

# CALVERTSION

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. 51, 2005



## Comments from the Commander

Here it's 2005 already. It doesn't seem like it was 55 years ago that I boarded the Calvert in Portsmouth Va. I remember the reservists aboard referred to us as snoty-nosed kids. Most of them had been called back and were not happy with it. They did their job and taught us the "ropes". I for one was glad to have someone with experience teach me. It wasn't my idea for them to sign up for the reserves and I learned a lesson. When I got out I didn't even join a church as they might go on a crusade. Sounds good but I'm just kidding.....Revonda Sutton, 293 Clifty Village Lane, Paris Tn. 38242 is looking for info on Paul Vernon Scott, also called Phil who was a cox in WW2 on the Calvert. Can you help her?.....Douglas McGregor QMSN 50-51, 3781 Heritage Dr. Billings Mt. 59102-4331 is looking for a ship mate named Michael Hogan. If you can help him out drop him a line....Joe Evans Jr. who is the son of Lt. Joe Evans deceased, sent me some information on the Calvert. There are some books called "History of United States Naval Operations in World War 2" by Samuel Eliot Morison. The book "Sicily-Salerno-Anzio, January 1943 to June 1944" lists the Calvert on page 130. It was about the Wood's Hole landing. The second book "New Guinea and the Marianas" from March 1944 to August 1944 lists the Calvert on page 364. This was on the Tinian invasion. If you have trouble getting these books drop me a line and I see what I can do or find out where you can buy them. I haven't been down to my local library yet but they have been very good on getting books for me to look at from other libraries.....Bert and Nan Cohee are working on the 2005 reunion in Richmond Va. It will be from the 28 of September to October 2 so mark that on your calendar. One of the trips will be to Washington D.C. to see the WW2, Korean and Vet Nam Memorials there. It should be a great day trip. Nothing is final yet but in the next newsletter it will all be listed. There is an application form for rooms in another part of the newsletter. Fill it out as soon as possible as it's hard to keep rooms right up to reunion time.....We have blue shirts that were supposed to be sold at the Springfield Reunion. Our storekeeper Bud Ruth had three hurricanes go over his home, the shirts didn't arrive. We had some white ones and sold them out. So this is the first chance to get some of our new stock. What about Bud? He said that as long as Home Depot has blue plastic, he will have a roof. It takes a long time to get repairs done when everyone is affected. Maybe that's why I like shoveling snow. I don't remember the last time we had a hurricane in Minnesota. Enough for now. See you next newsletter.....j.l.cole



# mail call



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



You may publish the enclosed if you so desire.

I have the names of the beach party that finally ended up on the Heywood. I think that most of them were from the Calvert.

The Monrovia took us to New Zealand where we were transferred to the J. Franklin Bell. After Tarawa and return to Pearl, we were transferred to the Heywood where we spent the rest of our time landing on islands and invading the Phillipines. James Samse11 132 Palo Verde Dr. Leesburg Fl, 3474

On October the 3<sup>rd</sup>, 1942, Pharmacist's Mate First Class G. W. Richards welcomed a handful of Hospital Corpsmen aboard the U. S. Calvert at the Naval Shipyards at Portsmouth, Virginia. Since the ship had been commissioned only a few days earlier we were not plank owners. We were immediately put to work uncrating and stowing hospital supplies.

A few days later the Calvert was moved to Naval Operating Base (NOB) Norfolk, Virginia and docked behind the U.S.S. Kearsarge. It was said that the Kearsarge had not moved in so long that she was aground on her own coffee grounds. In front of her was the U.S.S. Harry Lee. The Lee was later to play an important part in our lives.

I was asked if I would like to go on a beach party. I sure would. I was tired of carrying stores and supplies and putting them here and there. G.W. Richards was the leader of our section. I don't remember if we did any training at that time or not. I think that it was mainly talk. The over all training was mainly combat related and mostly under the direction of Chief Baxter. It was during this period that I made Hospital Apprentice First Class.

