



our captain..

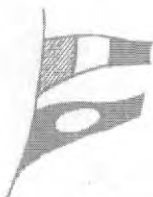
Frederick V. H. Hilles
Captain U. S. Navy

Captain Frederick V. H. HILLES took command of the CALVERT in July. He lost no time in establishing a fine reputation with the entire ship, as he took the CALVERT through the most difficult months of her cruise. A confident, well-poised ship handler, the conn is nothing new to Captain HILLES. At the beginning of World War II he was Executive Officer of the destroyer MAURY and for his service during this period he wears the Presidential Unit Citation ribbon.

Later assignments found him establishing the Fleet Gunnery and Torpedo School in Pearl Harbor and the first CIC School at the Naval Academy. He then commissioned and took command of the PUTNAM, another destroyer, in time to participate in the invasions of Iwo Jima and Okinawa, for which he was awarded the Bronze Star with Combat "V". When the war ended Captain HILLES was in command of a destroyer division.

A 1930 graduate of Annapolis, he has served in battleships and cruisers as well as destroyers. His most recent duty has been in Albuquerque, New Mexico, where he was Deputy Director of Operations for the Field Command of the Armed Forces Special Weapons Project.

Captain HILLES makes his home in San Francisco, California.



.. our exec

Stanley J. Lewandowski
Lieutenant Commander U. S. Navy

Lieutenant Commander Stanley J. LEWANDOWSKI first boarded the CALVERT in September while she was engaged in "Passage to Freedom" in Indo China. He comes to us from San Juan, Puerto Rico, where he served as Naval Port Control Officer. Commander LEWANDOWSKI has made a mark for himself as a man determined to keep a taut ship, though he has been aboard but a short time.

Our "Exec" has served in every rank and rate from Seaman Recruit to Lieutenant Commander. He first enlisted in December of 1928 and during twelve years as a bluejacker earned three Good Conduct awards. He was appointed a warrant officer and later commissioned in the early '40s.

His wartime service was in the Atlantic and Mediterranean areas. He rose to command several light salvage and rescue vessels, and for his part in rendering assistance to damaged vessels in the face of enemy fire during the Normandy Invasion he was awarded the Bronze Star with Combat "V".

Commander LEWANDOWSKI has served in battleships, cruisers and destroyers, and from 1950 to 1952 had command of the USS MALIBAR, a refrigerated ship engaged in logistics work in the Atlantic and Mediterranean. He currently resides in San Diego and his permanent home is located in Lyndhurst, New Jersey.



and commodore

Walter C. Winn
Captain U. S. Navy

Captain Walter C. WINN, USN, embarked in the Flagship CALVERT to become Commander Transport Division THIRTEEN in July of 1953 and remained so until October of 1954 when Transport Division THIRTEEN was reorganized as Amphibious Squadron FIVE at which time Commodore WINN assumed duties as Commander of that Squadron.

A resident of Arkansas, Captain WINN graduated from the U.S. Naval Academy in the class of 1927 after which he was assigned to the Battleship TEXAS. He served on board the Destroyers FARENHOLT, WHIPPLE, and BORIE until 1932 when he was assigned to the Cruiser AUGUSTA and in 1933 was ordered to the Cruiser MARBLEHEAD. In 1936 he was graduated from the U.S. Naval Postgraduate School of Engineering at Annapolis and went aboard the Destroyer CONYNGHAM. The eighteen months prior to the war was devoted to shore duty in Washington. During the war Captain WINN, as Lieutenant Commander, served six months on the Staff of Commander Battleships Atlantic as Flag Secretary and then commanded the Destroyer DAVIDSON in the Atlantic. As Commander, he commanded the Destroyer WADLEIGH in the Pacific and at the end of the war commanded Destroyer Division FIFTY as a Captain. In 1946, he was a member of the Staff of Joint Task Force ONE during "Operation Crossroads". Subsequent duty included that of two and one-half years duty in Washington, a year as Commander Destroyer Squadron ONE in the Pacific and a year as Chief of Staff, Destroyer Flotilla TWO in Norfolk after which it was two more years in Washington until assuming command of Transport Division THIRTEEN.

