

CALVERTSION

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

VOL. NO. 39, 1999



Comments from the Commander

When I hosted the reunion in Minneapolis a few years ago, in our hospitably roon we had Pig Eye Beer and there were two full figure cardboard cut outs of a wrestler that a couple of folks asked if they could take them home for a souvenir. Who ever you were don't throw them away because the full figure cut out is now the Governor of Minnesota and these cut-outs are selling for \$375.00. Not a bad door prize to take home.....The Myrtle Beach affair was super. I couldnt complain about anything except two nights in a row of Prime Rib. Our rooms all looked out on the ocean and its just as big as it always was. Its been a few years since I picked up sea shells on the beach, found some nice ones. Had some new people show up, one was Sam Presley who I hadent seen since 52. We served in the Boiler Room together with some rough and tough reservists that had been called back into active duty because of the Korean War. I wasent dry behind the ears then but I dried very quickly. I'm sure other divisions had their problems too. They taught us well with a swift boot for good measure. There wasent apprentice herassment (one word) then.....The Ship Store at reunions has had some great items that we have sold at our cost. We have a few items that are left and if anyone is intrsted drop me a line and Ill see that you get your order provided we dont run out. Red mesh ball hats (8) at \$2.50 each. Seven Blue and eighteen White solid ball hats at \$5.00 each. All hats have U.S.S. Calvert on then plus a picture of the ship, except the Red has only the name. Soda can foam coolers with ship picture and name at \$2.00 each. Add \$3.00 to order for postage and shipping box. Make checks payable to Calvert Associates, checks will be returned if suplys run out. A second choice would be helpfull.....The San Diego Reunion is comming together. I have had a couple of talks with Norman and things are being planed. The June Newsletter will have all the info about what is being planed. Diego is still a Navy town so we may see some of theis areas too.....Best New Year wishes to everybody.....j.l.cole



the old crew

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

The photo on the right was taken at the 1998 Myrtle Beach Reunion. We were supposed to see the big band show but it was canceled so this was substituted. Great show. The group that went had their picture taken. Pete Berry did a super job, Thanks Pete!!!!



ROSS E. HORNBUCKLE
LCDR USN

BORN 7-4-18 DENVER, COLO
SERVICE DATES 12-35 to 10-57



mail call



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



Just received Volume 38 of *Calverston* and noted that you intent to contact former commanding officers in an effort to get information regarding what they did after leaving the ship.

Unfortunately, one of them, William M. Kaufman, died 9 September 1993. I reported it at the time for "We Mourn the Passing of These Shipmates" (Vol. 30). I don't know if Bill's wife, Sissy, still lives at the San Francisco address, or for that matter, if she is still alive.

As I had occasional contact with Bill Kaufman for a few post-Calvert years. I can give you some information that may help your effort. As I left CALVERT several months before Captain Kaufman, I'm not sure what his next tour was. I do know that at some point in time, probably very shortly after he left the ship, he was Chief of Staff of the Seventh Fleet. In the mid 1960s, when I was about to leave JCS, Bill Kaufman was assigned to the Office of the Chief of Naval Operations. I don't recall which office specifically, but I would assume one referring to plans and policies and he had a similar assignment before reporting to CALVERT. His last assignment was as Commanding Officer, U.S. Naval Station, Treasure Island, San Francisco, California. I believe he retired around 1966 and went to work for a bank in San Francisco, Anglo Crocker Bank as I recall. Bill died of a heart attack on the golf course at Naval Air Station, Moffett Field, Sunnyvale, California.

Bill was a real gentleman both on board ship and socially. His father had been a captain in the Navy's medical corps. During World War I, the doctor, then assigned to Great Lakes, was involved in arranging entertainment for the sailors, using talent from within the ranks. One act was a violinist, Benjamin Kubelsky, who most of us remember by his later stage name, Jack Benny. Dr. Kaufman, by the way, was the only person I ever knew who had served on a monitor. No, not the monitors of Civil War fame, nor the LCMs converted to monitors during the Vietnam War. Instead, the monitors of Dr. Kaufman's era were ten low freeboard, armored ships packing 10 and 12-inch guns intended for bombardment purposes. The ships were commissioned between 1891 and 1903.

Bill Kaufman had an interesting pre-CALVERT career, at least the parts I am familiar with. He was engineering officer of USS PREBLE DM-20, homeported at Pearl Harbor before the war started. He recalled, that after the US Fleet was moved from San Pedro to Pearl, the recently arrived ships had trouble burning the fuel oil then available at Pearl because the stuff had been sitting there for so long. He said the minesweeper engineers prided themselves in teaching the counterparts in battleships and cruisers how to use the old fuel.

He also recalled the ship's baseball team was sponsored by Spud's Cleaners, which did laundry for navy ships before, during and after the war. The team's uniforms had the logo, "Let Spud's do your duds".

PREBLE was at Pearl when the Japanese attacked. Bill claimed, that as he was newly married, he asked a fellow officer to exchange duty with him so he could spend the weekend with his wife Sissy. Bill said his selling point in arranging the swap was asking his fellow officer, "what can happen at Pearl Harbor over a weekend?". When Bill returned to the ship during the attack on Sunday morning, the officer who stood by for him allegedly said, "you're the last person I'll ever standby for".

