CALVERSION

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 504 Centenial Drive Kenyon, Minnesota 55946 Tel. ac.507-789-6344

VOL. NO. 9



Just a short note from your Commanding Officer and Editor of this Very Fine Publication. I know that is so because you guys out there tell me you really enjoy receving it every six months. Well it has been over six months since our second reunion in Atlanta. Hoyt and Sarah did a great job. A great many freinds were reunited again and new friends made. For those who arrived on Thursday, the evening lawn blanket party, watched the airplanes land at Atlanta very large Airportand seeing the eclips of the moon will not be soon forgotten. Or the Southern Bells, (Margie Woods, Debra Moody and Sarah Worthington) who helped us register and showed us real southern hospility. Our thanks to Paul Elliot who showed colored movies of the Calvert in the Pacific during W W 2 and they were great. The Stone Mountain Outing and its teriffic view from the top was a trip to remember. The Gray Line Tour of Atlanta, the Omni, Gone With The Wind Theater, Dr. Kings Church and Grave were enjoyed by many. Our Eanquet was a well attended formal afair. Hoyt and Sarah took each couples picture under the garden gate as well as many group pictures. Senator Nathon Dean and his lovely wife Anne not only spoke to the Calvert group, but gave a Southern Flag that was won by Marshall Lee. Marshall was also the first guy to send money in for our second reunion. Many Door Prizes were donated and passed out during the program. The Georgians provided real excelant music for our dancing pleasure. As always the time went to quickly. Some had to leave Sunday for home while others stayed on or went on to other places for an extended vacation. Alot was covered by our business meeting, all of which you can find elsewhere in the Calversion. The Best news is that our 1983 National Reunion will be in San Francisco, Hosted by Ed and Mary O'Brien. Save your pennies now cause its going to be a great time by the bay. Again a special thanks to the city of Atlanta, Holiday Inn Airport, Hoyt and Sarah for the countless hours to make our reunion a success and to the following who were there to see it all happen.....j.l.cole

REUNION ATTENDEES

M/M Marshall Lee M/M George Mackay & son John M/M Dave Cullen M/M Charlie Noble M/M Harold Love M/M Rex Crowdes & daughter & friend M/M Larry Vigneault Marie Loterbaugh M/M R. W. Glasco M/M M. A. Couvillion

M/M Louis P. Kina

M/M William Habrat

M/M Vincent Shwab

M/M John Cole

M/M M. E. Rird

M/M Johnnie T. Barlow & son, daughter-in-law & grandson M/M Roy Holmes Louise M. Blank M/M James A. Tukich M/M Hoyt Worthingson & son, 2 grandsons; Margie & Debbie M/M Louis S..Lund M/M Gerald Ford M/M Edward F. O'Brien Chaplain Paul Elliot J.T. "Pete" Berry M/M Richard R. Morse & 2 daughters M/M Joseph R. Pribula M/M David Wallace & guests M/M II Danlau

M/M Louis Zampell M/M C. G. Clauss & son M/M Edwin Reker M/ John C. Fiandaca M/M Guy C. Wine, Jr. Erich G. Sopp M/M Carl C. Allen M/M Vincent Simon M/M Billie F. Trout M/M Monty Crowdes & guests M/M Walter Jenkins M/M Oscar Woody Rob Dumas Joe Snider Albert J. Posey M/M Raymond R. Brink M/M IImhan Dutlan

M/M Louis T. Page
W. A. McGregor
M/M Kenneth Redden
Ed Pieart
M/M Robert Upton

M/M Neil Feaster
M/M Ralph Alore
M/M Stephen Shuster
M/M Frank Schmitt

M/M Momer C. Taulbee M/M Jim Hatch M/M Marion C. Simpson M/M Joe Brady

REUNION BUSINESS MEETING

MINUTES OF U.S.S. CALVERT APA32 ASSOCIATES REUNION - BUSINESS MEETING - Atlanta, Georgia July 18, 1981

Commander John L. Cole presided at the business meeting. Chaplain Paul R. Elliott gave the opening prayer. Rich Morse read the minutes of the last meeting. Commander Cole explained that as a non-profit organization, there are no dues. Donations have been adequate to cover expenses of publication and mailing of the <u>Calversion</u>.

