

CALVERSION

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.40, 1999



Comments from the Commander

In this issue three of the past Captains of our ship tell you about what they have been doing since they left the Calvert. The next issue we will have reports from more.....James E Chapman is trying to contact Robert Arthur Davis also known as Rad. Jim served onboard from 1952 to 1955. If anyone has any info contact me.....One of our former reunion Hosts passed away, see under passing. Ed always wrote me to tell it like it really was. At the end of each letter he would put "Please don't print this" as he didnt want anybody to get mad at him. Ed had come up through the ranks (he was proud of that) and looked at his job not only from his officer statis but from the enlisted side of an issue also. Some day when I get time I may print some of Ed's brighter side of navy life. I know Ed won't get mad at me as its just history from a old navy man.....One of our shipmates R. Bruce Moore, 7711 Hatton Pl. Reseda, Ca. 91335-2132 would like to hear from all Calvert Corpsman. Bruce says the purpose is to collect histories..... In case you save your old Calversions, in issue 37 is a change of command photo. Ross E Hornbuckle says the other 1st Lt is E.A.Ahern. Ross was the engineering officer from 2-52 to 5-54. He retired in 57 and went to work for Douglas Aircraft, retireing from there in 76..... As you can see from the top of the page that this is No.40. In 1978 the first issue of the Calversion came out. There were 23 on the first mailing list of which 13 are still receiving the newsletter. Most of the shipmates were from B Division during the Korean War. We had a couple of reserve men who didn't want to be there but made the best of the situation and turned some Snoty-nosed kids into a well prepared work force(this is a touchy situation and I think I handled it well.) Getting back to the 40 issue. I send out over 600 copys now. It is a labor of love but not without support from you guys sending in a donation now and then. Bulk rate postage, Printing. and mailing labeles bring the cost of each publication to over \$400.00. I will continue to get the newsletter out as long as I can find something to write about. Thanks again to all of you.....I have made my reservations for San Diego and hope you can make it too.....j.l.cole

mail call



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



USNTC Bainbridge/NAPS Association Forming

The former United States Naval Training Center, named in honor of Admiral Bainbridge, occupied over a 1,000 acres on the bluffs and rolling hills above the town of Port Deposit, Maryland situated on the banks of the Susquehanna River where it enters the northern reaches of the Chesapeake Bay. Bainbridge, consisting of 4 independent regimental areas designed to accommodate 20,000 recruits, was one of three Naval training facilities established by congress following the bombing of Pearl Harbor. The sister bases, Sampson in New York State and Farragut in Idaho, have long since reverted to their respective states and are now scenic state parks. Bainbridge is scheduled to revert to the state of Maryland in 1999. Navy personnel formerly stationed and trained at Bainbridge are currently in the process of forming a Bainbridge/NAPS Association. The recruits and students for the several service schools originally came from up and down the east coast. They are now spread across the United States. Thus far 250 former personnel from 37 states have joined together in search of other men and women who were associated with Bainbridge.

For further information you may contact Paul L. Fleming, at 2927 Duncan Road, Wilmington, DE 19808-2379 or via e-mail at Sailor6804@aol.com.

In this one I read with great interest the Operation Husky piece by L.D. Copeland. Larry Copeland and I were on the Calvert together in the 1942-45 period - he was an outstanding signalman and a fine human being (the term First Class described the man as well as the sailor). We talked on the 'phone this past summer when my wife and I were on Cape Cod but didn't manage to actually get together. Pity. Incidentally, his version of the Sicilian landing is completely accurate...or at least it completely jibes with mine.

Question: have you ever turned up any information on a fellow-officer - we entered the Navy on the same day, came aboard ol' 32 the same day and were, with Ed Brunstead, an inseparable trio. The three of us continued to see each other after the war for a few years but now I've totally lost him. His name is Burnet Dickson BRUCE. Ring a bell? Would love to hear from you on this. In advance, many thanks for any help you can provide. Stewart Pierce Brown 430 West 23rd St. (Apt. F) New York, N.Y. 10011

I am a former Naval Officer who served aboard the USS Calvert (APA 32) the latter half of 1945 and the first half of 1946 as a Lieutenant USNR, service #227980, as a Division Officer and OOD underway. I have recently received information that several men from the USS Calvert have developed health problems that they believe were related to radiation exposure at Hiroshima. Their claims were turned down because the law as passed by Congress stated that service had to be within 10 miles of Hiroshima and the Government agencies and the Veterans Administration contend the Calvert was anchored 10.9 miles from the city limits of Hiroshima. The assumption is of course that the men were never any closer to Hiroshima than 10 miles. This is not true because they went ashore in the ships landing boats. THE MEN WERE IN HIROSHIMA! In the days we were in the area there were several day long trips by the ships landing boats to Hiroshima enabling the crew to spend many hours walking around among the ruins and in the streets of Hiroshima. They took a lot of pictures and I am sure they are available as evidence of their presence there..

