

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. 63 – 2011



Comments from the Commander

Another great reunion. Willie and Judy Carrillo did a wonderdull job putting it all together. I think every body had a good time. The bus tours were very interesting. On one trip Bev Taulbee joined us. She got to see some old friends and meet some new ones. We all got to meet her daughter Beth. Bevs husband was Homer GM2, 43-45. As you know we are just one big family.....Tom Upchurch is working on the 2011 reumion. The hotel is picked and the next newsletter will have the Tour information. If you live in the West I would like to have you consider comming to Spokane in September. This will probably be the last time we will hold one in that area. If you have a "Bucket List", put it on it for this year.....Now some "Good News and Some Bad News". We don't have a host for the 2012 Reunion. If we don't get one there probably won't be one. Lila and I have hosted three reunions and Rich and Glynn Morse have hosted two. We need s ome one who is younger that can step in and commit to having one preferably in the Eastern U.S. as that is where most of the old crew is living. I would work with that person Which will make it easy to do. We have had 30 some Reunions and they were done by people just like you. We also like a city that has good Airport as most fly in. If this is something you have been thinking of please give me a call and we will talk. I will give you phone numbers of former hosts if you w ould like to talk to them. Please give /r/ some thought.....Now for some "Good News". I will continue to put out the Newsletter as long as I'm able. Also if there are enough donations to cover the cost of printing. I do enjoy doing it and from the feed-back I get most of you do to. I have many wives that wanted to stay on the mailing list as they enjoyed it too. Even with the death of some members (16 this newsletter) our mailing list is still in the 700 plus copies. I appreciate all items sent to me that could be used in the newsletter. Thats what makes it great.....One thing I have forgotten to say that if you want to bring a friend or friends to the reunion thats fine with us. My girls and their husbands have been to many and have helped the host where ever they are needed. My daughter Lynn brought her friend, Judy and we put her to work to and she enjoyed it as much as my childre did. It takes everybody help to make each reunion a success.....I will close for now. The Wife and I want to wish you all a very happy New Year. So till next time,

j.l.cole



mail call



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



Received the Calversion today, thinking of you. I look forward in keeping in touch. Thought of Dave Cullen and Mary Nell so many times, wondering how they were and am sad to know they both have passed on. Life has a sad way of breaking up the old gang. Hope you both are well so that you can continue the great work of the Calvert.

Enclosed is a check for the purchase of flags in memory of particularly my love, Joe and all the crew present and gone. I know that for the next two reunions I cannot attend but I already was in touch with Olive and Harley for Philly, God willing we will be there. Have a great reunion, I surely miss them. My thoughts, prayers, and love to all.

Elsie Pribula
717 S. Hoffert St.
Bethlehem, Pa. 18015

Charlie and I are commending you on all the years you have dedicated yourself to the U.S.S. Calvert reunions. We have enjoyed as many as we could attend. Thanks again.

Charles & Gloria Skillman
13632 Cork St.
Garden Grove, Ca. 92844

Thanks so much for a wonderful evening. The Memorial Service was so moving, and the rest of the evening so enjoyable. My family loved it to. Thanks so much for all the effort that goes into making it all so wonderful. It was great to see you both as well as other old friends. Love and good health to all.

Jean Shuster
515 Kenmore Ave.
Greenburg, Pa. 15601

Mary and I enjoyed the reunion and the bus trips. Mike the driver was really thoughtfull about bringing the bus lowered to accomadate people that have a little problem climbing that first step. Mary and I want to thank everybody for giving that first seat on the bus all three days. What a nice bunch of ex-sailors. I still want to promote you to Admiral.

Your family were all fun to be with. I wish I had recorded some of your norwegin jokes. I hope Mary and I are well enough to attend next years reunion in Spokane, Washington.

Norman & Mary Durr
2115 Wedgewood Dr.
Oceanside, Ca. 92056-3266

Thanks for keeping me on the Calversion mailing list. I always look forward to it. I continue to enjoy being in New Mexico and having quality time with family. Still haven't gotten used to the 90-100 degrees and may never learn to eat hot chilies. Contenued success with the reunions as you touch many lives.

