

CALVERTSION

OFFICIAL NEWSLETTER OF THE MEN OF THE U.S.S. CALVERT APA 32

"The Ship and Men of Distinction"

Published and Compiled by
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506 Red Wing Ave.
Kenyon, Minnesota 55946
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Comments from the Commander

It has been a long time since I was in San Diego and it had changed. Its not the Navy town as I knew in the 50's. I dont think that there were more than 20 ships in port. I can remember hundreds. Things change!! Norman Durr and Jim Hart did a super job of providing things to do. The trip aboard the nuke carrier was fabulous. Its one big Mother and we were guided through the ship. Lunch was at the Officers Club on Cornado Island. The highlite of the weekend was the get-to gather party put on by one of the former Ships Captains Edward R. Hunt. The meal was very good and after that Ed spoke to the group about Navy life. I would like at this time to thank him on behalf of those attending the San Diego Reunion, "Thank you very much for adding to our Reunion"..... Landcaster Pa. is just around the corner and time to think of getting your room reservations in now. Our Host, John Groff is busy with the itinerary which will come out next newsletter, so get those room reservations in now. Dates are September, 6-7-8-9, 2000..... Leland "Porker" Strahm new address is 5373 TWP Rd. 98, Carey, Oh, 43316 for those who want to write..... James Chapman (702) 757-3016 is looking for Robert Arthur Davis also know as RAD. If you can help him please give him a call..... Ross E. Harnbuckle LCDR informed me that in issue #37 that the officer looking over his right sholder and up is LT. E.A. Ahern on the change of command picture. Hornbuckle was engineering officer from 2-52 to 5-54..... R. Bruce Moore wants all Calvert Corpsman to write him at 7711 Hatton Pl. Reseda, Ca. 91335-2132, Purpose, to collect histories..... Paul Fleming wants all Calvert men who attended U.S.N.T.C./N.A.P.S. at Bainbridge Md. to write him at 2927 Duncan Rd. Wilmington, De. 19808-2379 for recent formed association..... Ran out of space so I couldnt put in any info on the Combat Action Ribbon that was in the Jan. 2000, VFW mag so will try next time..... On the back page is a actual size copy of the Calvert luggage tags that the Ships Store has for sale. They look real nice on any bag and will tell folks you served on the Calvert. Mailable..... That rounds up all the tid bit info I had in my desk. Hoped you enjoyed the Captains reports as much as I did doing them. I would like to thank all the Captains who sent me their histories. Thanks..... See you in Landcaster in Sept.... j.l.cole



mail call



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



Badge of Honor Medal Available

Hi John, your name was given as the one heading up the Calvert Association, I need you help in getting information for awards due BOH members - one in particular, Joseph Cheseldine.

The Calvert ran along side LST1161 from Okinawa to Taiwan - leaving Okinawa on 01SEP58 and returning about a month or so later (I've ordered the Deck Logs for both ships which I expect to have soon). However, the Marines on LST1161, while they docked at Kaohsiung ROC and subsequently made a net landing onto Taiwan (full battle gear and live ammo). Now here's the wrinkle, the Marines n LST1161 received the AFEM for Vietnam along with the NDSM (a complete mystery to all) - I was one of them as was Joe Dees, however, while Cheseldine was on the Calvert and ran along side LST1161 to and from Taiwan he too should receive the same awards as we did on LST1161 - right? At least that's what I figure. But he's been denied for some reason.

The attached outline is self-evident. We are seeking men from the Calvert that have, at any time, been of service to the ROC. Can you post this for us - the short and the long of our Association is attached. LLOYD (Evans)

8-23 Badge of Honor Association USA

The Badge of Honor Association USA is certifying, for the MND/ROC, those that have been of service to the free Chinese, on Taiwan, since 1949 to this present day. If you have been of service to the ROC, on the island, or on Quemoy or Matsu, in the Straits or otherwise contact: Lloyd Evans, Chairman, BOHAUSA, 639 Page Av., Lyndhurst NJ 07071, E-mail: CDQsm@worldnet.att.net Toll Free Fax: 888-511-7109. Certification is being done now, for the October 2000 ceremonies. (Posthumous awards will be presented.)

