

# CALVERTS



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. 7 SPRING 1981



CHART A COURSE

I GOT

GEORGIA

ON MY MIND!!

July will be fast approaching and so plans can be finalized you must make your Reunion Reservations as soon as possible. At the Holiday Inn Airport they have 500 rooms. Outstanding food service from 6am to 10 pm each day. There also is a Lounge and Lobby Bar, Two lighted tennis courts, a swimming pool and a sauna. Their Brochure says that there is Free transportation to and from the airport 24 hours a day, Free Ice, Free Parking, Pet Accommodations and Children stay Free when sharing Rooms with their Parents.

Plan your vacation this year in Atlanta at the Calvert Reunion. Bring your wife along, She will enjoy it as much as you do. Also if the kids come i'm sure they can find plenty to do. Lets make this one a big success...

j.l.cole Assn. Commander



A SHORT WAR TIME HISTORY OF  
THE U.S.S. CALVERT (65) 32

The CALVERT started her career as the American Export lines vessel at the Bethlehem Steel Shipyard at Sparrows Point, Maryland where she was launched during the summer of 1942. Wearing her company colors of Buff and Cream she was taken over by the Navy immediately after her shakedown and sea trials. She was taken to Norfolk, Virginia and moored at the Army Base piers for a lengthy and detailed conversion to APA 32, U.S.S. CALVERT.

Her fate was changed by the ill fortune of the U.S.S. Harry Lee APA 10 who had loaded and trained the 2nd Battalion of the 2nd Armored Division under the command of General Gaffey for the invasion of North Africa in operation "Husky", on her way out of Hampton Roads the Lee damaged her propellor and tailshaft so badly that repairs would require off loading of all troops and cargo and lengthy dry docking. This was not practicable as the rest of the Task Force were all ready to depart, a decision was made to add a number of personnel from the Lee to the crew of the Calvert and to begin a much modified conversion. The transfers were made and an army of yard workmen were obtained from not only the Naval Shipyard but also some welders and other metal workers from Civilian Yards. A minor miracle was produced and instead of months the conversion, integration of the crew and loading of all troops and equipment had been unscrambled and reloaded in proper order. This period of confusion was to mould and unite the Calvert crew into a unit that did not lose its identity or team work to the end of Calvert's active life. Total elapsed time less than 2 weeks.

Calvert departed Hampton Roads and the combat career of "The Whiskey Ship" was launched, the trip to Safi, North Africa was uneventful and the landing was started before dawn on 8 November 1942 and was completed on 13 November 1942. The return trip to Hampton Roads was a period of review and planning toward the start of the next operation with the 3rd battalion of the 42nd Infantry.

With the arrival at our home port of Norfolk, Virginia the ship and crew were very quickly involved with the long hours and back breaking work of landing, reloading and relanding troops and equipment both day and night. In mid June we departed for Mers El Cabir on the Mediterenian coast of Moroco. Upon arrival we had a very close call with disaster. In transferring ammunition from the lower magazine of the number 1 hold a case of incendiary grenades was dropped and ignited in the lower level of the hold. Only the very fast reaction of the personnel of the First Division and the Damage Control unit saved us from an explosion that would have destroyed the Calvert and also a number of other ships with a very great loss of life.

Our departure from North Africa was made under very uncertain circumstances as we were scheduled to land on a "Weather Beach" and a storm covering the western end of the Mediterranean Sea. Our arrival off the beach at Gela, Sicily was greeted by 20 to 30 mile per hour winds and heavy swells with breakers of from 5 to 10 feet. A great deal of difficulty was experienced in launching our boats with the ship rolling and pitching 15 to 20 degrees, they were all launched with a minimum of damage and no injuries to the crew. The storm was actually to our advantage as the Enemy didn't believe that anyone could be foolish enough to attempt to land in such weather so did not defend the beaches during the early stages of the operation. The actual landing started on 10 July and ended on 13 July 1943. Upon return to Mers El Kabir we were loaded with over 400 prisoners of war from the famous North Africa Corps of General Romel for transport to Norfolk for internment. An uneventful transit was made and all passengers were off loaded.

After a very short availability we were ordered to depart for the Pacific and the paradise of the Hawaiian Islands. Upon arrival at Hilo we started our first training of Marine Corps personnel on the beaches of the island of Hawaii, all this in preparation for the invasion of the Gilbert Island group.