John Cole stated that during the memorial service of the next reunion meeting, names will be announced in remembrance of those who served aboard the Calvert who have passed away between now and the next reunion meeting. If you learn of any between now and the next meeting, please

notify John Cole.

Al J. Posey submitted a World War II amphibious attack emblem patch, and proposed a black and white emblem similar to this be designed as an official emblem for the U.S.S. Calvert Associates He suggested black background with gold lettering. Other discussion suggested black patch with gold lettering on white background. John Cole is to check with emblem makers and publish a

proposal in the Calversion.

Commander Cole distributed copies of a proposed constitution for consideration of adopting at the next reunion. A motion was made and seconded to adopt the proposed constitution at this meeting as weitten. There was some discussion on publication of the proposed constitution in the <u>Calversion</u> for member criticism and be voted on at the next meeting. Other suggestions were that we would have to operate for two more years without a constitution. There was a call for question, and voting passed with unanimous acceptance. A copy of the constitution is to be published in the next <u>Calversion</u>.

Hoyt Worthington pointed out the red tape and legal fees involved in incorporating. There

was some discussion but no motions on incorporation.

Commander Cole presented correspondence with the Calvert County Marine Museum, Solomons, Maryland. Discussion was made considering sending U.S.S. Calvert historical items to the museum George Mackey proposed sending emmentoes to John Cole; John is to sort duplications and send extras to the museum.

Homer Taulbee moved to establish the Calvert Marine Museum as a collection place for duplicate historical items. John Cole is to decide what items to send to them, motion carried unanimously.

Monty Crowdes proposed having reunions in the area of the museum. There were no volunteers of reunion chairman to organize a reunion in this area.

Frank Schmidt presented Commander Cole with a Rdice Petty Officer, B Division badge. Commander Cole gave a brief takk on the final disposition the U.S.S. Calvert.

Election of officers was held. Hoyt Worthington nominated John Cole as Commanding Officer. Carried unanimously. Neal Feaster nominated Hoyt Worthington ax Executive Officer. Carried unanimously.

Hoyt Worthington brought up a technical point of legality of Article II of the constitution where the statement reads "Regular members who were separated honorably from the military service" should be changed to include whose who served aboard the U.S.S. Calvert and are still in the military service. No action was taken on this discussion.

Commander Cole explained the procedure he used in accumulating his mailing list and the

numerous publications he used to advertise the reunion time and place.

The floor was opened for suggestions of area and person to chair the next reunion. Ed O'Brien asked if the group would consider the West Coast for the next reunion. Louis Page suggested that the next reunion should be held in an area that would draw the most people. A motion was made and carried that the 1983 reunion be held in the San Francisco area. Motion carried unanimously. Ed and Mary O'Brien agreed to chair the reunion committee. A momination was made, and voting carried unanimously.

Frank Schmidt moved to take up a collection to meet reunion expenses. Commander Cole explained that at this time expenses were met and he would rather have intermittent donations as expenses required. Motion recinded.

Neal Feaster moved that Paul Elliott be elected as official Chaplain. Voted and accepted unanimously.

Meeting adjourned.

Respectfully submitted, Rich Morse, Acting Yoeman



CONSTITUTION OF THE U.S.S. CALVERT (APA32) ASSOCIATES



ARTICLE I - TITLE AND PURPOSE

1. The name of this organization shall be the U.S.S. Calvert APA32 Associates.

2. The purpose of this organization is to create and perpetuate good fellowship among those persons who served aboard the U.S.S. CALVERT, and the preservation of it's history. 3. This organization is intended to be and remains a non profit organization, existing for the mutual benefit of it's members and shall not engage in any public commercial enterprise.

ARTICLE II - MEMBERSHIP

1. The persons eligible for regular membership are all individuals who formerly served on the U.S.S. CALVERT and who were separated honorably from the military service. Each regular member shall have one vote.

2. Any other persons having an interest in the purpose of this organization may become associate members, without voting power.

ARTICLE III - OFFICERS

1. This organization shall be directed by the following elected officers; Commander and Executive Officer. A Yoeman will be appointed by the Commander as he sees fit. 2. The officers shall be elected by majority vote of members in attendance at a National Reunion and shall serve until the next National Reunion, or until their successors are elected. 3. The officers shall serve as an Executive Committee for management of organization affairs between National Reunions.

