

CALVERTS 10N

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

"The Ship and Men of Distinction"



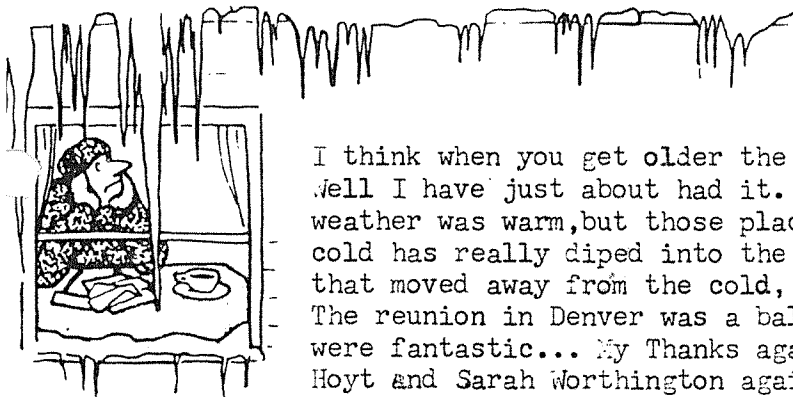
Published and Compiled by
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504 Centennial Drive
Kenyon, Minnesota 55946
Tel. ac. 507-789-6344

VOL. NO. 16 1986

COMMENTS

. . . . from the

Commander



I think when you get older the winter seems to really be a drag. Well I have just about had it. Sometimes I wish we lived where the weather was warm, but those places are getting harder to find too. The cold has really dipped into the south this year and I feel for all of you that moved away from the cold, but instead you took it with you. Oh well. The reunion in Denver was a ball. The weather was beautiful and the views were fantastic... My Thanks again to Jim McFetridge for a job well done. Hoyt and Sarah Worthington again did a super job of photo taking. They also did a photo of every couple and if there was a single Sarah was the

partner. If you didn't receive your copy of the reunion pictures or if you didn't attend and want a copy drop a line to Hoyt, P.O. Box AA Cedartown, Ga. 30125... Our reunions are not without problems. On arrival Vincent Simon had to be taken by ambulance to a city hospital and stayed there, I think two weeks. There is a letter in this newsletter from Adeline and Vincent I hope you read... Howard Harms BM3 64-66 from Britt, Iowa sent me a copy of the Lord Calvert Chronicle from 1964 and if I have space I'll put it in. It has a brief copy of the ship's history from the "50"... In case you haven't heard it's Nashville in 1987 with Billie Trout, Chairman. We should know by June 86 on date and Hotel. The wheels are rolling... Below are a list of the men that attended the Denver Reunion. There were 43 ladies in attendance. My Thanks to all of you and remember, Keep Warm... j.l.cole.

CECIL SIMPSON
SANDY SLESSOR
GEORGE MACKAY
RALPH SHEEHY
LEONARD HANSCOM
JASPER VICKERS
AL BREITINGER
GLENWOOD LONG
G. E. WEDEL
JACK REYNOLDS
RAY RYBARCZYK
CARL FIORE
LOUIS ZAMPELL

RICHARD MORSE
RAY BRINK
JACK FERRIS
JIM TUKICH
WES DOWNING
RICHARD SHULTHIES
HOYT WORTHINGTON
RAYMOND SISSON
ED PIEART
AL BRADBURY
JOHN FIANDACA
JOE PRIBULA
BILLY TROUT

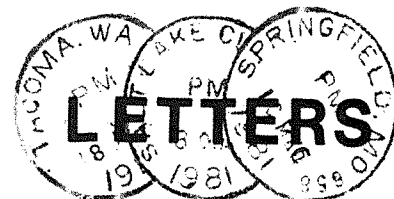
JOHN COLE
LOUIS KINA
VINCENT SHWAB
STEVE SHUSTER
RANDELL SMITH
HARRY GRAMENTZ
CHARLES CLAUSS
FRANK DANCA
DAVE CULLEN
CARL ALLEN
VINCENT STEWART
JOE ERSLAND
MARSHALL LEE