Thanks for the newsletter. I served aboard the Calvert as a seaman and PN3 in 1952 and '53. There are about twenty men with whom I'd like to have a chat, but principally Bob Precht, ENS, Mike Hogan, YN2, Bill Dietz, YN3, and three guys named Kronk, Hatherill, and Metzger (naturally, we called him "mess gear.")

In the years following the navy I became an actor, working on TV and in film under the name Paul Mantee.

My most memorable experience aboard the Calvert, other than riding out a bitch of a typhoon in '52 as the flagship in COMTRANSDIV 13, was a party the ship threw in Inchon Harbor for an entire Korean orphanage. Paul Marianetti

I received your letter dated December 4, 1998, and am happy to respond. First, I greatly appreciated that I was privileged to command CALVERT, and I hold in deep respect all officers and crew members who were aboard during that period. My tour aboard is one which I look back on with the highest regard.

Before going on to answer the questions you have posed, I would like to report my first contact with CALVERT. It was November-December of 1943 in the central Pacific. Decision had been made in Washington to commence the "island hopping" (a term which I detest but which seemed to be palatable to the press and the public) campaign starting in the central Pacific. Our shipbuilding efforts were pouring out ships and landing craft. Men were being trained and

equipped for combat (some having bled and learned to win in the South Pacific). Veteran carriers as well as the new ones were being equipped with better planes (fighters, bombers, and torpedo planes. So it was the US turn to start the inevitable push toward Japan. The first target area was the Gilbert Islands situated roughly at the crossroads of the equator and the international date line.

In August of '43 I had left MASSACHUSETTS in SoPac and had reported to Rear Admiral Kelly Turner in Pearl. Turner divided his amphibious attack forces into two task forces. One force commanded by Rear Admiral Harry Hill was assigned to Betio (Tarawa) to the south, while Turner took the northern group of islands of which Makin (Muggin according to the Aussies who had been there). This was to be Operation FLINTLOCK. And so, when I embarked on the force flagship from Pearl I met CALVERT for the first time. She was one of the APA's in the Northern Group. In the force was PENNSYLVANIA (F), 4 or 5 CA/CL, 8 or 10 DD, 4 or 5 APA/KA and one LSD (the very first of the then-new breed, ASHLAND). The LSD limited our SOA to 13 knots, so with that and zigzagging we weren't a rapid transit party. The landing force was a re-inforced Army regiment of the 27th Inf.

Transit to the objective was not evenful. No surface or sub--surface contacts and no enemy air encountered. Many bombardments on the two objectives had been made, and many carrier air strikes as well. All such strikes were continuing ahead of us.

The MAKIN objective was secured without too much trouble but the same was not true of that at TARAWA. MGen H.M. Smith, embarked on our flagship departed by DD with his staff and joined the BETIO force at that southern objective. When all positions of the enemy had been cleared in the Gilberts and our garrison forces landed and established both forces departed for Pearl.

Up to that time we had not encountered any enemy airborne or seaborne forces. However upon departure we began to be trailed by unidentified bogies. Contacts started at dusk for about three nights and secured after three or four hours each evening. Only on one of those evenings did bogies close our force. They turned out to be Betties (a Japanese medium bomber, land based, and similar in performance to our B-26) - about five or more of them on that occasion.

When one or more planes began closing Turner executed TURN so as to provide maximum AA fire power on that target, our formation being in the standard circular AA defense disposition. They were not very aggressive and became discouraged, apparently, after receiving our ships' fire. So CALVERT had fared very well for the entire operation, her first in the Pacific... Harry B. Stark

RE: USS Calvert APA 32

Crossing the Line November 15, 1943

Attached find my original and a photocopy of the official report of the First Crossing of the Line by the USS Calvert APA 32 on November 15, 1943 as written by Lieutenant (JG) Abe Weinberg, ship's secretary and War Correspondent Harold P. Smith of the Chicago Tribune.