The next few days were rather uneventful. One morning I awoke to realize that we and the Kearsarge were the only ships in port. What happened, I did not know. However a day or two later we were steaming up the Chesapeake Bay to be degaussed. To be what? It seems that all ships have a built in magnetism that is easily recognized by a submarine and interferes with true compass readings. All of our wrist watches were gathered up and left ashore. We did a figure eight almost all day. On our return it was discovered that the Harry Lee was back and we were being invaded by her crew and taking on her load and troops.

Two days later, we here headed out through Hampton Roads escorted by two destroyer escorts. Rumors were flying but the facts were that the Harry Lee had broken down and we were to take her place in a convoy headed to North Africa to make a landing in French Morocco.

It was great to be up on deck at our quarters and see the ocean slipping by and our escorts on the points. But this was not to last. Even though we were on a zig zag course, we were headed north east and the sea was getting heavier and the skies darker. For the next few days we rocked and rolled and got sea sick and sea sicker. The mess hall was just forward of Sick Bay. And it was a mess. It was the only place that you had six meals a day. Three going down and three coming up.

Life lines were up on the main deck and all watertight doors were closed. Our bunking area was in the aft quarters. As she would pitch, the screws would come out of the water with a roar and then groan as she again settled in the water. The pitch and roll was so bad, we had to strap ourselves in our bunks to keep from falling out. Waves were breaking over our bow and spraying up on the bridge. At times our escorts would disappear completely, only to reappear high on a wave. It was also very cold and we were

taking on ice as far up as the bridge. It was necessary that the deck hands, dressed in foul weather gear, go out on deck and chip the ice away so that we did not accumulate more weight and become too heavy. They were a sight to see wearing their masks with only eye holes and a slit more their mouths. Fortunately we lost no one over board even though to move fore and aft, we had to traverse only on the main in order to maintain water tight integrity. Thank God for the life lines.

Finally the weather became calmer and one morning we were surrounded by more ships than I ever knew existed. This was it and we were part of the first American armada. This was the Torch Landing group. This was General Patton's 3<sup>rd</sup> Armored Division and we were to land them on French soil in North Africa. I don't recall how many ships we lost to the German Wolf Packs, if any. We continued our zig zag maneuver.

Then there it was, "Land Ho". We were south of Casablanca at a place called Safi. I don't recall any landing party. I do recall that we pulled in to harbor and began unloading as fast as possible. All hands working party was called for. We were in number two hold unloading ammunition until chief Baxter appeared and ordered us out. According to the Geneva Conference we, Hospital Corpsmen could not handle ammunition. During the unloading we were sent to G.Q. An observation plane appeared over our stern. After a few shots from our five inch the plane decided to leave.

Next morning, as we were leaving, I saw off our starboard side, the ugliest trees that I have ever seen. I was told that the trees were an olive grove. I guess so.

A few days later we landed in Bermuda. On Thanksgiving Day we were back in N.O.B. and Liberty was declared and I got to go ashore.

February 2, 1943, we (the beach party) left the Calvert for Camp Bradford for training and organizing in to Company C Platoon 7 of the 3<sup>rd</sup> Beach Battalion. We trained, we marched, we did calisthenics morning and evening, we did the obstacle course at least once a day. We went to Damneck where we had gunnery training in every thing up to and including the five inch gun. From Damneck we went to Fort Pierce, Florida for U.D.T. (Underwater Demolition Technique) Training. Hand to hand combat including long marches, Judo, more small arms training and beach landings were the order of the day. Finally we left Florida and had a graduation ceremony at Camp Bradford. Whoopee!

August 19, 1943 we reported back to the Calvert but did not to stay too long, for on September 28, 1943 we (the beach party) were sent to the U. S. S. Monrovia for transport to the Pacific

Leaving the Calvert was like leaving home. We had been through so much together and since I had finally gotten back I did not want to leave her again but "orders is orders".