A little background on this ---The USS Calvert was the Flagship for the occupation of Southern Honshu, which included the Kure Naval Base, Hiro Prefecture, the city of Matsuyama, (where the first occupation landing took place) and Hiroshima. The Japanese Admiral and his staff came on board to meet with our Admiral (I believe it was Admiral Rodgers), and clear the way for the occupation. The date was October 5, 1945. At that time no naval personnel had been to Hiroshima and there was some question as to how they would be received, considering the battering the city had taken. The first group to enter Hiroshima were the men from the Calvert as a test mission--- orders were no guns, no hostile attitude or action -- just candy, cigarettes, soap etc. to give out to show the people and children that they were not going to be harmed or treated badly. The only precaution was not to go wandering around alone and to stay in groups of 5 or more. There were no warnings about possible residual radiation. I was on the first trip. I recall it was Columbus Day, October 12, 1945 and there were about a dozen officers and I think 48 enlisted men. By the time we left the area most of the crew of the USS Calvert had been in Hiroshima.

It would be fair and just for the Veterans Administration to evaluate these claims and determine if they are legitimate, or not related to any possible radiation exposure at Hiroshima.

Leroy Steiner

Each time I receive your newsletter, it takes me back to a very critical cross road in my life. I served on the USS Calvert from approx. Feb. 1962 to Nov. 1963. My military service was ~~between the Korean War and the Vietnam conflict~~. I was a peace time sailor. However, I was fighting a different type of conflict, having been a ward of the state of California from the time I was thirteen until my 18 birthday.

The State of California gave me the option of going into the military service or staying on probation (continuing in the same destructive environment that I was in). It took a lot of doing to get into the Navy. The day I left Los Angeles on the grayhound bus to NTC San Diego, using the one way-ticket supplied by the Navy, I felt like a thousand pounds had been lifted from my shoulders. It was odd, I was going into the service but I felt a sense of freedom for the first time in my life. Today the military service would not be an option for someone with my sorted juvenile background. After boot camp, I spent one and a half years on the USS Calvert. Of that time, I spent 3 months as a department cleaner, 3 months mess cooking, six months chipping paint, applying red lead and painting bulkheads haze gray and the balance of my time working in the laundry in 90 to 110 degree temperature taking salt tablets to prevent dehydration. I mention this experience because this period of time (which your Calvert newsletter keeps reminding me of) was the most valuable, structured and disciplined experience of my life. Other than getting married and having four children, this period was the main motivator for me seeking a formal education. I spent the next 12 years after being honorably discharged from the service working and going to college at night. Received two engineering degrees -- also, would never have made it without the GI Bill. Worked a variety of jobs after leaving the service while going to school. Finally ended up working and retiring from a hi-tech company last year at age 55. I often wonder what it would have been like had I been able to obtain a formal education prior to going into the service. I have a good idea what my life would have been like had I not gone into the service and it's not good.

Other than drug addicts and violent criminals I believe that a whole lot of misguided young people could be salvaged and become productive citizens via military service...

Got kind of carried away -- know the majority of GI's benefited, in one way or the other, from their time in the service....

Oh yeah, forgot - It wasn't all work!!!! Cruised on the Calvert APA 32 to Hawaii, Japan, Philippines, Hong Kong, Korea, Okinawa and more. Met a lot of good people and visited more places during that short period of my life than any period since. Took part in operation "Seven Seas" in Korea and Operation "Loan Eagle" in Okinawa. Captain John N. Renfro and Captain David A. Merrill were commanding officers of the Calvert while I was on board.

Dan Brotherton

First let me tell you how much my husband enjoys reading the articles in Calversion. He doesn't pay much attention to incoming mail, but always asks me to remind him when Calversion arrives. Again, thank you for a job well done. Serving in the Navy on the U.S.S. Calvert is one job that my husband is very proud of and continues to tell our family many interesting stories of his encounters. Mrs. Raymond Fetcenko

Thank you very much for sending the license plate of old PA 32. I would really like to have a ball cap (I still have the one I had made in Yokosuka in '65, but don't want to wear that rare item), and I also wish I had a framable picture of the old gal. If either of these are available, please let me know, and I will remit the necessary funds.