Marietta Holmes
2975 Terrace Dr. Apt. 307
LasCruces, N.M. 88011

I have been living at the Wisconsin Veterans Home in King, WI for several years due to my need for nursing home care. I am no longer able to travel but please know that my thoughts are with all the attendees as they enjoy the lovely schedule you have put together. All of the events sound delightful and very interesting, particularly the trip to the Coors Brewery.

James Hart
Lt. Commander Retired

My best regards,

STATE OF WISCONSIN
DEPARTMENT OF VETERANS AFFAIRS
WISCONSIN VETERANS HOME AT KING
N2665 COUNTY RD QQ
KING, WI 54946-0600

Your CALVERSION newsletter was forwarded to me. My Dad, Lawrence D. Copeland, died March 15, 2005. I believe he served on both the Calvert and the Harry Lee. Dad was just a week short of his 85th birthday when he succumbed. Mom passed away this past March and all mail has been forwarded to me. I don't live real close to my parents home but I handled some of the mail in the five years after Dad went. I recall some of your newsletters. Mom tended to put things aside if they weren't bills or correspondence so pardon me if we did not respond earlier.

I'll give you several stories about Dad. His Navy career started as a signalman and he was an Ensign for part of his sea time. He finished after WW2 as a Lieutenant J.G. I believe, and was briefly in the Reserves after the war. My sister still has his uniform and cap.

During Dad's stay at Norfolk VA Navy Base, Mom had an infant (me) and was living in not-very-nice family quarters while Dad was on base. Mom slept with a .38 pistol under the pillow and they heard random shootings pretty often!! Dad kept the pistol until some time in the 1990's.

Dad was in a landing craft in the second wave I believe in Africa. He and a fellow sailor were to carry a 75-pound gasoline generator onto the beach where they could set up signal lights and radio gear to communicate with the Fleet. As the landing craft doors went down, the depth was WAY greater than expected. As they left the landing craft, the generator was too much weight and it dropped to the sea floor. The Bosh's mate or whoever was running the boat said, "proceed to shore" anyway. Dad worked the lights and also ran something called Nancy gear which was infrared code lights so the enemy couldn't see the signals at night.

Part of Dad's career as a signalman was spent in the radio shack aboard ship copying Morse code "Fox" transmissions through headphones. I believe from fleet command using giant transmitters near Washington, DC. "Fox" was 5-letter code groups and you could not mess up because they would pull the typewritten code out of the typewriter and enter it into a decoding machine. "Fox" included fleet orders and many other important communications I guess.

I was an amateur radio operator decades ago and Dad and I would send Morse code to each other at parties. We could send things like, "this party is boring!" or "she looks terrific" and no one would know. Mom would look at us and say, "what are you guys doing?". I recently reactivated my ham license (KB1UMD) and will be improving my code speed. It's a dying art but nothing gets through noisy conditions like code. Dad could copy code in his head but I still have to write it down as I receive it. Dad used the old Navy phonetic alphabet but I use the new international phonetic.

My mother worked in the Custom Tower in downtown Boston during the war while Dad was at sea. From their office many stories up, they had a magnificent view of Boston Harbor. One day everyone noticed a ship slowly entering the harbor, covered with ice from the north Atlantic and listing somewhat. The talk buzzed about what bad shape the ship looked. When work got out, Mom took the train home to her folks' house in Quincy but late that night there was a knock at the door and Dad had walked up from the late train. That was his ship and they were real glad to see him home safely on leave!!! I don't know if that was the Calvert or the Harry Lee.

Mom and Dad got married quickly then Dad had to leave for the sea. Dad made it home on leave now and then. After several years in the Navy, Dad was home for a brief leave and had to return. There was word that we were preparing for the land invasion of Japan. Mom was convinced that she'd never see him again and she was pregnant with her first child, me. Then they dropped the Bomb and Dad came home for good.

After the war in the 1950's, my brother, sister and I were all on a cabin cruiser boat owned by friends of Mom and Dad. It was a beautiful day and we were anchored about a half mile off Nantasket Beach near Hull, Mass. As the afternoon got on, Rich went to start the engine but it wouldn't catch.

