

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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Comments from the Commander

We had a very nice time at the Houston Reunion. It rained most of the time, but that didn't make any difference. Our group can adapt to any condition and make adjustments well. C.G and Helen Clauss were excellent host. Helen would like to thank the ladies for the nice gift that she received. At the Banquet the ladies all got yellow roses and the men received a hand plaque of Texas. It was nice to see old and new faces.At our business meeting it was decided to go to San Diego in 1999 with Norman Durr as host.....Got a short note from Shwab and Gracie. They were sorry about missing the reunion but had some problems to iron out. They also spent three months with their daughter.....In 1997 there was a "50" Officers Reunion in San Diego in May. I got some info from Frank Shemanski and also his xmas letter in rime which is printed at the right. Ill print more in the next issue. Al Mills rounded up address of over 50 Officers from that timeframe and I added 25 of them as new members of the association. We welcome the new guys aboard.....Our stor-keeper Bud Ruth came up with some new items at the last reunion. Can coolers and vynl license plates besides usual hats and t-shirts. Havent found a way to mail the coolers but plates are available. Drop him a line.....Thanks to everyone who sent material for the newsletter.....

j.l.cole

The beat goes on.

It seems that every swinging soul
Who ever served in Navy ships,
Attends reunions to recall
The roar of guns, the endless trips.

So Calvert, PA-32,
Her wardroom young, in middle
fifties,
Assembled here to reminisce
'Bout who was cool and who was nifty.

La Jolla Beach and Tennis Club
Became our lavish high class venue,
Al Mills and cohorts planned for
months
For three events - and what a menu!!

T'was good to see the gator gang,
Comparing travel, jobs, and brides,
Tellin' tales and checking bellies,
With picture book for memory guides.



mail call



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



Enclosed you will find another write-up of my tour of duty aboard the Calvert in early 1944. It concerns the invasion of the Marshall Islands in the Pacific during WWII and the participation of the Calvert in the invasion. I sent it to you about a year or so ago but you never acknowledged receipt nor published it in the Calversion as I had hoped. I was disappointed. It is a factual account taken from my notes at that time.

I am age 72 and retired in 1992 as a Federal Investigator for the Army working out of Fort Dix, NJ. I am part of that rapidly disappearing generation you referred to in your last issue of the Calversion. I enjoy reading the Calversion and look forward to each and every issue.

Altho I will be unable to attend the reunion in Houston my heart felt and best wishes will be there as an old shipmate.

JOSEPH S BUSHELL ARM2/C

USS CALVERT APA 32

Five days after Christmas of 1943 I found myself on a train going west from New York City to San Diego with orders in hand to report aboard the USS Calvert APA-32 (an Attack Transport).

It may appear strange that a Naval Air Corps Radioman-gunner would be ordered to report for duty aboard an Attack Transport.

I was a member of a Naval Air Liason team, One of several ordered aboard the Calvert. The USS Calvert was Standby Flagship for Admiral Connelly (Commander of the 5th Amphibious Force). Naval Air Liason teams were considered as part of the Admirals Flag.

My team had completed our assignment while on Detached Duty with the **87th Mountain Infantry** and had participated in the invasion of Kiska in the Aleutian Islands. We had returned to the States aboard the USS Kane (a converted WW-1 Destroyer) for a 10 day Leave before our next assignment. At the conclusion of our Leave we were ordered aboard the USS Calvert. We had no idea what was in store for us.

I arrived at the San Diego train depot and took a taxi to the Naval Base. At the Main Gate I asked the Marine Guard for directions to the berth of the Calvert. I threw my seabag over my shoulder and walked to the docks. I saw a big, beautiful ship painted with blue, black and white diagonal camoflage stripes bearing the identification APA-32 written on her bow. I walked up the gangplank to the quarterdeck and saluted the Ensign on route. The Officer of the Deck directed me to my sleeping quarters which was Hold #2 and told me that my duty station was the Radio Schack.

Upon my arrival at Hold #2 I recognized some of the members of other Naval Air Liason teams. We had been in training together. We swapped experiences (the Aleutians) and pondered where we were going next.

