

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

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Comments from the Commander

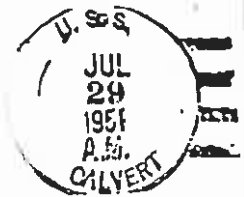
Bits and Pieces; Some how I missed a letter from Don Factors wife Janet. I try my best to keep records straight but sometime things don't always seem to go right. I am sorry if that happens and appreciate any response to make it right.....Since they may have lost your address, Dave and Helen Cullen send their Best Wishes to all shipmates. Their address, 1407 Middle Rd. Unit 134 Calverton, NY 11933-1442.....Oh, Calvin is AWOL. He was last seen at the Mesa, Az. reunion and did not make it to the Charleston SC. reunion. If you know where he is please contact me ASAP. You all know that when your late you have to go before the MAN.....Dale Willhite is working on the Oklahoma reunion. Hotel form and dates are in this newsletter..... The Uptons did a great job last fall. I liked the trip to the "Hunley" a Civil War Confederate sub that was found and raised a couple years ago. A great time was held by all.....Rich Morse has consented to host the 2009 reunion in Kansas City. More about that later.....Tom Glickman thinks that the photo in last newsletter of the P-boats next to the LST 325 may have been taken in July 1943 when the Calvert was involved with the landing at Sicily. Because the 325 only operations were at Sicily and the following year at Normandy.....Robert Wallace 63-66 wants to hear from anybody that served with him. Phone No. 703-791-2269.....Vincent Stewart 43-45 writes that he dosen't get around much anymore as his Doctor turned him in to the Dept. of Motor Vehicles so he cant drive any more. He's doing all right otherwise.....Elsie Prubula sent money to buy flags. Here in Minnesota we just passed a law that all American Flags have to be made in the USA. I am looking at flags now. I know a guy who makes flags for service buryals and all that flag materials have to be made in the USA.....Bob Goodwin 50-54 writes that the wife and him have moved into a Baptist Retirement Center, 7934 Ingram Dr. Apt.C, Oklahoma City, Okla. 73162-5415. His phone is 405-728-1324. He is not able to do much but sends his Best Wishes.... ..As you can see this is the 57 issue of this newsletter. It wouldn't be possible without your help either by a donation or supplying me with photos and other materials. Thanks a lot and keep up the good works. As long as I can bang away at this old typewriter the newsletter will come out. So here wishing you all a great 2008 and may the seas be calm as you go through life. So long till next time.....jlc



mail call

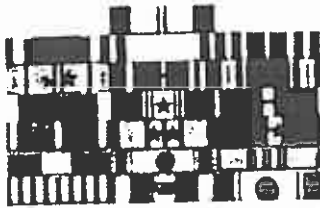


U. S. CALVERT PA-3.
FLEET POST OFFICE SAN FRANCISCO, CA 94104 ORN



In reference to our phone conversation about a week ago regarding Don Factor's death not being published in the last Calversion, I am sending you a copy of the letter I sent to you in May along with his obituary. Who knows what it might have ended in under the Navy's ceremony at the reunion. I will appreciate that.

Janet Factor, Don Factor's wife
4524 West 85th Street
Bloomington, MN 55437
952-831-0144



Although I have been receiving the "Calversion" for 10 these many years, we have rarely corresponded during that time. Now here is my second letter in less than a month. Do you think our wives will get suspicious?

I recently updated the USS *Calvert* entry in Wikipedia, the Internet's free encyclopedia. My update includes adding the award of the Navy Unit Commendation, finishing the ship's history from its return from operations in Vietnam in December 1965 through decommissioning, the years as training hulk and finally, her delivery to the Levin Metals ship dismantling (I have to use the more common expression "ship breaking") that I observed when I commanded USS *Kilauea* AE-26 in an adjacent commercial shipyard. Fortunately, we left before they started work on her. I was glad as I had watch dismantling operations during the preceding six or seven months.

I also added a comment about the retroactive award of the Combat Action Ribbon established in the early 1960s for service after 1 September 1961 that was later extended to cover both World War II and the Korean War. An individual or their command has to be in *actual* combat, not just sailing in a war or combat zone, to receive the award.