It is unlikely that I will ever be able to come to a reunion unless it is close to home, although I can imagine how enjoyable they are. I wonder if every ship created in her crews such a sense of closeness, both to the ship and to each other. I also served on the USS Fort Marion (LSD 22), and though she was a good ship, I never felt about her like I did about Calvert. Howard Bahr



Photo from Jim Rutheford

U.S.S. Calvert taken in 1955

Donations received from the following.....Thank You.

| | | |
|---------------------------|---------------------------|----------------------------|
| J.M.Young.....10.00 | Leroy Steinar.....20.00 | Robert Huber.....30.00 |
| Jack Kenyon.....25.00 | Henrietta Rybarczyk.15.00 | Ken Knudson.....27.00 |
| Al Christopher.....25.00 | Dave Cullen.....50.00 | David Merrill.....25.00 |
| Raymond Barton.....20.00 | Charles Greenwood...30.00 | Yvonne Hyser in Memory of |
| Floyd Milligan.....10.00 | Bob McClusky.....22.00 | Ed Hyser.....25.00 |
| Ray W. Glasco.....25.00 | William Marsh.....20.00 | Dave Cullen donation is in |
| Hans C. Mautner.....50.00 | Ralph Orris.....25.00 | Memory of |
| Frank Danca.....20.00 | Charles Skillman....20.00 | Roy Holmes |
| Howard Price.....20.00 | Ronald Sley.....20.00 | Albert C. Noble |
| Stewart P. Brown....25.00 | Bill Marks.....10.00 | Don Reader |
| Glynn Raymond.....100.00 | James Chapman.....20.00 | John Paradiso |
| Daniel Brotherton...50.00 | Donald Shanks.....25.00 | Vincent Simon |
| John G. Ward.....20.00 | Stanley Edmons.....20.00 | |
| | Billy Trout.....10.00 | |



Captain John G. Ward, USN

28 Jul 1965 18 May 1966

COMMANDING OFFICER

(rank indicated is that upon assuming command)



Your letter requesting that I write about my tour of duty as commanding officer of the USS CALVERT (APA32) caused me to bring back many pleasant memories. In July 1965 I reported to the USS CALVERT to become the commanding officer. In less than two months the CALVERT was on her way to WestPac with a contingent of U.S. Marines and all their equipment. We visited many ports in the Pacific such as Okinawa, Subic Bay in the Philippines, Qwi Nhon in Viet Nam, Da Nang in Viet Nam, Hong Kong, Inchon in Korea, Yokosuka in Japan and Oahu in Hawaii on our way home.

Some of the high lights of our deployment, which came to mind, were the two months we spent in the port of DaNang where the CALVERT was required to provide security for the port and also furnish boats and hatch crews to off load merchant ship's cargo visiting the port. The crew of the CALVERT was superb in every respect, even though they were working under terrible conditions. In the month of December we experienced 54 inches of rain and, furthermore, we had to be constantly alert for floating booby traps and under water swimmers. Hong Kong was a great relief for the crew and a great liberty port where all hands enjoyed themselves. We were ordered to proceed to Inchon Korea to take aboard the famous Korean Tiger division and deliver them with their equipment to South Viet Nam. This was a experience, because only one Korean officer could speak english. Taking aboard an additional supply of rice for the Tiger division was recommended, however, the Koreans liked our food better and enjoyed Tabasco Sauce on everything, even the ice cream. My supply officer informed me that the Tiger division used 1100 bottles of Tabasco Sauce in 10 days.

On our return trip to the United States we received word from CNO that CALVERT would be decommissioned at Hunters Point, San Francisco. Our home port was San Diego and the majority of crew wanted to take their families to San Francisco. I sent a message to CNO requesting permission for the families to come aboard and make the trip from San Diego to San Francisco on board the CALVERT. Our request was approved and we departed San Diego late in the afternoon and had two nights at sea. I am sure many will remember this eventful cruise. A couple months later the GREAT SHIP CALVERT was placed out of commission.

Upon the decommissioning, I received orders to the staff of COM PHIB PAC and was made the project officer for a new naval concept called Riverene Warfare (going up rivers in small boats in the Mekong Delta). It was an interesting job because we had to develop the armor plated craft and also develop the tactics. The crews had to be trained prior to their arrival in the Delta. To accomplish this, a large training facility was established in Mare Island . CA.