In early 1942, Bill was assigned to USS PENNSYLVANIA BB-38 as engineering officer. He later was the ship's navigator, the two assignments taking up most of the war years. When the war ended, he was PENNSYLVANIA's executive officer. When the ship

was prepared to go to Bikini for the ABLE and BAKER A-tests, Bill, then a commander, became the battleship's CO for the one-way trip to the atoll. Thus, he became the only person in his Naval Academy class (1936, as I recall) to command a battleship and perhaps one of few commanders who ever held such a command.

In his post-war and pre-CALVERT years, Bill Kaufman had at least one other command, USS DIPHDA AKA-59.

Bill was one of four COs I served under in CALVERT. The others were: Captains William S. Maddox, now deceased, Harry B. Stark, Bill's predecessor and Walter Phaler, Bill's replacement. As a then fresh caught ensign, albeit one that had been in the Navy ten years and had made Chief the year before I was commissioned, I learned one hell of a lot from Stark, Kaufman and Phaler (Maddox left a week after I reported aboard). Lessons, that certainly helped me through my thirty years of commissioned service some of which I hopefully imparted to junior officers when I had commands ashore and afloat.

Incidentally, should you hear from Harry Stark, you will notice that he is mentioned in two places in the ship's history you partially quoted in Volume 38. The first is during Operation Torch where he is mentioned as being a Firecontrol Officer in USS MASSACHUSETTS BB-59, which was up the coast at Casablanca while CALVERT was doing it's thing at Safi.

I learned that in 1961 when I was Operations Officer in USS ERNEST G. SMALL DDR-838. One afternoon, while sipping an old fashion with my skipper, Commander Joe E. Chambliss, he started thumbing through a photo album on our coffee table. He stopped at a page that had a photo of Stark and said, "My God, it's the Lash". I then learned Joe had been a FC3 serving in MASSACHUSETTS, and Harry Stark had been his division officer.

Tom Glickman

I was surprised to see a notice in the August copy of PROCEEDINGS of a reunion for shipmates on the USS Calvert, APA32. I was unaware that the Calvert had a reunion group going.

I served on the Calvert only after the war ended -- coming aboard in Portland in January, 1946, and leaving her after we arrived in Norfolk for decommissioning in July of 1946.

Notice of the reunion prompted me to look thru some old files. I found a large picture (xerox copy enclosed) of a May, 1946 party, and also a 10"x36" document that traces the routes of the Calvert from Nov. 1943 thru April, 1946; with two pictures of her on either side.

Incidentally, while in the Navy during World War II I was known as Sam Heiningér, I have since gone by my middle name, and am known as Al Heiningner these days. I came aboard the Calvert after 30 days leave over Christmas, 1945, following 14 months on the APA-198, USS McCracken in the Pacific. When I left the Calvert, I was serving as her First Lieutenant.

S. Allen Heiningner

I received both your letters, your last newsletter and a partial history of the USS Calvert. I enjoyed the hell out of both of them. I would have never thought that back in the 1953, when I was a young Pfc with H&S Company, 9th Marines, loading one of the holds with Bosum mate Trapp, that I would receive a newsletter from the USS Calvert Associates. I made several trips on the USS Calvert, the trip from San Diego to Nagoya Japan, also the amphib exercise "Operation Flag Hoist" to Iwo Jima. I was also on board the USS Bayfield (I think it was APA 33), Magoffin, and several LSTs, hull numbers unrecalled.

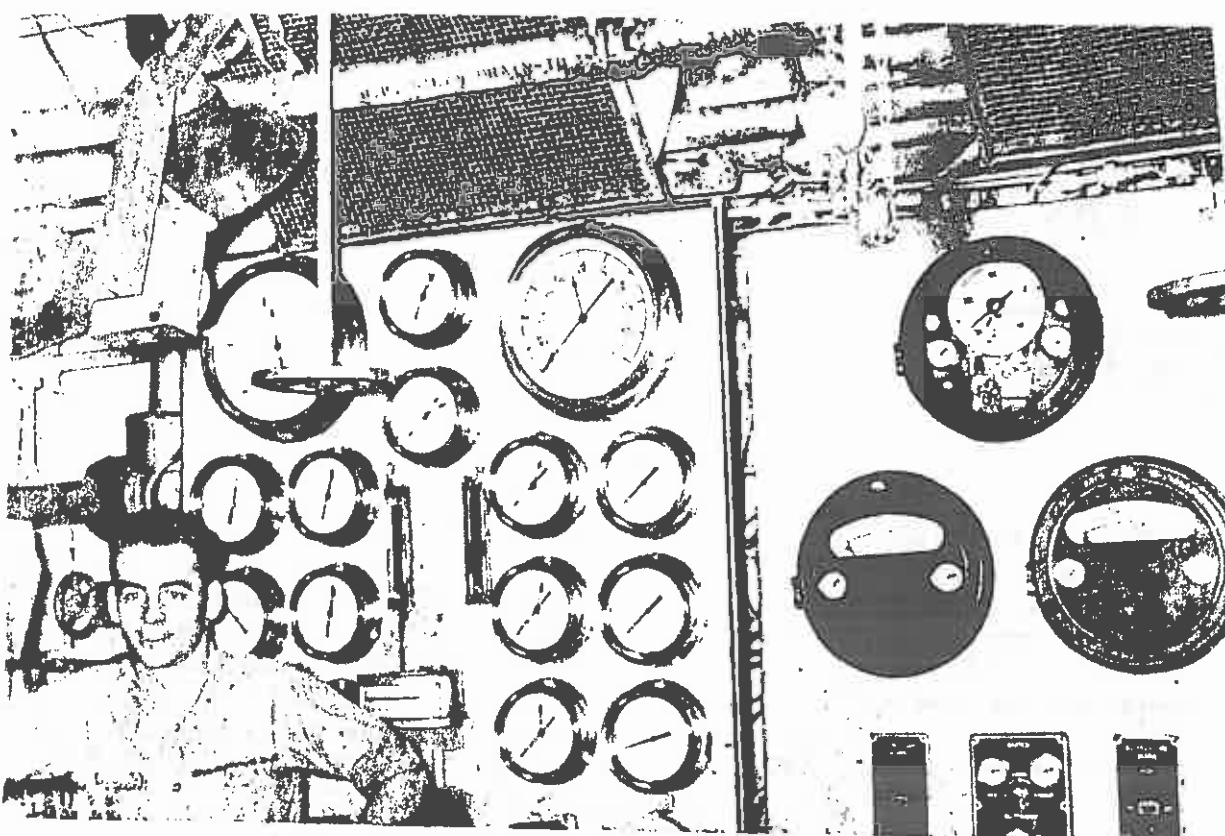
I'm sorry to hear that Trapp passed away, as he was the only one crew member with whom I had contact on board the Calvert.