The invasion of Makin Island in the Gilbert Islands was preceded by our first encounter with the loss of a ship from our Task Force, A CVE in our escort unit was hit by Japanese submarine and went down with a heavy loss of life. The landing itself was relatively simple and started on 20 November on 24 November 1943 we were on our way back to Hawaii and a new training phase with the 43rd infantry on the beaches of Maui and Hawaii for the landings on Roi Namur in the Marshal Island Group of Kwajalein Atoll. The assault started on 31 January and was completed on 8 February 1944. During this landing we experienced our first loss of an injured combat man, the son of the Secretary of State died on board from massive head injuries and was buried at sea.

A return of Hawaii and a transfer to the 5th Amphibious Group started us training Marines for the invasion of the island of Saipan in the Marianas Islands. This was to take us the longest of any landing as we started 15 June we were not released until 24 June 1944.

A fast return to Hawaii and a quick turn-around sent us to Tinian Island where we experienced our first operation under shore battery fire, although no hits were scored on us our fire support ship was hit more than 20 times and had to withdraw thus our boats were brought under heavy mortar fire in the run to the beach, from dawn on 28 July and completed the same day.

A return to Pearl Harbor and a short resupply period prepared us for putting aboard Army units for the invasion of the Philippine Islands, our target, the Island of Leyte. After a fast passage to New Guinea we were subjected to a very thorough and comprehensive inspection by members of General McArthur's Staff to be sure we were up to the rigid standards of the Southern Task Force. The inspection consisted of off loading everything, sweeping out the ship and reloading it all back in the proper order, we passed. The invasion was started at dawn on 20 October and was rapidly completed the evening of 21 October so the Transports could clear Leyte Gulf ahead of the arrival of the Japanese Southern Battle Force. They were wiped out in the battle of Sauragou Straits and we returned to the Island of Biak to load and rest.

After getting underway accidentally because the anchor fell off a ledge in the middle of the night and having the troops climb up and down the debarcation nets a few times we departed for Lingayan Gulf on the west coast of Luzon Island where we were to witness close up our first real Kamakaze attack on a CVE of our escort group. This was the first landing that was planned on an 8 hour stay in the landing zone for all ships of the task force, as usual Calvert was in and out in 7 hours and 42 minutes, although it was disputed by the Army we really did it legally. This was our last combat landing with the Southern Task Force as we were ordered to proceed with due speed to Seattle, Washington for our first Navy Yard overhaul and leave for the crew after 8 combat landings and over 100,000 miles of steaming in the Atlantic, Pacific, and Philippine Sea,

Upon Arrival at the Puget Sound Ship Yard our ammunition was off loaded and the Calvert became a target for the ministrations of the civilian workmen. Immediately upon tying up in the Yard the originator received his orders to report to a new duty station thus ending an association that stands out as the highlight of more than 30 years of Naval service for the tremendous spirit of "CAN DO" and the dedication of each and every man and officer with whom I served.

This is not much of a history of The Calvert, but is the best I could do from my Official Records (orders etc.) and a rapidly failing memory.

The Calvert was taken over by the Navy at the Dundolk Yard of Beth Steel and she was launched as The Del Argentine hull #99 and taken to the NOB at Norfolk by the Take-over crew for outfitting with boats and guns. It was there that the intruders from the Harry Lee came aboard and brought "the Hat" Whitfield with them. One other thing that might be added was that we carried the New York Fighting 69th Infantry with us to Makin Island. Also the Carrier that was sunk was the Liscombe Bay with Admiral Mullinix and there were 54 Officers and 648 Enlisted that went down with her, the Admirals brother was our skipper at that time. C.L.SCHOOLER, CDR. USN Ret.



# mail call

Dear John,

Just a note to say I received the latest addition of the CALVERSION. It took me back a few years; while off the coast of China, in about 1954, we come up on an abandoned sand pan, our good Captain decided to sink it with our 5" gun. After about 10 min. of firing and not coming close, he got mad and decided to ram the pan. After the third attempt Mission accomplished. We also got the name in San Diego, Cal. as the buoy snatcher (we cut too close to a tied up Tin-can). We also lost two M-Boats, from the ship while training to tow a powerless ship. (Yep, we got too close and knocked two of our M-boats off and they sunk like lead balls) I have two year books that we had published of the two cruises, we made to the Orient in 1953-55, the book has all the Divisions pictures, and names. It also has the name and address of all the crew plus we were Flag ship and it has their name and address, this is about 450 names. Looking forward to the next NEWS. DREW MILLS DENTAL