ARTICLE IV-NATIONAL REUNIONS AND MEETINGS

1. Places and dates for future National Reunions shall be determined by the members in attendance at each National Reunion, subject to such modifications as may become necessary by negotictions between the Executive Committee and the hosting Reunion Committee. 2. This organization shall be governed by these and other such By-laws as are adopted from time to time by a majority of members in attendance at a National Reunion. Robert's Rules of Order shall be observed in the conduct of membership meetings. ARTICLE V - DISBAND PROVISION

1. All remaining funds of the Association snall be turned over the the NAVY RELIEF ASSOCIATION, Washington, DC, at the time of disband. ARTICLE VI - AMENDMENTS

1. Articles in force may be amended by the affirmative action of two thirds of accredited members in attendance at a National Reunion, provided that the text of such amendment be communicated to all members at least one month before a National Reunion.

COMMUNICATION - A Newsletter shall be published periodically containing accounts of affairs of the Association and items of interest to members. It shall be mailed to all members of the Association in good standing.

PUBLICATIONS - A recent Membership List shall be made available to

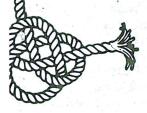
all members in good standing, upon request.

Constitution passed by unamious vote on July 18, 1981 at second National Reunion in Atlanta, Georga,

John L. Cole Commanding Officer

Hoyt Worthington Executive Officer

Calvert Associates



LCS(S)

Here is some more information on LCS(s)'s which might interest you. Also some additional data I came across in my meanderings through the attic. As you are aware, Camp Bradford, Little Creek, and Solomons were the 3 major amphibious bases - and I trained at all three. My duty consisted of training on LCS(S) - the rocket boat what was first used in the invasion of North Africa. At that time it was Top Secret and we even had to post 24 hour guards at our own U.S. base at the Solomons. We trained with the Calvert boats on various exercises off the Solomons. In any event, I went aboard the Calvert while on a training boat mission from Solomons to Little Creek. BuPers was in such a hurry to get Rocket Boats (LCS-s) aboard, that on April 1-43 there were telephonic orders detaching us from Temporary Duty and assiging 2 officers with 5 man crews to each of the transports in the training exercides. I was assigned to the USS Calvert. The LCS (S) required a crew of 5 because we had as equipment on board,

.30 caliber machine guns with 5,000 rounds

.50 caliber machine gun with 2,000 rounds

3 track mounts

3 track mount cradles

2 rocket racks of 12 each

1 smoke pot rack

96 bombardment rockets (each equivalent to a 5" shell

18 smoke rockets

24 smoke pots

1 .45 caliber Thompson sub-machine gun with 200 rounds

l velocity power cable cutters.

The LCSS (2 assigned to each attack transport) had to be carried inside the deck LCM because we had to be lowered over the side by cargo boom due to our weight in addition to extra armor plate. Our main function was to proceed with the first wave to the beach in order to give last minute fire support as the big guns had to move inland to other targets. Due to the status of the Calvert in TRANSDIV SEVEN, the 2 LCS(S) officers were given "additional duty" as Squardron Commander (Lt. JG William File) and Fisemann ended up as Commadder of Support Boat Division 1. We operated from a 6 page "Standard Operating Procedure for Landing Craft Support, Small LCS(S) 2 major factors: our boats weighed over 20,000 pounds due to 1/4" armor plate AND WE WERE GASOLINE POWER. This meant that while all other boats of the Calvert were diesel, special gas cans had to be put aboard for the LCS(S)'s, which did not make us too popular since the gas was carried way, way down in the available cargo space. For North Africa and Sicily, the Mark I gasoline engine was used whereas for the Normandy invasion, the Mark II was used. Next thing we knew, we were combat loaded for the invasion of Sicily. As you may know, we lost all boats except 2 LCV(P)'s and we returned to the States. I might mention we were detached at that time at Camp Bradford, later going to Solomons again. Finally ended up with orders for HUSKY SUPPORT BOAT CREWS as we became known as for the invasion of Normandy. The LCS(S)'s were one of the earliest rocket-firing boats, and as you can see, from its very small beginning how the theory of rocket propulsion has grown.