You may submit these to the museum records of the Calvert down in Maryland after you reproduce them in the next issue of the CALVERTION for the information of the current survivors of that occasion and the men who may remember some of the names of King Neptune and his multitudinous retinue who tore up the ship for one glorious day of sloppy silly humor.

DRAMATIS PERSONAE (ALL ORIGINAL SHELLBACKS)

QUEEN APHIDRITE	MARVIN, WILLIAM B.	RM3C
ROYAL BABY	GREGORY, ROY G.	CEM
DAVY JONES	MATTSON, KARL R.	CBM
ROYAL DOCTOR	ALLYN, WILLIAM B.	CSK
ROYAL CHIEF JUSTICE	MURPHY, THOMAS E.	CHIEF PAY CLERK
ROYAL NAVIGATOR	EMERY, HENRY J.	CHIEF CARPENTER
ROYAL BARBERS	CARRIE, JAMES P.	LIEUT.
	LEE, M.W.	CFS
	PRINZO, LOUIS F.	COX
ROYAL DENTIST	PARADISO, JOHN	ACTING PAY CLERK
ROYAL CHAPLAINS	RYLAND, R.K.	MAJOR USMC
	FRERE, FRANCIS	CSF
ROYAL PHOTOGRAPHER	STOLP, ROBERT	LIEUT. (JG)
ATTORNEY	D'ELESCU, FRANCIS	LIEUT. COL. USA
EXECUTIONER	MC DANIELS, LEON	ST.3C
CHIEF OF POLICE	RAWLS, LAURIE B.	CBM
LEADER OF BEARS	MITCHELL, CASIMIR J.	CWT

ROYAL COPS

ROYAL BEARS

SMITH GORDAN B. LT.CMDR.	HUGHES, JOHN H. LT CMDR
MONTGOMERY, JOHN H. LT.	GRAHAM, PIERRE ENSIGN
**MARKS, WILLIAM B. LT. (JG)	FITZGERALD, FRANK MACHINIST
BROCKLEHURST, RALPH CMM	CRESSON, JAMES CMM
KOHLRUSS, RUDOLPH, BMIC	HANSEN, ROBERT R. WTIC
FAYARD, LOUIS. MOMM2C	HOEY, OTTIS O WT2C
CHOATE, JAMES B. FC1C	AFLAGUE, ENRIQUE S. CK2C
BERNARD, WILLIAM F. S1C	CARVER, EDWARD D. F1C

Health problems for the both the Bride and I prohibit attendance at the reunion in September. Dorothy and I just celebrated our 56th Wedding Anniversary. We had been married while the Calvert was in the Brooklyn Navy yard in April 1943.

It was during that yard overhaul when we satisfied Capt. EJ Sweeney's (CMDR USNR) desire to have his own automobile aboard ship just as were held by the commanding officers of capitol ships. . With the help of quick switch artists from Chiefs to ship's Officers and the gang in the boat engine shop, a brand new Marine Corps yard patrol jeep was filched while a Marine shavetail and his Sgt.driver were being entertained in Chief's quarters and the Ward room. The jeep was hoisted to the boat deck where it was swiftly painted ship's color and numbered and hidden under tarps. The Marine search party did not find it !

The jeep with its whitehat chauffeur served Sweeney well in the Pearl Harbor traffic from Fleet Landing to Officer's Club and back till the night Sweeney let his driver leave early without the Jeep. Sweeney, somewhat later, volunteerd to drive some top brass back their carrier tied up on the 10 10 buoys behind Ford Island. He was reported to have left the fleet landing at about 45 miles an hour out across that black water that looked like asphalt at that hour of the night. Schooler and a couple of divers pulled it up next morning. I have no record in mind of what became of the jeep after that episode. Sweeney survived for a few more incidents across the Pacific.

