

CALVERTS



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"The Ship and Men of Distinction"

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EDITORS NOTE: I asked Ed O'Brien if he could find out something about the Calvert from 1966 till she was sold for scrap, and here is what he wrote.....Re-reading your letter I see where you want some info on our old home after she was laid up at the Oakland Naval Supply Center & used as a cargo loading, stowage and handling training school.

From the time she first came into the supply Center she was tied up at the refrigerator warehouse dock. Now this dock was also used for a couple of out-of-commission tugs and periodically for small yard oilers. The Refrigerator warehouse adjacent to the dock was secured & not used for perishable cargo, all this type of cargo was handled at the Army's Quartermaster depot in Alameda (this is east of the supply center on the Oakland Estuary, just east of the Naval Air Station, all refrigerated cargo for all services in the west-Pac came from there).

At that time I was still working in the Maintenance shops of the Port of Oakland & going to & from the outer harbor saw the 'C' tied up at the Reefer dock. Several weeks after she first arrived there I went aboard one Saturday or Sunday, she had been de-commissioned by that time & had just a skeleton crew aboard. They were off loading all stores & equipment that was general issue & could be further used by other naval vessels. At that time one of the Jgs I talked to was telling me what the Calvert was being used for next, the cargo handling school.

Didn't go aboard then for a couple of months, in the meantime she had been shifted to one of the smaller cargo docks where they had a lot of palletized dummy cargo made up for the students, this plus fork lift trucks and the other 'shore' gear normally used for cargo by the navy was all laid out.

Aboard the Calvert she had been closed up (all the mid-ship rooms were locked & the only 'juice' they had aboard was from a Panel on the dock, this energized the forward part of the ship (Number 2 & 3 hatches & all the gear there including the forward jumbo boom).

At that time the hatches were open but one of the Chief Bos'n's Mates told me they were also secured over each week-end. At this late date can't recall exactly but one of the hatches had all strong-backs out & they could lower cargo clear to the bottom of the hatch, the other hatch had only the main-deck strong backs out & they could only lower cargo to the tweendecks. This Chief also told me as part of the training they'd change hatches from time to time giving the students practice in handling the strong backs & hatch covers.

The main classroom was located in the wardroom, all the original tables had been removed & class-type chairs installed with the 'writing arms', for taking notes. The wardroom galley was stripped but had an electric coffee urn & there was coffee for all hands at any time during classroom sessions.

There were two rooms just off the wardroom at the after end, one port, one starboard & as I recall, one was the Exec's room & the other the Ch. Engineers's room, well they used them as washrooms & as I remember each had it's own head, these were all in commission.

As I mentioned before, the rest of the ship was sealed up & of course there were no boats aboard. Some of the cargo booms on hatches #4 & 5 had been removed but while they had taken off the 40 millimeter guns & 20 millimeters the 3" Gun Forward, the two 3" & 5" aft were still in their gun-tubs.

In Nov. of '73 or '74 Chief Bos'n Lund and his wife stopped by for a two-day visit with Mary & I on their way home from a trip to Hawaii & I took him Aboard the Calvert. Got one of the Chiefs to unlock the passageway on the main deck & unlock our old room #26 (on the port side

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Can you help us find other Crew Members ?



Francis D. Fane LT. 43
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Yokohama, 231-91 Japan

Newsletter to this address was returned

Just a short note to let you know whats going on. Sent out notices to 112 State and National Publications at the first of the year to try to pick up some new members. Notices appeared in the Ohio, Tenn. Minn. Calif. V.F.W. and New York, Missouri Legion. Also the Naval Reserve News and the DAV. The response was not as great as I expected. But we did pick up a few. Nothing to report on the next reunion. I am hoping to hear before the winter newsletter comes out. That way vacations can be planed in advance. Please keep this copy of address as I wont put out another one till next summer. If you need someones address drop me a line, be glad to hear from you. Added a new feature with Scuttlebutt as I can put small items in, also Friends, Address of wives, Temp.Duty Personal and just Friends of the USS Calvert.. j. l. cole....

COMMENTS

.... from the crew

SCUTTLEBUTT

G. A. Brown SM2 is the owner of Browns Electric Co. in Pearsall, Texas...The USS Wharton AP-7 Association sent a copy of their constitution and by-laws for a reference if we need one....Julius Claar BTR2 is a Boiler Inspector for the Commonwealth of Penn. Dept. of Labor and Industry....Frank Eggert saw our notice in the Naval Reservist News, he served aboard attached to ACOM 17..... Jim Hart served as Supply Officer from 1960-62 and would enjoy hearing from any shipmate from that period. Jim is with Minnesota Mutual Life Insurance Co. in Albuquerque, NM.....Delbert Mabe found his book of address and sent 24 names to be found, some of which had been.Thanks Del.....Ed O'Brien sent a flier about a N.C.T. Trailer Club Rally at Reno,Navada which he and Mary helped with. Club members came from Ariz. Nev. Utah and Calif.....James Chernak served on the Calvert till she became a Cargo Handling School at Oakland in 1966,Finest ship he served aboard..... Melvin Thornton is finishing his 11 year as a mathematics professor at the U of Nebraska was former Siginal and Communications Officer 57-60.... Albert Posey is back at the VA Domiciliary in White City, Ore.....Received many newsletters and help from Harold Voss USS West Point AP 23...

mail call

Dear John,

Dear Mrs. Charlotte Hammond,

I read with interest your inquiry about your husbands death in the Calversion. I was a youthful eighteen year old aboard the USS Calvert at the time and went ashore into Hiroshima with the rest of the crew. I have a few facts that may help you in your long search for the truth about your husbands death.

