# CALUERSION

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

"The Ship and Men of Distinction"

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VOL. NO. 58 — 2008



#### Comments from the Commander

This is the last page I do when I make up the newsletter. I noticed that I didn't have room for donations to the newsletter so I will have to include them next time..... Had a nice phone call from Steve and Jean They send their best wishes to everybody. Lila and I had a chance to play golf with him in Denver. He was way out of my league. just a once a week player, but it was fun to watch a pro play.....Also had a phone call from Sylvia Weinberg who sent a donation in memory of Brian. That also will be in the next newsletter. Brian was before my time, still enjoy talking to all former Calvert Men and Wives..... Recently got a donation from William Weissman who got on the Harry Lea awd had to transfer to the Calvert so he could get to Safi, North Africa. Its always nice to hear from some of our passengers. He didn't mention if he was in First Class or not...... If you noticed all the Oklahoma Reunion info. is enc-Sounds like a super time. Dale Willhite has been working on a lot of things we can do. Fill out the forms and get them to him with money by September 4,08. Lila and I plan to be there with colors flying. Be sure to reserve your hotel room..... Update on "Calvin the Pig". I don't know if I should report him AWOL or MIA? I will bring it up at the business meeting in Oklahoma. You can help me decide. What about a replacement can be decided at t hat time too...... will be bringing a Copy of the book "Operation Passage to Freedom" to the reunion and will sell chances on if for one buck a chance. You can buy as many as you want. I only have one copy and some lucky person will get it. Keep that in mind.....Oh, I forgot to mention that Door Prizes are always welcomed at the reunion. They can be home made or boughten. Its really nice to come home with a gift that can remind you of what a nice trip it was. Even if your not planning to come I don't think Dale, our host would turn you down..... Volume No. 59 is the 29 year I have been putting out the newsletter. I send it out to over 700 exCalvert Officers and Men, Wives of departed shipmates and guys who saw the add in a service magazine that road to war on our ship. I enjoy putting it out and just would like to say to many of you that said thanks, I really appreciate it very much. Well till next time, "Best to all of you"....jlc



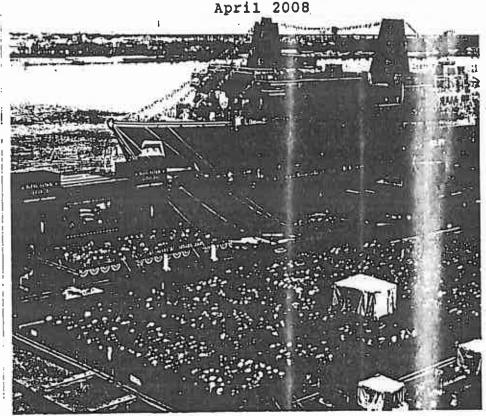
# Steel Salvaged from World Trade Center Builds USS New York "From, Electrical Worker"

BEW members at Northrop Grumman Ship Systems' shipyard in Avondale, La., take pride exhibiting their skills to the world with the launching of each new naval vessel. With the completion of the USS New York, a 684-foot long, 105-foot wide, vessel built to support amphibious assaults by the Marines, their pride turned to humility.

The bow that welcomed the traditional shower of champagne at the March 1 christening on the banks of the Mississippi River in New Orleans was forged in a Louisiana foundry out of twisted steel salvaged from ground zero at the World Trade Center. The ship's motto, displayed on a banner at the christening, is "Never forget." Hundreds of families of 9/11 victims witnessed the ceremonies.

"It is more than fitting that the same shippard workers who restored the USS Cole and returned it to service three days after the 9/11 terrorist attacks, have now built another vessel whose very soul is a monument to the heroes and victims of that day," says Chico McGill, director of Government Employees, and a former business manager of Pascagoula, Miss., Local 733. Seventeen sailors died in a 2000 terrorist attack on the USS Cole in Yemen.

At peak construction, up to 200 IBEW members worked on the billion-dollar USS New York, on projects that included the installation and testing of highly classified, sensitive electronics, advanced weapons and propulsion systems. Crews began work on the



Thousands gather on March 1 in New Orleans for the christening of the USS New York, whose bow contains steel from the World Trade Center.

ship in 2004 and were put to the test after Hurricane Katrina.

"I just wish the speakers at the christening had said a little more about what folks at the shipyard are still going through trying to rebuild their lives after Katrina," says Merlin Farria, assistant business manager of Unit 6, Local 733, who attended the event representing the union.