We remained in port at San Diego Naval Base for 11 days taking on supplies, ammunition, fuel and Marines from the 4th Marine Division. Many of the Marines (we called them - Gyrenes) of the 3rd Battalion, 23rd Marines were also quartered in Hold #2.

On Jan 13, 1944 at 0800 we set sail toward Hawaii. We still did not know our ultimate destination.

On Jan 14th there was no land in sight. All the Air Liason teams spent the day practicing/directing planes onto targets by radio. That night we were ordered out of Hold #2 so we slept in the mess hall.

On Jan 15th we spent the day practicing again. I met and made friends with two Marines (Falkenburg and Adams) who were in a machine gun platoon. That night we were re-assigned to Hold #3. It was so hot and smelly in there that I got seasick.

On Jan 16th while I was still seasick, we continued with our practicing.

On Jan 17th (no longer seasick), 18th and 19th: Practice in directing planes was the order of the day.

On Jan 20th, after morning chow, I went up on deck and found that our ship was anchored about 1/2 mile off the island of Maui (one of the Hawaiian Islands). I could read a sign thru my field glasses which read "The Laheina Bakery". Maui looked like a very beautiful island. We were anchored to take on fuel and supplies.

On Jan 21st we again set sail toward the West. We didn't know where we were going but knew that this was the real McCoy. We could see Molecki, Lanai and Maui fading in the distance.

On Jan 22nd we were out at sea. No land was in sight. We did our regular daily routine - General Quarters, Practice Operations, Noon Chow, Practice Operations, General Quarters, Evening Chow and then evening entertainment (talk and playing poker).

On Jan 23rd we were given lectures on Burlesque and Camouflage which were code names for the islands of Roi and Namur which were in the Kwajalein Atoll group. We were part of the Northern Attack Force.

On Jan 24th we had more lectures, drill and practice.

On Jan 25th there was a little comedy show on Hold #4 put on by members of both ships crew and marines. The show was lousy but we had a lot of fun and enjoyed it.

On Jan 26th more drills and practice.

On Jan 27th besides more drills and practice the ship's gun crews practiced most of the day shooting at sleeves.

On Jan 28th we were surprised by US Navy Dive Bombers and Torpedo planes doing several dry run strafing jobs on the entire convoy. There were many ships in our Convoy (too many to count). The ship next to us was the USS Cavalier APA 31. We had heard that the Movie star Caesar Romero was a Coxswain aboard her.

On Jan 29th we could hear gunfire in the distance. All day long gunfire, louder and louder.

On Jan 30th went ashore with the 23rd Marines and landed on Burlesque. Naval gunfire had taken the tops off the trees and there were holes all over the place from bombing missions. The 14th and 25th Marines hit some of the smaller islands.

On Jan 31st Burlesque (Roi) was secured about 1800; there was still some fighting on Camouflage (Namur). Casualties were taken to the beach to be taken aboard ships. We had no need to contact the Carrier for planes. In a sense I felt very let down, that I had not done my job. I then was taken back to the Calvert. They were taking on Casualties.

On Jan 31st Camouflage was secured. There were a few prisoners taken.

This ends my notes, but for the record we continued on to Eniwetok, entered the lagoon, made a right turn and went about 20 miles to the other end where we landed and secured the two islands up there. Then we reversed course and anchored off of Heartstrings Island which was the code name for an island unknown to me. The island was used for R & R. It was there in the water off the beach that I finally got a glimpse of Ceasar Romero as he was flying thru the air as a group of sailors threw him into the drink.

I participated in other invasions (Saipan and the Philippines) while on board other Flagships. In March of 1945 I was finally sent back for States-side duty.

These notes are facts and can be incorporated into the History of the USS Calvert APA 32. It was a big, beautiful ship with a terrific crew, carrying some of the best Marines I have ever known. I am proud to have served on board her and served with her crew and the Gyrenes. I am one Sailor who has come to have the deepest respect for the Gyrene Corps.

JOSEPH S BUSHELL ARM2c

For years I have looked for notice of a Calvert reunion. I served aboard Calvert from 28 April 1965 until her de-commissioning at Hunter's Point NSY in 1966. I was a Gunner's Mate (4th Div.) and was in charge of the forward 40mm and 3-inch.