WILLIAM J. EISEMANN

THE NAVAL HISTORICAL CENTER sent me the following information on LCS(S). Here are excerpts of his letter: Dear Mr. Cole: I enclose information concerning LCS(S). As you will recall, a great many different types of landing ships and craft were used by the United States and Britain during World War II, and many of these are not very well known. The LCS(S) was a small, wood-hulled motor boat carried on the decks of attack transports. It was, essentially, a close-fire support modification of the earlier than Landing Craft, Personnel (Large), or LCP(L), the 36 foot "Higgins boat" used in many early landings. Like the LCP(L), the LCS(S) was "spoon-bowed" and could be beached. Two versions of the LCS(S) were produced. Both were 36'8" long with a beam of 10'10" and a draft of 3'6"; the LCS(S) Mark 1 had provered a 250-horsepower Hall-Scott gasoline engine, while the Mark 2 was powered by a 225-horsepower Gray diesel. I hope that this will prove useful. RICHARD T. SPEER

(Editors Note)

I have had quite a lot of corrispondence with Bill Eisemann and appricate it very much. He has sent me a lot of papers on the Calvert. Also on the special craft to which he was assigned, the LCS (S). I also asked Bill to give me some info. on it and his story is listed below. When Ensign Eisemann was assigned to the Calvert in April of 43, he brought along LCS (S) # 1 with a crew of the following men.....

Edwin P. Grochowski \$2/c

William I. Hahn S2/c

Leonard M. Klastow F2/c

John R. Goodline S2/c

Louis Gordon S2/c

Also Ensign Homer H. Casteel and LCS (S) # 5 with a crew of the following men.....

Gerrold L. Speyers F3/c

Leo Cicalese S2/c

Anthony J. Cicione S2/c

Stephen J. Capizzi S2/c

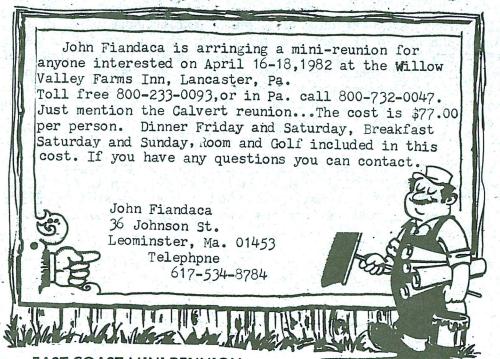
John A. Franzini S2/c

Bill also included the following which he said that I shouldnt print as nobody
would be interested. But we are always interested in what Calvert men do so here it is.
After we left the Calvert we were shipped back and participated in the initial assault
on Easy Red Beach, Omaha - Operation Neptune for the invasion of France. Also I did
get a brief (one sentence) line in Cornelius Ryans' Book, THE LONGEST DAY. At least
I have something to pass on to the grandchildren when they come. At least I am in the
Index, The list of participants, and the "one liner". In the index my name appears
alphabetically under Eisenhower...so, as a joke, I say that I was right under Eisenhower
for the invasion.....





Now Hear This



mail call Dear John,

Sorry to inform you that my wife and myself will be unable to attend the reunion in Atlanta due to the fact that our Marina is changing hands again this week and also that there is still a chance that the airlines may go on strike. Before writing this letter I've done some research thru my old records and can say that most of my time on the Calvert was spent in the Quartermast er rates. I went aboard as QM-l from the U.S.S. Harry Lee. Parker was Chief at the time. After the landing in North Africa I was made CQM and remained Chief on the many operations and logged many miles on APA-32. I was informed that I had made Bosn. to rank from Dec. 1945. It so happens that on that date we were enroute San Francisco to Pearl Harbor. To make a long story short, I didn't take over as Bosn. until we came back to the States after all our wondering around China and Japan. My last cruise was from the West Coast to Yorktown, Va. thence to the Portsmouth Navy Yard for decommissioning. I was sent to Material Preservation School in Philadelphia in July of 1946 and was released from active duty on 27 Sept. 46, (I almost failed to mention that after all of the beachheads we had been thru I had to meet wife Thelma at a place called "The Beachhead" at Va. Beach!). I remained in the Active Reserve until reaching Age 60. My wife and I moved to Ft. Myers, Fla. in Sept. 1947 and purchased 36 acres of waterfront and established the Cove Marina. Was CO of an Electronics Unit in Ft. Myers for approximately five years. As you see, I never did get away from boats. Several small reunions have taken place at our Home. Banca, Rawls, Gregorie, Blank & Zdanowicz have all visited us. extend an open invitation to any others to visit whenever they are in the Ft. Myers area. We live across from the Cove Marina and are easy to find. Just give us a call _Phone No. 813-481-8919. Pass my regrets to Hoyt for not being able to attend and special regrets to Hunky Habrat for not being there. I am enclosing some things from my file that you may enjoy -keep then in your records. Many more Happy Reunions and I hope when the next one takes place we will be able to attend. If it happens to be on the coast we may sail in! MELBOURNE A. WAITE