Here is wishing you and your shipmates a terrific time during your forthcoming reunion, keep up the good work, and God Bless.

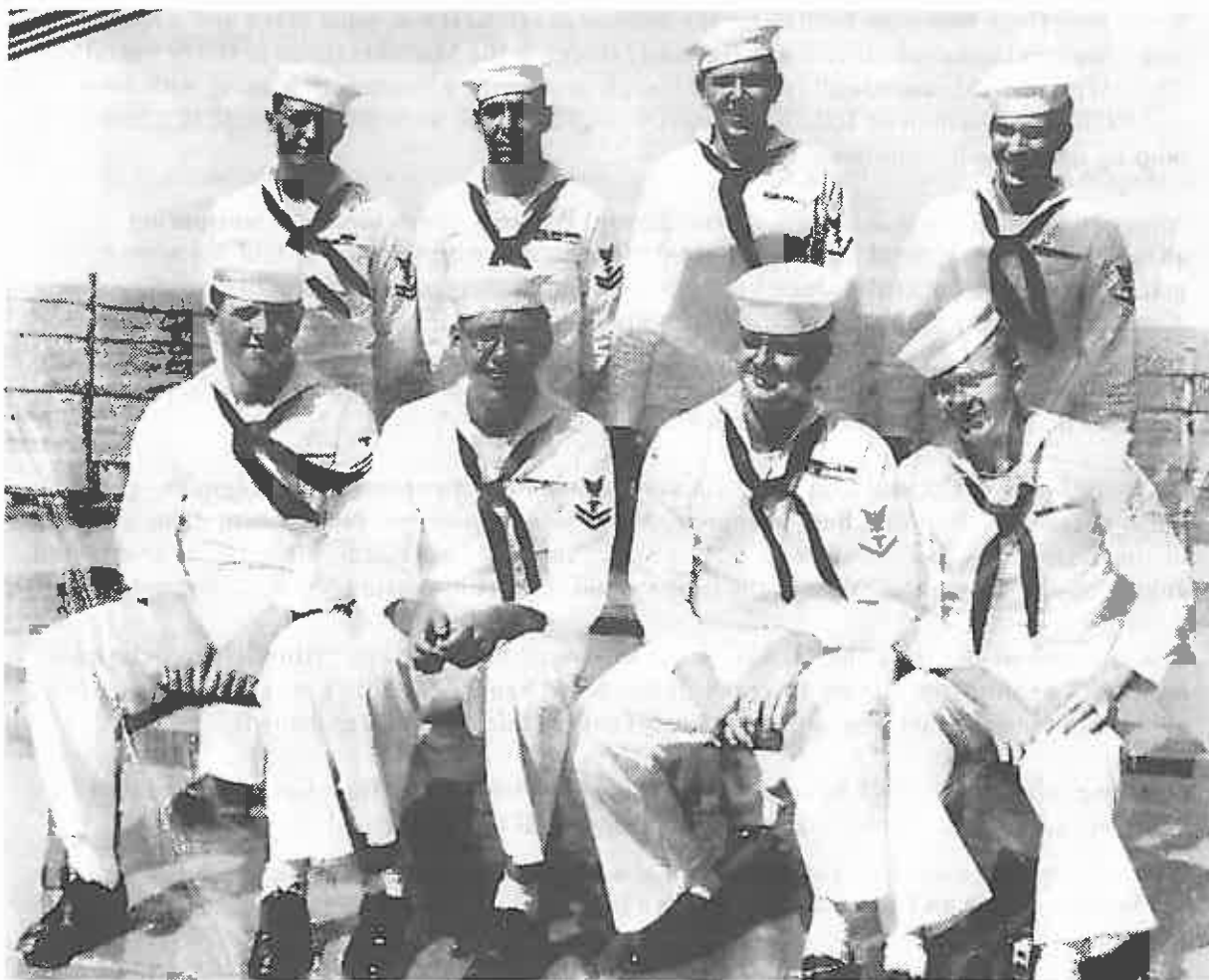
Semper Fi,

Andy Anderson





Jack Ferris on auxiliary watch in 1950's. Bailey Board on right, No.1&2 boiler gages left. Air-conditioning (ha) vents top of control panel.