MARION COUVILLON
HAROLD LOVE
GUY WINE
JIM MCFETRIDGE
IVAN DAVIDSON
J. B. STOKER
MARSHALL BANDY
JAY RALPH
BOB HANSEN
BARNEY PARKER
CLAUDE FANKENY
DAN TINNEY
CARL HOFFMAN
REY CROWDER

VINCENT SIMON
ROY HOLMES
TED MCMAHON
JAMES CROWLEY
MARTIN KULJU
M. E. RUSS
MONTY CROWDES
CHARLEY NOBLE
AMOND OHMS
RAYMOND GLASCO
AL WEIGEL

mail call

Dear John,



Just a note to let all my friends know that I am fully recovered from my bout with a bacterial infection and sinusitis. Unfortunately, these ailments kept me from enjoying myself in Denver, and being able to fully participate in the reunion. My wife, Marietta, and I both extend our thanks to you and Lila, Hoyt & Sarah and Jim & Katherine for all your effort and hard work to make the Denver reunion so successful. It was good to see old friends and to also see some new faces this time. My wife extends her thanks to all those who befriended her and expressed their concern for me. ROY C. HOLMES

I am writing about the reunion notice of the Calvert. I helped put her back in commission in 1950. I was injured when a landing craft was dropped on me in Japan. I won't be able to attend, but, I would like to see about getting in touch with a couple of men--BMI Clark and Strickland. Clark was from New York and Strickland from Tennessee. I would also like to know the whereabouts of Captain Glenn Legeum. If anyone else happens to remember me, I would enjoy hearing from them. JOHN A. KRUSE

I saw in the Navy times where you are arranging a reunion for the USS Calvert (APA-32). I sure would like to attend if at all possible. I was a crew member from 1950 to 1956. I was a MM1 in charge of the Engine Room and Machine Shop when I finally got off to go to "ET" school at T.I. I retired from the Navy in 1967 as a ETC, went into Civil Service in San Diego after the Navy and just retired from that on 1 Feb. 85 as a "double dipper." DON COY

From what I observed, the reunion seemed to be a huge success! Saw a lot of new faces. Too bad Vincent couldn't attend. He was really looking forward to seeing some of his old shipmates. Vincent was doing well until a week ago (Aug.10) when he developed problems with his teeth. Three of them have to be extracted, in the hospital. We're waiting for oral surgeon to set up a date. John, will you please do us a favor and include the enclosed note in the next issue of the Calversion? Thanks again, John, for your concern re Vincent's condition, the card and money. Vincent was really touched when I gave him the envelope. Take care, stay well and happy. God willing, we'll see you in Nashville in '87. You can't keep a good man down!!! ADELINE SIMON

To all the wonderful people attending Calvert Reunion in Denver: I thank each and every one of you for your prayers, good wishes, the card and the money you contributed. I was truly touched when Adeline gave me the envelope and money. God bless you all! VINCENT SIMON - P.S. God-Willing I'll see you all in '87 -- VINCENT

I served on the Calvert from December 1950 until April 1952, I was a MR, I ran the machine shop in the engine room and Chief Diamond was over me, one of my many friends was Earl Grey, Eddie Kennedy, Clark, Bullin, Pitcher. Do you know where the Calvert is now,? I left it in Pearl Harbor, they were overhauling it--I have got many pictures of the Calvert that I made. RAY WILLIAMS

Got home a week ago tomorrow after being gone on a outing with our Trailer club, the day before we left Ginny Lund called us & told us that Lou was in pretty bad shape & just going along from day to day, anyway, while we were gone Lou passed away on the 31st. He would've been 80 on the 15th of Nov. He & I joined the Calvert on the same day, and he served aboard until we got back to Bremerton, Wash. Navy yard for overhoul 30 Mar. '45, when he was detached. Lou, Vince Simon & myself were room-mates on the 'C' & living that close to another guy you get to know a lot about him. He was a 4.0 shipmate & was liked by all hands, Vince & I, although the 3 of us met usually at the reunions, kept in touch with one another, Vince & I will miss him very much. Looking back it doesn't seem like 42 years have gone by so rapidly, also looking back, even with a war going on we had some pretty good liberties whenever we came in to Pearl. Mary & I have been staying out of trouble & still enjoying the good life & hitting the road just about anytime the mood strikes us, we're going to continue going as often as we can, old Father Time & Mother Nature are getting closer all the time, one of these days they'll turn our water off, in the meantime we're running like hell. Mary joins me in sending all our best. ED O'BRIEN

In accordance with our discussion at the business meeting in Denver I am advising you that I have at hand official Navy documentation covering the history of the U.S.S. CALVERT. It is now my intention to incorporate all the information I have into one "complete" history of the ship.