Now that the dust from the re-union in Atlanta is more or less settled makes it an appropriate time to drop a few lines. First I wish to thank you and Mrs. Cole for making this possible. Got my pictures back and discovered the word Calvert was misspelled on the Holiday Inn sign. Probably some southerner trying to add another sylable to it. Also learned at the reunion that you are a fine comedian. Maybe someone will start calling you the Happy Warrior. After all Minnesota needs a successor to the title held by Hubert Humphry. MARION & GENEVA COUVILLION

One of our old shipmates by the name of Russell Rexroth gave me your name and address. I am a plank owner of the U.S.S. Calvert and was aboard her during the invasion of North Africa & Sicily transferred to a D.E. 790 got out of the navy in 45. We have had many delightful reunions of the 790. I called "Chuch" Skillman in Ca. I understand he gained Comm. & retired after 30 years as a full commander we were electricians aboard. Both were Em2/C I stayed in the electricial business. Ran my own business for 26 years. Took on the job as elec. inspector here in LW. Been with the City $5\frac{1}{2}$ years aiming for retirement in $4\frac{1}{2}$ years at age 65. Where has the time gone. Drop a line if you have time. RALPH BOYNTON

I saw the notice for the Calvert reunion in the Shift Corors magazine. I served aboard the Calvert in R Div. from 1956 to 1959 and retired from the Navy in 1979. If anyone there knows Ray Doungles's address, a ME 1 aboard the Calvert around the same time, I'd sure like to get a hold of it. I'm sure he retired from the Navy and is also Mason. Good luck to all the Crew. GLENN ENDERBY

It's with great regret that I inform you and Joe's shipmates that Mr. Maione, my husband, passed away April 6, 1981. When he would receive a newsletter, he spoke of how much he would enjoy seeing all of you and joining in a reunion; it was not meant to be. Joe joined the Navy in 1941 when he was just 17 years old, and we met and married during the years of the war. we have three children, and 6 grandchildren. He was a good man, a great American and a great father, we who knew and love him can be proud. MRS. ELSIE J. MAIONE

Thank you for the newsletter on CALVERT. It is very well done. I appreciate your efforts to get news for it, as I have a similar job scraping up stuff for the Yangtze Patroller, copy attached. We put it out 4 times a year, the annual dues being \$10, which takes care of it and then some.

In November 1954, the Amphibous Force, Pacific, changed its organization radically, regrouping all the ships into Amphibious Squadrons of 22 ships each, 4APA, 2 AKA, 2LSD, 2 APD and 12 LST. Calvert, which had been flagship of Transdiv 13, then became flagship of Amphibious Squadron Five. Transdiv 13 had not too long before that come back from the Freedom Train, taking Vietnamese south from the Red held portion after the French surrender.

In several months, we deployed to the Far East and became Amphibious Group, Western Pacific. The trip across included a very pleasnat stop at Honolulu and a pretty stiff storm just before Japan. A reserve convoy commodore and his staff of four rode with us, conducting simulated convoy exercises on the way, using merchant ship signals -- whistle, strings of lights on the mast and special flag hoists.

It was warm weather by the time of our arrival in Yokosuka, and the troops ashore were wearing shaki, instead of our more comfortable whites and short sleeve shirts. We converted 'em to our uniform, and were they glad to get rid of those neckties!