Bill Marks Lt.USNR (Ret)
Plank Owner 1942-43-44-45

COMMANDING OFFICERS (rank indicated is that upon assuming command)

Captain Donald W. Loomis, USN	1 Oct 1942	24 Oct 1942
Captain James W. Whitfield, USN	24 Oct 1942	10 Jan 1943
Captain Allen P. Mullinix, USN	10 Jan 1943	9 Apr 1943
Captain Lyman A. Thackery, USN	9 Apr 1943	21 Aug 1943
Lieutenant Commander Edward J. Sweeney, USNR	21 Aug 1942	5 Sep 1944
Commander Ronald T. Strong, DE-V(G), USNR	5 Sep 1944	1 Oct 1944
Commander John T. Warris, USN	1 Oct 1944	26 Jan 1946
Captain Philip S. Reynolds, USN	26 Jan 1946	26 Feb 1947
Captain Glenn W. Legwen, USN	18 Oct 1950	24 Nov 1951
Captain Josephus A. Robbins, USN	24 Nov 1951	18 Oct 1952
Captain Leon F. Freiburghouse, USN	18 Oct 1952	4 Aug 1953
Captain Otto A. Scherni, USN	4 Aug 1953	26 Jul 1954
Captain Frederick V. H. Hilles, USN	26 Jul 1954	12 Mar 1955
Captain Adolph A. Peterson, USN	12 Mar 1955	6 Oct 1956
Captain William S. Maddox, USN	6 Oct 1956	25 Nov 1957
Captain Harry B. Stark, USN	25 Nov 1957	28 Aug 1958
Captain Walter L. Phaler, USN	28 Aug 1958	7 Aug 1959
Captain William M. Kaufman, USN	7 Aug 1959	21 Jul 1960
Captain William J. Collum, USN	21 Jul 1960	22 Feb 1961
Commander Harold D. Durham, USN	22 Feb 1961	5 Apr 1961
Captain John N. Renfro, USN	5 Apr 1961	4 Aug 1962
Captain David A. Merrill, USN	4 Aug 1962	28 Sep 1963
Captain Edward R. Hunt, USN	28 Sep 1963	25 Sep 1964
Captain Jack S. Kenyon, USN	25 Sep 1964	28 Jul 1965
Captain John G. Ward, USN	28 Jul 1965	18 May 1966

Many Thanks

To the following persons
who are helping with the
newsletter expenses.

Thank you very much.....

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Captain David A. Merrill, USN

4 Aug. 1962 28 Sep. 1963

COMMANDING OFFICER

(rank indicated is that upon assuming command)



CAPT David A Merrill relieved CAPT John Renfro as CO CALVERT on 4 Aug '62 enroute Sasebo, Japan to Inchon, S Korea where CALVERT loaded for Operation Seven Seas, my first amphibious exercise-which I don't remember much about! CALVERT was flagship for CAPT Paul L Stimson (COMPHIBRON 5) and staff, who commanded the exercise. After that we went to Subic Bay where we took on a load of Army, Navy, and Air Force dependents from the Philippines for a weeks R&R in Hong Kong. We had loaded about 20 pianos in Hong Kong for our passengers when we had to button-up the ship for TYPHOON WANDA. 1 Sep was steaming at four knots with two fiddle-string tight anchor chains secured to the carrier mooring buoy in Hong Kong harbor for 4 hours. This was better than banging the ship up in the South China Sea in the 105 knot winds! Afterwards CALVERT working parties helped in the disaster housing areas near the China border. We reloaded our worn-out passengers, & a few more pianos, and took them home. Then came amphibious landing training for Korean Marines on their east coast, followed by a visit to Yokosuka. Work parties spruced up the Aiji-No-Ie orphanage in Tokyo, and the orphans had a good party on the ship. All hands enjoyed the port visit, as we did with another visit to Kobe/Osaka.