It was a sad day when we stood aft and watched the Calvert's commissioning pennant come down. She was a good and gallant ship.

I would be deeply grateful if you could send any brochures, programs, etc. from the reunion--I would be happy to pay postage. Also, is there a veterans' association for Calvert?

If possible, please convey my warmest regards to any of my ship-mates attending, and to all former sailors of Calvert.

Howard L. Bahr (GMG3)

I understand that at different ship reunions a list is posted of names that people are trying to find. If so, would you please add FRANCIS SWIFT to the list. We were both Machinist Mates on the U.S.S. Calvert in 1955. Francis is from Hawaii.

I would appreciate any help you can give me in locating him.

Manuel Valladolid
1228 - 19th Street
Sioux City, Iowa 51104

Time for a mid--year message. .Since moving to the retirement home we have had a completely new routine and schedule. And that means the correspondence has fallen behind. But we do want to Keep In Touch and take time to send our "HELLO" to you. We trust that everything is well with you. Whether travelling or staying close to home, we hope you are enjoying a nice summer.

With our own furnishings, the apartment is quite comfortable so we have really "settled in". We're taking care of ourselves (with some help from a wonderful staff) and getting along okay. Ed had hernia surgery in January and had an easy and rapid recovery, We're so pleased his health continues excellent. In May Mary spent 3 weeks in the convalescent hospital for some intensive physical therapy. The results have been terrific, she has regained flexibility in her arm and leg.

Take care and thanks for keeping in touch. It's is great to hear from our friends, we really appreciate it even if our reply is slow.

Ed and Mary O'Brien

1081 Mohr Lane #207 Concord, Ca. 94518

MY NAME IS ROBERT R. REED. I SERVED ON THE USS CALVERT FROM OCTOBER 1960 UNTIL DECEMBER 1962. I WAS A GMG 3 IN THE FOURTH DIVISION. WHEN I FIRST WENT ONBOARD THE CALVERT I WAS A SEAMAN IN THE FIRST DIVISION. LATER I BECAME A GUNNERSMATE STRIKER AND MADE THIRD CLASS IN THE FALL OF 1961. LATER I TOOK AND PASSED THE TEST FOR SECOND CLASS BUT, I GOT QUOTED OUT. I LEFT THE CALVERT IN DECEMBER 1962.

I HAVE ENJOYED RECIEVING THE CALVERSION, AND I AND MY WIFE WILL BE GOING TO THE REUNION IN HOUSTON TEXAS.

I JUST WANTED TO DROP YOU A LINE TO LET YOU KNOW THAT I DO ENJOY GETTING THE CALVERSION, AND OF COURSE AS TIME PASSES THEIR WILL BE SOME NAMES AND DATES COME UP THAT I WILL REMEMBER WITH FONDNES,

ROBERT R. REED

I am a new member of the Calvert Associates. I would like to thank Lou Silvers and Earl Trapp who both live in the same general area as myself, for informing me of and enrolling me as a member. I knew nothing about the the newsletter Calversion. I had been in the hospital and on the day I came home Lou called me and told me I was a member. I can't tell you how great it was to hear from someone from the old "32". I was on the Calvert from '51 to '54, a year in "L" Division driving the L.C.V.P.'S and 2 years in "N" Division for Mr. Beckett (Navigator) and Mr. Wilhitte (Asst. Navigator) both fine officers and I hope I spelled their names correctly. It's been a long time but the memories are still clear, some good times and some bad times (mostly good!)

I retired from the Fire Department a few years ago and I must admit that in 30 years on the Los Angeles Fire Department there were a few times that I yearned for those quiet times in Korea.

If the Bob Goodman mentioned in the Calversion is the same Goodman that taught me to play Cribbage in '52 and he receives the newsletter, I haven't improved very much. It was a pleasure to have served with so many good people, truly men of distinction.

Gene Farris

I reported on board Calvert on 08-31-45 at Pearl Harbor and went ashore for the last time on 04-20-46 at San Diego and proceeded home for discharge. I was Radarman 3C.

After I was discharged I did not correspond with former shipmates very much nor did they write to me. We were all interested in our new ventures and interests.