Thank you very much for most timely response to my inquiry about Allen Garber and Edward Widell. I didn't have Widell's death date so it was most useful to me. I was surprised that you didn't remember Allen Garber. He was on the Harry Lee until October 1942 when he transferred to the Calvert along with Widell.

There was a group picture taken of the crew of the Calvert in New York in 1941 at a large hotel. If anyone has it and would let me borrow it, I would have a copy made and return the original to them. I would appreciate it if you could ask in your news letter if anyone remembers anything about either of the two sailors I'm trying to work on. I would also like to know if Widell was married and if so when he was married. I know his ex-wife is named Betty, but she has never answered any of my letters to her. Perhaps she is just to aged to do so.

Armand  
1125 Forest Rd  
Niceville, FL 32578-1741

I am assisting Mr. Cornell M. Janes with his asbestos case and I need help locating a few of his USS Calvert shipmates:

**M C ORBETON** – perhaps lives San Diego

**W G MILLER** – perhaps lives Reno NV

**W C BURNS** – perhaps lives East Coast

Mr. Janes was a Machinist's Mate who later became a commissioned officer. He served aboard the Calvert 3/63-265 as a Main Propulsion Assistant. I do not know what Division he was assigned to or his rating at the time.

He also served aboard the following:

USS SAINT PAUL CA-37 1/15/53 – 2/1/55 Machinist's Mate & Fireman

USS HORNET CVA-12 9/2/56 – 6/6/60 Machinist's Mate

CAVALIER APA-37 2/65 – 7/66 Chief Engineer

HANCOCK CVA-19 12/68 – 9/70 Boilers Officer Engineering, Damage Control and A-Division.

**LELAND AUSTIN GAGNEBIN**

575 Midway Blvd. Novato CA 94947 (415) 883-4100

E-mail: lgagnebin@sbcglobal.net

## HOMeward



Reading Vol.# 50 and as usual, enjoyed it very much. You asked for the following;

Served aboard the *Calvert* during the Korean War, March of 1950 to Sept. 1952. I was a BM2nd class. In the 2nd Division. Made the mistake of joining the Navy Reserve after serving 4 years in WWII aboard the USS Uvalde AKA88. I was called back for Korea.

I have moved to Florida, my address is above. I was formerly in New York at 195 Sherry St., East Islip. We are right on the golf course and play almost every day. No charge for residents. Our community is called "Leisureville." We are well rested! Thoroughly enjoy the "Calversion" but seldom see any names I recognize. I was aboard in Hong Kong. Some experience!

Thanks for keeping us in touch

John T. Carlson  
200 SW Golfview Terr. #127  
Boynton Beach, FL 33426

## BOUND

### Fire in the hole!

**Arthur Schladerman,  
Kirkland, WA**

**D**uring WWII, I was aboard a troopship packed with GIs. This ship also had several latrines on the deck that were just benches with holes cut in them about three feet apart and ran the width of the ship. Seawater flushed the waste as the ship listed from port to starboard.

While I was waiting my turn for the latrine, four GIs jumped up screaming. I later learned that some smart aleck had wadded up some toilet paper, lit it on fire and dropped it in the next hole, timing it so the flush water would float the flaming toilet paper burning the rears of all who were seated as it floated by.

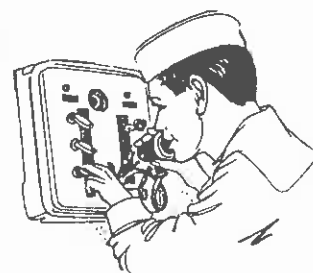
Now, I was so amused by this foolish act that I thought I would pull the same prank myself. I prefer to relate this story to bad luck rather than pure stupidity, but I timed the flushing wrong and became a victim by scorching my own bottom.

No, that isn't why I received a Purple Heart.

I'm sorry I was unable to make the Springfield reunion. Everyone enjoys and looks forward to the reunions. Thanks for all the work you do in getting it ready, as well as work on the newsletter.