With no luck on the engine and the afternoon getting later, Dad grabbed my T-shirt and my brother's and jumped up on top of the cabin cruiser's roof. There were probably several hundred people on that huge beach. Dad proceeded to start sending wig wag (flags code). Sure enough, some time later, a swimmer came out and remarked, "I was reading your code as I was swimming". What's the chance of having another Navy signalman on the beach willing to swim half a mile and copy code in his head?? We invited him aboard and, after a rest, he returned to the beach. With dusk threatening, the Coast Guard eventually arrived and towed the boat back. Nowadays, you'd call SeaTow on your cell phone or marine radio and get rescued after a several hundred dollar fee on your credit card.

Dad was an able seaman and passed on his skills to me. I had a long career racing sailboats and some coastal cruising in larger boats. Dad and I sailed small boats in the harbor near home. My navigation skills also served me well as a light aircraft owner many years ago. I knew how to dead reckon by clock, compass, wind drift and chart. That is still taught to student pilots but is quickly forgotten as radio navigation takes over.

Morse code even helped me as a pilot since some of the aeronautical navigation stations sent their station ID in Morse code. And of course, most two-way aircraft radio calls use the phonetic alphabet extensively.

I was never in the military but I have a terrific respect for it. My son-in-law is an Army major at West Point, serving as an instructor. He has been deployed to both Iraq and Korea as a Patriot missile leader. His cab shot down the first Scud missile in Iraq. My daughter and son-in-law have given us two delightful grandchildren, ages 2 and 5.

I am enclosing a small donation. I realize that folks are passing away so I wish you the best with your group.

Larry Copeland, II

E-mail:
LDCRC@yahoo.com

I have enjoyed reading the "Calversion" for the past number of years and you are to be commended for the excellent job that you have done and are doing in publishing it.

I have been corresponding with Ed Britt ever since we served together on the USS Calvert in 1945. We were both communication officers at the time, Ed was a Lt.j.g. and I was a lowly Ensign on my first sea duty. We have continued our friendship during the past 65 years and until just a few years ago we both kept in touch with Al Jaffee, who was also a Lt.j.g. and a communication officer as well, until his passing several years ago.

In my last correspondence with Ed Britt I was surprised that he had not been receiving the "Calversion". Ed is living in Denver and may be interested in attending the reunion this year.

At any rate, I am sure that he would enjoy read the "Calversion". Please put him on your mailing list.

His address is: Edward J. Britt
2880 S. Locust Street, Apt N708
Denver, CO 80222

Warren M. Shaddock
59 Winding Creek Lane
Rochester, NY 14625-2175
Telephone (585) 586-3941
e-mail wshaddock@aol.com

The Calvert APA 32 is gone from our eyes but not our memory

**I am standing upon a Pier
looking at the USS Calvert APA 32 with her beautiful newly painted gray sides.
She starts to move with the morning breeze and heads for the ocean blue.
She is a thing of beauty with her slanted smoke stack and her strength as shown in her
gun mounts. I stand and watch her make her way to the open blue sea until she hangs
like a speck of a gray cloud just where the sea and sky come to mingle with each other.
Then someone says, "there she is gone"!**

"Gone where"?

**Gone from my sight. That is all. She is just as large in hull as she was when she
was at my side and is just as able to bear her load of freight to her destined
port.**

**Her diminished size and shape is only in me, & not her. And just at the moment
when someone at my side says. There she is gone! We remember with our eyes
of our memory watching her going and then other voices rings out in different
memories of different people and they take up the glad shout, Here she comes !**

For She is always there in our eyes of our memory.

**John Anderson
Some times known as Andy
USS Calvert from 1951 to 1954**

**John A. Anderson
24915 Giltspur Way
Spring, TX 77389**

News from the Harry Lee APA10

A call from John Cole asking for any news the Harry Lee may want to contribute to his Christmas message has been received and this will be added to his Calvert newsletter. The number of Lee members attending the Denver reunion sends a message of how near we are to losing the last devoted members of our group. And with the next scheduled reunion to be held in Spokane this could attract a few more since our group has never been to a reunion at this location. John mentioned that no plans have been made following Spokane. We have ten reunion members living in Florida and about that many living in the Boston area. Both of these groups have mentioned one final reunion and that would be a cruise. How many that would attend such a function is not known. If this happens there would be no tours, no banquets and no walking. This could serve as an end of reunions for the Lee. Members could still communicate with one another if they keep their phone bill paid. You of the Calvert have given us life, an extended life during your last three reunions. Recently a Calvert shipmate reported the death of a Lee sailor to John. John sent me the obituary of this lost shipmate. It's hard to believe but this sailor and I, both Yeoman,, worked in the Exec's office. Words are hard to describe his sister's joy hearing that someone knew her brother and had worked with him for almost three years. Wayne Sorenson, a friend forgotten and made known again by a chance phone call. This cruise idea may just be a pipe dream but I for one would try my best to be there. I have two grown boys that could help their father walk especially up and down stairs!