H. Division 1954

Photo from Charles A. Johann

Back Row, L-R N.C.Achneider, A.L.Bousquet, C.A.Johann, J.P.Lusk
Front, L_R B.A.Brechbiel, R.D.Goos, R.D.Rowe, I.D.Mills.



I was prompted by your recent issue of "Calversion" to pass on my own experiences at Sicily when I was on the Calvert.

There part of the "Memoirs" which I've written for our grandchildren and great-grandchildren.

I was on the Calvert from 1942 (transferred in one night from the USS Harry Lee) until 1944 when I was commissioned "at sea" in the Pacific. The following is my account of what happened.

L.D. Copeland

OPERATION HUSKY

In July, 1943 I made my second combat landing, at Sicily. Between the two operations – North Africa and Sicily – we were in continuous training in the vicinity of our home port, Norfolk. As a part of the "Beach Party" I was selected to train in a new technology: "Black Light." The code name for this was "Nancy," and it was a means of communicating by infra-red light, (a well known technology today). I particularly remember the studious-looking young officer who had come from one of the scientific bureaus in Washington to explain how "Nancy" worked: "your job is to make the first combat test, but don't worry, it has been through extensive testing in our laboratories...it can't fail!"

How wrong he was!

The night of the Invasion we entered the "Tunisian War Channel," and – after a feint to the South past Cape Bon – we headed for the Sicilian beaches. It was pitch black and a tempest had come up; (some said that it was the worst storm in the Mediterranean in thirty years)! The storm probably saved us? It seemed foolish to attempt a "surprise" landing with 3000 vessels, but no German or Italian strategist thought that we were stupid enough to attempt a landing under such conditions!

About 2:00 AM the storm abated. It was ghostly. We went about the decks whispering although land was several miles away. At that moment – with our nerves taut – a soldier getting into a landing craft leaned back and touched the trigger of a 50-calibre machine gun! A stream of tracers sped upwards and we were certain that the enemy had seen us!

By now, an "old hand," I didn't tremble as I had on my first "D-Day;" (I might have been pale, but no one could see me in the dark)!

At Sicily I was not in the first wave...a very *unpopular* place; one of my Signalmen – John Foley of Boston – had that dubious honor! My job was to maintain contact with John who was in the Boat Group Commander's boat using "Nancy." The storm left a lot of swells and John's boat was pitching. Most of the time I could contact him using "Nancy," *but not always!*

In the midst of our chit-chat I was given an emergency message: "How Hour delayed 45 minutes." Frantically I tried to reach John, but "Nancy" wouldn't work! I begged to be allowed to send the message in plain light...of course this request was denied!

At the appointed hour – 45 minutes before the *revised* time – The Boat Group Commander's boat with seven men aboard headed for the beach...all by themselves!

Fortunately then enemy was still unaware of what was happening. The only thing, John told me later, was that an Italian dog came down to the beach and barked at the forms huddled in the sand.

One reason I recall this story is that for years afterwards I'd get a call from John, almost always late at night and usually from a bar. John would be thinking about what happened that dawn in Sicily and had decided that he wanted to put in a claim to the Veterans's Administration about "psychological neuroses!" He wanted me to write an account of the event and I always promised to do so. That would be the last I heard from John for 3-4 years.

But some funny things happened in Sicily – as well as some tragic events: we landed the 45th Infantry Division, originally the Oklahoma, New Mexico National Guard. Many of them were native Americans. They hit the beach at Gela with “warpaint” on their faces and with knives in their teeth. The Italian Army – who had grown up on “Wild West” movies, scattered before the “redskins!”

At one time German Tiger tanks nearly drove us off the beach and into the water! It was touch and go for a while until our destroyers came in as close as they dared and knocked off each tank as it emerged from behind the sand dunes.

The Royal Navy had a “monitor” with our landing forces. A “monitor” looks like a battleship but with the aft end cut off and it has shallow draft. They were shelling an enemy airfield many miles inland. Our ship was between the “monitor” and the beach so that each time it fired it would shake our whole ship!

At one time we were the “fighter director” for all Allied aircraft. Unhappily American sailors can’t tell the difference between a Messerschmidt and a Spitfire...we were shooting at *anything*! I happened to be near the radio room when I heard a British pilot say: “if you flamin’ Yanks don’t stop shooting at us, we’ll come down and drop a flamin’ bomb on you!”

German JU88 aircraft had a trick of flying down the river and “popping up” over the landing area. They hit an ammunition ship! It went up in a “whoosh” of fire...just like the Fourth of July! (Except it wasn’t such a party for the poor crew)!

We shot down 14 US aircraft...it’s a sad story with an inordinate amount of “bad luck.” It happened at night. US Paratroops were to be dropped behind enemy lines; they had been given a course which should have taken them many miles from the landing area. (The rule was: “anything which flies over the fleet is *hostile*!” Our own fighter aircraft – even in “hot pursuit” were obliged to break off if their course took them over the ships). But the paratroop planes, many miles off course, flew directly over the fleet *at night*! Worse still, we were being bombed by German aircraft!