The USS Calvert with its crew was in port in Bremerton, Washington at the time of the first atomic bomb, repairs and an overhaul on the ship had just been completed. We put to sea August 24, 1945 for the south pacific, with stops at Pearl Harbor and finally at the very southern tip of the Phillipines, a place called Zamboanga. We arrived in Japanese waters October 10, 1945, there were no occupational forces in the city only specialty people. We spent approximately 3 or 4 hours walking through the ruins and observing the devastation. I have done some study on the subject of radiation and believe that in all probability the radiation level of the ruins was degenerated to a point by the time we arrived that we absorbed very little. I for one fathered two fine healthy boys and have no impairments that could be related to radiation. If a canvass of the entire crew could be done it would be interesting to see the results. I hope the above facts helps you some, if I can be of any further help to you please write
C G CLAUSS

I am enclosing my only copies of special holiday menus from memorial day 1955 through Christmas 1956. I am donating them to the CALVERT scrap book. There is a story behind the one from Hong Kong, July 4, 1955. It was strictly a cum-shaw deal with Tung Hing Tai & Co., Ship's Chandler & Side Cleaners. I was ordered to get a special menu printed without spending any money. "Mary Sue and Johnny Short" saved my skin & printed these menus with two days notice. I have reviewed the 8MM movies that I have and most of the footage was shot on the beach in West Pac. I will edit it down to footage shot on or from the Calvert, have it reproduced and send you a copy. It should be between 50 and 100 feet. It will take a couple of months to get it to you.

JIM XANDERS

I hope you are the same John Cole who served aboard the Calvert in 1950-51, when I did., during the Korean War, which seems so long ago & WWII, is like another life time. If you are the same one, then you were a member of B Div. along with Jack Ferris, Jules, Claar, Neil Feaster, Pappy Knight, Chief Fulgum and so many others who's names escape me at this point in time. I spotted your ad in a VFW paper the other day at work, just luck as I am not a member. We certainly had some good times aboard the old girl & in such ports of call as Hong Kong & Tokyo. I would like very much to receive the news letter & details of the reunion. If there is anyone in this neck of the woods I can contact please let me know. Thinking of you & the old Black Gang. CHAS. A. GRAFFUNDER

Saw your notice in the Mo. Legion newspaper regarding the USS Calvert. To say that I am interested is an understatement. I was on the Calvert from Sept. of '59-July '61. I went aboard the C as a "BTFN" after serving on the USS Dickenko, APD-123. During my time on the C I advanced to BT-2 and made one 9 mo. West Pac Cruise preceded by an overhaul at Hunters Point. I remember some names of my shipmates and have a few photos but I have lost contact with all of them. I look forward to further contact with the association and will provide whatever fee and information is necessary TERRY G. HEERS

Friends

Mrs. Louise M. Blank
9865 Lawnview Drive
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Mrs. Catherine M. Laterbough
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Dr. Stephen T. McGrath 43
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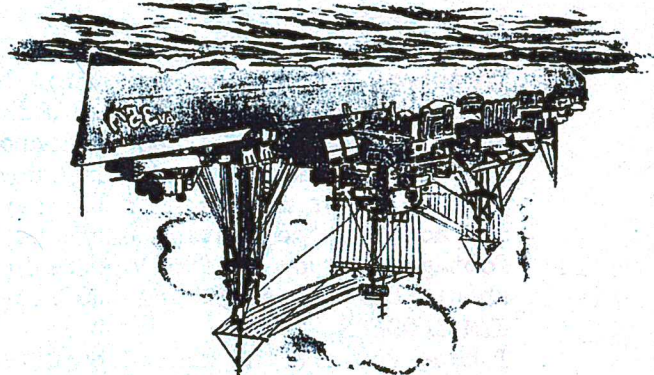
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128 Funston Ave.
San Francisco. Ca. 94118

Continued from front page
 but it seemed even smaller after all those years (actually it was about 7' x 12') contained 3 bunks, a desk, wash basin, three full-length lockers & we had to go out in the passageway to change our minds. Yet at the time it didn't seem too crowded, our other room-mate was Vince Simon, as he was older than Lou & myself & Regular Navy we let him have the outboard bunk & sleep in luxury.
 At that time in talking to the chiefs I found out that all spare parts were being inventoried and turned over to the State of Calif. for spares on their State School ship which was a sister of the Calvert (I think her navy name was Monrovia, APA31) All 4 ships of the Calvert Class were built in Sparrows Point, Md. between Feb. '40 & May '42 and were built for the Delta Line sailing from New Orleans to So. America.
 I'm sure after you get out the next Calvert you'll get a lot of info from here & there. I'm not too sure that all of what I've told you is right on the button, but as little Abner Yokum would say, "Mainly it were so".
 Ed O'Brien, 21 June 1980

SAVE

U. S. S. CALVERT APA-32



Mr. John L. Cole
 504 Centennial Drive
 Kenyon, Minnesota 55946

WE MOURN THE PASSING OF THESE SHIPMATES

WESLEY J. TRUELOVE Chief Electrician

FRED BUCKLEY SM2/C in 1947

JOHN PARADISO CWO
 February 1980, at 77 Years.

Many Thanks

To the following persons who are helping with newsletter expenses.
 Thank you very much.....

Thomas P. Condon	10.00
Harry Levett	10.00
Jack Simpson	20.00
C. A. Brown	5.00
J. H. Brown	10.00
Glen Hilton	4.00
James P. Farmer	5.00
James Xanders	4.00
Rolland Rogers	10.00
Delbert Mabe	9.00
David Cullen	10.00



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