A couple of years ago, the United States finally agreed to let US service personnel who served in the Korean War to accept the Republic of Korea's War Service Medal – they offered it over a half century ago. That, coupled with the CAR caused me to think former crewmembers may be interested in what ribbons, etc. *Calvert* garnered during her many years of service.

Enclosed is an illustration of *Calvert*'s ribbon "rack" that I constructed on a web site. Before you jump on it, I realize that the European-African-Middle East and Asiatic-Pacific Campaign ribbons are in reverse order. The web site I used was the only one that provided all the ribbons I needed, but it would not let me prioritize those ribbons.

Tom Glickman
1386 Toulon Court
Virginia Beach VA 23454-7300

My Naval Odyssey
June 12, 1951 to June 21, 1954

Arrived at the Naval Training Center, San Diego June 12, 1951.

Started Boot Training. I really enjoyed marching with the flags and Battalion and Regimental Pennants we had won. That was the end of the fun for 15 of us in Co. 580. The next day these 15 Boots, including me, were yanked out of class and marched to the Office of a Lt. JG. We were sent in separately and told that all 15 of us had flunked Boot Camp. That was 15 out of 60 recruits and a very poor percentage, to say the least.

This Boot Camp flunking really disturbed me. I was the first one invited into the Lt. JGs office and what did I do? I sat my 18 year old butt right in a chair in front of that Lt. JG and he immediately exploded. I found out quickly that enlisted personnel and especially raw Boots do not sit down until they are told to do so. I was thoroughly chewed out. We were told that we were being sent back for two weeks of extended Boot Camp for not taking the Korean War seriously enough. What hurt the most was that my Grandparents were in the bleachers to watch our graduation exercises and hear us digging our heels into the grinder. We of the infamous 15 had the dubious distinction of attending two graduations, the first for appearance only and the second for real.

This little episode cancelled all our orders for schooling for all ratings and ship assignments. My orders to report to Hong Kong to serve aboard my twin brother, Stuart's (QM3) ship, the USS Albuquerque PF7, were cancelled. November 1951, I reported aboard the USS Calvert AP32 and was told to toss my sea bag on a rack in 2nd Division Compartment. My career was finally on its way. (so I thought.)

I mustered with 2nd Division for two weeks but no one could find my name on the roster sheet all this time. After this period spent in 2nd Division, the Master at Arms hauled me and my sea bag to the Brig and told me I was AWOL for two weeks from the L. Division. I was dumbfounded for sure but now I had at least found a new home in the L. Division.

I was happy again for most of 1952, when Personnel asked if I would like to strike for DK rating and I said, "you bet", so now I'm in Disbursing Dept. A few months later Disbursing said they had Haugen DKSN out of DK school coming aboard and they didn't have use of me as a DK but would I like to strike for SK instead. They then told me I would have a DK-SK rating which I believed as I was a very gullible guy. So I am happy again. 5/16/53 rolls around and they give me my SK3Eagle.

Sometime in August, 1953, my twin brother throws a surprise at me and walks up the gangplank of the Calvert to spend the remainder of our enlistment together. Fun times are ahead for us and our officers and crew members who don't know which twin they are facing, Quarter Master Stuart or Storekeeper Stanley.

We debarked the Calvert in May, 1954, and boarded USS Diachencko APD 123, for San Diego. A short stop at Midway Island for fuel and provisions, we had to see those goofy Goony birds.

We arrived in San Diego on 6/1/54. Discharge date was 6/12/54. When I went to pick up my discharge papers, I was reminded that I was on a minority cruise as I was only 17 years old upon enlisting. If I took my discharge, I would either have two weeks less than three years on my enlistment, so I would have five years Naval Reserve time to complete, or I could extend my enlistment for two weeks, which would put my minority cruise in for a full three years and have no Reserve time to do. I decided to spend my two weeks extension at the Receiving Station typing up Discharge papers and then took my Discharge on 6/21/54.

Fifty-three years later, my family and I still muster up a good laugh whenever my service time is mentioned. My older brother, Harry, also served in the Navy during the Korean War, the same time as Stuart and I. We wouldn't have traded those days for anything and are all thankful we were able to come home again after serving.