How many recall? It's October 24 1942 Two ships are side by side the Calvert and the Lee. The Lee just returned starting out for North Africa. The turbine gave way, and returned for repairs. The Calvert had been in the Chesapeake on a shakedown cruise and was just commissioned. In 24 hours all the troops, all equipment of the army in the four holds was transferred to the Calvert. You too Smith. My three months in the Navy didn't count. I didn't know I would spend the next 3 years and 1 month on the U.S.S. Harry Lee



SHIP STORE

Back



T-shirts (sample shown)

M-L-XL-----\$6.00

2XL-----\$7.00

Baseball hats,

Red with blue brim

U.S.S. Calvert APA32, on front

Flag on back-----\$9.00

Baseball hat

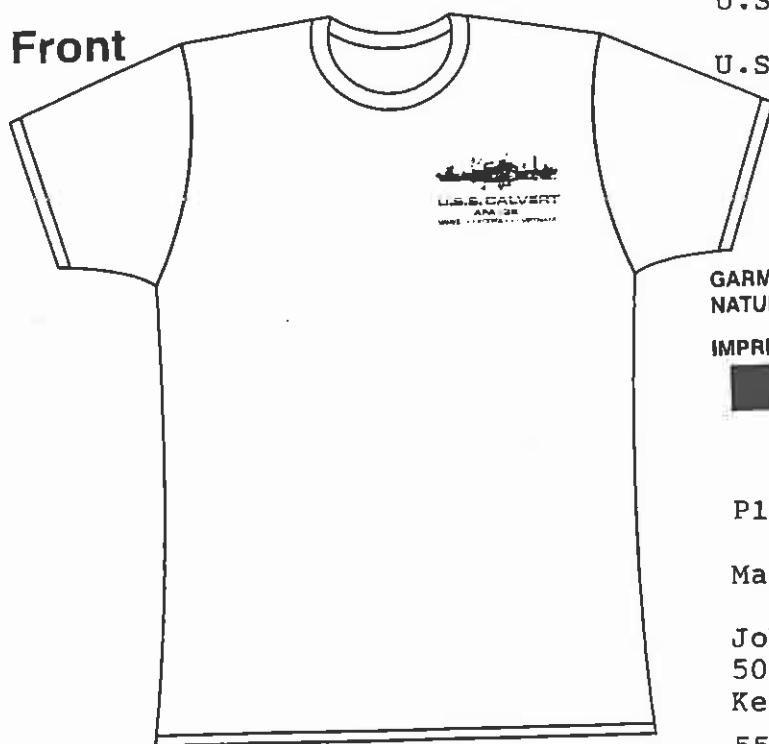
All blue

U.S. Navy insignia on front

U.S.S. Calvert APA32 on back

each-----\$9.00

Front



GARMENT COLOR:
NATURAL

IMPRINT COLORS:



BLACK

Please include \$3.00 postage

Make checks payable to Ship Store.

John L. Cole
506 Red Wing ave.
Kenyon, Minnesota
55946

Spokane Airport Ramada

8909 Airport Drive

P.O. Box 19230

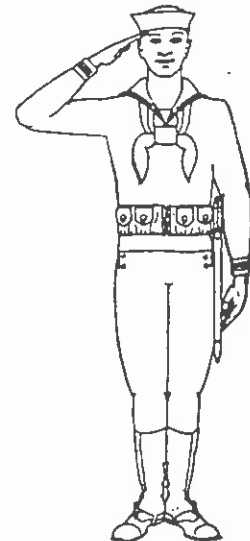
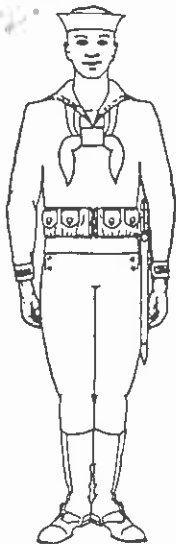
Spokane, WA 99219-9230

Phone: 509-838-5211

Toll Free Phone: 866-691-2384

Fax: 509-838-1074 % Jean Berg

Email: jeanberg@ramadaspokaneairport.com



U.S.S. CALVERT/HARRY LEE

Reunion

Spokane, WA September 14-17 2011

\$72.99 single or double occupancy rate +10.7% +\$2 Tax

Complimentary Shuttle to Spokane International Airport and Northern Quest Casino.

