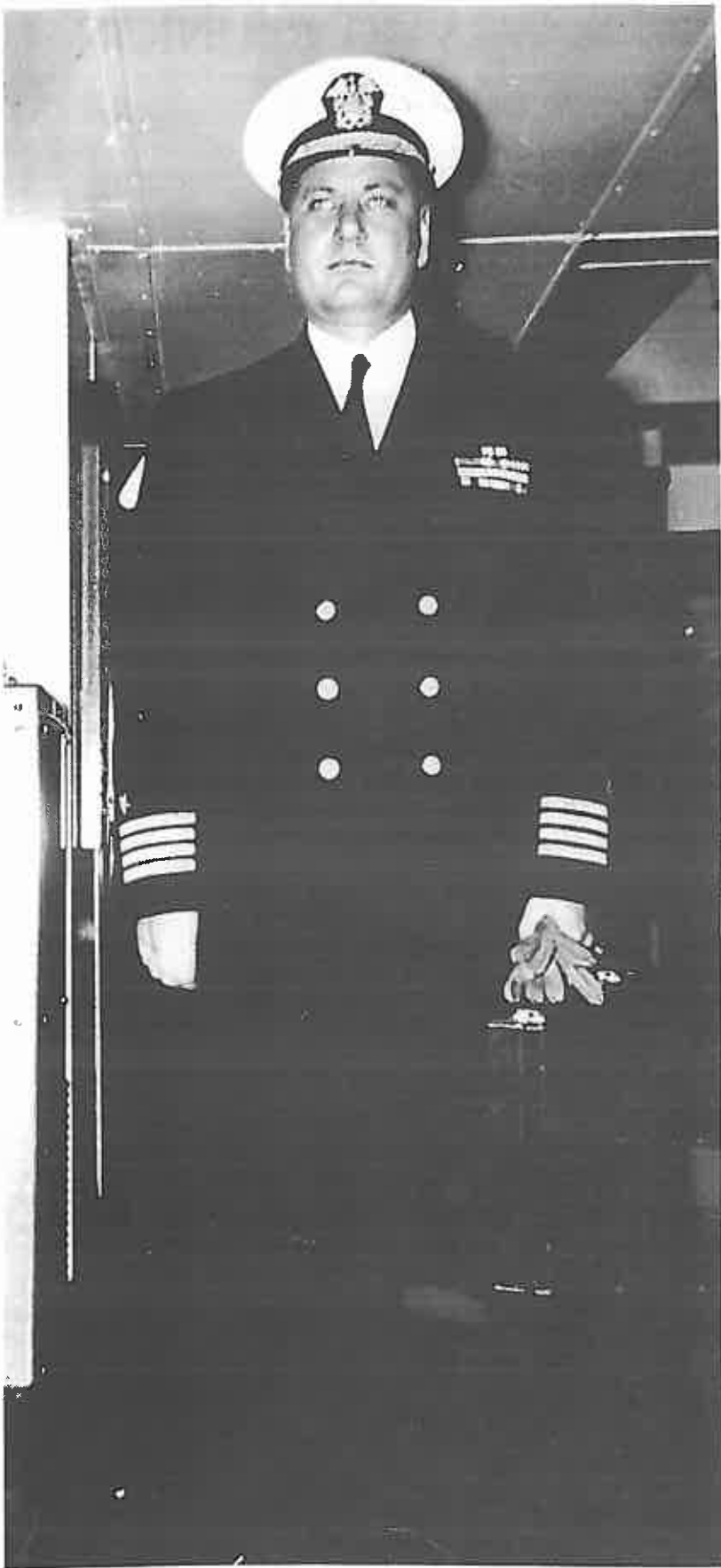


SAILING DAYS END

After Captain D. G. Aitken, Officer in Charge of TMS, accepted Calvert from her last CO, Captain J. G. Ward, the decommissioned ship was towed from Hunters Point to Berth A here.