I would again like to thank you for making it possible to get in touch with some of my old shipmates. Your work with the Calvert Reunion Association will never be topped. I may be too late but, I'd like to obtain a Calvert Patch that was shown in Calversion No. 6. I have written to Hoyt Worthington stating I would like to assist him with the "81 Reunion in Atlanta". J. T. "PETE" BERRY

I noticed, for the first time, in the last issue of the Calversion that I am listed as an RD2 (radarman) when in reality I should be down at RM2 (radioman). I doubt seriously if that makes any difference one way or the other. But, you might want the years that I served aboard the Calvert. 1952-56. In that interim the Calvert participated in the "Operation Freedom." That was the evacuation of the Viets from north to the south. Dr. Tom Dooley was one of the men that was with the "Flag" during this operation. If I can be of any aid with your endeavors please allow me to do so. DOUG LAYTON

Received your most welcome letter last Sat. when we got home from an outing with our Masonic Trailer Club (we always have the P.O. hold our mail, then pick it up when we get back) well, I hit the jackpot mail, I'm beginning to think we're on everybody's sucker list. Was glad to hear that the date has been set for the Reunion but when I looked at the date for our National Trl. Club rally I literally got shafted again. Normally our club sets it's national rally for the last full week of July, but this is decided by the Pres. Well, of course the new Pres. who lives in Va. decided the dates would be July 18th to 24th at the KOA Campground, Saluda, Va. as you can see that covers the 17th & 18th nicely and as we usually arrive at one of these doings two or three days before the official opening to be able to sit around with old friends and catch up on what's happened since we last saw them. Don't see how I can attend both of those doings without chopping off one or the other but I haven't given up yet, perhaps Mary & I can work something out. We had such a good time at the 1st reunion that Mary is looking forward to this next one so keep your fingers crossed. Not much else that's news from her, your mention of film on the Calvert sounded interesting & that reminds me that when I served on the Calvert we had a JG who was the official navy photographer taking stills & movies everytime we went in on an invasion, I recall when we came back from Saipan to Pearl we had close to 450-500 Jap Prisoners aboard & this guy took pictures of them coming aboard, getting searched for weapons, going below to #3 hold the whole bit, I'm sure they're all in the official navy photo files if only somebody knew where to look for them, it would make for some interesting recollections. This JG also went ashore with the landing force & took pictures going in, also there were other shots taken from ashore showing the boats coming in & unloading the combat teams, loading wounded bring them out to the ship, bringing them aboard for treatment. Other shots I recall were the awarding of medals on the dock at Pearl. I know this would entail a lot of letter writing but as the war and all the secret stuff that was not allowed to be photographed is long over, I'm sure that the navy would release this stuff, especially for a reunion. Getting to the right Dept. or office is the sticker. ED O'BRIEN



I thank you for the news letter it is sure nice to get them so here is a little donation. I know that my husband would have done this Wm or "Lottie" as the guys all called him. It will soon be 5 years in Dec. 2. I just had a kidney taken out that's what was causing those severe headaches I had when I was out there. Are Worthington's going to have the reunion next year ('81) in Ga. do you know? I sure hope so and I'd sure like to go to one again. That's really nice thanks again John for having me there last year, I sure loved it. I wrote to Louise but never got an answer said no such address on the return. Hope things are going fine with you and your family. So I'll close for now and Thanks Again for the letter.  
C. MARIE LOTERBAUGH

Receiving the Calversion yesterday was a welcoming surprise. Today I am sorry I couldn't stay longer at our reunion in Rochester but my plans were to be in Canada so the few hours I was there were great! Reading about the scrapping out our old ship and the sister ship was interesting because my years on the gal were from the day of Commission until it got to Zambrango 1945 and I want to say it had been around then. I was the original barber for the ship through those years and I mean to tell there was lots of hair cut and many troops that got there hair cut. Also many great Admirals, Generals as well. If you would really like to know what was done to the ship right after the navy took it over our 1st Lt. can tell you. There was a man that knew his job & a great seaman. He is on our list of addresses living in Calif. Before I left he was our Executive Officer - Great Guy & what I called a "Mustang" from the Navy! 1st Lt. Schooler!! Hearing the things and reading stories of the Calvert are interesting but most of them are about the later years. Our trip to Sicily was a invasion I will never forget and I must add there is a book written called "To All Hands" written by John Mason Brown - Staff member of Admiral Kirk aboard. They were the Flag and he called the Calvert "The Bond" because of the Calvert Whiskey. I have the book yet and I'm sure many others do. I wish still that Mr. Schooler would write a letter for all to read about the "Old Gal". He can do it I'm sure if asked. I know also there are many others with stories that could be told during the early 40's. We had a crew that were really great - Good working men. I just thought I would add this to your collection of mail. Your doing wonderful at letting us being informed. STERLING J. WESP