So we opened fire. To her credit, the Calvert did not do so but many other ships did. Then came an ironic tragedy: there was an “emergency recognition” signal to be used by our aircraft in just such circumstances; the signal, changed every four hours, was two flares. The *color* of the flares was the coded signal. The emergency signal for that particular four hours was “yellow-yellow”....exactly the color of the flares which the Germans were dropping on us!

So that’s what I remember about my second “D-Day.” You can read all about it in a little-known book, “To All Hands” in my library. It is written by John Mason Brown, a New York Drama critic who was an officer on my ship. (In the book the USS Calvert is called “The Bond,”...cute)?

In the last newsletter I didn't have room for those of you that donated to the cause of keeping this newsletter going. To you I say THANK YOU.

Milton Servis.....\$20.00	William Mehrhoff....25.00	Stephen Shuster..20.00
Leroy Morgan.....20.00	V.H.Stewart.....10.00	Jesse Lev.....25.00
Jon Huntsman.....50.00	Claude Baker.....15.00	
M.J.Latimer.....20.00	Perry Potiris.....20.00	
Bill Armstrong.....25.00	John Fiandaca.....15.00	
Stanley Edmons.....25.00	Vincent Hannigan....20.00	
Leslie Johnson.....20.00	R.Bruce Moore.....16.00	
W.H.File.....25.00	Stanley Edmonds.....20.00	
Hal Winter.....10.00	Leland Strahm.....25.00	
Henrietta Rybarczyk..10.00	Robert West.....25.00	
Virgil Nelson.....20.00	James Rutherford....25.00	
Richard Duncan.....20.00	Glenwood Long.....20.00	
William Taylor.....25.00	W.R.Banducci.....25.00	
Charles Linkh.....20.00	Mary Collins in memory of Dick.....10.00	

TO CALVERT SHIPMATES OF 1944 AND 1945:

Now Hear This

THE DEFENSE SPECIAL WEAPONS AGENCY AND VA CLAIM WE ANCHORED
10.9 MILES FROM HIROSHIMA AND WE WOULD HAVE TO BE WITHIN 10
MILES TO QUALIFY FOR RADIATION BENEFITS, IF YOU WENT INTO THAT
CITY PLEASE COMPLETE THE BELOW STATEMENT AND SEND TO THIS
ADDRESS:

D.M. SCHAEFFER
DEFENSE SPECIAL WEAPONS AGENCY
6801 TELEGRAPH ROAD
ALEXANDRIA, VIRGINIA 22310-3398

I, _____, DECLARE THAT DURING THE SECOND WEEK
OF OCTOBER 1945 WHILE SERVING ABOARD THE USS CALVERT APA 32 I
WENT INTO THE CITY OF HIROSHIMA JAPAN, TAKEN BY LANDING CRAFT
FROM THE SHIPS ANCHORAGE.

WITNESS

SIGNED:

Service Number

ADDRESS

NOTARY:

I HAVE BEEN WORKING ON A PROBLEM THAT HAS AFFECTED SEVERAL CALVERT MEN
THRU THE YEARS - YOU REMEMBER THE STORY TOLD BY MRS WHITE?

SEVERAL MONTHS BACK THERE WAS AN ARTICLE IN THE VFW MAGAZINE ABOUT AND
OR FOR ATOMIC VETERANS. I RESPONDED TO THAT AND WROTE TO ALL THE
AGENCIES AND ADDRESSES GIVEN IN THAT WRITING. AND ALL OF THEM RESPONDED TO
ME, AND DID I LEARN A FEW THINGS.

ANY CALVERT MAN CLAIMING RADIATION PROBLEMS FROM OUR VISIT TO HIROSHIMA
HAS

BEEN TURNED DOWN BECAUSE THEY CONTEND THAT THE LAW AS PASSED BY
CONGRESS STATED THAT THE SERVICE HAD TO BE WITHIN 10 MILES OF HIROSHIMA
AND THEY CONTEND THE CALVERT WAS 10.9 MILES OF THE CITY LIMITS OF THE CITY.

PERHAPS -- IN THE NEXT NEWSLETTER WE COULD HAVE A PAGE THAT OUR SAILORS
COULD USE TO SIGN, NOTORIZE, DECLARING THEY HAD BEEN THERE, AND SEND TO
THIS FELLOW IN WASHINGTON. PERHAPS WE CAN GET THEIR ATTITUDE CHANGED,
THUS MAKING OUR MEN ELIGIBLE FOR ATOMIC BENEFITS AND OR TREATMENT.

IT IS THE VA THAT DENIES BENEFITS AND OR TREATMENT, BUT THEY DO IT BECAUSE
THESE PEOPLE IN WASHINGTON HAS RESEARCHED THE RECORDS, INDIVIDUALS
SERVICE RECORD, THE SHIPS RECORDS, AND DECK LOGS AND MADE THESE
DETERMINATIONS.

YOU MIGHT ALSO SEND A COPY OF THIS DOCUMENT TO YOUR NEAREST
VETERANS AFFAIRS OFFICE

YOURS TRULY,



P O BOX 92
OAKDALE, LA 71463
318 335 1641

CHARLES G. CLAUSS

SAN DIEGO '99

The up coming reunion in California is underway. Norman Durr the reunion host has selected the Town & Country Hotel as our headquarters. The dates of September 9 to 12 1999 have been set as the time. Hotel Reservations can now be made. There is a choice of single or double room in the price range, starting at \$75.00, \$85.00 and \$95.00. August 19,99 is the cut off time for room reservations. Start making your reservations now. Our host address is,

Norman Durr
215 Wedgewood Dr.
Oceanside Ca. 92056-3266

Town & Country Hotel
500 Hotel Circle North
San Diego, Ca. 92108

PLEASE DON'T FORGET - MAKE CHECK OR MONEY ORDER PAYABLE TO TOWN & COUNTRY RESORT. PLEASE DO NOT SEND CURRENCY.