With the help of Glenna Morse, wife of our Secretary Richard Morse, who will arrange for the printing and binding of the History (except for which this History could not be completed) and any editing that needs to be done, we expect to have this available to all who wish to have this permanent record of the ship.

One thing we would like to know beforehand is how many of the crew would be interested in securing a History of the Calvert in proper form. The cost, as I understand it, should run under \$10.

The other thing, and more important to this project, is that we would like all of the crew to supply us with any pertinent information about the ship and its crew; mainly the accomplishments of members of the crew, in the nature of awards, decorations and promotions that they have received in the line of duty aboard the ship that we can incorporate into the ship's History.

Two such instances from Captain Warris' History (October 1942 through November 1945) were recorded regarding a fire aboard where heroic action by Brotherton and Lee disposed of the problem. Several other incidents were recorded regarding Cott and Carpenter and the ship's company as a whole.

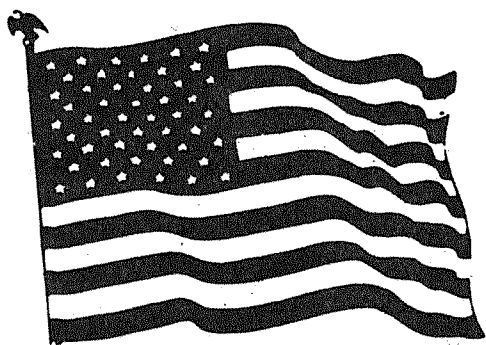
These are the kind of events or actions that can lift this History of the Calvert out of the realm of the ordinary chronology of events to something meaningful to all the crew, so that we can all bask in the reflected glory of the accomplishments of the Ship and its Crew. (I really like that idea of "basking in reflected glory"!)

Unlike the "official" history of the Calvert, Warris' history devoted more to the individual members of the crew which makes for very interesting reading..

This History should find its way into the Calvert Museum in Solomons, Maryland where much of the memorabilia covering the ship is on display.

Before we go into the printing of a number of copies of this History we must have some idea on how many of the crew would be interested in obtaining one for their very own. Please advise by mail, or call me at 919-392-1188. (*) In this way we can avoid any unnecessary expense involved with the printing of this material.

David B. Cullen, Jr.
5530 Eagles Nest Drive
Wilmington, N.C. 28403



**WE MOURN THE
PASSING OF THESE SHIPMATES**

Louis S. Lund Oct. 31 1985 CCS 44-45

J.H. Brown Dec. 26 1983 CCS 42-45

29 FEBRUARY 1964
ENROUTE TO FORMOSA

"LORD CALVERT CHRONICLE"

NEWS



Due to the lack of news, the "Lord Calvert Chronicle" has not been published the last couple of days. We do not know when we will be able to again copy press news, so we have decided to compile a paper that we feel will contain information of general interest. We hope that tomorrow we will again have a summary of the late world news for you.

THE CALVERT STORY

This is the story that was submitted to "All Hands Magazine" in October 1959:

Sir: While reading a back issue of All Hands (December 1958) I came across a letter in which someone asked what decorations USS Harry Lee (APA-10) had earned. You gave a very good history of that ship's accomplishments. At one point you mentioned that Harry Lee had engine trouble while preparing for the landings in North Africa, and you said, "Harry Lee lost part of her crew..... well trained officers and men..... were transferred to another ship." That "other ship" was USS CALVERT (APA-32), now a veteran of 16 years' service, and I'd like to remind you that we have quite a history too. It began on 30 September 1942, when the Navy acquired SS Deloreans then being built at Sparrows Point, Maryland. She was commissioned the following day (1 October) as USS CALVERT (AP-65). She was named for George Calvert, First Lord of Baltimore. Harry Lee had her engine breakdown on the morning of October, and on the 24th, Harry Lee's skipper, accompanied by 23 of his officers, his entire boat group and troops and cargo, were transferred to CALVERT, which was then going through her shakedown. On 25 October, with her experienced crew, the new ship sailed for Safi, French Morocco, where she took part in Operation Torch. She spent six days in the assault area before returning to Norfolk, Virginia, to start training the Army units she was slated to carry for the Sicilian campaign. On 10 July 1943 CALVERT (by then designated APA-32) landed her troops of the 45th Division on her assigned beaches. During the Sicilian Operation she required the equivalent of 381 LCVPS, 28 LCMs and 31½ LCTs to unload her troops and cargo. The latter part of August 1943 found CALVERT in New York, where she loaded troops she was to carry to the Pacific. Her next amphibious action was on 20 November at Makin Island, where she landed 1400 members of the 165th Regimental Combat Team of the 27th Infantry Division. In one period of about 90 minutes during this operation CALVERT put 913 men, plus cargo, on the beach. After that it was back to the west coast for more troops and training. Then on 31 January 1944 CALVERT landed the main attack detachment on the beaches of Roi and Namur, Jwajalein Aroll, Marshall Islands. A brief yard availability at Pearl Harbor followed. When CALVERT came out of the yard she was assigned to a task group being formed for the Saipan and Tinian campaigns. In the Saipan invasion she helped draw enemy attention away from the main landings by taking part in a diversionary movement at Tanapag Harbor. Later in the operation, she cared for

nearly 200 casualties from the beach. About 50 of them were able to go back ashore for duty. At Tinian, CALVERT was again part of a diversion. This time her boat group came under heavy fire from shore batteries, but the batteries were silenced before they did any harm to her boats or crews. On 10 August 44, CALVERT returned to Pearl Harbor. On 15 September she sortied, again loaded with troops and cargo, for the then proposed landings at Yap and Ulithi. However, there was a change in plans, and the group CALVERT was in was rerouted to Leyte, Philippine Islands, for the landings there. Arriving off Duig, east central Leyte, she worked through daylight, darkness, and air attacks to unload her troops and cargo. From Leyte, CALVERT headed for Manus for a few days rest, then steamed for the New Guinea-New Britain area to load more troops and cargo for her next operation, the Lingayen-Gulf landings of 9 January 1945. Soon afterward she was on her way to Biak, Indonesia, to pick up more troops and cargo. She was back off off Leyte by February 7th, and on the 9th, she participated in the landings on Mindoro, Philippines Islands. By this time CALVERT had really earned a rest, so she sailed back to Bremerton Washington, for overhaul. After that was completed she headed for the Philippines once more, this time as flagship of COMPHIBGRU 14. She reached Zamboanga in September, and "donned two hats" as flagship of COMPHIBGRU 11 and of the Commander of the Central Occupation Group of the Fifth Fleet's zone of responsibility. She then headed for Japan, where she landed occupation troops on 6 October. A month later CALVERT was assigned to Magic Carpet duty, carrying wartime personnel back to the United States for discharge and eventually taking replacements overseas. She left Subic Bay, Philippine Islands, on her last trip on 31 May 1946, and eventually wound up in Norfolk, Virginia, where she was decommissioned and placed in the Norfolk Group of what is now Atlantic Reserve Fleet. The Korean fighting brought CALVERT off the sidelines. She was recommissioned on 18 October 1950, and has seen all sorts of service with the Pacific Fleet since then. Here are a few of the high spots:

April to August 1951 - Part of Task Force 90 in the Far East. After that she spent about a year on West Coast Duty.

October 1952 - returned to the Western Pacific as flagship of COMTRANSDIV 13.

December 1952 - Participated in operations with the 7th Marine Regiment in Korea. Later, helped in redeployment of units of the 1st Cavalry and 45th Divisions, then returned to the United States for training with the Third Marine Division which was then being formed.

August 1953 - helped carry the Third Marine Division to Japan, after which, she picked up 900 Army men at Pusan, Korea. She reached San Francisco, California, on 16 September 1953, having sailed 11,000 miles in 41 days.

March 1954 - took part in Operation Flaghoist at Iwo Jima, for which the largest single amphibious assault force since World War II was assembled.