## COMMENTS.....

..... from the crew

SCUTTLEBUTT

Received a picture of the Calvert from James Morlan HTCS taken in 1962 leaving San Diego with Point Loma in the background. The picture frame was made from one of the old mahogany handrails leading from quarter deck to wardroom level..... Received some nice pictures from Pat Nix SH1. He also sent a picture of Tom Tracy who also served on the Calvert. Tom passed away May 4 1966. Pat was in charge of laundry operations..... James Xanders sent 130 ft. of super 8 film and a cassette tape of Sea Songs that he picked up in England in 1958. Both of them you can see and hear at the next reunion. The reproduced film is 25 years old..... R.W. Glasco owner and operator of Candy Creek Ranch in Skiatook Okla. would like to get a copy of the Calvert history.... Ed. Note. Were working on one... Chief Yohman Frank Danca would like to say Hi to his shipmates of the 42-45 era and particurally to my yoman crew - Fraustein, Slessor, Woodfin, Clauss, and Arnold.... John Beckwith was sitting in a resturant and an old Calvert buddy Orval Hughes came in. He didn't know about the Calvert Assn. but he does now... Helen and Dave Cullen visited with Ed and Mary O'Brien this fall, renewed reunion experiences and had a nice visit. Ed and Mary had a chance to look up Bob Dyer and his wife while at a trailer rally in Granite Falls Wash.... Art Shafer has had his second open heart surgery in June 1980, Three by-passes done in Feb. of 79 had closed down and repeat surgery was needed. Feeling great now and workes at Presbyterian Hospital in Philphia..... Marshall Lee visited his nephew in Las Vegas who is a manager at the Sahara Hotel and got to see a lot of shows. Been fishing, put on a Sunroom on the house and is waiting for news of another reunion.....



# -ATTENTION-



U. S. S. CALVERT 1981 REUNION \* \* \* \*

JULY 17th & 18th - ATLANTA, GA. \*

SARAH & HOYT WORTHINGTON say it's time. It's Atlanta in '81. The dates are picked and place is set & the word is GO. Registration form for rooms are found on the next page. Registration form is on this page. The price is set at \$30 per person. \$15.00 must be sent in advance & \$15.00 paid on day of arrival. Cash is required to make sure our reunion is a success. Schedule of activities will be out in the spring. For Registration or information contact.

HOYT WORTHINGTON  
P. O. BOX AA  
CEDARTOWN, GA. 30125  
AC - 404-748-4041

*U. S. S. Calvert*

**REGISTRATION FORM:**

(APA-32)

Please make your reservations as soon as possible.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**REGISTRATION 30.00 PER PERSON  
15.00 IN ADVANCE - 15.00 ON ARRIVAL**

Enclosed is: \_\_\_\_\_

Please return this registration form to:

HOYT WORTHINGTON  
P. O. BOX AA  
CEDARTOWN, GA. 30125

Anyone wishing to donate door prizes should contact the Association



**AHOY  
THERE!**



# JOIN THE CREW

U.S.S. CALVERT APA 32 1981 REUNION  
Friday July 17 and Saturday July 18, 1981

At The Holiday Inn Airport, Atlanta, Georgia  
1380 Virginia Ave. AC- 404 762 8411

If you plan to attend the reunion you must make your own room reservations. Be sure to mention that you are with the Calvert. There are quite a few rooms reserved for us in one area.

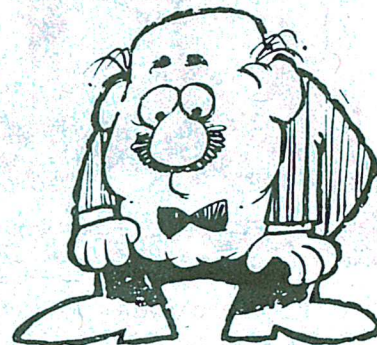
Rooms are, Single, 42.00 Double, 50.00 per day

Cut out the Reservation Card on the bottom of this page, fill it out, and send it in as soon as possible before the best rooms are gone. Do it now.....