Captain WINN's most recent assignment, in addition to that of Commander Amphibious Squadron FIVE, during our cruise of the Western Pacific has included that of Commander Embarkation Group at Haiphong, French Indo-China, where he directed the evacuation of the Tonkin Delta in "Operation Passage to Freedom".



5

.. chief of staff



Charles N. G. Hendrix
Commander U. S. Navy

Commander HENDRIX, a native of Port Deposit, Maryland, entered the U.S. Naval Academy from West Virginia in 1935. Upon graduation in 1939 he was assigned to the battleship USS MARYLAND in the gunnery department for a year followed by six months as First Lieutenant in the destroyer USS JOUETT.

Commander HENDRIX volunteered for submarine duty in 1940 and upon graduation from submarine school in March 1941 was ordered to the USS S-39 based at Manila, Philippine Islands. He was aboard the S-39 at the outbreak of World War II and served on that vessel as Navigator and First Lieutenant during its participation in the defense of the Philippine and the retreat to Australia. He was later assigned to the USS STURGEON where in two years of operating in the Solomons and Japanese Empire areas he performed duties as First Lieutenant, Engineering, Electrical and Executive Officer. From 1946 to 1948 he served a tour of duty in the Navy Department after which he placed in commission the new snorkel submarine USS TIRU which he commanded for two years while operating in the Pacific Fleet.

Upon return to shore duty Commander HENDRIX completed a post graduate course in Oceanography at the Scripps Institution of Oceanography and later served for nine months at the U.S. Navy Hydrographic Office. In July 1952 he was assigned duty with Joint Task Force 132 which conducted operation "IVY" at Eniwetok. After 15 months in this project Commander HENDRIX received orders as Chief Staff Officer to Commander Transport Division THIRTEEN reporting in December 1953. When that command was disestablished and reorganized in October 1954 he became Chief Staff Officer to Commander Amphibious Squadron FIVE.

HEADS of DEPARTMENTS



Operations
Fredrick G. Irby LCDR., USN



Deck
John M. Libby LT., USN



Engineering
Oba L. Logan LT., USN



Navigation
Dale E. Wilhite LTJG., USN



Supply
John F. Capko LT., SC, USNR



Medical
Adolph A. Flores Jr LT., MC, USNR



Dental
Ellis S. Fields LTJG., DC, USNR

SHIP OFFICERS



Left to right:
ENS. H. W. WEDDLETON, ENS. H. A. LANYON, J. W. DOIG, ENS. P. V. FONNESBECK, ENS. A. CHRISTOPHER, MR. G. F. BALL, ENS. C. M. McCARTY, LTJG W. BRIDGEFORD, ENS. J. DERWIN