A few months later she carried some 6000 refugees from Haipong, in northern Viet Nam, to Saigon, in the southern part, during the "Passage to Freedom" Operations which occurred when the Communists took over northern Viet Nam.

November 1954 - Calvert returned to San Diego, California, to become flagship of Amphibious Squadron Five.

March 1955 - Calvert started her fifth tour of Far East duty since her recommissioning in 1950. After three amphibious operations an overhaul at Long Beach.

August 1956 - April 1957 - Far East tour of duty number six.

June 1958 - Calvert left for the Far East again. During the crises in Lebanon and Taiwan she, along with other units of Task Force 76, went into an alert status and worked closely with the Third Marine Division.

September 1958 - participated in Operation Land Ho in the Taiwan area. During her years of travel and service Calvert has garnered the Navy Unit Commendation, American Area, Campaign Medal, European-African-Middle Eastern Area Campaign Medal with two stars, Asiatic-Pacific Area Campaign Medal with one silver and one bronze star, World War Two Victory Medal, Navy Occupation Service Medal, National Defense Service Medal, Korean Service Medal with two stars, United Nations Medal, Philippine Liberation Ribbon with one star, Republic of the Philippines Presidential Unit Citation and the Viet Nam Presidential Unit Citation. Although old by some standards, Calvert isn't just sitting around recalling her past. Any time she is needed she can prove what's meant by the expression that "an APA's boats are her main battery."



UP DATE ON
U.S.S. CALVERT MINI-REUNION
MAY 16, 17, 18, 1986



WILLOW VALLEY INN, LANCASTER, PA.

Questions have come in on RATES for our MINI-UNION.

For everyone's information there is a 6% Pa. room tax and a small gratuity fee that will have to be added to the room rates. The gratuity is \$2.25 per person per night.

The following is a rate example for a Double Occupancy (DO):

Room Rate \$42.00 per person per night	=	\$84.00
		<u>X 2 nights</u>
	=	\$168.00
		<u>X.06% Pa. Tax</u>
	=	10.08 Tax
Plus \$2.25 Gratuity per person per night	=	9.00 Gratuity
		<u>\$168.00 Room Rate</u>
Total for two persons for 2 nights with MAP	=	\$187.08

REMINDER: If you are planning to attend, please make out your check to, WILLOW VALLEY INN, then remit your check for 5/16 to 5/18/86 to:

JOHN C. FIANDACA
36 JOHNSON STREET

LEOMINSTER, MA. 01453 (617 534-8784) YOUR CHECK will then be mailed to Willow Valley INN for your room reservation. This procedure is required by Willow Valley so that we may receive the GROUP RATES as opposed to the Non-Group Rates which are somewhat higher.

Arrangements have been completed for our Saturday (5/17) evening meal. It will be served at 5:30 P.M. in the Lower Level Banquet Room. The meal will be a Penn Dutch Dinner served FAMILY STYLE. Fried Chicken and Roast Beef will be the MAIN COURSES served with soup, salad, several types of vegetables, ~~potatoes~~, bread, rolls, desert and beverages.

It promises to be a DELICIOUS DINNER ♪

Other meal schedules will be :

Friday (5/16) Dinner 4 PM to 8 PM in the Lake View Room
Featuring Seafood Smogasborg

Saturday (5/17) Buffet Breakfast 7:30 to 10:30 AM in Lake View Room

Sunday (5/18) Continental Style Breakfast 8 to 10 AM Lake View Room

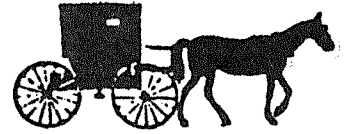
If you are planning to attend as a SINGLE, please advise. In the event there are other singles planning to attend we may be able to have you share a room with another Calvert Crewman.

Good Luck, Happy Holidays and SMOOTH SAILING to Lancaster Pa. in "86".

A T T E N T I O N

ALL CREW MEMBERS (wives and friends too)
of the USS CALVERT

WE ARE PLANNING ANOTHER MINI-REUNION
ARE YOU INTERESTED ?



Where ? WILLOW VALLEY INN, LANCASTER, PA.

When ? Friday, May 16. to Sunday, May 18, 1986
Check in 3 P.M. Check out 12 Noon



2416 Willow Street Pike
Lancaster, PA 17602

RATES ? See enclosed GROUP BROCHURE.