Ron Ault, president of the Metal Trades
Department, AFL-CIO, paid tribute to members of the metal trades who work in noisy,
dangerous, heavy industrial environments
with high humidity and air temperatures
often hovering near 100 degrees, citing the
example of J.F. Martinez, a shipfitter/welder

and a member of Boilermakers L.cal Union 1814. Martinez, who helped weld steel from the World Trade Center into the Low, is still living in a FEMA furnished trailer.

The USS New York will be commissioned in New York City in 2009 and based in Norfolk, Va. The ship, which can travel in excess of 22 knots (24.2 mph), will accommodate the simultaneous launching and recovery of four Sea Knight helicopters or two Osprey tilt rotor aircraft. The vessel, carrying 24,900 tons at full load, will accommodate up to 800 troops and 360 sailors. The prospective commanding officer is Commander F. Curtis Jones, a native New Yorker.

## mail call



U. S. S. CALVERT (APA-)



Dear John: Received your letter of 1-22-08. The time came and moved to a Retirement Home at the above address. We really moved two times since last seeing you and receiving Calvin the Pig. Unfortunately Calvin was misplaced and didn't survive the moves.

If there is any thing I can do to replace the missing Calvin, please let me know.

Charles M. Wilson

I enjoyed sisiting with you on the phone the other day. I look facilità to receiving your last newsletter. Please add my name and phone number to your newsletter so ald shipmates will be able to contact me. I served on the Calvert in 1968 through June of 1969 until I was discharged. I was a boat coxswain and was in the 2nd division. Everyone called me Larry (Buck) Wood "Woody".

For your information, John, my mailing address is:

951 W. This Juni Green Valley

Crizona, 85614

For some time I have been attempting to record my time in the Navy in a document tentatively called, "Forty Years." The other day while reviewing the pages devoted to Calvert I encountered an event that I want to share with you and perhaps you can use it for a future "Calversion." Here goes:

In the summer of 1960 I completed three years in Calvert and received forders to USS Emest G. Small DDR-838. I was elated as I was returning to destroyers where I had spent all of my enlisted sea duty. When I reported to Small; I was somewhat dismayed by the treatment I received from the commanding officer for the simple reason I came from the Gator Navy. His comments were on the order of "This is the way we do this in the Navy, not the Amphibs," or the reverse, "Is that the way the Amphibs do that; It isn't the way it is done in the Navy."

I lived with that treatment for several months. That I changed one night when I had the 20-24 watch. The captain called me to his chair on the open bridge and asked, "Glickman, just what kind of a tub was Calvert?" My immediate response was, "Calvert was one of five attack transports initially built for the Delta Steamship Company. The others were Monrovia, Crescent City, George F. Elliott, and (long pause before I said loud and clear) Charles Carroll."

From that moment onward, Commander Charles Harven Carroll never mentioned Amphibs, Gators or Calvert to me again.

Another recollection I have was when Calvert received some cadjoactive material that we were to dispose of at sea during a transit from a Diego to Pearl Harbor. The material was in several oil drums that were pasted yellow and bore the international radioactive logo in red. The barrels were placed in the well deck of one of the Mike boats on No. 5 hatch and at the appropriate time and place went over the side. This happened either when the ship deployed in 1958 as part of REX-58C or in 1959 when the ship participated in Exercise Trade Winds at Kauai. Can any of the readers identify when the it was 1958 or 1959?

Keep the "Calversion" going; it's a great newsletter.

1386 Toulon Court Virglnia Beach VA 23454-7300

End of July 1950 with only a few weeks until my 3 years was up, Pres Truma Extended all servicemen for one year, due to the Korean War beginning. The Captain, Scramerhorn, who have later made Commander and OIC Rhein River Patrol, Germany, whom I met which in the army there, years later. Sullivan was an RM also, on River Patrol. Pesonally requesed by Schermerhorn. We went on liberties, drinking and frauleins, often together, and ce he was on a river boat near where I was (ASA), Mannheim. When I got involuntarily extended all I was very pissed off! I had all I wanted of navy and wanted to go home! They gave me 15 days leave home to MN. A few days before my 15 day leave was up, I got a telegram from the navy that my leave was cancelled and I had been transferred from the ATF to the I 3S Calvert, APA-11, Portsmouth, vA and to report to her ASAP. I did, August 1950.

The Calvert had been in a nest of mothballed WW2 ships in the Chesepeake Pay. Still had WW3 camouflage paint on her. She soon became referred to as a "rust bucket", which she looked lib. (rust etc everywhere).

