
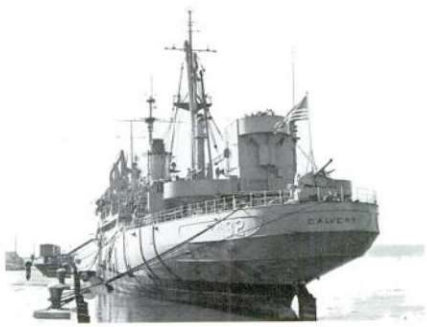


**USS Calvert. Historical Research Notes. Volume: June 30, 1966 to 1990**

Year	Month	Day	Location	Historical Details	Sources, Notes
1966	June	30	Hunter's Point Naval Shipyard, San Francisco	<p><b>USS Calvert, decommissioned. Hunter's Point Naval Shipyard.</b></p> <p>1) Decommissioned. June 30, 1966.</p> <p>2) "I served aboard the Calvert from 28 April 1965 until her decommissioning at Hunter's Point NSY in 1966. It was a sad day when we stood aft and watched the Calvert's commissioning pennant come down. She was a good and gallant ship. I was a Gunner's Mate (4th Div.) and was in charge of the forward 40mm and 3-inch."</p> <p>3a,b,c) Editor's note: Both the Navsource and Wikipedia indicate that the USS Calvert was decommissioned on May 18, 1966. Cullen, in his History of the USS Calvert, also states that the Calvert was decommissioned on May 18, 1966. This however, is not likely, and safely disputed based on published newspaper and published Naval periodicals as noted.</p>	<p>) <u>Calvert To Replace Ross For Cargo Handler Training</u>. Oak Leaf. July 18, 1966 issue of Naval Supply Center, Oakland CA, newsletter. Caversion Vol36, p6 - Article acquired and provided by T.W. Glickman.</p> <p>2) Calversion Vol 37, p4. Howard L. Bahr, GM3</p> <p>3a) Wikipedia entry: <a href="https://en.wikipedia.org/wiki/USS_Calvert_(APA-32)">https://en.wikipedia.org/wiki/USS_Calvert_(APA-32)</a></p> <p>3b) Navsource entry: <a href="http://www.navsource.org/archives/10/03/03032.htm">http://www.navsource.org/archives/10/03/03032.htm</a></p> <p>3c) Cullen. Introduction and on p34.</p>
Early July, presumed			Hunter's Point Naval Shipyard, presumed	<p>Captain DG Aitken, Officer in Charge of the Transportation Management School at NSC Oakland, accepted the USS Calvert from her last Commanding Officer, Capt JG Ward.</p> <p>Photographs and full article online at: <a href="https://books.google.com/books?id=xK14fJTDXB4C&amp;pg=RA10-PA27&amp;dq=%22uss+calvert%22&amp;hl=en&amp;ppis=_c&amp;sa=X&amp;ved=2ahUKEwjmnbu98cDnAhX1kHIEHaCvCToQ6AEwAnoECAMQAg#v=onepage&amp;q=%22uss%20calvert%22&amp;f=false">https://books.google.com/books?id=xK14fJTDXB4C&amp;pg=RA10-PA27&amp;dq=%22uss+calvert%22&amp;hl=en&amp;ppis=_c&amp;sa=X&amp;ved=2ahUKEwjmnbu98cDnAhX1kHIEHaCvCToQ6AEwAnoECAMQAg#v=onepage&amp;q=%22uss%20calvert%22&amp;f=false</a></p>	<p><u>Supply Corps Takes Command of USS Calvert</u>. Navy Supply Corps Newsletter. November, 1966. p27</p>
				 	<p><u>Supply Corps Takes Command of USS Calvert</u>. Navy Supply Corps Newsletter. November, 1966. p27</p>
				<p>CAPT D.G. Aitken (right), then Officer in Charge of the Transportation Management School at NSC Oakland, accepts USS CALVERT from her last Commanding Officer, CAPT J.G. Ward.</p>	

Year	Month	Day	Location	Historical Details	Sources, Notes
<b>Delivery to Transportation Management School, Oakland Naval Supply Center</b>					