CANCELLATION POLICY: Deposits refundable if reservation is cancelled 48 hours in advance of arrival date. Be sure to record your cancellation number.

U.S.S. CALVERT (APA-32)
1999 REUNION
September 9 - 12, 1999

PLEASE RESERVE ACCOMMODATIONS FOR (PLEASE PRINT OR TYPE):

NAME _____ COMPANY _____

ADDRESS _____

CITY/STATE/ZIP _____

SHARING ROOM WITH _____

Additional charge of TWENTY DOLLARS (\$20.00) for each EXTRA PERSON over two persons per room

SIGNATURE: _____

CHILDREN UNDER 18 FREE WHEN STAYING WITH PARENTS AND UTILIZING EXISTING BEDS.

PLEASE INCLUDE FIRST NIGHT'S DEPOSIT BY CHECK OR DEPOSIT CAN BE CHARGED TO ONE OF THE FOLLOWING CREDIT CARDS TO CONFIRM YOUR RESERVATION

- ☐ AMEX ☐ DINERS ☐ MASTER CARD
☐ CARTE BLANCHE ☐ DISCOVER ☐ VISA

CC# _____

EXPIRATION DATE _____

Please circle preferred rate below.

CIRCLE RATE: ACCOMODATION	GARDEN	EAST TOWER/ COURTYARD	WEST TOWER
SINGLE (1 person)	\$75.00	\$85.00	\$95.00
DOUBLE (2 persons)	\$75.00	\$85.00	\$95.00
TRIPLE (3 persons)			
QUAD (4 persons)			
	Smoking <input type="checkbox"/>	Non-Smoking <input type="checkbox"/>	

Arrival Date: _____

Estimated Time of Arrival: _____

Departure Date: _____

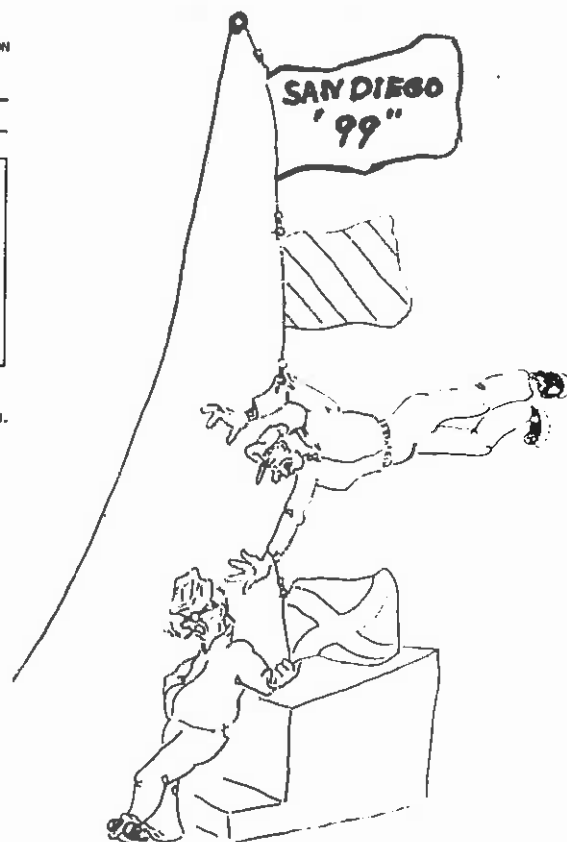
(Check in 3.00 p.m. - Check-out 12 noon)

Reservations processed before 8-19-99 (cut off date) receive priority consideration at Town & Country Resort. Overflow housing arrangements will be made as necessary.

NOTE: RATES INCLUSIVE OF PREVAILING TAX.

If rate requested is not available, nearest available rate will be assigned
Convention Rate will extend 3 days before and 3 days after meeting on availability basis only. Sorry! No Pets.

RESERVATIONS: (800) 77-ATLAS
(800) 772-8527



"SIGNAL IN THE AIR - CHIEF!"