As we left Shanghai in March of 1946 the majority of the crew had developed a short timer's attitude which grew as we got closer to CONUS. We were carrying troops that were all headed for discharge and a sizeable portion of the crew were also ready to leave. Most of the crew that were on board in September 1945 had gone and there was a large turnover of personnel.

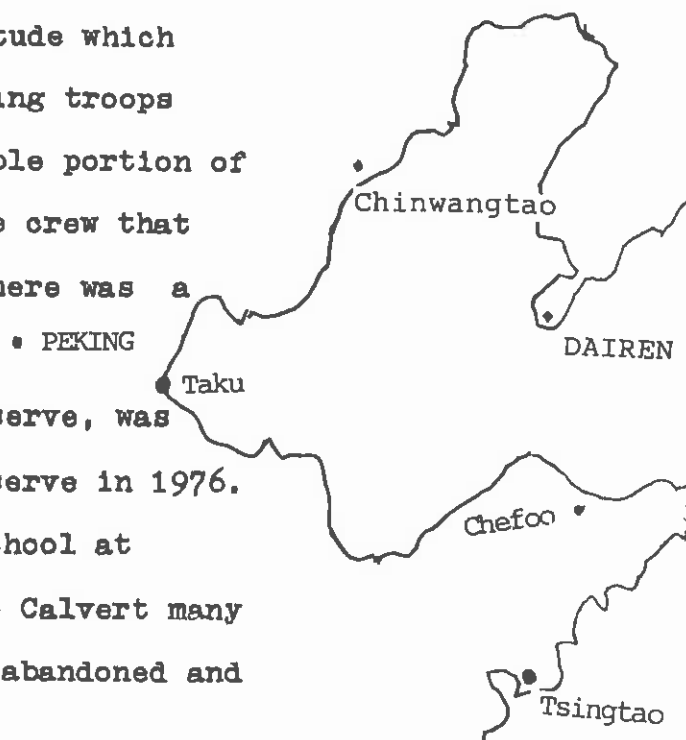
I returned to college, joined Naval Reserve, was recalled for Korea and finally retired from reserve in 1976.

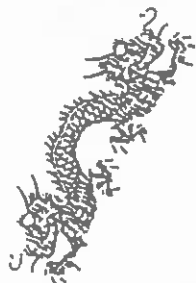
I attended Transportation Management School at NSC Oakland on five different occasions-saw the Calvert many times but did not go on board. The ship looked abandoned and lonesome...sad.

George E Rapier

This is a letter that George Rapier wrote his Mother when he was aboard the Calvert in Shanghai, China, March of 1946.

Dear Mother, Yesterday was my first liberty in Shanghai. It is really quite a place and can readily be described as a seething, surging mass of humanity of every description. Here there are white Russians, French, English and of course Chinese. Every chink on the street has something for sale. I went to the Army PX Store and got a silk table cloth for you. I also got some rather cheap scarfs. The only reason I got the scarfs is that they had an embroidered Dragon on them with the caption "Shanghai China 1946". We went to the Navy Enlisted Men's Club where we were able to get stateside whiskey for 25¢ a shot. We didn't get too much of the stuff as the crowd was too thick. Later we went to a high class restaurant where we had a Chinese cooked steak. They cook the steak smothered in onions and some other vegetables with oriental seasoning. It was very good. We had some local beer with the dinner which was also very good. I was not able to take many pictures as yet. The weather has been rather bad. In Shanghai if you start to take a picture all the Chinks will crowd around you and try to buy your camera. Got two letters from you in mail call, I was very glad to hear about the Mardi Gras. We will be here for a few more days maybe as long as a week and then we are going to Tsingtao which is near Manchuria and from there we are going to Taku a few miles away to pick up more troops. From Taku we will return to the States to a west coast port. We should be in the States around the 20th





of April at the latest. Inflation here is really fierce. It would take a basketfull of money to do any buying if the money were Chinese. I got 20¢ change in their money at the Navy Club and it would take three walets the size of mine to carry it all. A newspaper costs \$200 in Chinese money and 7¢ in US. Tommorrow the price will be different as the value of the Chink money changes from day to day. There are numerous types of Chink money. So far I have samples of five of the different types. The water here in the river is so muddy that it clogs up the evaporators on the ship and makes it very difficult to make fresh water. We therefore have water hours. The fresh water is turned on for about three hours a day. We are not allowed to take a shower or wash cloths. So far I have gone three days without a bath and don't know how much longer I will have to go around smelling like a billy goat. (Balance is personal)



I wanted to let you know that I had a 5X7" plaque of the U.S.S. Calvert, made out of bronze. It is on the Memorial Wall at the Admiral Nimitz Museum in Fredericksberg, Texas. We just came home from the museum and it was very nice, I thought some of the shipmates might get to see it. The Wall is a nice memorial to the men that served on a great ship.