1966	Early July, presumed		Hunter's Point Naval Shipyard	1, 2) The Calvert was towed from Hunter's Point Naval Shipyard, San Francisco, east across the bay to Berth A, Oakland Naval Supply Center.	1) <u>Calvert To Replace Ross For Cargo Handler Training</u> . Oak Leaf. July 18, 1966 issue of Naval Supply Center, Oakland CA, newsletter. Cavlersion Vol36, p6 - Article acquired and provided by T.W. Glickman.  2) <u>Supply Corps Takes Command of USS Calvert</u> . Navy Supply Corps Newsletter. November, 1966. p27
			to Oakland Naval Supply Center	Upon arrival the Calvert underwent modifications for use as the Transportation Management School's new training platform at the South Marginal Wharf.  The Calvert replaced the ex-SS George Ross, a World War II Liberty ship, on which TMS classes had trained aboard the ship purpsed as a cargo handling training platform. The Ross had "one set of electric winches and three sets of slow and noisy air-driven winches on which men learn cargo handling. "  "The Transportation Management School learned about the Calvert before it was decommissioned. The Office of the Chief of Naval Operations approved the School's request to take over the ship for winch driving, marlinspike seamanship and underway replentishment techniques."  "The Calvert, with its all-electric winch system, will triple the school's training capacity for training winch operators. This is critically important because of the buildup in port operations in the wake of Viet Nam."	
1966	Early July, presumed		Oakland Naval Supply Center	1) "... Franklin Machine Works of San Francisco is currently changing Calvert so that yard and stay operators can be performed by one winch driver (West Coast style) rather than two (East Coast style). Once the ship is moved to the South Marginal Wharf, classes will be held both topside and below. TMS plans to transfer certain training aids, such as Netterstrom model of cargo booms, from the School's building to classrooms belowdecks.	1) <u>Calvert To Replace Ross For Cargo Handler Training</u> . Oak Leaf. July 18, 1966 issue of Naval Supply Center, Oakland CA, newsletter. Cavlersion Vol36, p6 - Article acquired and provided by T.W. Glickman.
				Under Lieutenant Peter Rock of TMS, enlisted men with boatswain's mate ratings will visit Calvert to learn winch driving, marlinspike seamanship, and underway replentishment techniques. Their TMS instructors will be Senior Chief Boatswain Mates Glenn Clay and John Spinosa and Chief Boatswain Mates Charles Bostick and Charles Stithem.  After her return to San Diego, it appeared for a while that she would be scrapped. TMS, however, urged that she could be useful for training, and the ultimate decision went in favor of the school."  Traffic Management School (TMS) expects the Calvert will be ready to replace Ross at the South Marginal Wharf in mid-August."	
1966	August	1	Oakland Naval Supply Center	1) On August 1, 1966 the Calvert was struck from the Naval Register.  2) "Struck from the Naval Register on October 1, 1966."  Editor's note: I have an open question, sent via email, to the US Naval History & Heritage Command regarding the correct date for this event.	1) Navsource online: <a href="http://www.navsource.org/archives/10/03/03032.htm">http://www.navsource.org/archives/10/03/03032.htm</a>  2) Calversion, Vol 33, p6 - There is no quoted source for this contradictory date.