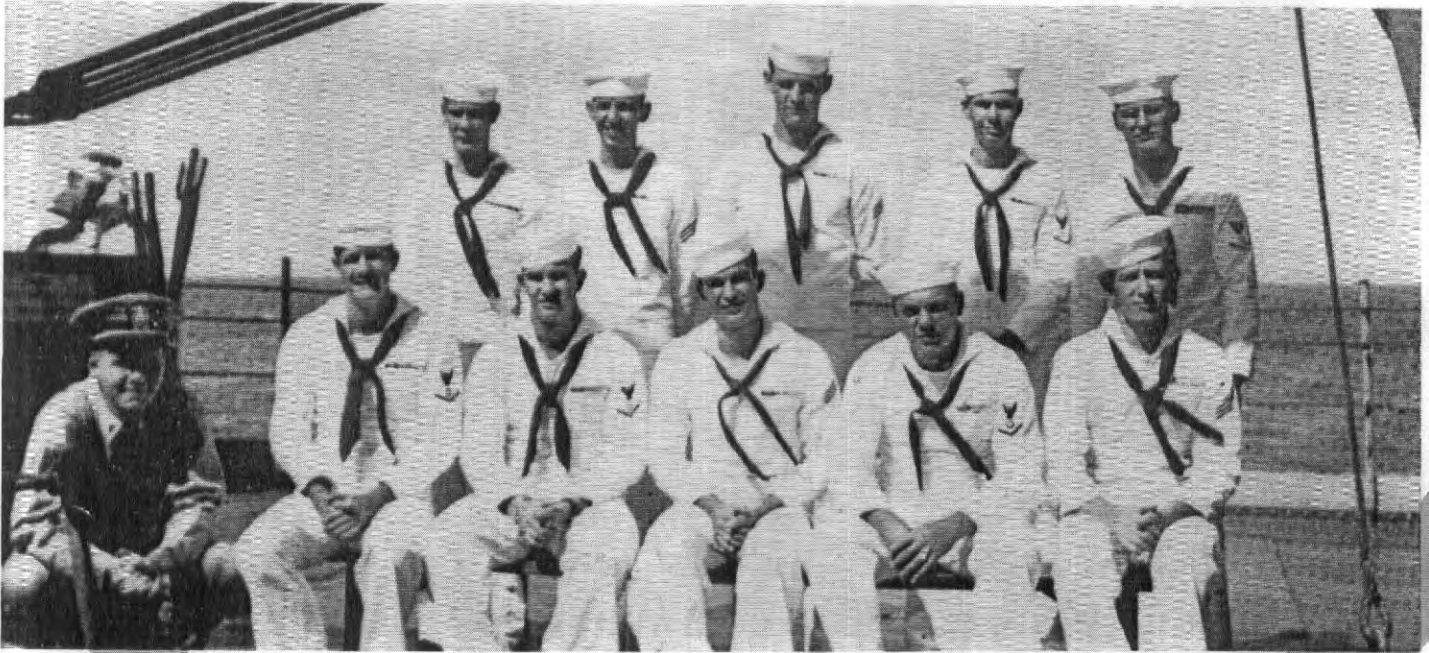
FLAG OFFICERS



Back Row, left to right:
CAPT. F. M. HUMPHREY, USMC, LTJG T. R. ALLEN, USN, LTJG D. E. CLARK, USNR, LTJG R. D. MCNALL, USNR, ENS G. H. GHOLSON, USNR, LT R. F. ATHOW, USN.

Front Row, left to right:
LTJG D. M. REDMOND, USNR, CDR C. N. G. HENDRIX, USN, LT W. L. BOST, USNR, LTJG M. C. SMITH, Jr, USNR, LTJG F. W. BROOKE, USNR, LTJG A. M. B. JACOBSEN, USNR.

"A"