The Far EAst was pretty quiet at the time, so Commander Naval Forces Far East, Vice Admiral Roscoe Good, an old friend, told me to write my own ticket. So for the next five months we hit Keelung (Taiwan), Hongkong for July 4th, (fired a national salute with 5-inch guns), Manila, then back to Japan for a tour of Nagasaki, Kobe, Nagoya and finally to Shimoda for the Black Ship Festival.

It wasn't all play. We evacuated a Marine regiment (with the rest of the squadron) from Japan to Kinawa and held a regimental landing exercise at Okinawa with a U.S. Army regiment embarked. Four Nationalist Chinese and a couple of dozen U.S. Air Force planes flew cover.

Naturally, everybody was happy to head for San Diego, but there were fond memories of Yokosuka's beer halls and pretty slant eyes left with all of us.

I've ridden a good many ships in my day, some heary rollers, thirty degrees on a side, and some with a snap roll of 5 seconds period that would wear you plumb out. But Calvert was in a class by herself. Never experienced a better sea boat. She rode like a duck, never pounded or shuddered. Whoever put her together knew their ship design. And with the exception of a bridge door that banged like a saluting gun just the other side of my bedroom bulkhead, I had no complaints, only praise. I left her with regret in June 1956, after an unusually long cruise in command of Phibron V, relieved by Commodore F.V.H. Hilles. Japan had been so fascinating that I requested and got my next assignment there, serving for three years as Commander Fleet Activities, Yokosuka. KEMP TOLLEY

While reading shift colors I realized that the U.S.S. Calvert was having a reunion this year. First I won't be able to be at the reunion this July. I was a member of the crew of the U.S.S. Calvert APA32 from Dec. 1951 as a Dental Technician first Class until Dec. 1952 when I made Chief and left the ship. In 1962 I retired from the Navy at San Diego and moved to Costa Mesa and Huntington Beach are. Have been with Douglas Aircraft Co. in Long Beach for over 13 years as a Senior Buyer. The reason I am writing is if any of the members of the crew who were aboard when I was there would like to contact me my address is: KARL E. RUPP 19251 Brookhurst St. HUNTINGTON BEACH, CAL. 92646

How many times have you thought it would be nice if you had your medals, ribbons or service decorations on display for your friends and neighbors to see and for you to pass on to your heirs? If you were not issued them or they have become lost or misplaced over the years it is possible to obtain them for free or a relatively small charge from the U.S. Navy. See your County Veterans Service Officer, National Claims Service Officer of the VFW, American Legion, DAV or other Veteran oriented organization, ask for a SF 180 form, complete it in full and mail to item #14 on the reverse. Within 60 to 90 days you should have your medals of a reply. BERNIE MELTER - VETERANS SERVICE OFFICER

Thanks for information you sent about the U.S.S. Calvert. Sorry to hear about it being scrapped but we all get old & worn out in time. I appreciate being put on your mailing list. This ship has many memories as it was the one to bring me home again. In the news letter you sent, I also found out about the ship U.S.S. Wharton that I shipped out on from San Diego in 1944(Nov.) I will be writing to their associate for more information. Enclosed I am sending to you a news paper printed aboard the U.S.S. Calvert 4/5/46 Fri. 0800-636113 miles, from San Diego. I was with 1st Marine Div. coming home from Tang-Ku-Tieatsin area of China. The trip took (17) days straight across to Diego, also enlosed are some pictures taken aboard at 7 this time. JTM STRETT

What a great time we had at the reunion. It was all so enjoyable - thanks to the efforts of you and Hoyt we are keeping the Calvert afloat. I am enclosing a copy of the personal log I kept while in the Navy. I should have kept it in more detail, I guess, but I thought at the time this was the only record I would ever need. I know the last thing you probably want to do now is read or hear about the Calvert - but perhaps later on it will be interesting as to where the old girl was. The BP I ocassionally refer to is the beach party, of which I was a member. Another member of the beach party - Billy Bell of Covina, Ca. (you have the address he was at the Rochester Reunion) has a copy of the official ship's log which he somehow obtained from the Navy Dept. Covering about the same period of time that I am enclosing. I thought he could possibly tell you who, what, where, etc.; That he was able to obtain it. I didn't get to visit with you as much as I would have liked in Atlanta - I think old age is catching up with me - however, I did want to ask you if you had Orvin J. Torske's home address. Torske literally saved my life - I was in sick bay with dysentry & a fever that ran off the temp chart. He bathed my body all night long with rubbing alcohol (or something) I know he didn't have the assigned duty all night long - but he stayed with me all that night. He left the ship shortly after that and I often wondered throughout the years if he made it. I intend to call him as soon as I find out where he is. I'm enclosing some expense money, which is about all I had left after Atlanta, but boy - it is sure worth it. Come by to see us if you are ever in this country & we will give you the cook's tour ' we live 30 miles north of Tulsa and are always home - the only things we attend are weddings, funerals and Reunions. Thanks again for a wonderful time & see you in San Francisco (if not before). RAYMOND W. GLASCO