Stanley G. Edmonds, SK3

Enjoyed visiting with you by phone today and appreciate the info about The Calvert and reunions.

I would like to correspond with any Calvert ship mates that were on board between 1954 and 1956, especially those that were Radiomen. I was in Comphibron 5.

My e-mail address is rhoades1@verizon.net, phone 804-378-45267 and my address is 1510 Meade Point Drive, Powhatan, VA 23139.

I recently ordered and had framed a beautiful photo of the Calvert underway off San Diego. If anyone is interested, the photo can be purchased from VeramarNavalproducts.com. Google also has a lot of info about The Calvert.

Bob Rhoades
(Dustv)

I have never published this letter before I got in 1979 from Pete Mitchell who was in charge of scrapping the Calvert. I told him that I wanted to come out and pick up some parts of the ship. He talked me out of it and said he would send me parts of the ship. Which he did. When Levin Metals got bought out a couple years ago the new owner made some changes. The name boards of all the ships they had scrapped were hung in the main office. The help was told to scrap them all. Pete called me and asked if I wanted the Calvert one. I said yes and I would send him money. He said don't worry about that as he would see that the new management would pay for it. He sent me the eight foot long board. Its now at the Calvert Marine Museum in Maryland. Thanks to him some things were saved. JLC Editor

LEVIN METALS CORP.



Marine Sales Division □ P. O. Box 276 Point Station □ Richmond, California 94807 □ (415) 236-2433

DEAR JOHN

THE FIRST TIME THAT I SAW THE CALVERT WAS ON A COLD AND RAINY DAY IN JAN. 77. SHE WAS BERTHED AT THE NAVAL SUPPLY CENTER IN OAKLAND CALIFORNIA. IT HAD BEEN SECURED THERE FOR THE LAST 12 YEARS, AND WAS USED FOR TEACHING BM'S RIGGING AND WINCHING. SO ALL IN ALL SHE WAS USED RIGHT TO THE END.

WHEN I WENT ABOARD TO SERVEY, IT WAS NOTED THAT EXTENSIVE STRIPPING HAD BEEN DONE IN THOSE LAST 12 YEARS. MOST OF THE EQUIPMENT NAME PLATE'S AND OTHER MEMORABILIA HAD ALREADY BEEN REMOVED. WE WERE HIGH BIDDER AND WERE AWARDED THE SHIP. THE REST IS AS TOM GLICKMAN DISCRIBED IN YOUR 11/2/78 NEWS LETTER.

AS TOM WAS AN ETC BEFOR TURNING TAIL, THERE IS A PIECE OF COAXIAL CABLE FROM ONE OF HIS TELETYPE'S. FOR LOUIS J. GILBERT, AS HE REQUESTED, A PIECE OF THE HULL FROM THE PORT SIDE MIDSHIPS. FOR THE HM'S A FEW FORM 89'S THAT THEY CAN FILL OUT ON SOME OF THE GUYS AT THE REUNION. FOR THE BM'S A WOOD BLOCK THAT I'M SURE ONE OF THEM HAVE USED AT ONE TIME OR OTHER. BY THE WAY, YOU COULD CLEAN THE BLOCK UP AND MAKE A NICE LAMP OUT OF IT. FOR THE BT'S A COUPLE REMNANTS OF SOME BOILER TUBING THAT I'M SURE THEY HAVE PUNCHED A MILLION TIMES. FOR THE MM'S (GOD BLESS THEM) THE GENERAL ELECTRIC PLATE OFF OF THE LOW PRESSUR TURBINE. THE THRUST INDICATOR PLATE FROM THE FORWARD END OF THE HIGH PRESSURE TURBINE. THE BOLT WAS ONE OF THE HOLD DOWN'S FOR THE MAIN REDUCTION GEAR.

THE COMPARTMENT DOOR PLATE WILL BE RECOGNIZED BY SOME ONE I'M SURE.

AS FOR YOU JOHN, A SHIPS KEY FROM ONE OF THE STATE ROOMS SOME WHERE UP BY THE BRIDGE, YOU NEVER MENTIONED AS TO WHAT CAPICITY YOU SERVED IN ON THE OLD GIRL.