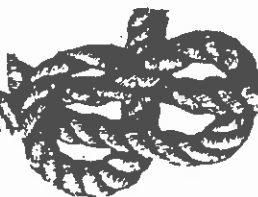
I was on Calvert 1959-1962.

1959-60	Signal officer	relieved Al Menke
1960	Asst CIC officer	under Bill Johnston
1960-61	CIC officer	relieved Bill Johnston
1961-62	Comm officer	relieved Russ Simsarian
1962	Navigator	relieved Dave Wine



Following that I was a computer programmer instructor at Fleet AAW Training Center in San Diego for two years before re-entering civilian life, where I worked as a computer programmer, analyst, and manager until my retirement, which I am enjoying thoroughly.

Ed Weyhing - 20 Murphy Circle - Middletown, RI 02842-6234



Harley Wenninger.....25.00	Glen Hilton.....30.00
Dorothy Marks.....25.00	Richard Nissen.....50.00
Douglas McGregor.....25.00	Frank Shemanske.....20.00
John Paul Jones.....25.00	Richard Blush.....25.00
John Gallaway.....25.00	Henrietta Rybarczyk...15.00
William Habrat.....50.00	Harold Winter.....10.00
Tom Warden.....50.00	Anthony Chlan.....15.00
Ed Weyhing.....40.00	Santiago Benavides....50.00
John T. Carlson.....9.00	Ronald Sley.....25.00
Norm Durr.....25.00	Louis R.B.Smith.....18.00
Bev. Taulbee.....10.00	R.Donald Thoos.....20.00
Glenwood Long.....10.00	James Samsell.....5.00
	Donald Woodfin.....30.00

The following are In Memory Of,  
 Betty Rogers 20.00 IMO Carl Rogers  
 Charles Skillman 50.00 IMO Joe Perme  
 Marietta Holmes 25.00 IMO Roy Holmes  
 Dave Cullen 20.00 IMO John Zdanawicz  
 Elsie Pribula 25.00 IMO Joseph Pribula  
 Dave Cullen 150.00 IMO 3rd Div. 1941-45  
     Lt. Commander Joe Turpel  
     BM1/c G.P.lynch  
     BM1/c Vincent Szwabowski  
     BM1/c Russell Grocer  
     Cox Joseph Pribula

Elsie Pribula gave the Calvert Associates  
 100.00 to purchase Flags for Memorial Service.  
 At one service it took 30 some flags and we  
 would like to thank Elsie for her Donation  
 In Memory Of her husband Joeeph Pribula



I would like to thank all of you that came to to the reunion in Springfield, Mo. I think that we all had a good time. My children enjoyed working and meeting everyone. Some they knew from before and some were new but not for long. Weather was perfect and so were the Shows we saw. I think everyone ate to much but its only for a few days. Below I have listed those who attended.

Floyd & Carol Alderman  
 Bert & Nan Cohee  
 Charles & Anita Wilson  
 Hoyt & Sue Worthington  
 Howard & Twyla Blackburn  
 Urban & Margaret Butler  
 Willie & Judy Carrillo  
 John & Margaret Collier  
 James & Lola Daniels  
 Jim & Rosalie Dierkes  
 Howard & Odessa Gentry  
 Bill & Rose Hobrat  
 Paul & Mary Kloess  
 Harold & Opal Lee  
 Sam & Dorothy McCoy  
 Bob & Mary Lou Miller  
 Frank & Mildred Pachel  
 Betty Rogers  
 Charles & Gloria Skillman  
 Elaine Vinci  
 Elsie Pribula  
 Bob & Sharon Morse  
 Kate Bariteau