*Holiday Inn*

**ATLANTA AIRPORT**

1380 Virginia Avenue (I-85 at Virginia Avenue Exit)  
Atlanta, Georgia (404) 762-8411



**DON'T  
MISS  
THIS!**



## HOLIDAY INN RESERVATION CARD

Please make reservations as follows for \_\_\_\_\_

DATE OF ARRIVAL

APPROX TIME

THROUGH

DATE OF DEPARTURE

FOR

☐ Single-One Double Bed-One Person

☐ Double-Two Double Beds-One Person

☐ Single-One Double Bed-Two Persons

☐ Double-Two Double Beds-Two Persons

Additional Persons \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY-STATE-ZIP CODE \_\_\_\_\_

REPRESENTING \_\_\_\_\_

**USS CALVERT**

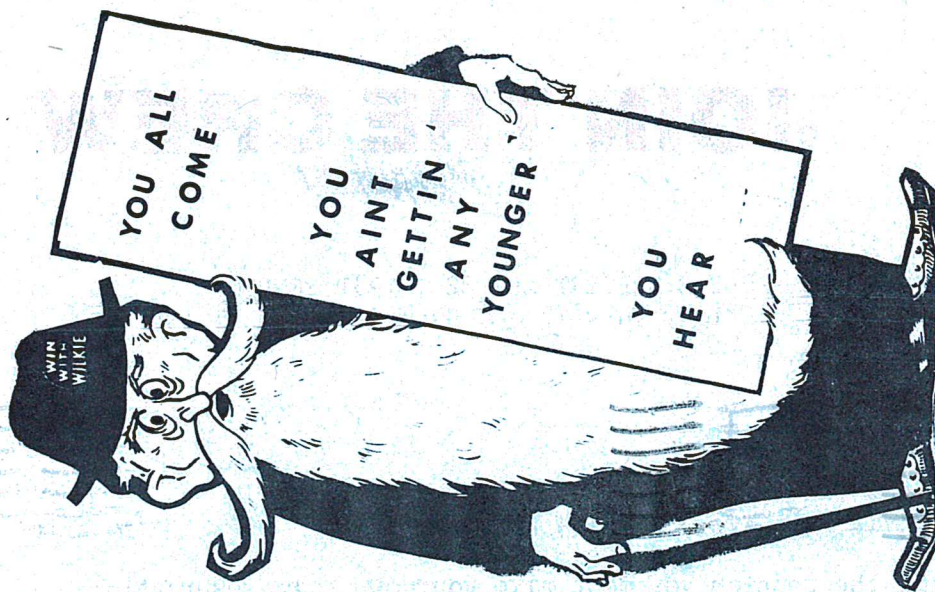
FIRM

ATTENDING **REUNION**

MEETING. GUARANTEED \_\_\_\_\_

Reservations will be held until 6 PM. Reservations held after 6 PM must be guaranteed by Credit Card, Corporate Guaranteed number, or Advance Deposit and will be billed whether room is used or not, unless cancellation is received before 6 PM on Reservation Date.





U.S. CALVERT

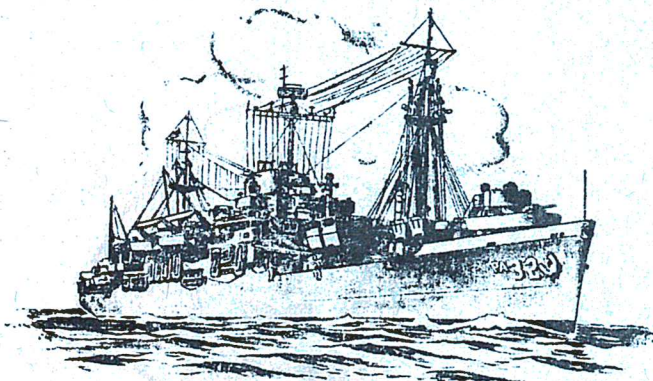
APA 32

2ND REUNION

JULY 17-18 1981

ATLANTA GA.

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



U. S. S. CALVERT APA-32

Algene L. Bradbury RD2 53-56  
Box 27264  
Golden Vally, Minn. 55427

## Many Thanks

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

Robert J. McClusky	5.00
Patrick Nix	5.00
Randell A. Smith	10.00
Catherine Laterbough	5.00
Ira Drew Mills	10.00
T.F. Ludolph	10.00
Francis J. Danca	10.00
John Fiandaca	7.00
Robert Harlan	5.00
John Beckwith	10.00
Rex Crowdes	10.00
R.W. Glasco	20.00
Hoyt Worthington	20.00
Marshall Lee	10.00



## WE MOURN THE PASSING OF THESE SHIPMATES

TOM TRACY March 4 1966

VERNON D. REED Summer 1980