I'M SORRY THAT I COULD NOT SAVE MORE ARTICALS OF MEANING TO YOU GUY'S, BUT AS I SAID BEFORE, WE HAD ALREADY STARTED CUTTING THE CALVERT UP BY THE TIME I RECEIVED YOUR FIRST LETTER, AS PICTURE #7 INDICATES.

#1 SHOWS THE REMAINING HULL IN THE SLIP AREA. #2 SHOWS THE LAST REMAINING STERN PIECE, IN FACT 2 DAYS LATER IT WAS COMPLETELY GONE. #4 SHOWS OUR SHIP BEING LOADED WITH SCRAP FROM THE CALVERT. THEY MELT IT DOWN, MAKE NEW CARS OUT OF IT, THEN SEND IT BACK AS IN #3. #5 SHOWS HOW NEATLY WE STACK THE CARS IN OUR YARD AFTER THEY SELL THEM, WRECK THEM, AND JUNK THEM TO US. WE THEN COMPRESS THE CAR AND SHRED THEM INTO LITTLE PIECES. #7 IS THE FIRST PICTURE THAT I TOOK AFTER HEARING FROM YOU. #8 IS SELF EXPLANITORY. #9 SHOWS THE HP AND LP TURBINE AND BOTH BOILER FOUNDATIONS. #10 IS WHAT REMAINED OF THE BOW AND CHAIN LOCKER AT THE TIME. THE ANCHOR CHAIN FROM THE CALVER IS HOLDING A DRILLING PLATFORM IN PLACE, SOMEWHERE IN THE GULF.

MOST OF THE DC ELECTRIC MOTORS WERE SOLD TO DEALERS AROUND THE WORLD. #11 SHOWS A SMALL PART OF THE CEMENT BALLAST ONE OF YOU B-----S DECIDED TO PUT ABOARD. WE HAD TO DIG IT OUT WITH AIR JACK HAMMERS.

BUT LISTEN JOHN, TELL THE GUYS NOT TO FELL BAD ABOUT CUTTING UP THE OLD GIRL. SHE COULDN'T ANSWER THE CALL TO DUTY EVEN IF ASKED. I LIFTED THE MAIN TURBINE CASINGS AND IT WOULD COST TOO MANY OF "OUR" TAX DOLLARS TO RECONDITION THE MAIN PROPULSION PLANT.

I'VE RODE MANY SHIPS IN MY 22 YEARS, BUT IN THE 6 YEARS THAT I HAVE BEEN WITH LEVIN METALS CORP. I HAVE BROUGHT IN 61 SHIPS FOR SCRAPPING, FROM LITTLE DESTROYER ESCORTS TO 8" CRUISER'S. I WAS HIRED BY MR. LEVIN WHILE STILL IN THE NAVY AS A SALESMAN. TODAY I AM THE MANAGER OF MARINE SALES DIVISION, AND I OWE IT ALL TO THE NAVY. WITHOUT THE TRAINING AND RESPONSIBILITY GIVEN TO ME ABOARD SHIP I COULD NEVER QUALIFY FOR THIS JOB. SO GOD BLESS OUR NAVY, MAY IT GO ON FOREVER. DON'T FORGET, OLD CHIEFS NEVER DIE, THEY JUST GET RECYCLED.

I SINCERELY HOPE YOUR GROUP HAS A BANG UP TIME AT THE REUNION AND IF SOME PICTURES ARE TAKEN, MABE YOU COULD SEND A FEW TO ME.

PETER MITCHELL
MMC U.S.N. RET.

U.S.S. HARRY LEE NEWSLETTER # 39

Our meeting also discussed future reunions. Needless to say, they are a little like our age, not making any long range plans. We have been asked to join the Calvert. Most will recall October of 1943, Operation Torch. The great switch of men and supplies from the Harry Lee to the Calvert. The reason we have not accepted their invitation is two fold. One, the Calvert remained in duty after WW11 and took part in the Korean War. As a result most of their remain attendees are Korean veterans. The other reason those that served on the Calvert when the switch was made only served on the Calvert for about one month. Remember the Calvert was commissioned in August or September of 1943. The other options that needs to be considered is a group that is made up of Amphibious Forces of WW11. This would include many of the APA's that we shared some time with in the Pacific. Last resort: Stay as it now is.