Joe C. Woody

All but 18 of the Navy's APAs were built under Maritime Commission contracts. Most of the newer APAs carried county names. APA 1-16, 89 and 90 were named for Army and Marine Corps Generals. A few of the converted vessels retained their commercial names; nine honored signers of the Declaration of Independence. Five older APAs were lost in 1942-43: **Thomas Stone** (APA29), off Spain, 11/7/42; **Joseph Hewes** (APA22), off Morocco, 11/11/42; **Edward Rutledge** (APA24), off Morocco, 11/12/42; **McCawley** (APA4), at Rendova, 6/30/43; **John Penn** (APA23) off Guadalcanal, 8/13/43. APAs 22-24 were 'sisters' of APA10 - **Harry Lee**.

Coast Guard crews manned many Army Transports. During 1944, they manned nine Navy APAs and 21 APs.

APAs carried numerous Landing Craft and discharged troops and gear in combat zones. Converted Liners normally unloaded at bases well outside of combat areas.

CALVERT (APA32) was a converted merchant vessel, ex-*Delorleans* (AP65), 5/29/43.



Many Thanks

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

Ruth Brown.....20.00
Robert Reed.....25.00
John Regan.....10.00
Joe C. Woody.....25.00
James Minnix.....10.00
R.W. Glasco.....25.00
John Paul Jones.....25.00
John T. Carlson.....10.00
Leslie Knight.....15.00

John Maryman.....40.00
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Lewis R.B. Smith.....20.00
George Rapier.....25.00
Dave Cullen.....25.00
Memorials for George Mackey
R.W. Glasco.....25.00
Memorials for Don Reader
W.M. Mills.....25.00



1952--- Captain L.F.Freiburghouse, new Captain of the U.S.S. Calvert, waiting for the relieved Captain Robbins to make his final walk across the Quarter Deck to exit ship.

photo from Stanley Edmonds

U.S.S. CALVERT REUNION

OCT. 15-17 1998

MYRTLE BEACH

The dates for the U.S.S. Calvert Reunion in 1998 at Myrtle Beach, S.C. have been set for October 15 to 17, 1998. The hotel will be the Myrtle Beach Martinique Resort Hotel, 7100 North Ocean Blvd, Myrtle Beach, S.C. 29578. Telephone 1-800-449-4441. The room rate is \$61.00 plus tax (9.5%) per night for ocean front room with two queen beds. We are reserving 35 such rooms. Dave Cullen and wife will be assisting me. Any questions I can be reached by writing, James T. Berry 503 Country Club Rd. Blackville, S.C. 29817-1425. My phone number is 803-284-1856. Make your plans now.

MYRTLE BEACH MARTINIQUE RESORT HOTEL

RESERVATION REQUEST

Group Name USS Calvert APA 32 Associates

Your Name _____

Address _____

City _____

State _____ Zip _____

Telephone _____

Arrival Date _____ (Estimated time _____ p.m.)

Departure Date _____ (Estimated time _____ a.m.)