After a year on the staff, BuPers wanted my services for another tour of duty in Washington D.C. and I had to make a decision. My family preferred San Diego, so I retired in October 1967 and went into the financial planning business in San Diego.

John G. Ward
11254 Pabellon Court
San Diego, CA 92124



Captain Jack S. Kenyon, USN

25 Sep 1964 28 Jul 1965

COMMANDING OFFICER

(rank indicated is that upon assuming command)

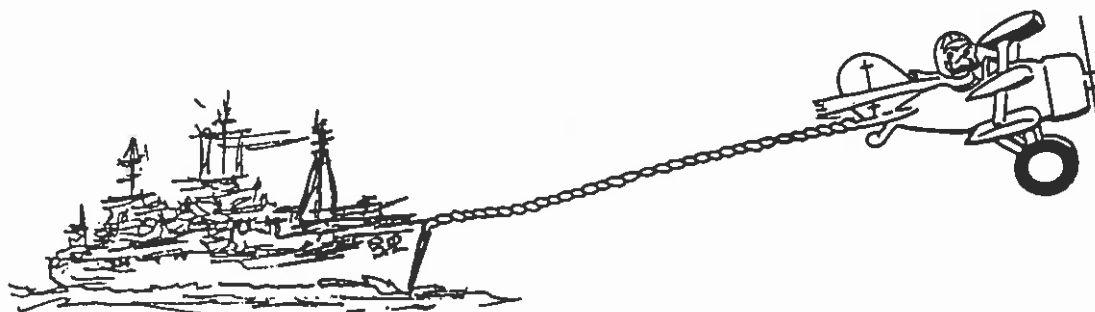


I am responding to your 12/4/98 letter requesting info regarding former CALVERT CO's. First, permit me to express my appreciation for the great job you are doing to develop and maintain communication among CALVERT shipmates.

My name is Jack Scott Kenyon. I was born in and grew up in Oklahoma City, Oklahoma. Following my first ride in an airplane at the age of five years (sitting on my Dad's lap in an old Ford Tri-Motor), I knew I wanted to be a pilot. When WW II started I left my third year of college, enlisted as a Seaman 2C/V5, which was the Navy's aviation cadet program, completed flight training and received my gold wings and commission in April, 1943. Enroute to CALVERT some 21 years later, I flew carrier-based Grumman Wildcat fighters in the Pacific through much of 1944. That tour of duty came to an abrupt halt on 25 October in the Second Battle of the Philippine Sea when our carrier, USS SANTEE, CVE-29, was the first US Naval ship hit by a KAMIKAZE and, a few minutes later, also hit by a submarine launched torpedo. Although SANTEE remained afloat, she needed major shipyard repairs before continuing in a combat role. After the war I served in a number of fighter squadrons, including one in the US Air Force during the Korean war, flying F-86 Sabrejets out of Chicago's O'Hare Field in a USN/USAF Exchange Program. In '57-'58 I commanded Fighter Squadron 73 aboard USS RANDOLPH, CVA-15. My first ship's company assignment, in '62-'63, was as Executive Officer of USS FORRESTAL, CVA-59. In September '64 I took command of CALVERT. I believe I was the first (and only) aviator to command that fine vessel and I suspect the crew, both officers and men, wondered what the heck this fly-boy would be like at the helm. THEY did a fine job so that carried me along as well and I look back with much appreciation and admiration of my CALVERT shipmates. Following a Pentagon tour as Senior Aide/Executive Assistant to the Deputy CNO (AIR), I took command, in March '68, of USS ORISKANY, CVA-34, in the Pacific, with a combat tour in the War for Vietnam. I remained in the theatre through most of '70 as Chief of Staff to the Commander, Attack Carrier Strike Force (CTF-77), the Vice Admiral in charge of the Navy's air war in Vietnam. I retired from the position of Deputy Naval Inspector General on 1 January '73. My 30 1/2 years in Navy Blue included one year each in the Command and Staff course at the Naval War College, Newport, R.I., the Industrial College of the Armed Forces, Washington, D.C. and George Washington University. Awards received during my naval career include the Legion of Merit (2), the Distinguished Flying Cross, the Air Medal (2), the Presidential Unit Citation and several from the Vietnamese Government. Following retirement from the Navy I immediately rejoined the federal government as a civilian where for most of the next 13 years, I headed the Foster Grandparent Program. I retired from that position in late '85 and since that time have enjoyed family, golf, travel, various areas of service in the Presbyterian Church (USA), elder etc., and some rather intensive involvement in the works of Rotary International. I am blessed with my wife of almost 52 years, Dixie, four adult children and seven grandchildren.