Harvey & Jeanie Duy  
 Harley & Olive Wenninger  
 Thomas & Louise Warden  
 Marshall Bandy, daughter Grace Jones  
 Al & Marty Bradbury  
 Dick & Mary Cannon  
 Charles & Helen Clauss  
 Rex Crowdes  
 Ivan & Nenita Davison  
 Jack & Alma Ferris  
 William & Jacqueline Haggarty  
 Richard & JoNell Hickok  
 Bill & Donna Leatherwood  
 Glenwood & Florence Long  
 Edward & Barbara McElroy  
 Michael & Mable Moschella  
 Ben & John Rathke  
 Cyndi & Diane Stoker & Ashton  
 Billie & Nina Trout  
 David & Mary Wallace  
 Richard & Glynna Morse  
 Jim & Pat Laughlin  
 Cora Elliott

Then members of my family that had to work and have fun too.  
 Laverne & Jean Benson  
 Darrel & Wendy Rossow

Lynn Clarke & Judy Miller  
 John & Sherry McDonald

Springfield Reunion Host John & Lila Cole

Its always nice to double check your work. On doing so I found that I missed two couples that attended.

Bob & Doris Upton

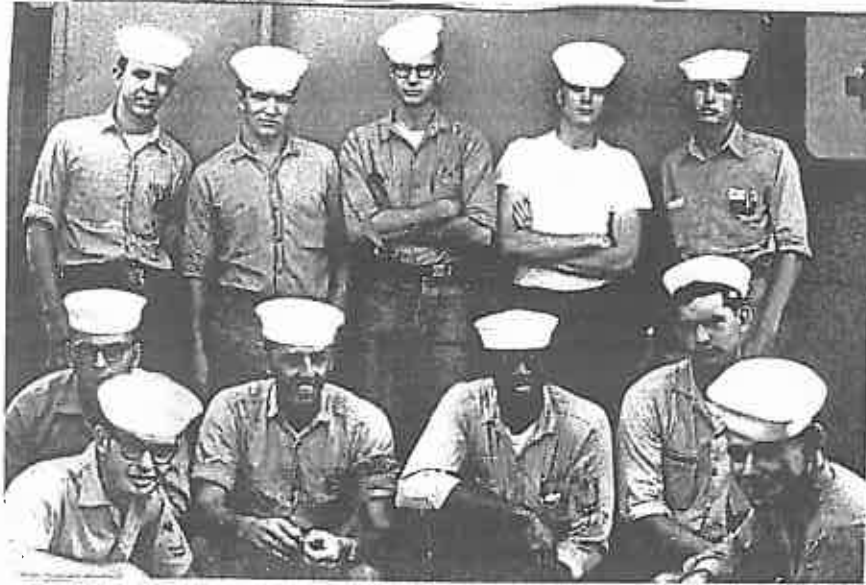
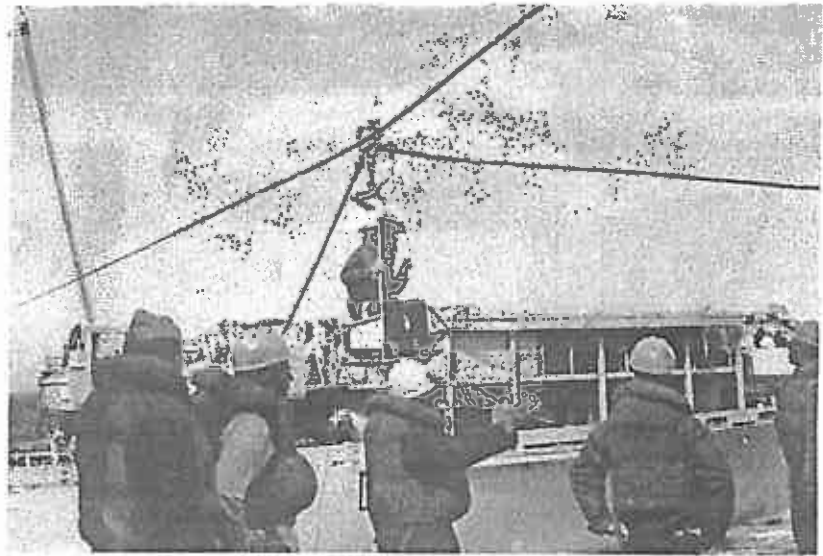
John & Pat Groff

If I missed anybody else, please inform me. Thanks.