The above is what Patrick Smith wrote in the Harry Lee newsletter. We have talked and as long as we can be by ourselves we will stay that way. It may come at some time that to survive we may have to join forces. We both like to be independent, but as far as I'm concerned we will leave the door open for them to join us at some time. JLC Editor

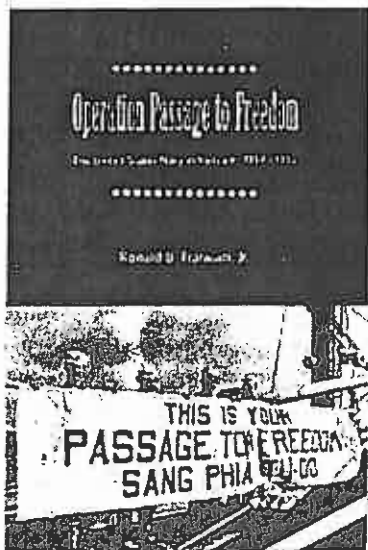
Thank you so much for the information you sent me several months ago on the Calvert. I thoroughly enjoyed reading through it, and I appreciate you taking the time to send it to me. I do need to apologize for my reply taking so long...My family and I have just finished moving from Kansas to Hawaii. I've been re-assigned to 13th Air Force, here at Hickam AFB. Needless to say, we've been enjoying the beautiful tropical climate of Hawaii.

I have received several replies from different Calvert alumni...thank you very much for including my request in the latest edition of the Calversion. If at all possible, I would love to continue to be on the mailing list (please see current address above). Are there any kind of dues, or anything I can pay to help offset the mailing charges?

Maj Eric W. Hook
503A Beard St
Honolulu, HI 96818

Operation Passage to Freedom: The United States Navy in Vietnam, 1954-1955

Ronald Frankum, James Reckner (Foreword by)



Store Price: \$40.00
(No additional discounts)
Military History, VIETNAM, Warfare, Vietnam
Trade Cloth, 288 pages
Texas Tech University Press - July 2007
ISBN: 0896726088
B&N Sales Rank: 187649

I picked up a copy of this book and it has information on the Calvert. Calvert personally have been interviewed and what is part of the book. If you served during this time it may be of interest to you. This is just to inform you that it is now available. JLC Editor

BARNES & NOBLE BOOKSELLERS

Roy Constant.....	25.00
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Ken Thomas.....	25.00
Gerald Ford.....	20.00
Henry Smith.....	30.00
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I would like to thank all who donated money for the newsletter. It is greatly appreciated

JLC Editor

The following are In Memory of,

Dorothy McCoy, 50.00 IMO Don McCoy
Janet Factor, 100.00 IMO Donald Factor
Elsie Pribula, 100.00 IMO Joe Pribula
(money to be used for books)
Hunkey Hobrat, 50.00 IMO departed shipmates.