At the present time we have reserved 30 rooms on a GROUP BASIS. We have sent out 40 NOTICES just like this one. We will have to give out the rooms on a first come first serve basis, However if we receive more responses that exceed our reserved rooms of 30, we may be able to get more rooms, IF we get them before December 31, 1985. Otherwise if you delay too long you may not be able to take advantage of the GROUP RATES which are somewhat lower than the non-group rates.

If your interested and can make up your mind within a short time after you have received this notice, and you plan to attend, you will have to remit the cost for your room to:

John C. Fiandaca
36 Johnson Street

Leominster, Ma. 01453 (Telephone #(617) 534-8784

PLEASE make the check out to the WILLOW VALLEY INN.

Some of us are also planning to check-in on Wednesday (14th) or Thursday (15th), join us if you can. Reservations for early arrivals will have to be made directly with Willow Valley Inn by calling the 800 number on the BROCHURE.

We would also like ~~to~~ plan a TOUR to CHOCOLATE TOWN USA, in HERSHEY, PA. for Saturday the 17th. The cost of the TOUR is \$7.00 per person. In addition to the TOUR FEE there will be an additional DRIVER'S FEE of \$50.00 which will be shared on an equal basis by everyone going on the TOUR. If your planning on coming to Willow Valley and you are also planning to make the TOUR, please advise us when you remit your check for your room reservation, so that we will know how many people will be making the TOUR.

We are also planning to have a GROUP DINNER on Saturday so that we can all enjoy being to-gether again,

Let's hear from you soon with the hopes that everyone who will be receiving a copy of this notice can make. it to the WILLOW VALLEY INN, Lancater, Pa. on MAY 16, 17 and 18, 1986.

GOT ANY QUESTIONS ? ? ? ? ?

CALL or WRITE to

COMMITTEE MEMBERS:

WHOLESALE MAP (Modified American Plan)

PACKAGES

1986-87

Friday-Saturday

Dates	Single	Double	Triple	Quad
Jan. 1 to Mar. 27	59.60	37.60	31.60	28.60
March 28 to June 12	69.00	42.00	35.00	32.00
June 13 to Aug. 31	85.00	51.00	41.00	36.00
Sept. 1 to Nov. 1	74.00	45.00	37.00	34.00
Nov. 2 to Mar. 26/87	63.00	39.00	34.00	31.00

The above MAP price per person/per night includes: One nights lodging, dinner and breakfast.

John C. Fiandaca
36 Johnson Street
Leominster, Ma. 01453

Tel. (617) 534-8784

David B. Cullen Jr.
5530 Eagles' Nest Drive
Wilmington. N.C. 28403

Tel. (919) 392-1188

Joseph Pribula
717 So. Hoffert Street
Bethlehem, Pa. 18015

Tel. (215) 868-4270

1986-87

GROUP RATES



Willow Valley Inn
2416 Willow Street Pike
Lancaster, PA 17602
(800) 233-0093; in PA (800) 732-0047
Located 3 miles south of Lancaster
on Route 222

Where you're always treated like family.

STATEMENT OF ACCOUNT

CALVERT ASSOCIATES
506 RED WING AV
KENYON MN 55946

UNITED FINANCIAL
SAVINGS BANK FSB
P O BOX 4529
ROCHESTER, MN 55903

PERIOD FROM 06/01/85

TO 06/30/85

TAX ID 41-1517829

DESCRIPTION	DATE	TRANSACTION AMOUNT	BALANCE
5.50 PERCENT ACCOUNT NO. 037005507			
BEGINNING BALANCE			1,014.18
MATURITY INTEREST	06/24	13.91	1,028.09
FEDERAL TAX WITHHELD	06/24	2.78	1,025.31
YEAR TO DATE INTEREST EARNED 27.52			
YEAR TO DATE FED. TAX WITHHELD 5.50			

Contact Chairman, Billie Frank Trout
Rt. 2 Arnold Rd. Box 129
Chrisriana, Tn. 37037 Phone- 615/ 896-1148

Tenative Plans for the
Reunion of 1987

Shooting for July



Plans are definitely in the making for our reunion in "Music City" in July of 1987. There has been no date set as of yet. The bids to the hotels are expected back in the spring, so we should know more specifics by summertime. Below, we have listed a tentative schedule of events. There is plenty of time to add in other attractions in the area of special interest. We hope to get brochures on these soon.