In October Phibron 5 assembled in Buckner Bay with our relieving squadron for a large three-day landing exercise with Okinawan-based Marines. After the critique following the exercise the flag officers were to tell us how we did. Two hours late they came out to let us know that President Kennedy had just told the Russians to get their missiles out of Cuba, and we were to make preparations in case we went to war. We all prepared to reload the Marines to land in China or wherever! A week later tensions relaxed and the rest of Phibron 5 sailed for home. COMPHIBRON 5 was tasked to work with the Marine commands on Okinawa to correct deficiencies in the emergency load-out plans, however, and we waited a week until this was taken care of. The early morning we were cleared to sail for home we received an S.O.S. from the MSTs chartered tanker JULESBURG, which had gone aground on a reef west of Okinawa in the middle of the night. CALVERT made an emergency sortie at dawn and arrived at the grounding about 0800. We took all our LCMs and tried to swing the JULESBURG off the reef, but only managed to rotate it around the pinnacle she was stuck on. Six hours and five burned-out boat engines later a salvage tug arrived, and since the CALVERT was not equipped for that type of duty we were happy to turn the task over and head for home. San Diego looked mighty good when we arrived on 10 Dec '62.

1963 brought a yard overhaul in Long Beach, refresher training, a family cruise on 1 Mar, landing training for us and various school groups, and several Phibron 5 exercises. In late summer we again participated in a large amphibious landing exercise at Camp Pendelton, with COMPHIBRON 5 directing the landing portion. After a weeks training at sea I was relieved by CAPT Edward R. Hunt in San Diego on a blistering-hot (Santa-Anna) day about the end of Sep '63.

Prior to Calvert I had three XO tours (AVS-1, AO-105, DDR-743), two command tours (AF-28, DD-780), scheduling officer for CINCLANTFLT, and Chief of Staff to COMCRUDIV 6. After CALVERT I was CO of the Fleet Anti-Air Warfare Training Center, San Diego until mid-66, Pentagon for a year, then Asst Ch of Staff (Logistics) COMNAVFOR JAPAN 67-69. My final tour was as Director, Joint Interface Test Force in San Diego (developing joint interoperability capability of all services tactical data systems). Retiring to Whidbey Island, Wash.

near a Navy Air Station, we built a home and did volunteer work (church, Lions club, Red Cross-Navy Hospital, etc) for 22 years, then moved to a retirement community outside Seattle. We enjoy and have done quite-a-bit of travelling.

David A Merrill

Captain, U.S.N.

10901 176th.Cir.N.E.Apt.2413

Redmond, Wa. 98052-7218



Captain Harry B. Stark, USN

25 Nov. 1957 28 Aug. 1958

COMMANDING OFFICER

(rank indicated is that upon assuming command)



My name is Harry Boger Stark, Captain, U.S. Navy, Retired since 1966.. I joined CALVERT in her home port , San Diego, in October (?), 1957. The ship spent the following several months undergoing overhaul at Hunters' Point in San Francisco. It resulted in a very good overhaul of the engineering plant: on our sea trials toward the end of the period she made over 18 knots. We also had installed a high smoke pipe on the large false stack. It ruined the handsome appearance of the ship but it did wonders for the atmosphere on the bridge, which for years had bee miserable.

We returned to San Diego and started the usual Refresher Training. It was then I was introduced to the ship in both underway and landing operations. The crew did a fine job and I appreciated their work in all respects. Handling Mike boats in a seaway is no easy task. During one landing exercise, at anchor off the Strand, our signal bridge crew proved their alertness by spotting a helicopter's sudden disappearance off Imperial, Beach, about ten miles to our south. We sent a boat to the scene and picked up two men (the only souls aboard we determined).

Time came for our regular turn in deployment to WestPac. CALVERT with ComPhipRon Five on board and with all other ships of the squadron left San Diego for Pearl and thence to Yokosuka, Japan. Initially the Commadore was not at all pleased when two ships fell out (rejoining at Pearl) with engineering breakdowns. Since the Engineer Officer and his warrants had discussed the problem and drilled in such an event (encountered in past operations) CALVERT was not one. Upon arrival in Yokosuka we had a brief period of conferences and familiarization with our employment. then with the squadron on to Buckner Bay, Okinawa. There we would spend the bulk of our time until we completed our tour. One ship of the squadron at a time made a trip to Hong Kong, with passengers from Okinawa.. Enroute to the Crown Colony CALVERT blew a major steam pipe on one of our two boilers

The engineers made temporary repairs and we continued the trip. When we departed the Jewel of the Orient, and having obtained clearance for repairs at Subic Bay , we proceeded to that port. There it was found that our casualty was a flaw in the steam pipe casting, which had been there since original commissioning in 1940 (about).