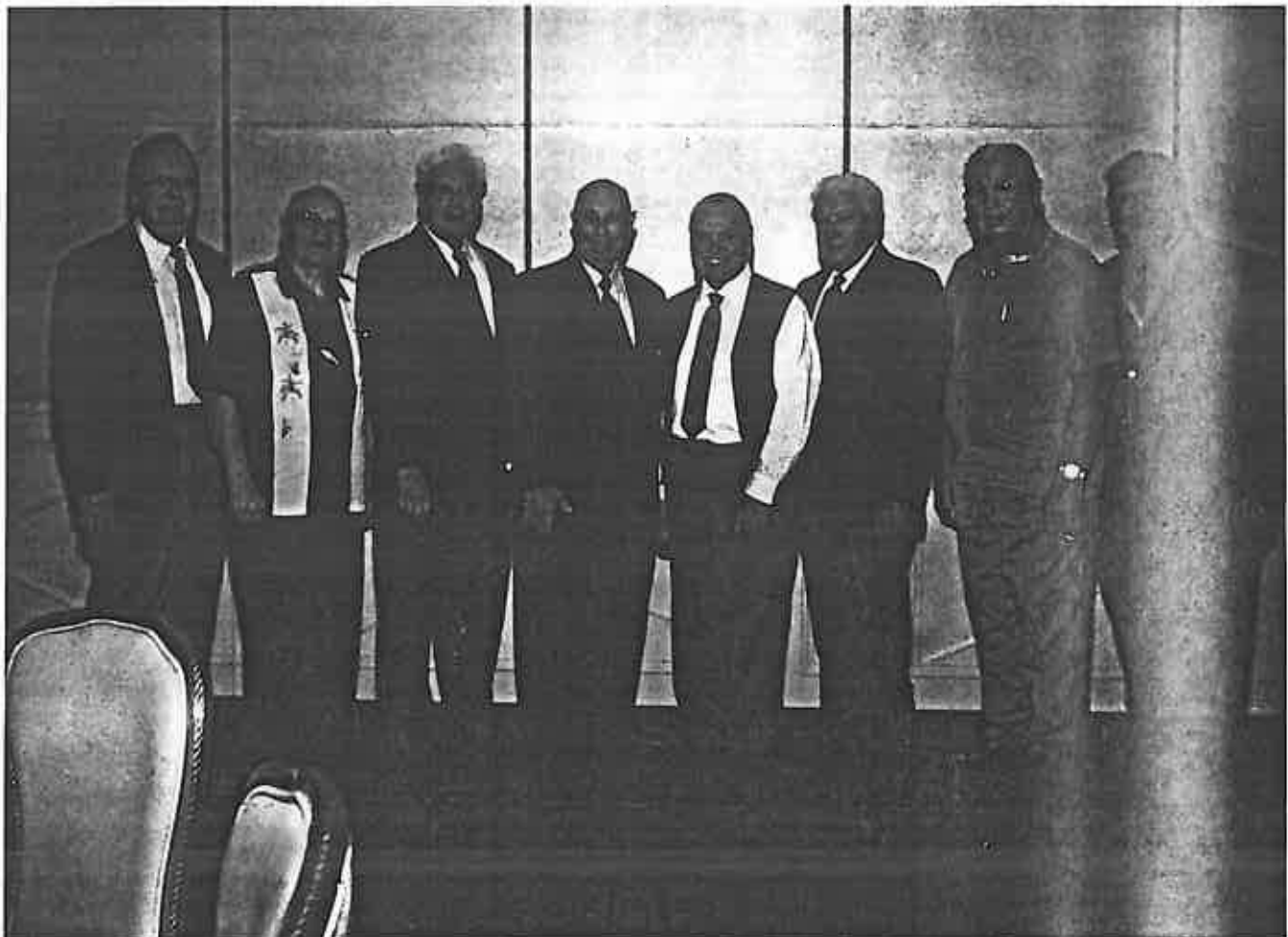
WE MOURN THE
PASSING OF THESE SHIPMATES

Don Factor SH3 52-53 4-13-07
John (Jack) Carlson BM2 50-52 5-2-07
Robert L. Smith S2/c 42-46
Patrick Gribbin E3 59-63 2-14-07
Nicholas DeBenedetto Gm 44-46 7-27-07
Floyd Alderman RM3 52-56 8-19-07
Harvey Bergh HM 7-24-07
Rex L. Crowdes BT3 53-56 11-10-07