Friday- Registration (morning).

Afternoon settle-down and reacquaintance.

Evening- The Grand Ole Opry. Two hours of live country music at the Opryland complex. (Keep in mind-reservations for this must be made 6 months in advance). Also, there will be a get-together party back at the hotel after the show (cash bar and finger foods).



Saturday- Business meeting at the Hotel(morning)

Afternoon- Cruise on the General Jackson Riverboat
Live show with or without lunch.

Evening- Square dance banquet.

For those planning to spend more time in the Nashville area, the Opryland showpark is enjoyable. This is a must if you have children along or you enjoy music. The one-price admission covers all the rides and all except one of the shows. It is definitely an all-day event. Sunday is a good day to go because the crowds are not as bad. There are also numerous bus tours of the stars homes and "Music Row", as well as the original Grand Ole Opry House. If you love beautiful plants and flowers, the Opryland Hotel Conservatory is great (bring your camera).

For those flying in, the airport will be less than 10 minutes from the hotel. For those driving, parking should be no problem.

LET US HEAR FROM YOU SOON!!

U.S.S. CALVERT APA 32



FINANCIAL REPORT

Minutes —

ANOTHER SUCCESSFUL REUNION

MAILBAG

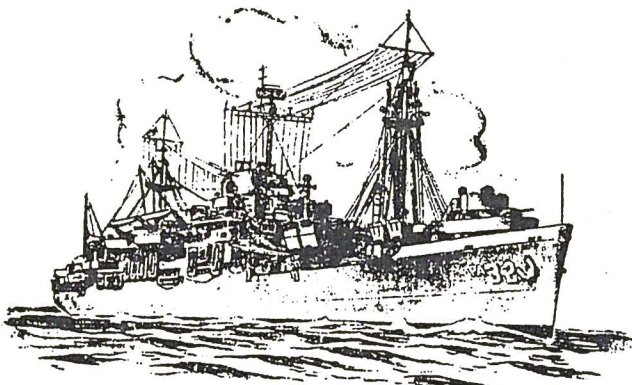
SCUTTLEBUTT

EAST COAST MINI REUNION

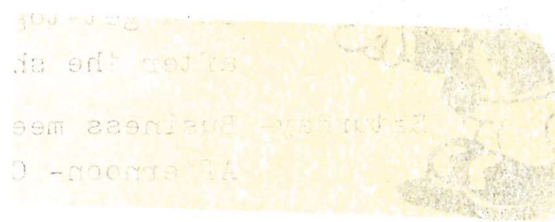
CALVERT ASSOCIATES
KENYON, MN. 55946

ADDRESS CORRECTION REQUESTED

3rd CLASS
PERMIT NO.
10



U. S. S. CALVERT APA-32



The operation of this newsletter is by donations from the people listed below. I would like to thank those of you that gave me donations in Denver and those of you that wrote me and inclosed a donation. All donations great or small are appricated. Without your support this newsletter would have a tough time being published twice a year. Time,I have but postage and printing cost. THANKS

C.G. Clauss	20.00	J.P.Jones Jr.	25.00	Randell Smith	10.00
Dan Tinny	7.00	S. Shuster	30.00	Glenwood Long	20.00
Warren Nowill	20.00	Monty Crowdes	20.00	Jim Crouley	10.00
Ray Brink	20.00	Harold Pyburn	20.00	Vincent Stewart	10.00
Bob Hanson	2.00	Roy Holmes	20.00	Unknown	10.00
Rex Crowdes	10.00	Jay Ralph	10.00	Al Posey	1.00
Louis Zampellie	20.00	S. Tometich	15.00	Jack Ferris	15.00
Louise Blank	10.00	Oscar Woody	5.00	M.E.Russ	30.00
Louis Kina	20.00	Robert Rahn	7.00	Erich Sopp	15.00
Joe Pribula	10.00	Ben Graves	20.00	Billie Trout	5.00
J.Fiandaca	10.00	Phil. Roddy	10.00		
Joe Ersland	10.00				