Your No. 8 1931 Calversion newsletter is a great piece of journalism. While cleaning out some files preparatory to retiring from the marine insurance firm of Talbot, Bird & Co., Inc. ir New York City, on July 31, 1981; I came across the attached Officer Roster issued by Commander J. F. Warris, then Captain of the "CALVERT" on March 1, 1945. I've given you photos because the original mimeograph is too fragil for mailing. (Changed my mind, they are enclosed) please use them in your display. Dorothy and I will be unable to make the reunion in Atlanta as we will be in the midst of moving our residence from Northport, New York to: 112 Woodhaven Dr. Hendersonville, NC 28739. I shall terminate 33 years and 2 months as a commuter on the Long Island Railroad and assume a more flexible life in the Blue Ridge Mountains of NC. Business took me to Los Angeles in Nov. 1980, so I sidetracked to San Diego to spend a weekend with Charlie Schooler and his lovely Sumiko. The yack-yack went on for hours! Please extend my best to all at the reunion from this "Plank-Owner" who joined the "Calvert" in Aug. 1942 when she was a half-finished hull in the Bethlehem Yard in Dundalk, MD. I rode her to the invasions at: SAFFII, NORTH AFRICA: SICILY: MAKIN ISLAND: ROI NAMUR: ENIWETAK & BIAK.; SAIPAN, TINIAN, LEYTE GULF; LINGUYEN GULF. We missed Iwo Jima because the "Calvert" was recalled to Seattle for long overdue overhaul. On arrival at Seattle, I was shipped out again to Saipan where I joined the Fleet Rescue Tug "TEKESTA" (A.T.F. 93) which I took to the Philippines, up to Okinonwa, then to Inchon, Korea, across the Yellow Sea to Taku Bar and down to Shanghai. I spent 6 months on the Yangtze River Patrol taking the "Tekesta" 1,200 miles up stream to the Purple Mountains to extricate weather watchers left stranded in the interior of China when the war ended. Release to civilian status occurred in April 1946. I'm now winding down 35 years in the marine insurance market in New York City. BILL MARKS

Just a short note to let you know how much we appreciated all your efforts to make this reunion such a success. It is unfortunate that so many that had attended the first one couldn't be there this time to make an even bigger affair. I'll be writing to Hoyt and Sarah in a little while to thank them for all they've done, but we can't forget that it was your initative that got the whole thing started and it's your "chairing" the meetings that keeps us going in the right direction. I can see where San Francisco could be a real big blast. There seem to be enough of the gang out there to almost hold their own reunion, and with our help it should really be great. It was too bad that some of the fellows were too ill to make the trip. I know of three - Hutchison, Eisemann and Parker. The latter two made the trip to Rochester. And yet some of the fellows from the southland didn't make it with the party in their backyard, so to speak, so where it is held doesn't seem to be the determing factor as to who is going to show up, or how many. By the way, Helen & I stopped in on the Calvert Museum on the way home. Unfortunately, it was closed and we couldn't find a place to stay to that we could visit there the next day. However we took a couple of pictures and will send them along when they're developed. Thanks again for all the time you've devoted to the job at hand and we both look forward to seeing you in San Francisco-if the Lord is willing, and the Creek doesn't rise! (I blew it--that's"Creek"). A saying we picked up from Pete Berry's mother! Stay well! The very best of everything to you and your family. DAVE CULLEN