U.S.S. CALVERT REUNION
SEPTEMBER 20-22 2007

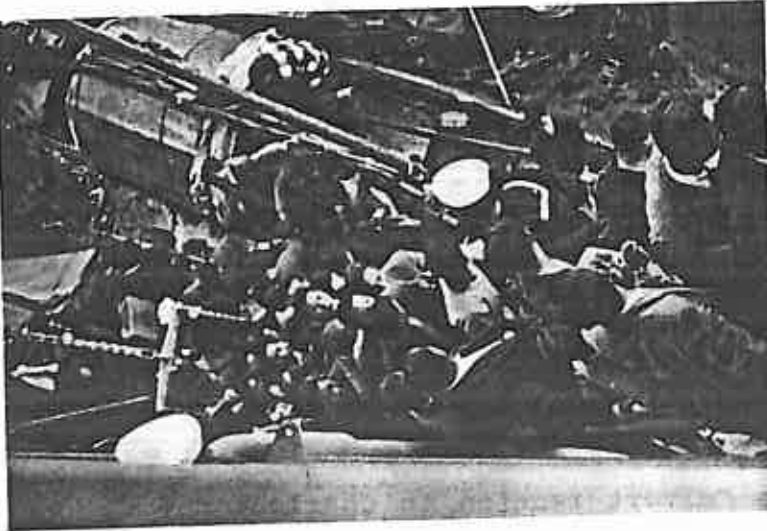
Al Bradberry & Guest	Hoyt & Sue Worthington	Willie & Judy Carrilla	Ken Thomas
Roy & Joan Constant	Betty Moore, Lynn Wright	Edward & Barbara Ruth	Will Armstrong
Michael & Glynna Morse	Urban & Margaret Butler	Marion Simpson & Guest	Betty Ewington
Elsie S. Pribula	Elaine M. Vinci	Samuel & Elizabeth Pressley	Gerald Ford
Dale Wilrite	Raymond & Rita Brink	Robert & Patricia Seye	Philip Bullin
Bob & Sharon Morse	Gerald & Saretta Rowland	Jane Gaugh	Charles Clause
Lt. Richard Hickok & JoNell	Edward & Barbara McElroy	William & Joannette McGregor	James Dierkes
Charles & Gloria Skillman	David Wallace & 3 Guest	Doris Knowlton	
Lois Coy, El Freida Zipprian	William & Rose Hobnat	John & Lila Cole	
Ivan R. Vail & Guest	Bert & Nannie Cohee	John & Patricia Groff	
John & Margaret Bowker	Billy & Nina Trout	Gene Bullin & Norma Hoy	
Charles & Barbara Johann	Jim & Rosalie Dierkes	Henry D. Smith	
Francis & Mildred Pachel	Daniel & Betty Mercuri	John Regan	
Jim & Lola Daniels	William & Jacqueline Haggarty		

These are the people who attended the Calvert reunion in Charleston S.C.
 Robert and Doris Upton were the host.



WW2 Vets attending, L to R, Bert Cohee, William Hobrat, John Groff, Marion Simpson, Charles Skillman, John Regan, Billie Trout, Hoyt Worthington.

The pictures on this page come from Captain N.F. Stein and were taken in 1953. The top two in Hong Kong, merchants coming aboard ship and a street scene. The second row is picking up the 2nd Battalion, 5th Regiment and the 1st Battalion, 7th Regiment of the 1st Cavalry Division in Otaru Japan. The third row is the port of Pusan, Korea where these troops were redeployed. Most people think it don't snow in Japan.



USS CALVERT APA-32 REUNION

October 1-5, 2008

Hotel Reservation Form for

Biltmore Hotel Oklahoma

401 S. Meridian

Oklahoma City, OK 73108

Phone: (800) 522-6620 Fax: (405) 947-4253

www.biltmoreokc.com

Group Room Rate: \$75.00 plus 13.88% tax per room per day

A Cash Deposit for the first night's stay with tax or Credit Card number is required to guarantee this reservation. For those paying with cash, the required deposit is \$85.41. The room rate is available three days before and after group-blocked dates.

Your name: _____ Telephone #: _____

Address: _____

City: _____ State: _____ Zip: _____

Arrival Date: _____ Departure Date: _____ # Rooms _____

Roommate Name(s): _____

Room Type Preferred: _____ King/Smoking _____ King/Non-Smoking
_____ Double/Smoking _____ Double/Non-Smoking

Suite & Other Requests: _____

*Although we cannot guarantee special requests, every effort will be made to meet you request. Group reservations are blocked several days prior to arrival. Although the Biltmore Hotel Oklahoma makes every effort to pre-block group reservations as close as possible, the hotel cannot guarantee the proximity of rooms due to numerous variables, including varying arrival dates and room types.