Year	Month	Day	Location	Historical Details	Sources, Notes
1966	By early November, likely earlier		Oakland Naval Supply Center	"The ship has been moved to the South Marginal Warf where it is open for classes both topside and below. There are plans to transfer certain training aids such as the Netterstrom model of cargo booms from the School's building to classroom below decks."	<u>Supply Corps Takes Command of USS Calvert</u> . Navy Supply Corps Newsletter. November, 1966. p27
1966 - ?			Oakland Naval Supply Center, Refrigerator warehouse dock	<p>2) "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 and not used for perishable cargo.</p> <p>At the time I was still working in the Maintenance shops of the Port of Oakland and going to and 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 decommissioned by that time and had just a skeleton crew aboard. They were offloading all stores and equipment that was general issue &amp; could be further used by other naval vessels. At that time one of the Jgs I talked to was telling me what the Cavlert was being used for next, the cargo handling school.</p> <p>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 other 'shore' gear normally used for cargo by the Navy was all laid out."</p>	2) Calversion Vol6, p1. Ed O'Brien, letter dated June 21, 1980
1966 - ?			Oakland Naval Supply Center	<p>"Aboard the Calvert she had been closed up (all the mid-ship rooms were locked and the only 'juice' they had aboard was from a panel on the dock, this energized the forward part of the ship (Number 2 &amp; 3 hatches and all the gear there including the forward jumbo boom). At that time the hatches were open but one of the Chief Bosn'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 and they could lower cargo clear to the bottom of the hatch, the other hatch had only the main-deck strong backs out and 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 handling the strong backs and hatch covers.</p> <p>The main classroom was loacted in the wardroom, all the original tables had been removed and class-type chairs installed with the 'writing arms', for taking notes. The wardroom galley was stripped out but had an electric coffee urn and there was coffee for all hands at any time during classroom sessions.</p> <p>There were two rooms just off the wardroom at the after end, one port, one starboard &amp; as I recall, one was the Exec's room and the other the Ch. Engineer's room, well they used them as washrooms and as I remember each had it's own head, these were all in commission."</p> <p>As I mentioned before, the rest of the ship was sealed up and of course there were no boats aboard. Some of the cargo booms on hatches #4 and 5 had been removed but while they had taken off the 40 millimeter guns and 20 millimeters the 3" Gun Forward, the two 3" and 5" aft were still in their gun-tubs.</p>	Calversion Vol6, p1. Ed O'Brien, letter dated June 21, 1980

Year	Month	Day	Location	Historical Details	Sources, Notes
1967	mid-to-late 1967, presumed		Oakland Naval Supply Center	<p>"The sergeant told his men to walk single file down the apron track on the quay, go up the gangway and take the port passageway to the first ladder. The order was quickly translated from "ship talk" by the men. They marched down the railroad tracks on the pier, climbed up the ramp and turned left down the hall of the ship until they reached the first stairway.</p> <p>Men of the 483d Trans Bn (Term) and 861st Trans Co (Term Svc), Oakland, Calif., were reporting for school aboard the USS Calvert, APA 32. Enlisted men from the US Naval School of Transportation Management at the Naval Supply Center, Oakland, Calif., teach the Oakland-based members of the US Army Reserve safe and efficient cargo handling.</p> <p>Training aboard the USS Calvert includes winch operation, special techniques for handling different types of cargo and splicing of wire rope used to hoist cargo into the hold of the ship."</p>	<p><u>Terminal Unit Trains with Navy.</u> Army Reserve Magazine. January 1968. p13</p>
Late '60, presumed			Oakland Naval Supply Center	<p>1) "I attended Transportation Management School at NSC Oakland on five different occasions, saw the Calvert many times but did not go aboard. The ship looked abandoned and lonesome ..sad."</p>	<p>1) Calversion, V37, p6 George E Rapier Radarman 3c, August 31, 1945 to April 20, 1946</p>
1968 or 1969			Oakland Naval Supply Center	<p>"I visited her at the Oakland Naval Supply Depot where she was a cargo training ship. It was like seeing an old girl friend. Her shaft had been removed. I was not allowed aboard or could not even take a picture. This was around 1968 or 1969."</p>	<p>Calversion V28, p3 Paul D. Stringer</p>