We returned to Buckner Bay and remained there until I left the ship. It so happened that we had hit WestPac when all was calm. Only the beginnings of trouble between mainland China and Taiwan in the Formosa Straits (MATSU) were starting to brew, but not until I had been detached. In other words nothing of note happened on my watch. Shortly after our return to Okinawa I received orders for my detachment, my relief Capt Walter Phaler arrived and I was piped over the side for the last time. I was sorry to leave but was happy to turn a fine ship and crew over to my friend Walt.

Upon relief and detachment, in early August 1958 I believe, I proceeded by military air to Yokosuka and thence to Pearl. Granted short leave by CinCPacFlt I flew to San Diego picked up my family and then back to CinCPacFlt staff. For the first year my job was that of Fleet Operations Officer (N31), the second as Asst. Chief of Operations (N3). It was a very interesting and rewarding duty assignment. In October 1960 I was ordered from the Fleet Staff to duty as Comander Destroyer Squadron Three, homeported in Yokosuka, Japan. The squadron performed the usual destroyer tasks - carrier screen, replenishment at sea, Taiwan Straits patrol, show the flag as far west as Rangoon. Burma (hit Rangoon just in time to be there during the March 1962 Revolution; after 36 years that same revolutionary cabal is still in charge and practically no signs of giving up power). The main concern during that duty tour was the typhoon. Year round there was always at least one to dodge. I kept careful records and the DD's were at sea 83% of the time.

After 18 months of duty as CDR 3, we (my family and I) returned to the USA. I reported to the Joint Staff of the Joint Chiefs of Staff in Washington. Assigned to duties in the Operations Directorate (J3) I was given responsibility, insofar as staff operations were concerned, for the Atlantic, South America, and MEAFSA (Middle East, Africa South of the Sahara). The pot somewhere in the area was always boiling, Cuba, Haiti, Panama, Congo-Zaire. Angola - all just for starters.

In May or June, 1964, I was detached from the Joint Staff and travelled back to Pearl Harbor for duty as CO, Naval Station, Pearl Harbor. Finishing that assignment in June, 1966, I and my took passage back to San Diego. I retired June 30, 1966 after 30 years of service.

After retirement and reestablishing residence in Coronado, CA. I studied at San Diego State for 2 years, qualified for a teaching credential, taught school (math), took an MA at SDS and retired for the last time in June 1976.

Harry B. Stark
Capt. USN, Ret.
1020 Encino Row
Coronado, CA 92118-2814



U.S.S. CALVERT REUNION Lancaster, PA

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(All rates are subject to 11% PA State Occupancy Tax)

NOTE: To ensure availability, please make reservations by August 6, 2000.

GROUP: U.S.S. Calvert

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APA-32

U.S.S. CALVERT

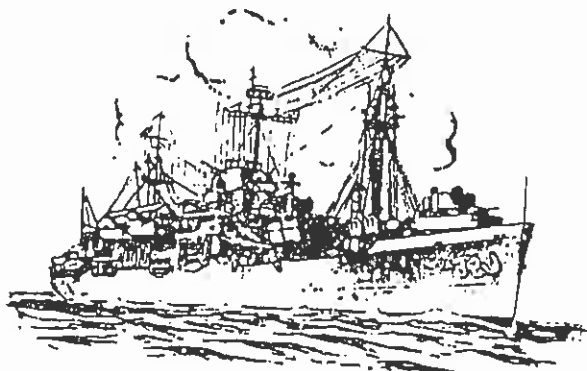
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Henery H. Smith LTJG 1958

Carl Allen 42-46 December 2, 1999

Jasper Vickers EN2 43-46 December 12, 1999