She went into drydock at Portsmouth to be reconditioned by civilians. They are out all the races etc in the radio room and replaced with up to date equipment. Us RM worked for the civilians. Mostly as "gophers." Actually a good deal, doing close to nothing and liberty about every night to get drunk and pick something up on East Main St, Norfolk. Females representing every state in the USI (Didn't get around to all of them!! Tried).

Finally, in about November 1950, the APA-32 was ready for a shake-down cruise in the Atlantic Being "very liberal" as to faults of the ship, she passed shake-down and was re-commissioned. We all became "plank owners." Calvert distillery (Calvert Reserve wiskey) wanted to use the Calvert w/crew members to advertise their product. Navy disapproved it. But they gave the simple big TV (TV was new invention in 1950), ash trays, matches, etc all over the ship that became souvenirs to send home. The distillery also asked for and was given a list of all Calvert "plank owners." I think the Calvert had a crew of around 400. At time recommissioned most of the crew and all but a couple officers and the Captain (Hurd) were USN Reserves called back to active duty for Korean War duty. For an "Indefinite" period of years, maybe yet today?, all "plank owners" were invited for free booze at Calvert distillery. I think it was/is St Louis. I never had shore duty so never took them up on it.

Once the 32 passed shake down crulse, she went to San Diego, November 1950. There she was joined by two other APA troop transports and a bunch of smaller ships. LSTs etc. After a few weeks liberty in Diego, the 32 was designated flagship of Transport Division 13, Pacific, attached to Task Force 90, Far East and home port became Yokosuka, Japan. The 32 Captain became Trans Div Commander. (Since navy doesn't have one-star admirals as the army has generals, the senior convoy commander becomes a Commodore one-star). The 13 picked up the entire (about 10,000 troops) California NG 40th Infantry Div at San Francisco and took them and all their equipment to Yokohama. (The Calvert didn't carry but a few army troops. The USMC Lt and one Sgt, army troop space inspectors, rated ship "troop compartment space" as unfit for troops. But once in Japan the USMC rating was disregarded and the 32 did haul around hundreds of army troops. We trained landing operations in north Japan at Sendal and Hochinow in preparation for Korean landing.

My RM landing operation duty was on an LCVP landing boat. Each wave made up of several LCVPs moving to shore loaded with army troops. The LCVP I was on as Radioman, had a drum of chemicals that when mixed with sea water, produced smoke enough to cover a long stretch of beach. Ship guns fired shells that when exploding on the beach, produced different bright colored smoke. Each wave going in, lead boat with an officer signaling with his arms ("V" first when leaving the ship and then "flank" beach approach) was assigned to take his wave to a specific colored smoke area. The LCVP I was on as an RM (with an army SCR radio that never worked!), although tested ok before leaving the 32) was the "smoke boat." It went in out front of incoming waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to prevent enemy from waves of LCVP with troops and LCMs with jeeps etc and produced smoke to a specific leaving to a specifi

On the Calvert we flew a one-star blue navy flag indicating we had the commodore, Dly Cmdr aboard. Also flew a red, 2-star flag indicating the 32 also had aboard an army 2-star general (with a staff.of over 30 army, mostly officers. The general had his own radio room above our ship radio room and army radiomen of his own, although we often received messages for the army we'd route to the general/staff.

July 1951, since they couldn't extend your enlistment more than the one year, I was sent to Yokosuka, Japan, to await transport back to the US for discharge. Was discharged at Ft Lewis, WA, 7 August 1951. Went home not intending to ever enlist in 'anything." Had all I wanted!

After I got home and discharged the feeling I had of "freedom" after almost 4 years at sea, cannot be understood or comprehended other than by those "that have been there", right? I felt each day as if I were on "liberty" or on leave. Do what I want for first time in 4 years. Beyond each day as if I were on "liberty" or on leave. Do what I want for first time in 4 years. Beyond any doubt I had become an alcoholic by 19, in the Caribbean drinking rum that was cheaper than a 50 cent can of Pabst Blue Ribbon, the only kind of beer in the Islands. Got home. Spent one cruise from Duluth to Buffalo, NY. After out of the navy for 94 days, a "94 day drunk", went to re-up navy. RM were critically short due to navy recommissioning ships for Korea. I'd have to go back to sea. Recruiter tried to get me shore duty, "anywhere in the world", I told him. Navy back to sea. Recruiter tried to get me shore duty, "anywhere in the world", I told him. Navy disapproved. I enilsted into the army where I stayed for about 35 years and retired with almost 40 years in 1989. All through the army years, although often in Infantry Divisions, my MOS was always, "communications." Good MOS's. All due to having learned Morse and becoming a Radioman as a young 18 year old sailor on the 100 years earlier. I retired E8, M/Sgt.