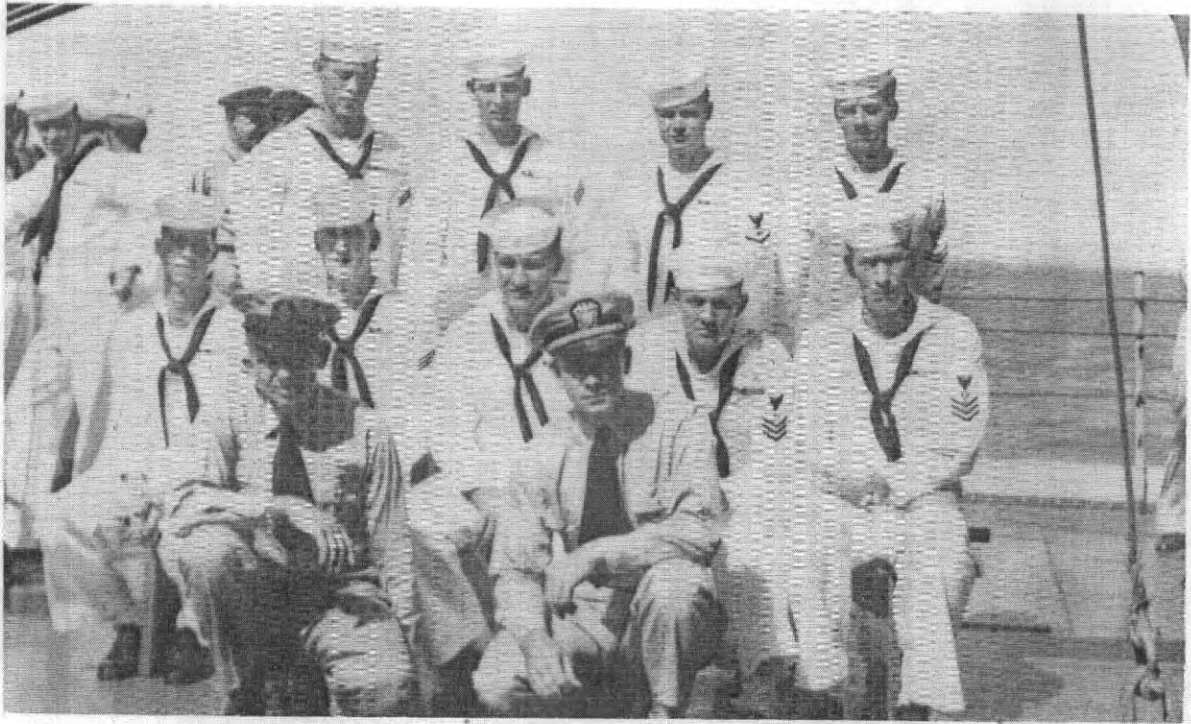


Top Row :
R. R. WAYMIRE, N. D. HALE, M. D. HUTCHINSON, S. R. DODSON, J. L. ERSLAND.
Second Row :
ENS. BRIDGFORD, J. P. SILLS, J. P. BUCK, T. J. FRYE, J. L. COSPER, J. H. McDONALD.

"A" division duties consist of operation and maintenance of the evaporators, freon compressors, heating system, deck machinery, steering gear machinery and emergency diesel engines. The rating group consists of machinists mates, engine men and fire men. Their head quarters are in the evaporator room which is also used as a work shop. They also man the machine shop where manufacturing of machine parts and repairs to all engineering equipment is accomplished.

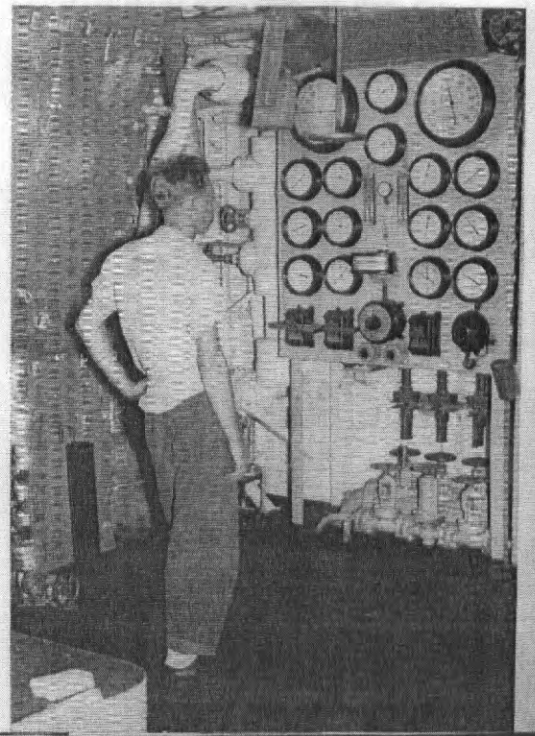


"B"