Deposit enclosed: _____ Credit Card #: _____ Exp _____

Cardholder Signature Authorizing Hotel's Use of CC: _____

****The following items are provided complimentary:
Airport shuttle, Parking, & Continental Breakfast****

Check-In Time: 3:00 p.m.

Check-out Time: 12:00 p.m.

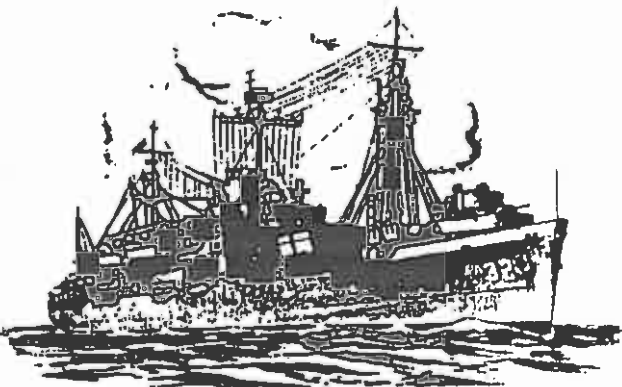
To confirm accommodations, please return form to the
Biltmore Hotel Oklahoma or call by September 15, 2008.

CALVERT ASSOCIATES

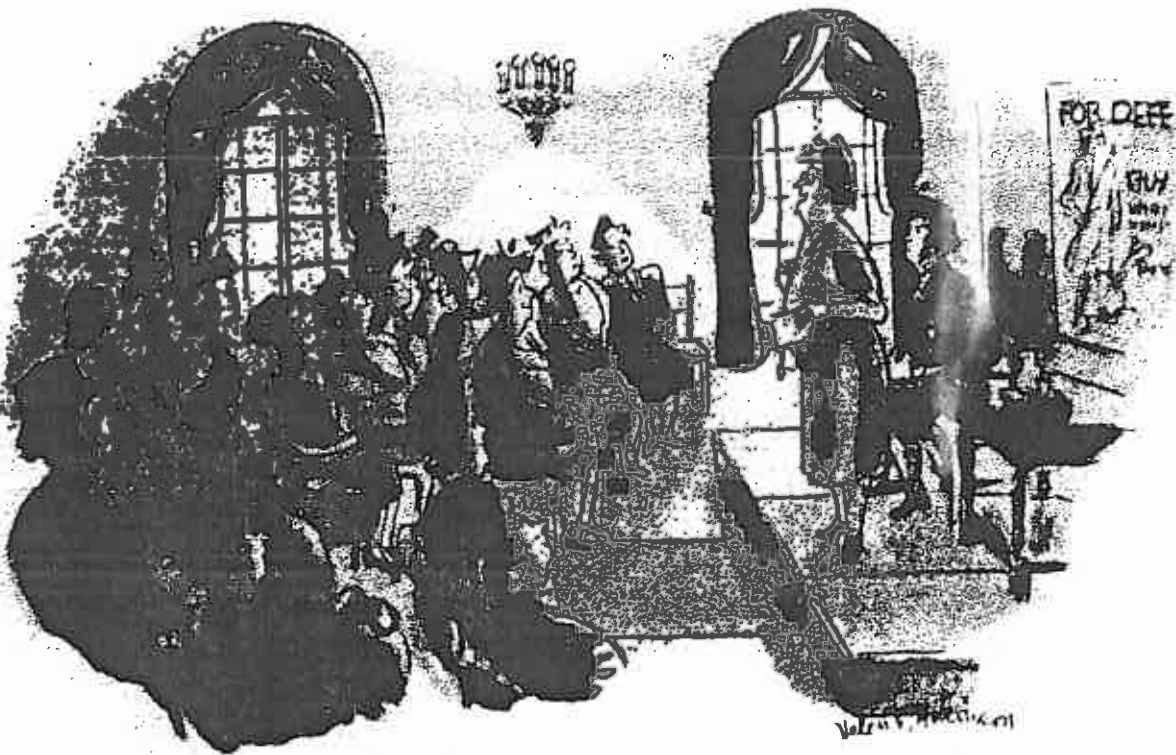
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Return Service Requested



U. S. S. CALVERT, APA-32



"Miss Whitehead has come to tell us how to amuse sailors."