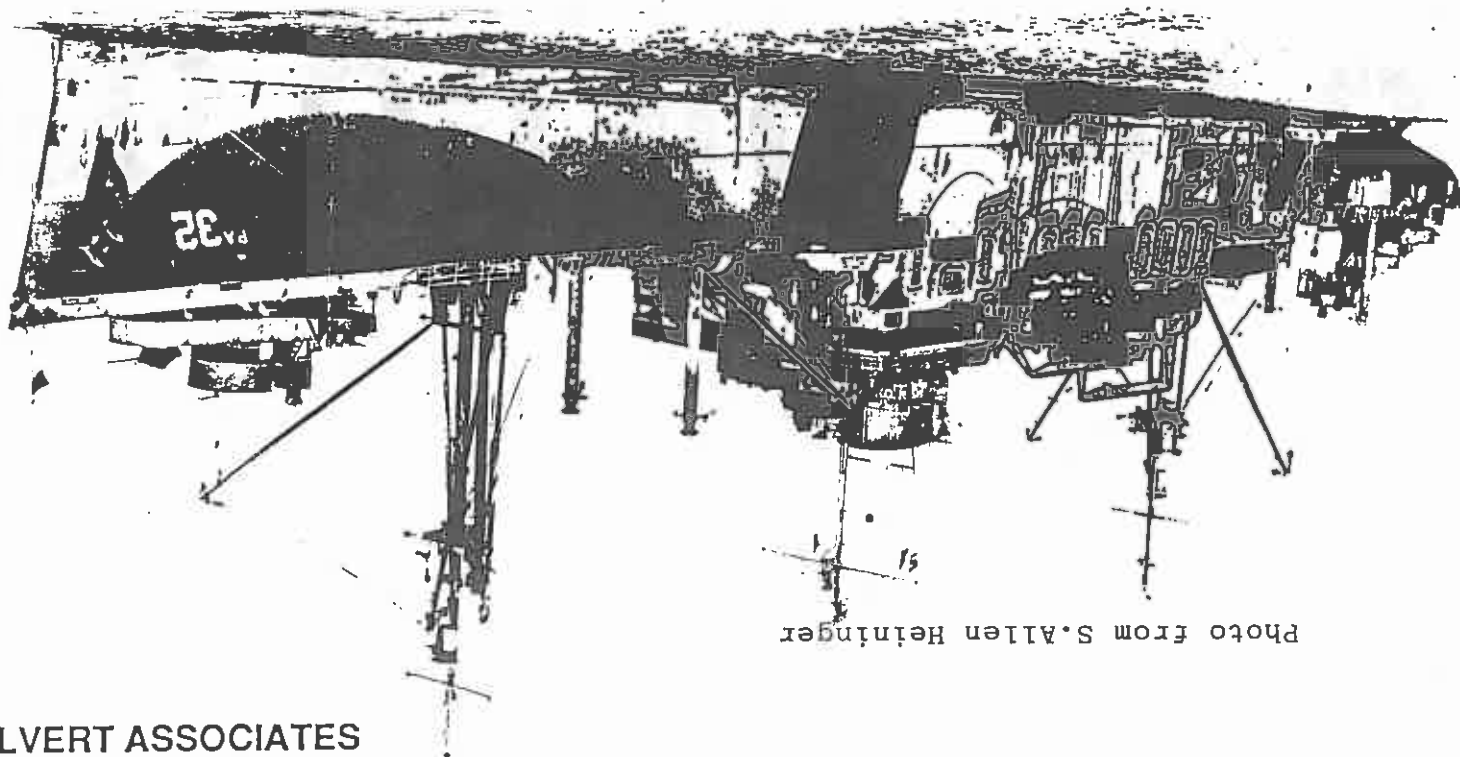


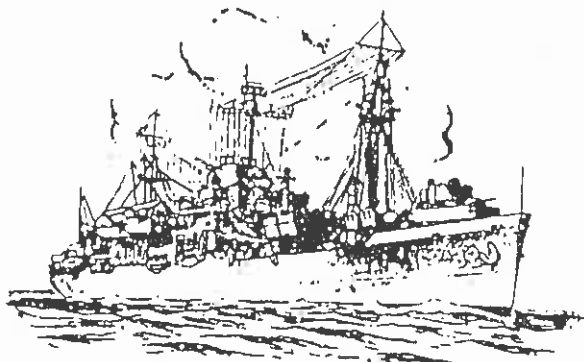
Photo from S. Allen Heininger

CALVERT ASSOCIATES

506 Red Wing Ave.
Kenyon, MN 55946

3rd CLASS
PERMIT NO.
10

"Change Service Requested"

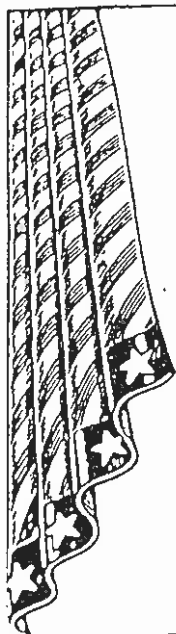


U S S CALVERT APA-32



WE MOURN THE
PASSING OF THESE SHIPMATES

Russ Millard SI/c 45-46 May 1993
Morris A. Goldberg BMC 56-57 Sept. 12, 1997
Ellis R. Atwell LT. 45 April, 24 1998
William L. Wermers 55 November 20, 1995