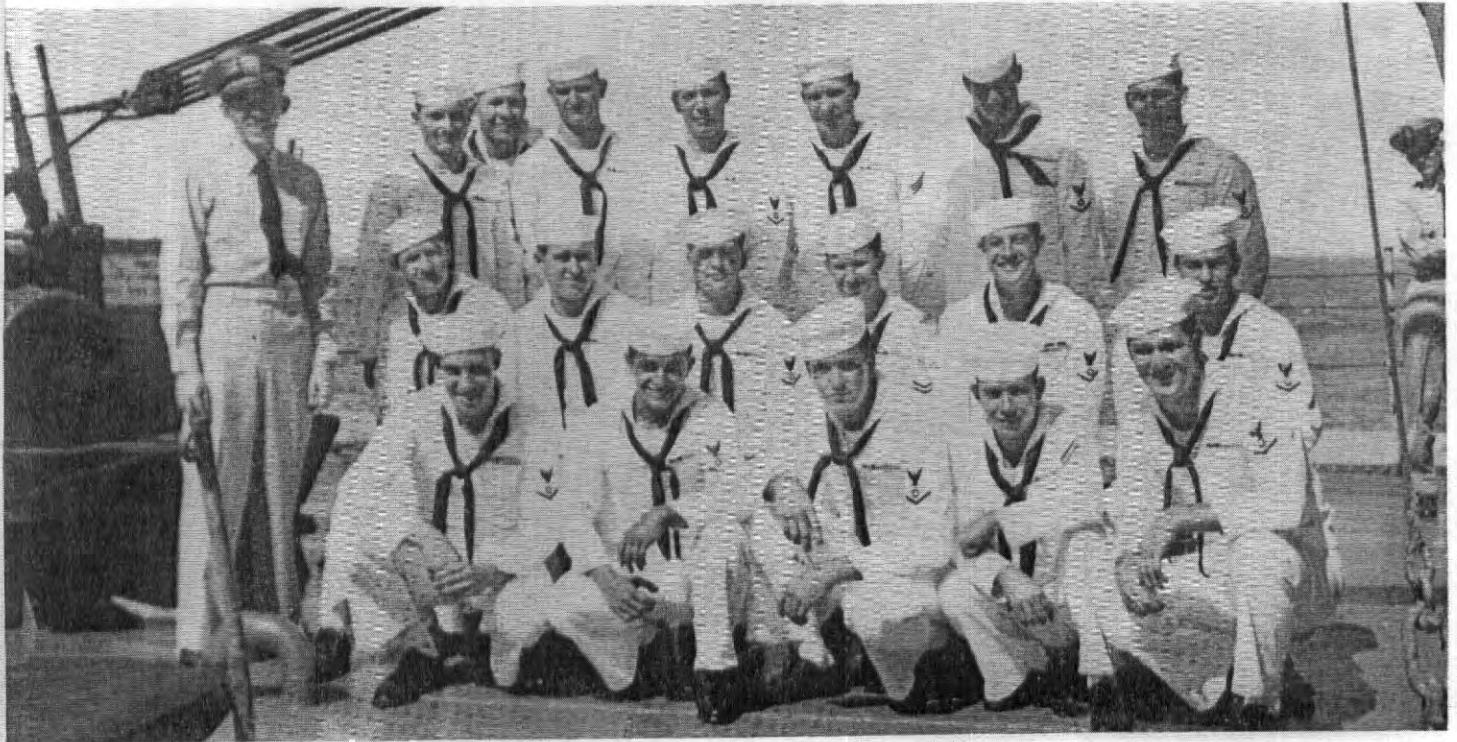


Top Row:
G. M. McGHEE, C. E. KING, J. D. CURTIS, C. R. TOWLER.
Second Row:
R. L. RAULERSON, R. McCRACKEN, W. R. SMITH, J. T. BARLOW, C. T. COODMAN.
Front Row:
W. F. CUPP, S. H. LATHEN.

The "watertenders" make up this division. The boilers are their domain. They are responsible for making smoke and steam aboard the CALVERT; they are so successful at the former that they have been nicknamed "the smokeless wonders" These men spend most of their lives in the fire-room, and the included pictures are really quite rare.



"AB"



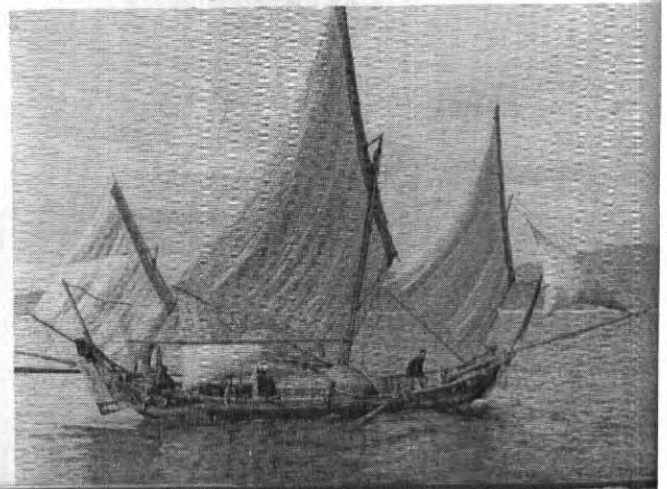
Top Row :
ENS. ZERBE, B. R. NATION, D. B. TOOLEY, W. B. PITTS, B. E. CIHLAR, H. BOESSLING, W. LINDSEY,
O. E. HUGHES.