I had many memorable times in CALVERT. If I'm ever fortunate enough to make a ship's reunion I'll bore you to tears with some of them.

2709 Remington Road
Oakton, VA 22124-1724





Captain Edward R. Hunt, USN
28 Sep 1963 25 Sep 1964
COMMANDING OFFICER
(rank indicated is that upon assuming command)



MY EXPERIENCE WITH THE USS CALVERT - APA32

By Capt. Edward R. Hunt USN (Ret.)

In September 1963 while she was moored in San Diego I assumed command of The Calvert while she was preparing for WESTPAC deployment. During this preparation period I remember President Kennedy was assassinated. I vividly recall this moment in history; I was seated at my desk when the word was passed.

After the holidays we sailed for WESTPAC. During this cruise some strange things happened: we took dependents from Okinawa to Hong Kong and back, for R & R; we were sent to Korea for the Cherry Blossom Festival to represent the United States; we loaded a Philippine combat battalion to land in Mindanao for combat duty against the Huks. (Communists).

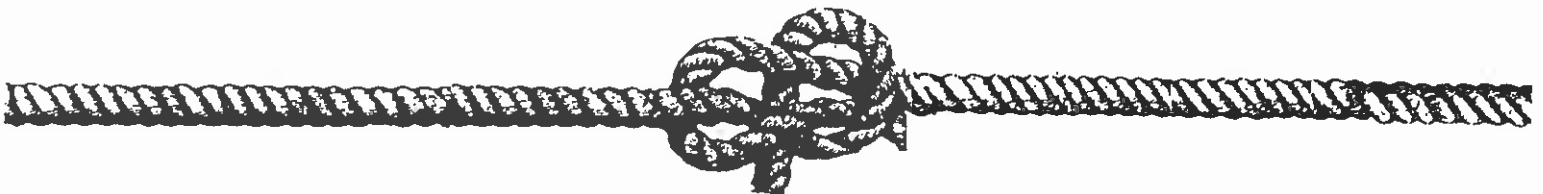
During this voyage I remember the day the Executive Officer raced to the bridge to inform me that the troop commander was about to execute a soldier on the fantail. (Firing squad). I remember yelling, "Get that Colonel up here". After a heated discussion the firing squad was canceled and the culprit was placed in the brig until the troops were landed. After that, they could execute anyone they desired. Imagine the entry in the ship's log if that had happened on the fantail and imagine the field day the U.S. Press would have had with this.

Finally, I would like to add that I enjoyed this command assignment more than some others I had, because of the outstanding crew. Their performance was always tops, and I will never forget them or that statue of Lord Calvert standing on the quarter-deck.

It was during this WESTPAC tour that I decided to retire after 26 years of service. Upon retirement I became a stock broker for the next 30 years. In 1983 I helped form a new brokerage firm with a few friends; in 1997 we sold the company to Aetna Retirement Services.

Now that I've reached age 80 maybe I will start planning for retirement.

Edward R. Hunt
1011 Memory Lane
Escandito, Ca. 92026



SCHEDULE OF EVENTS

Thursday Sept. 9 1999

9:00am Registration
10:00 Hospitality Room open
3:00pm Official check in time.
rooms may be ready earlier
4:00pm Hospitality Room closes
6:00pm Entertainment
7:00pm Welcome Dinner (no charge)
invitation only

Friday Sept. 10 1999

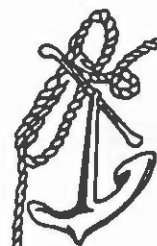
9:00am Bus tour of San Diego
2:00pm Hospitality Room open
5:00pm Hospitality Room closes
Free time to do as you
would like to do.

Saturday Sept. 11 1999

8:00am Hospitality Room opens
9:00am Bus leaves for aircraft carrier
12:00pm Lunch at the officers club
3:00pm Hospitality Room closes
3:00pm Business Meeting
5:45pm Memorial Service
6:00pm Photo Shoot in Ballroom
6:00pm Cash Bar opens in Dinning Room
7:00pm Dinner
8:00pm Introduction of Guests
8:30pm Music and Dancing
12:00am Ballroom closes

Sunday Sept. 12 1999

8:00am to 9:00am Hospitality Room hours
11:00am Check out Time. Have a safe trip
home, see you next year.