No. of Adults (over 17 years of age) _____

No. of Children _____ Crib needed _____

Efficiency _____ (\$10 Extra Charge) Rollaway _____ (\$10 Extra charge)

Non-Smoking Room (upon availability) _____ Smoker _____

PLEASE ENCLOSE DEPOSIT CHECK. CREDIT CARDS NOT ACCEPTED FOR ADVANCE DEPOSIT.
(See Reverse side of card for additional information)

Group Name: **USS CALVERT APA 32 ASSOCIATES**

Reservations # 800-542-0048

Major Arrival Date: **Thursday, 10/15/98**

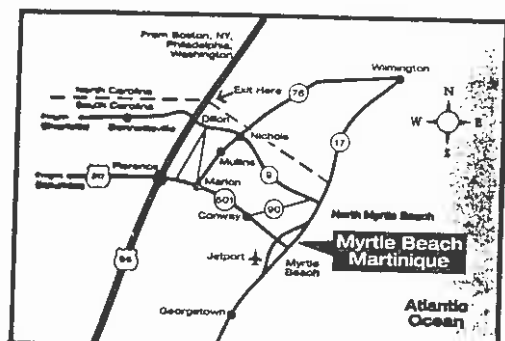
Major Departure Date: **Sunday, 10/18/98**

CHECK-IN TIME 3:00 P.M. OR LATER

CHECK-OUT TIME 11:00 A.M. OR EARLIER

Reservations must be cancelled 72-hours prior to arrival to insure advance deposit refund. More than two adults per room (including children over 17) will be charged \$10 per person per night above the nightly rate.

Reservations must be received by **8/17/98**. Each room must be guaranteed by a check payable to Myrtle Beach Martinique in the amount of **\$66.80**. This deposit will be applied to the first night of your reservations request. (Amount of deposit includes one night room rate and applicable tax). Please mail this card and your check as soon as possible to:



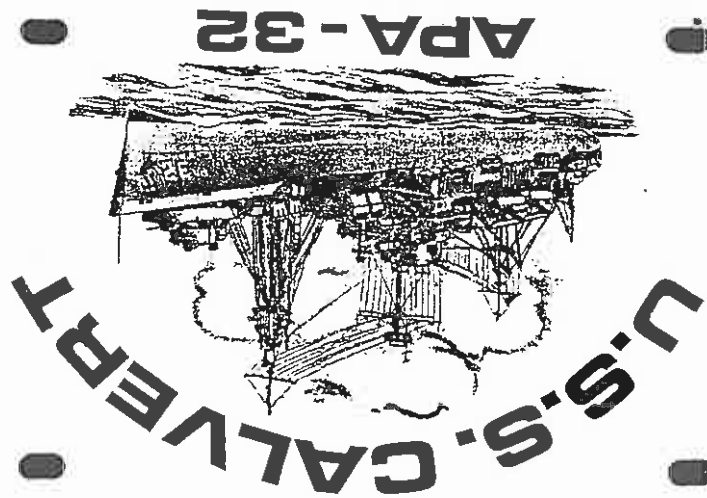
**MYRTLE BEACH MARTINIQUE
RESORT HOTEL**

Oceanfront at 71st Ave. N., Box 331
Myrtle Beach, SC 29578

1-800-542-0048, 803-449-4441 or FAX 803-497-3041
(Attention: Reservations Manager)

Edward "Bud" Ruth
1329 Valley Hill Dr.
Lakeland, FL 33813-2283

The Calvert Ship store has
some 6"X12" Vinyl Auto Plates
like sample at left. We have
a few left for #3.00 each
plus \$1.00 Postage, These
plates let every one know
you served aboard the Calvert.
Available from Storekeeper,



CALVERT ASSOCIATES

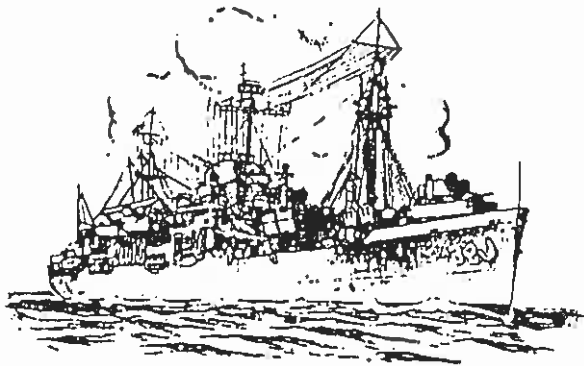
506 Red Wing Ave.

Kenyon, MN 55946

3rd CLASS
PERMIT NO.

10

ADDRESS CORRECTION REQUESTED



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

Donald R. Blackwell 58-61 1-26-1995

Wilber W. Theiss PERN 59-65 8-4-1997

Don H. Reader SKC 43-46 8-26-1997