Second Row :
B. L. TATE, J. E. BUNCH, K. R. PATTERSON, T. E. DENNIS, W. H. SIMS, J. TIERNEY.

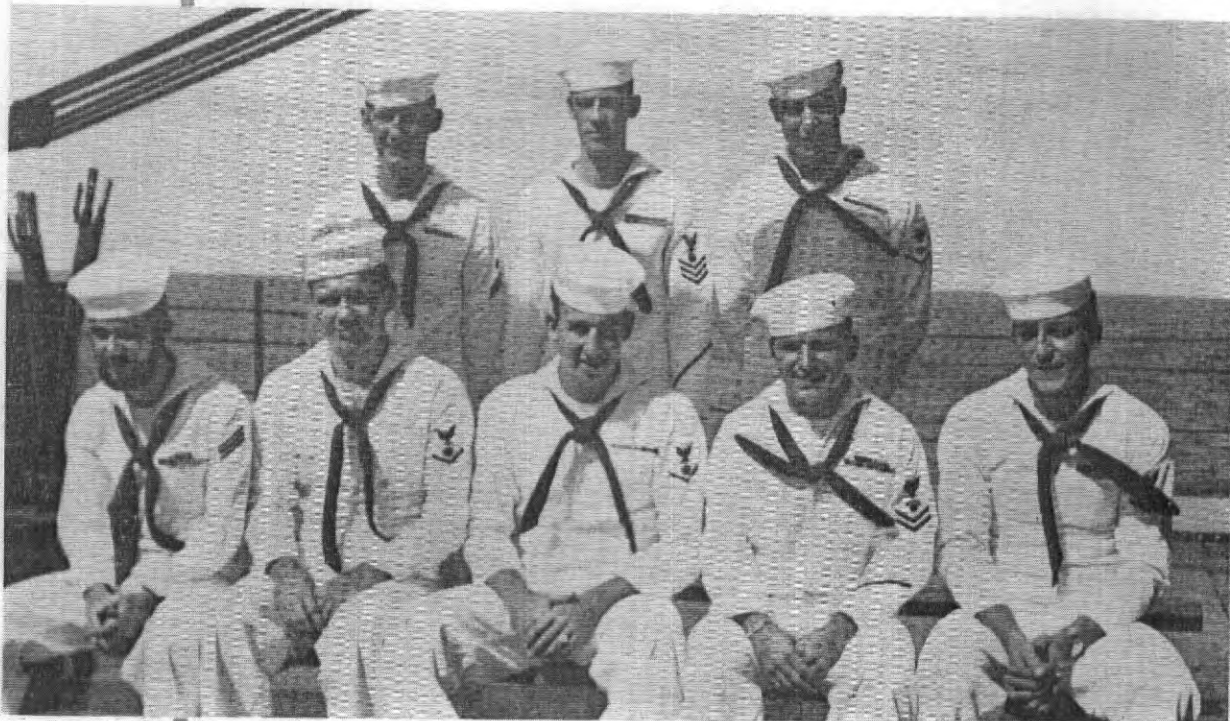
Bottom Row :
F. E. BEDARD, H. M. GRAMENTS, D. T. MARKER, A. J. HERRIN, D. N. JAYNE.

The men of this division are responsible for keeping the boat engines in shape so that the Marines will get to the beach. To make doubly sure of that fact they ride the boats with the Marines. When the beachhead is established, the time has come for the boat engineers to repair the damage to the engines and get them ready for another day. The men overhaul the engines, completely at times, besides making numerous minor repairs. The lighter side of their duty is getting the crew on liberty.