Our hotel, the Sheraton Hawthorn Park really treated us like royalty. The beds were high and came with four pillows. The Free breakfast buffet was super. We had to catch some early buses so a quick and fast breakfast was needed. Our hospility room was a large room on the first floor that used to be a bar. The battle field trip was interesting and I don't think anyone will forget the throwed rolls at Lambert's Cafe. The four shows we saw were all different type of entertainment and very good. Did you get to see the pool table in the men's room at Shoji theater? See you next time.....

# the old crew

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



These photos were sent by Paul Griffeth FTG2 who served on board from 1962-66. These were taken in 1965 on the way Nam. Do you know any of the men. If so drop me a line.





# U.S.S. CALVERT

National Crew Reunion



Richmond, Virginia

September 28 thru October 2, 2005

Rate: \$80.00 inclusive of Tax and Full Breakfast Buffet for 2ppl  
Guests will receive breakfast vouchers at check in

Please reserve the following accommodations:

\_\_\_\_\_ Room(s) with two Double Beds for \_\_\_\_\_ people  
\_\_\_\_\_ Room(s) with King Size Bed for \_\_\_\_\_ people  
\_\_\_\_\_ Room(s) with Handicapped Features for \_\_\_\_\_ people

\_\_\_\_\_ Non Smoking \_\_\_\_\_ Smoking



Call Toll Free 800-964-6886 or 804-222-6450 to make your reservations asking for the USS Calvert Reunion block.

Arrival Date: \_\_\_\_\_ Number of Nights \_\_\_\_\_

Name: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code \_\_\_\_\_

All Reservations must be guaranteed with a major credit card or a first night deposit. Total with tax per night \$80.00 (tax rate is 13%)

Credit Card # \_\_\_\_\_ Expiration: \_\_\_\_\_

# SHIP STORE

## STORE ITEMS AVAILABLE

Blue Caps.....\$8.00  
embroidered logo

Blue Polo Shirts (new)..\$16.00  
embroidered logo-S,M,L,XL  
XXL shirts.....\$18.00