Group Cut Off Date is 15th August 2011

RATE CODE CGCALV

You must ask for this code, when making your reservations.

Guest Name _____

Address _____

City/State/Zip _____

Phone: _____ Email: _____

Arrival Date: _____ Departure Date: _____

One Bed? Two Beds? _____ Number of Guests _____

Credit Card to Guarantee _____ xp: _____

AX/VS/MC/DS

Write conformation number here _____

Please Note,

All rooms are non-smoking.

Rate is available three days prior and three days after reunion.

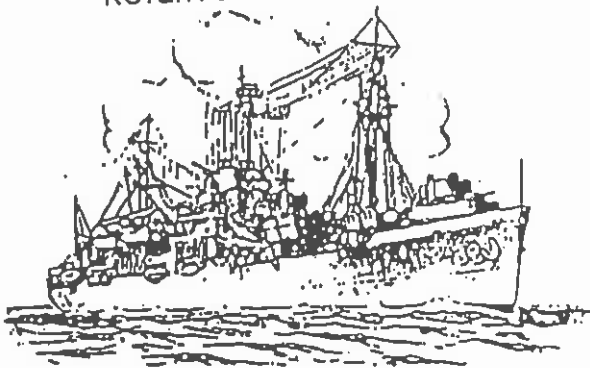
Use courtesy phone at baggage claim for airport pickup.

CALVERT ASSOCIATES

506 Red Wing. Ave.

Kenyon, MN 55946

Return Service Requested



U. S. S. CALVERT APA-32

STERLING

FUNCK

BMI 42

2100 BENT CREEK BLVD., STE. 116

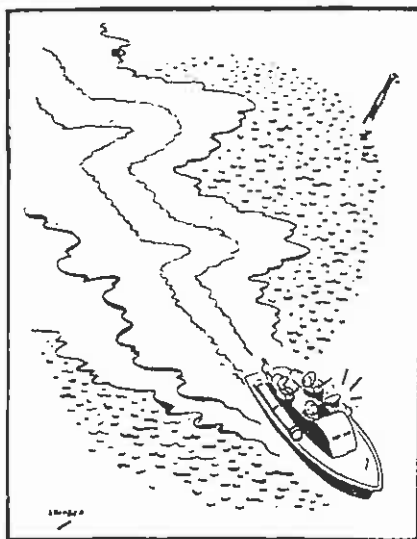
MECHANICSBURG

PA

17050-1831

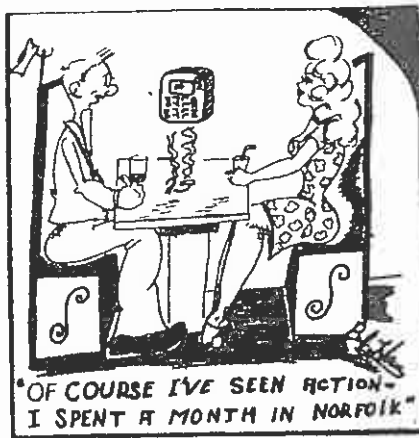


Cartoons provided on this page complements of Hal Winter

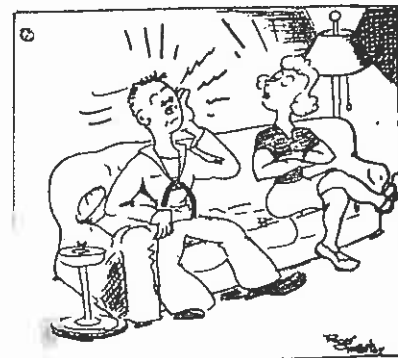


—Condenser (NTS, Chicago).

"I see the helmsman's got hic-cups again."



—Daily Dope Sheet (NAS, Norfolk).



Bethlan (V-12, Bethany College, Bethany, Va.).

And that's not one of the Four Freedoms!"