I regret to inform you of my father's death. He passed away on January 2, 1981. My father and I were camping in the Florida Keys during the Christmas holidays when he began to complain of an upset stomach. I was driving to the Doctor's office when he suffered a massive heart attack just as we drove in the Doctor's office parking lot. Both the Doctor and I tried to revive him but it was too late. Needless to say, both my sister Susan (of Liberty Main) and I were devastated by the loss of our father and will never get over it. He talked so often of his Navy days (42 years worth) with great fondness and emotion. He looked forward to the reunions and spent hours after each recalling the enjoyable and challenging moments that you all shared together. He also spent a great deal of time telling me of the tremendous amount of work that you put in organizing these events. I remember him showing me all of the little goodies that you were able to dig up for all of the people that attended the last reunion. Hee really was very appreciative of the effort and hard work that you put in. I was his only son and because of this, I heard all of the stories of the Calvert and the Harry Lee and the great record of service that both the ship and its crew had during WWII. However, I'm sure that over the years my memory will faile me and I don't want these stories to be deprieved to his grandchildren in future years. So if there is any printed material that you either know of or could put your hands on, I would definitely be interested in acquiring some. If I can be of any further service to you or your group please don't hesitate to contact me at the same address. KENNY TULLY, JR.

Just a few odds & ends running thru my noodle this morning- so don't have any news of importance. Still haven't gotten into S.F. to get things started but have a couple of excuses or alibis to offer. First after coming home after our crosse-country trip, couldn't seem to get maything accomplished as far as running around doing errands & such-like. My Sciatic-Neuritis in my left leg started acting up & I had one hell of a time getting around. Went out to the Coast Guard base & the Coc there gave me some pain pills and gave me that old chestnut about getting old & that I should expect some disabilities & all that old B.S. Then on top of that Mary & I had to attend an encampment at Death Valley from 2nd of Nov. thru the 17th, well strange as it seems, while driving had a few mild aches but it was only when I walked around or stood up for any length of time that my old shank gave me trouble. While at Death Vally, we had to go over to LasVegas to firm up some of the commitments I's started in July on our way east. We left the trailers in D.V. (another couple went with us) & stayed at the Hacienda Casino-Hotel. This was for our Masonic Club bash to be held in May of next year. One thing I noticed this time, all the clubs & Casinoes must be hurting because they sure weren't as free with the give-away stuff as they have been in past years. Even the shows have been cut down somewhat (but the prices haven't) & I noticed that the girls passing out the free drinks are few & far between & last but not least, while they did have a lot of people milling around, the crowds were considerable thinner. Anyway, we got our business buttoned up, came back to the encampment % finally got home on the 19th, so much for my confused way of life. And of course you know since we've been home that damm leg has only given me a twitch now & then - just like an aching tooth, start to the dentist's office & the damm pain goes away. Received your up-to-date roster in our held mail when we got home in Oct. many thanks. I wee where you've collected more names but I know what a problem you have trying to get people to answer letters, I've been fighting that for years with our trl. club, people are just damm lazy & forgetfull & you've got to keep reminding them to pay their dues or whatever, time after time 3 of course when you're doing this on a volunteer basis it can get pretty frustrating, you only wish you could pull their liberty card & restrict them to the ship!! That's about it for this time John, sorry I don't have any real news but will get into S.F. & start lining up things & pass on the dope to you for the Calversion, if you've got any ideas, pass them along, I guess I don't have to tell you what a job it is to put on a bash of this sor. Mary joins me in sending all our best to Lila & Yourself, take care, stay warm & don't get arrested, Always. MARY & ED OBRIEN

WEST COAST REUNION IN



something something

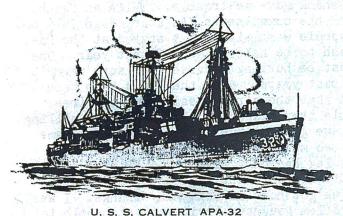


At the July 18 1981 Reunion in Atlanta a new patch was perposed. The above design is the approved patch. Its red with gold letters and a black border. This patch is available now at \$4.00 each postpaid from your Commander. It will look great on any jacket and will identify you as a member of the Calvert Associates.

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







Algene L. Bradbury RD2 53-56

Golden Vally, Minn. 55427

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Many Thanks

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

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Frank R. Schmitt	10.00
William B. Marks	25.00
James Morrow	10.00
Joe Perme	5.00
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