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 circle preferred rate below.

| CIRCLE RATE: ACCOMMODATION | 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"/> | | | |

NOTE: RATES INCLUSIVE OF PREVAILING TAX.

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.

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 the persons on room

SIGNATURE: _____

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

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.

PLEASE INCLUDE FULL MONTH'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 _____

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

Norm Says,

Welcome to San Diego

THE CALVERT REUNION



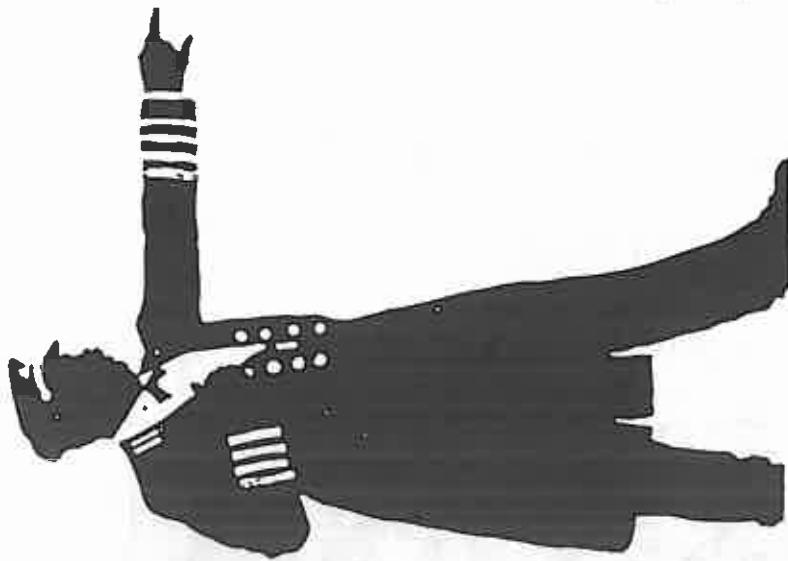
| EVENT | NUMBER OF PERSONS | PRICE |
|---|-------------------|--|
| Thursday, Sept. 9th Reunion Fare and Expense | | \$15.00 Per Person |
| Thursday, Sept. 9th, 6PM to ? Welcome Dinner and Entertainment | | No charge |
| Friday, Sept. 10th, 9AM, Scenic Bus Trip of San Diego Lunch at Old Town | | \$10.00 Per Person (lunch not included) |
| Saturday, Sept. 11, 9AM, Tour of Aircraft Carrier and Lunch at Officer's Club | | \$19.00 Per Person (lunch included) |
| Saturday, Sept. 11, 6:30PM, Dinner and Dancing NO HOST BAR 6 PM to ? | | \$35.00 Per Person |
| | | TOTAL: |

Please send completed form and check to:

NORMAN G. DURR
2115 Wedgewood Drive
Oceanside, Ca 92056
Phone: 760-721-7235

**DON'T
MISS IT!**

Checks must be received by August 10, 1999

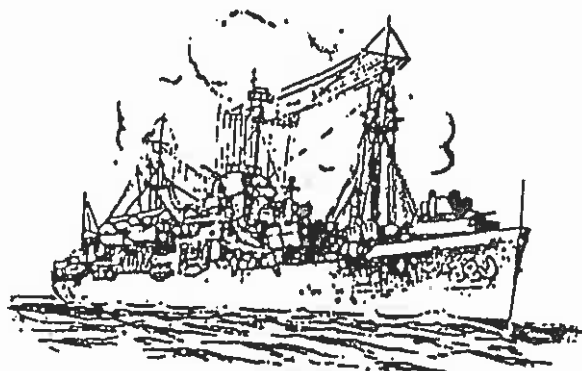


COMMANDING OFFICERS
OF
U.S.S. CALVERT

CALVERT ASSOCIATES
506 Red Wing Ave.
Kenyon, MN 55946

3rd CLASS
PERMIT NO.
10

"Change Service 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

Edward O'Brien LT. 44-45 12-17-98
James E. Neith USMC 50-51 2-28-98
Paul G. Dozier MMOM2 42-43 7-18-95
Jerry Stainbroak BM3 59-63
Bob Blanchard CSM 51 5-14-98
Donald "Buck" Elliott HTC 2-20-99
Willard "Tom" Alsip FC 55 4-7-99
Mel A. Waite 4-7-99