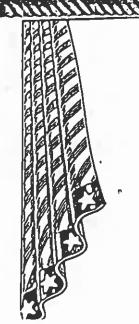
Dragged out a lot longer than thought it would. Hope not bored.

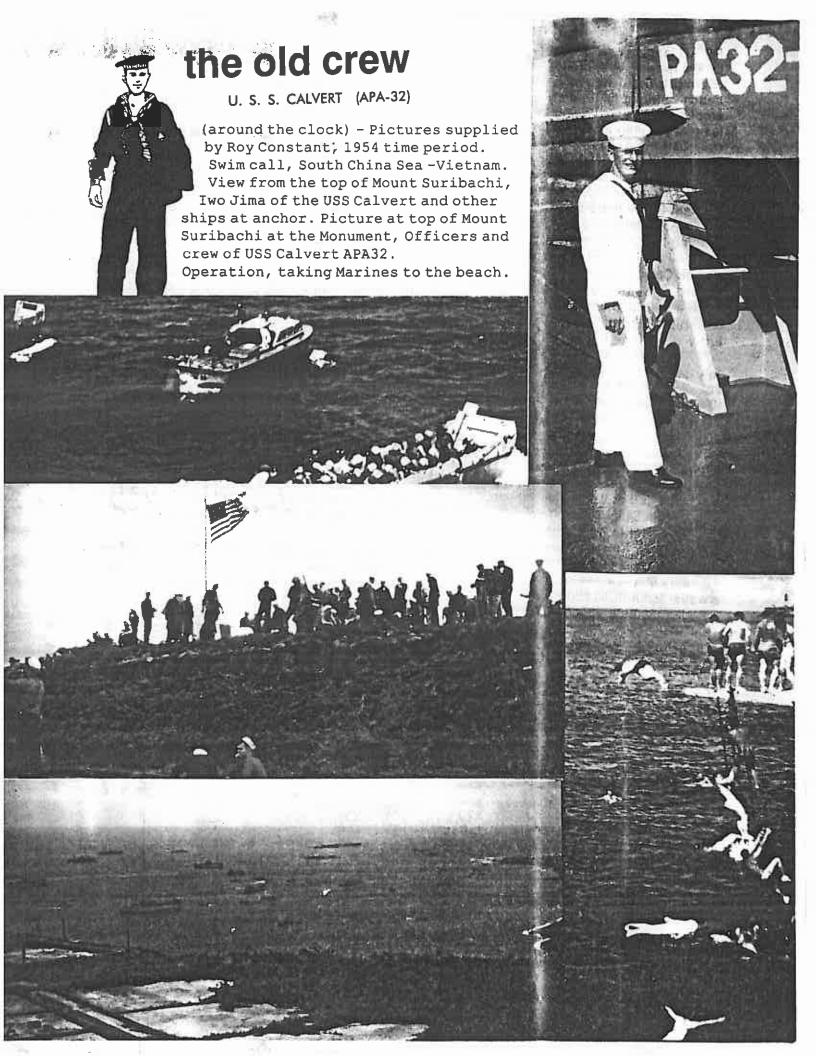
Mr. Roman Weber 1043 Stoneshire Drive Highlandville, MO 65669



### WE MOURN THE PASSING OF THESE SHIPMATES

Glen R. Hilton RM3 52-53, 1-1-08 Harold Lee MM2/c 42-45, 8-12-06 Bob Goodwin SMC 50-54, 1-26-08 A.Brian Weinberg LT.42-44, 9-29-07 Merlin Schueller HM3 51, 8-3-07 Philip F.Zeigler Cox 43-45, 11-25-07





### USS CALVERT APA-32 REUNION



October 1-5, 2008

Hotel Reservation Form for Biltmore Hotel Oklahoma

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: \( \frac{1}{2} \) Address:	Tele	phone #:
City:	State:	Zip:
Arrival Date:	Departure Date:	# Rooms
Roommate Name(s):		
, , ,	King/SmokingDouble/Smoking	King/Non-Smoking Double/Non-Smoking
*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.	Cl	neck-out Time: 12:00 p.m.