1971	Early		Oakland Naval Supply Center	<p>Photo of splicing training: "Boatswain's Mate First Class L.J. Prince, USN, instructs class in wire splicing aboard the ex-USS Calvert.</p> <p>Public domain: <a href="https://babel.hathitrust.org/cgi/pt?id=osu.32435031018849&amp;view=image&amp;seq=92&amp;q1=calvert">https://babel.hathitrust.org/cgi/pt?id=osu.32435031018849&amp;view=image&amp;seq=92&amp;q1=calvert</a> Then use the "Search in this text" using Calvert as the search term.</p>	<p>Translog. Vol2, No4., April 1971, p17</p>
1972	Early		Oakland Naval Supply Center	<p>At monthly weekend Reserve meetings in California, RCHB 12-3 members utilize the facilities of the Naval School Transportation Management and the Naval Supply Center, Oakland, Calif., in conjunction with receiving regular classroom and on-the-job training. RCHB 12-3 has been fortunate in having available the use of a training ship, the ex-USS Calvert (APA) which is berthed at NSC Oakland. The ship belongs to the Naval School Transportation Management, and through the interest and cooperation of its Commanding Officer, Capt Franklin Burkhead, the ship has been made available for use by the RCHB 12-3 on drill weekends. Valuable practical training in the fields of winch operations, storage principles, wire-splicing, etc., are thus received.</p> <p>Public domain: <a href="https://babel.hathitrust.org/cgi/pt?id=uiug.30112081878255&amp;view=1up&amp;seq=20&amp;q1=calvert">https://babel.hathitrust.org/cgi/pt?id=uiug.30112081878255&amp;view=1up&amp;seq=20&amp;q1=calvert</a></p>	<p>RCHB 12-3, Navy Supply Corps., 1972 March, pp 21-22, by CWO3 Harold E. Carter, USNR-R</p> <p>RCHB: Reserve Cargo Handling Battalion</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1973 or 1974			Oakland Naval Supply Center	<p>In Nov of '73 or '74 Chief Bos'n Lund and his wife stopped by for a two-day visit with Mary &amp; I on their wasy home from a trip to Hawaii and I took him aboard the Calvert. Got one of the Chiefs to unlock the passageway on the main deck and unlock our old room #26 (on the port side just below the wardroom). I knew the room was small but it seemed even smaller after all those years (actually it was about 7'x12') contained 3 bunks, a desk, a wash basin, three full-length lockers and 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 and Myself and Regular Navy we let him have the outboard bunk and sleep in luxury.</p> <p>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 California for spares on their State School ship which was a sister of the Calvert (I think her name was Monrovia, APA31).</p>	Calversion Vol6, p1. Ed O'Brien, letter dated June 21, 1980
1975 to 1977			Oakland Naval Supply Center	1) "In 1975 - 1977, I commanded USS KILAUEA (AE-26) which was part of then Service Group One, which was headquartered at NSC Oakland. On a few occasions I had to go to the headquarters I would see the Calvert languishing at a pier. I never made any attempt to board the ship then, or later, when it was brought to Richmond for scrapping by Levin Metals - I've mentioned in previous correspondence. Perhaps I'm sentimental or have some old naval superstitions, but I just couldn't bring myself to boarding a long-neglected ship I'd serve in and knew when it was alive and well." T.W. Glickman	1) Caversion V 36, p6 Tom W. Glickman
1976	June		Oakland Naval Supply Center	<p>1) "USS Calvert APA 32, in scrap yard, June 1976."</p> <p>Editor's note: If the date is correct, this would have been at the Oakland Naval Supply Center while the Calvert was still in use as a training ship.</p>	<p>1) Calversion V75, P7 Photo by Bill Poche, Boat Division</p> <p>Note: Asked Glynna is she still has a copy of the photo. 2019-09-29 phone call.</p>
1977	February	14	Oakland Naval Supply Center	<p><b>Record Of Ship Sales</b></p> <p>Name of vessel: CALVERT (APA-32) - PD-X-1014  Type: C3-P&amp;C  Awarded to: Levin Metals Corporation  Date: 2-14-77  Purchase price: \$191,300.00  Contract No. MA-8617  Year built: 1943. Dimensions: LOA-491' ; Beam 65 1/2'  Location of vessel: Oakland, California  Remarks: Advertised under PD-X-1010-dated-12-20-76-opened-1-25-77 under two condition: (1) NTU, (2) Scrap Hull-US.  Award under condition: (2) Scrap hull</p>	<p>1) Online:  vesselhistory.marad.dot.gov/shiphistory/detail/5730  see Status Cards tab</p> <p>Note: "PD-X-1014 dated 20 December 1976" as per  <a href="http://www.navsource.org/archives/10/03/03032.htm">http://www.navsource.org/archives/10/03/03032.htm</a></p>