Part of my recent research produced the enclose copy of an article appearing in the July 18, 1966 issue of the Naval Supply Center, Oakland, CA newspaper, "Oak Leaf". The public affairs officer at the Center provided it. As you can see, the article tells of CALVERT's final years. In 1975 - 1977, I commanded USS KILAUEA (AE-26) which was part of then Service Group One, which was headquartered at NSC Oakland. On the few occasions I had to go to the headquarters I would see CALVERT languishing at a pier. I never made any attempt to board the ship then, or later, when it was brought to Richmond for scrapping by Levin Metals - I've mentioned that in previous correspondence. Perhaps I'm sentimental or have some old naval superstitions, but I just couldn't bring myself to boarding a long-neglected ship I'd serve in and knew when it was alive and well.

T. W. Glickman



Capt. J.A. Robbins 1952

Last walk across the Quarter Deck
after being relieved of Command
of the USS Calvert.
Picture from Stanley Edmons 51-54



The three pictures above were sent
in by Samuel Pressley 51
Photos taken in 1951.

U.S.S. CALVERT REUNION AGENDA

Thursday October 9, 1997

1:00pm Hospitality Room opens in Cottonwood Room.
Registration in the Cottonwood Room
4:30pm Hospitality Room closes for the day.
5:00pm Bus departs for the H & H Ranch
Picnic at H & H Ranch

Friday October 10, 1997

8:00am Hospitality Room opens in the Cottonwood Room
9:30am Depart for trip to NASA Space Center.
6:30pm Hospitality Room closes.
6:45pm Get acquainted party pool side. Cash Bar.
7:30pm Buffet served in the Trinity Ballroom.
8:30pm Reunion opening ceremonies.

Saturday October 11, 1997

8:00am Hospitality room opens in Cottonwood Room.
8:30am Depart for trip of Houston.
2:00pm Business Meeting.
5:00pm Hospitality Room closes.
5:30pm Memorial Service pool side.
6:00pm Photo shoot in Trinity Ballroom.
7:00pm Fiesta Banquet begins in Trinity Ballroom.
8:00pm (approx.) Enjoy big band entertainment from
a by-gone era. Cash Bar.

Sunday October 12, 1997

9:00am Hospitality Room opens.
11:00am Hospitality Room closes.
Time to bid adieu and head for home.

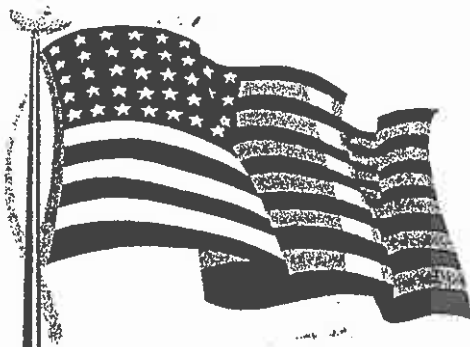
**USS
CALVERT**

Prices per-person for the Houston Reunion.

	Amount	# of People	Total
Reunion Fare (includes Thursday night and Friday night)	\$25.00		
NASA Space Center (Friday) (includes transportation)	\$20.00		
Battlegrounds & BB Texas (transportation)	\$10.00		
Saturday Night Banquet	\$30.00		
			Total

Please make checks payable to Charles G. Clauss

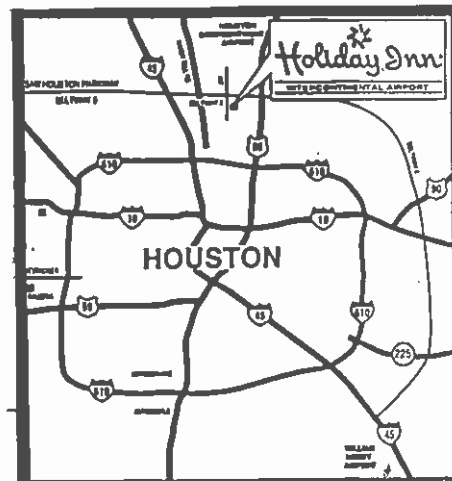
Send checks for total amount prior to the Reunion to:
Charles G. Clauss
P.O.Box 92
Oakdale, Louisiana 71463



HOUSTON

OCT. 9-10-11:97

"Reunion Headquarters!"