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

#### USS Calvert (APA-32) 2008 Reunion

#### Welcome to the BILTMORE HOTEL, Oklahoma City



Thursday, October 2<sup>™</sup>, 2008

3:00 PM-- Hospitality Room opens for registration and Welcome Packet
5:30 PM-- Bus departs for Yellow Rose Dinner Theater to see a performance of the Rat Pack. Meal includes choice of chicken or brisket, salad with house dressing, given beans, potato casserole, and hot fresh bread with cinnamon honey butter and choof 4 desserts. Price includes transportation, tour guide, dinner and performance.

11:00 PM-- Hospitality Room closes

Friday, October 3rd, 2008

6:00 AM-- Hospitality Room opens

9:00 AM-- Bus departs for "Let's See OKC." Driving tour of OKC includes the world's largest stockyards, downtown Kerr Park, Church Row, and Bricktown. A stop at the Land Run monument for photo opportunities will also be included. Lunch at Persimmon Hill located at the National Cowboy and Western Heritage Museum. Lunch will be a full buffet. Following lunch, tour of Heritage Hills showcase mansions of early day cotton, oil and banking barons. Drive by the Oklahoma State Capitol and Oklahoma Medical Complex.

5:00 PM -- Business meeting adjacent to Hospitality Room

6:30 PM-- Dinner Buffet. Buffet includes choice of two entrees, four salads, potato, two vegetables, dessert, rolls, margarine or butter and freshly brewed coffee and teas. 11:00 PM-- Hospitality Room closes.

Saturday, October 4th, 2008

6:00 AM-- Hospitality Room opens

9:30 AM-- Bus Departs for "Old and New Oklahoma Tour." Tour includes visit to the Oklahoma History Center, a great showcase of Oklahoma's Native American History as well as Oil and Politics. Lunch will be at the Oklahoma County Line Bar-B-Q. Which was a hide away for the early day politicians. Lunch will be a sit down luncheon of Ribs, Brisker, sausage, porato salad, cole slaw, beans, bread and beverage of your choice and peach cobbler. Following lunch will a driving tour of Adventure Land and will show Oklahoma City's finest attractions. A guided tour of the Oklahoma National Memorial (outside) followed by a self-guided tour inside the Memorial Center Museum.

3:30 PM – Memorial Service at the Oklahoma National Memorial
6:30 PM – Farewell Banquet, menu includes Cornish Game Hens, Waldorf Salad, loaded mashed potatoes, and vegetable medley. Surprise Entertainment



OKLAHOMA CITY, OKLAHOMA





#### USS Calvert (APA-32) 2008 Reunion

#### RESERVATION FORM



Mail To: Dale Willhite

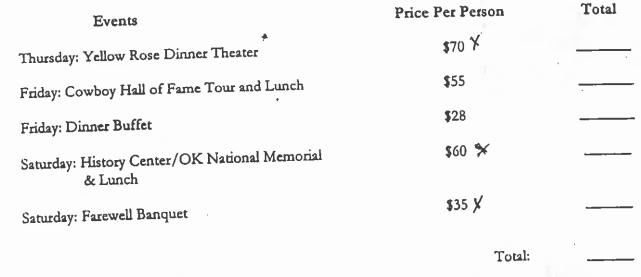
9941 Sudbury Rd

Yukon, OK 73099-7958

E-mail: d.e.willhite@cox.net

Phone: 405-324-6025

Reservation form due: September 4th, 2008



Participant Names:

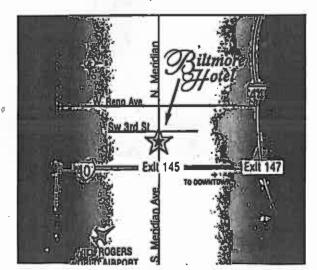


# BILTMORE HOTEL OKLAHOMA I-40 Exit 145; I-44 Exit 147 to I-40, travel west to Exit 145.

rop everything

& register

today!



## CALVERT ASSOCIATES

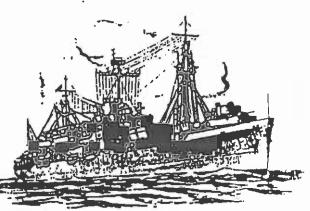
506 Red Wing. Ave. Kenyon, MN 55946

Return Service Requested

STL LING.

NC ROFIT

PE | # 10



U. S. S. CALVERT, APA-32