Year	Month	Day	Location	Historical Details	Sources, Notes
<b>Physical delivery of the USS Calvert to Levin Metals</b>					
1977	March	11	Levins Metals Corp ship breaking facility, Richmond, CA	<p>"A third item is a copy of the document that transferred the ship from the Navy to the Maritime Administration and to Levin Metals for breaking." - Provided by Tom (T.W.) Glickman</p> <p>11 March 1977 - Certificate of Delivery of Vessel to Purchaser for Dismantling Purposes - This is to certify that the USS CALVERT (APA-32), an undocumented vessel, owned by the United States of America, and represented by the Department of the Navy, was physically delivered on the 11th day of March, 1977, at 1300 hours local time, to the Maritime Administration from the possession of the United States Navy and simultaneously delivered by the Maritime Administration to Levin Metals Corporation, pursuant to Contract No. MA-8617 dated February 14, 1977.</p> <p>Department of Commerce Maritime Administration - C.O. Otterberg, Region Ship Management Officer</p>	1) Calversion Vol33, p7 Tom W. Glickman
1977	March		Levins Metals Corp ship breaking facility, Richmond, CA	<p>1) "As I think I mentioned in previous correspondence, I was in command of USS KILAUEA (AE-26) which was under overhaul by Willamette Iron and Steel at their Richmond, CA, plant when CALVERT was towed in. Levin leased part of the yard. Fortunately, we left the yard before Levin did his number on Calvert. I had witnessed a number of breakings while we are in the yard and I certainly wanted to mis that one."</p> <p>2) "I had the opportunity of watching Levin break ships for a period of nine months. They do not use a dry dock. Instead, they moor the ship to a pier, remove the superstructure then start on the hull above the waterline and machinery. As the hull lightens, they move the ship from the pier and beach her. As they continue the cutting process, they pull the hull further up on to the beach until finally, a cherry-picker crane picks up the last piece and drops it into a waiting gondola. It is a rather heart rendering experience particularly for one who has served at sea. I am very happy that I was spared the agony of watching Calvert go through such an ignoble finale."</p>	1) Calversion Vol 33, p7 Tom W. Glickman  2) Calversion, Vol 2, page 6 Tom W. Glickman

Year	Month	Day	Location	Historical Details	Sources, Notes
1979			Levins Metals Corp ship breaking facility, Richmond, CA	<p>1a) "I have never published this letter before. I got it in 1979 from Pete Mitchell who was in charge of scrapping the Calvert. I told him I wanted to come out and pick up some parts of the ship. He talked me out of it and said he would send me parts of the ship. Which he did. When Levin Metals got bought out a couple of years ago the new owner made some changes. The name boards of all the ships they had scrapped were hung in the main office. The help was told to scrap them all. Pete called me and asked if I wanted the Calvert one. I said yes and I would send him money. He said don't worry about that as he would see that the new management would pay for it. He sent me the eight foot long board. Its now at the Calvert Marine Museum in Maryland. Thanks to him some things were saved. JLC Editor."</p> <p>1b) "Dear John - The first time that I saw the Calvert was on a cold and rainy day in Jan. 77. She was berthed at the Naval Supply Center in Oakland California. I had been secured there for the last 12 years, and was used for teaching BM's rigging and winching. So all in all she was used right to the end.</p> <p>When I went aboard to servey (sic), it was noted that extensive stripping had been done in those last 12 years. Most of the equipment name plate's and other memorabilia had already been removed. We were the high bidder and were awarded the ship. The rest is as Tom Glickman described in your 11/2/78 news letter."</p> <p>Editor's note: The rest of the letter details artifacts from the ship that were saved and an inventory of photographs of the ship during breaking. These details are continued below.</p>	<p>1) Calverson V57, p4</p> <p>1a) John L Cole's note, introducing the following letter</p> <p>1b) Letter from Pete Mitchell, Levin Metals Corp (LMC) to John C. Cole, 1979</p> <p>Pete Mitchell Levin Metals Corp Marine Sales Division Richmond, California 94807</p>