"Look" no Engineer



"E"

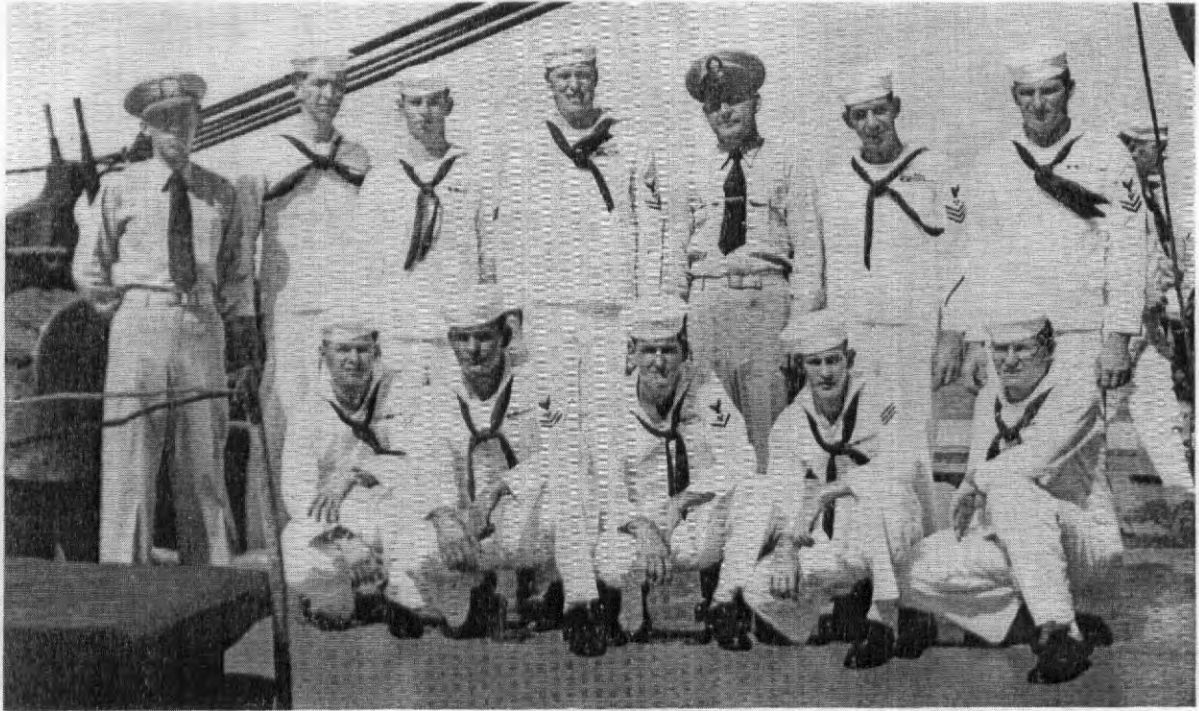


Top Row :
B. M. McCALL, U. A. HUITT, R. SCHULTHIES.
Bottom Row :
R. H. DAVIS, J. F. SEYE, J. F. TATE, N. OROSZ, M. BETTENCOURT.

E division duties consist of operation and maintenance of the electrical equipment on board. The men are commonly called sparkies and their headquarters are in the electrical shop. The most popular men in the E division are the movie operators. The large scope of their work is quite obvious, and these work long hours.



"M"