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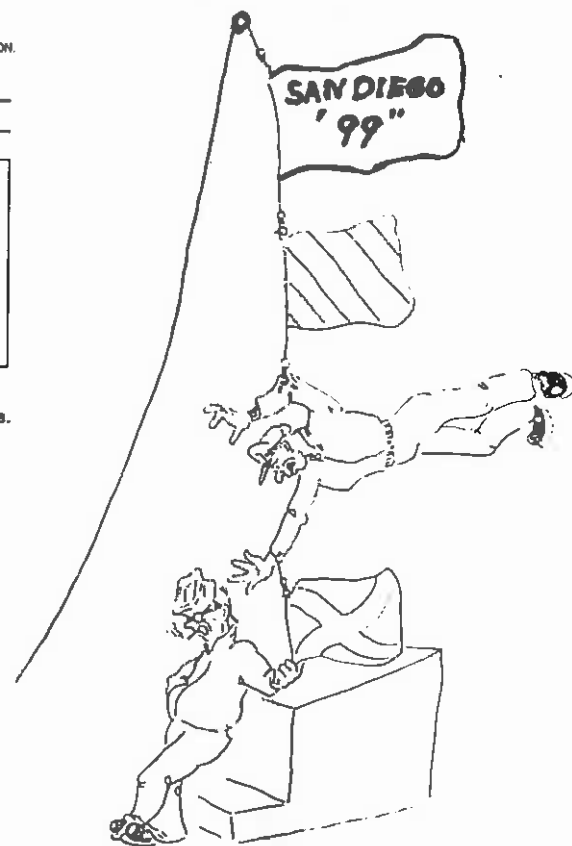
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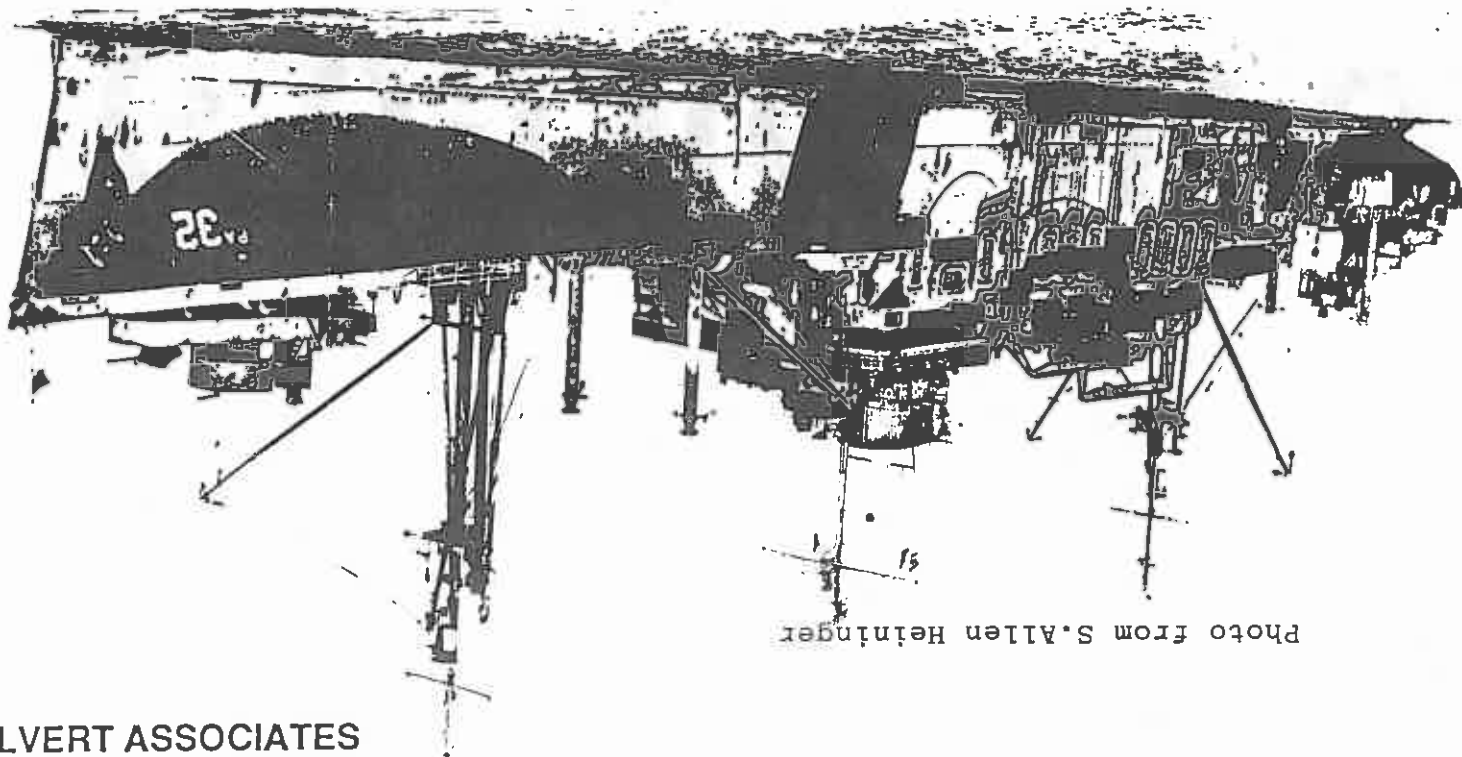


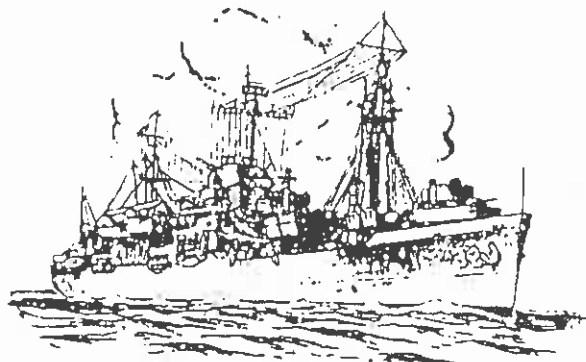
Photo from S. Allen Heininger

CALVERT ASSOCIATES

506 Red Wing Ave.
Kenyon, MN 55946

3rd CLASS
PERMIT NO.
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"Change Service Requested"



U S S CALVERT APA-32



STERLING
208 N ENOLA DR

FUNCK

BMI 42

ENOLA

PA 17025-2247



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