1979			Levins Metals Corp ship breaking facility, Richmond, CA	<p>continued from above:</p> <p>"As Tom was an ETC before turning tail, there is a piece of coaxil cable from one of his teletypes. For Louis J. Gilbert, as he requested, a piece of the hull from the port side midships. For the HM's a few form 89s that they can fill out on some of the guys at the reunion. For the BM's a wood block that I'm sure one of them have used at one time or other. By the way, you could clean the block up and make a nice lamp out of it. For the BT's a couple remnants of some boiler tubing that I'm sure they have punched a million times. For the MM's (God Bless Them) the General Electric plate off of the low pressure turbine. The thrust indicater (sic) plate from the forward end of the high pressure turbine. The bolt was one of the hold downs for the main reduction gear.</p> <p>The compartment door plate will be recognized by some one I'm sure.</p> <p>As for you John, a ship's key from one of the state rooms some where up by the bridge, you never mentioned as to what capacity you served in on the Old Girl."</p> <p>" I'm sorry that I could not save more articals (sic) of meaning to you guys, but as I said before, we had already started cutting the Calvert up by the time I received your first letter, as picture #7 indicates.</p> <p>#1 shows the remaining hull in the slip area. #2 shows the last remaining stern piece, in fact 2 days later it was completely gone. #4 shows our ship being loaded with scrap from the Calvert. They melt it down, make new cars out of it, then send it back in as #3. #5 shows how neatly we stack the cars in our yard after they sell them, wreck them, and junk them to us. We then compress the car and shred them into little pieces.</p>	<p>Letter from Pete Mitchell, Levin Metals Corp (LMC) to John C. Cole, 1979 Calverson V57, p4</p> <p>Pete Mitchell Levin Metals Corp Marine Sales Division Richmond, California 94807</p>

Year	Month	Day	Location	Historical Details	Sources, Notes	
1979			Levins Metals Corp ship breaking facility, Richmond, CA	<p>continued from above:</p> <p>#7 is the first picture that I took after hearing from you. #8 is self explanatory. #9 shows the HP and LP turbine and both boiler foundations. #10 is what remained of the bow and chain locker at the time. The anchor chain from the Calvert is holding a drilling platform in place, somewhere in the Gulf.</p> <p>Most of the DC electric motors were sold to dealers around the world. #11 show a small part of the cement ballast one of you b-----s decided to put aboard. We had to dig it out with air jack hammers.</p> <p>But listen John, tell the guys not to fell (sic) bad about cutting up the old girl. She couldn't answer the call to duty even if asked. I lifted the main turbine casings and it would cost too many of "our" tax dollars to recondition the main propulsion plant.</p> <p>I've rode many ships in my 22 years, but in the 6 years that I have been with Levin Metals Corp, I have brought in 61 ships for scrapping, from little destroyer escorts to 8' cruisers.</p> <p>I was hired by Mr. Levin while still in the Navy as a salesman. Today I am the manager of Marine Sales Division, and I owe it all to the Navy. Without the training and responsibility given to me aboard ship I could never qualify for this job. So God Bless Our Navy, may it go on forever. Don't forget, Old Chiefs never die, they just get recycled.</p> <p>Peter Mitchell, MMC, USN RET</p>	<p>Letter from Pete Mitchell, Levin Metals Corp (LMC) to John C. Cole, 1979 Calversion V57, p4</p> <p>Pete Mitchell Levin Metals Corp Marine Sales Division Richmond, California 94807</p>	
<b>USS Calvert name board - Saved</b>						
1990			Levins Metals Corp ship breaking facility, Richmond, CA  John L. Cole Kenyon, Minnesota, 55946	<p>"It is now 1991 ... Back in 1978 the Levin Metals Co. of Richmond, Ca. scrapped out the Calvert, they sent me parts of the ship.</p> <p>Last summer (1990) I received a call from them again. They wanted to know if I was interested in the ship's nameboard that hung on either side of the bridge. I said I was interested and they said that they would ship it to me. Well it came, and I am happy. The board is seven feet long and nine inches high. The words U.S.S. Calvert APA 32, are made of brass and are six inches high. It seems that Levin kept these boards from all the ships that they scrapped and since someone had just bought them out, they wanted to clean house. Since I had been sending them a newsletter since day one, they thought I might want it. Levin, thank you very much."</p>	<p>Calversion V24, p1 John L. Cole</p> <p>Name board photograph: <a href="http://www.usscalvert.com/2020/09/26/uss-calvert-exhibit-at-the-calvert-marine-museum/">http://www.usscalvert.com/2020/09/26/uss-calvert-exhibit-at-the-calvert-marine-museum/</a></p>	
						

**End of VOLUME for the period June 30, 1966 to 1990**