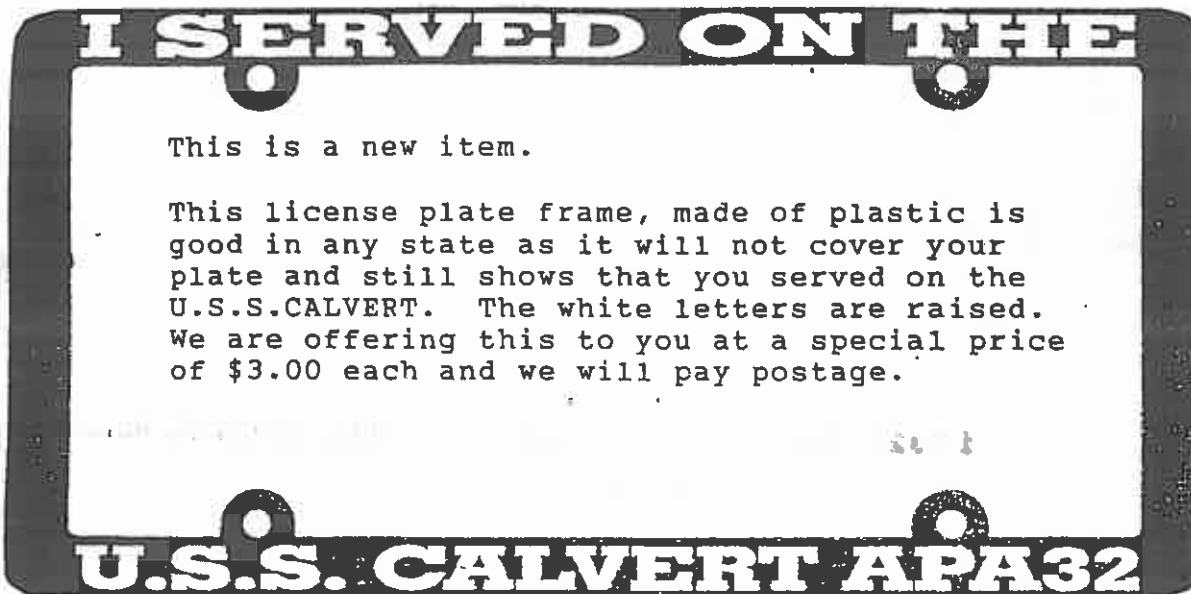
Auto Plate, plastic.....\$3.50

Licence frame.....\$3.00 P.P.

Calvert White Patch.....\$2.00  
Calvert Red Patch.....\$4.00

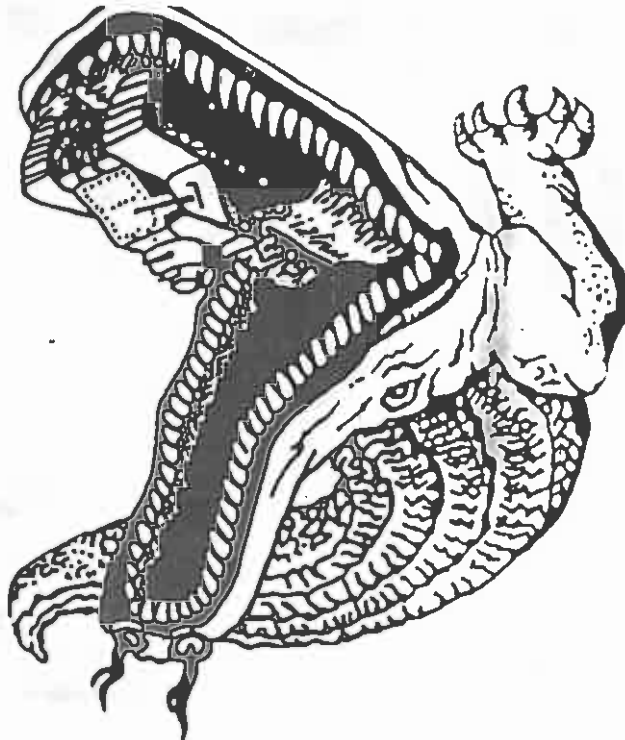


Embroider on Polo Shirt and  
blue caps.



Red Calvert Patch  
4 inches high  
Red, Yellow and Black

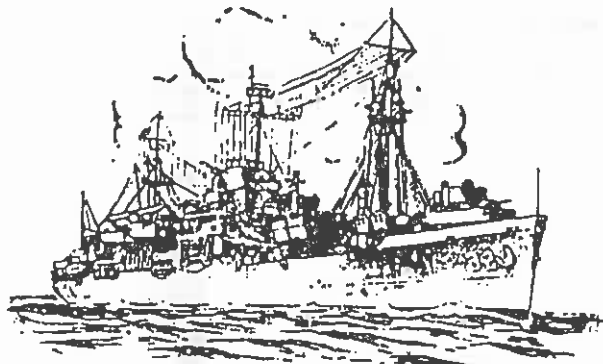
Please make checks payable to; Calvert Ships Store.  
Add \$3.00 postage to each order total.  
Send orders to; John L. Cole  
506 Red Wing ave.  
Kenyon, Minnesota 55946



**CALVERT ASSOCIATES**  
506 Red Wing Ave.  
Kenyon, MN 55946

3rd CLASS  
PERMIT NO.  
10

"Change Service Requested"



U. S. S. CALVERT APA-32

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



17025+2247 01

WE MOURN THE  
PASSING OF THESE SHIPMATES

Robert Stewart RMC 51 2-3-04  
L.T. Corbin 8-2000  
Richard Schutthies ICI 52-55 3-25-04  
Mike D. Latimer LTJG 42-43 9-1999  
John Zdanawicz CBM 42-45 8-15-04  
Louis J. Zampell GM1 42-44 8-29-04