Charley says, "Come down to Texas." As you see to the right there is a full slate of events scheduled. Please fill out both forms right now and send them in ASAP. October is fast approaching and you won't want to miss the 11th National USS Calvert Reunion. Remember you must make your own room reservation on the form provided to get the \$69.00 room rate. Hope to see you all in Houston, Texas this fall.

1997 USS CALVERT REUNION OCTOBER 8 -12, 1997

Guest Room Type	# of Each Room Desired	Rate
Single (1 bed, 1 person)		\$69.00
Double (1 or 2 beds, 2 people)		\$69.00
Double, Double (2 beds)		\$69.00

Roll-a-way \$10.00 Crib-Free

To hold a room beyond 4:00 P.M., it must be guaranteed for late arrival.

☐ Do not guarantee Reservation

☐ Guaranteed to a Credit Card

Credit Card Type _____

Credit Card # _____

Exp. Date: _____

ATTN: Please mail reservation card
by 9-1-96 to allow for delivery.
Plus state and local tax.

**Holiday Inn•Houston
Intercontinental Airport**
15222 JFK Blvd.
Houston, Texas 77032
281-449-2311

Check In 3:00 P.M. Check Out 12:00 P.M.

Name: _____

Company: USS Calvert Reunion Telephone #: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Arrival Date: _____ Departure Date: _____ Time of Arrival: _____

Names of those people sharing each room (First and Last Name):

One: _____

Two: _____

Three: _____

Four: _____

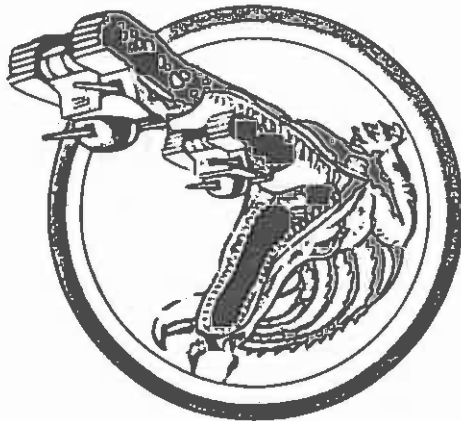
SPECIAL REQUIREMENTS

Smoking ☐

Non Smoking ☐

This emblem came from a post card put out in 1943.
Marked postage free to service men.

AMPHIBIOUS TRAINING BASE - LITTLE CREEK, VA.



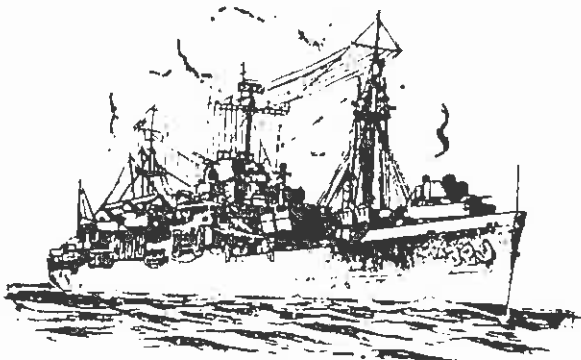
CALVERT ASSOCIATES

506 Red Wing Ave.

Kenyon, MN 55946

ADDRESS CORRECTION REQUESTED

3rd CLASS
PERMIT NO.
10



U S S CALVERT APA-32

STERLING FUNCK BM1 42
208 N ENOLA DR
ENOLA PA 17025-2247

WE MOURN THE PASSING OF THESE SHIPMATES

Randell A. Smith MM3 44-45 October 8 1996

John P. Clark LTJG 54-55 December 30 1995

Robert Pederzani LCDR 51 December 4 1996

Delmar B. Walters S1/c 42-45 November 18 1996

George E. Mackey SM2 43-46 April 8 1997

John H. Dean LT 42-46 July 18 1997