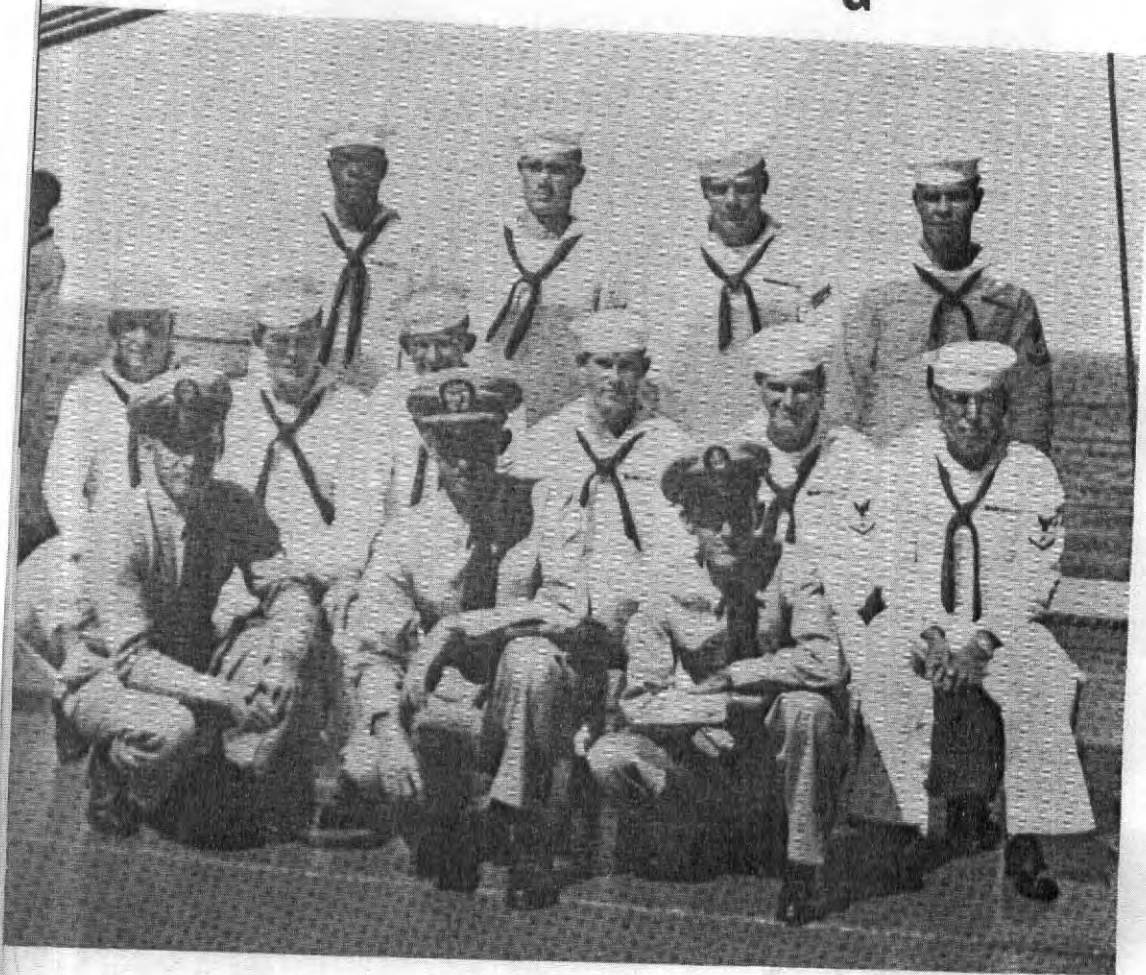


Top Row :
ZERBE, J. K. DAVIDSON, R. A. DAVIS, A. G. OHMS, R. A. CANTEE, D. J. COY,
R. A. CLARK.
Bottom Row :
A. J. MILIET, D. D. AMIDAY, H. J. TAYLOR, W. B. MAUST, M. H. MAUST.

These men move the ship, and they see to it that it can be moved. The main engines and associated equipment are in their charge. At sea, the men of this division stand their watches in the engine room, maintaining a steaming watch. The main turbines, feed pumps, generators, and condensers are machinery which these men must keep running. The measure of their ability is reflected by the fact that the CALVERT always gets everywhere it starts to go.



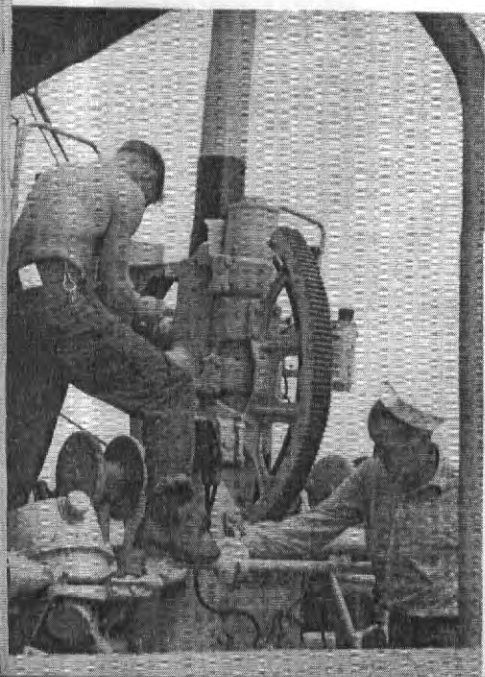
"G"



1st Row:
GMC, J. F. IUCK
ENS, H. A. LANYON
GMC, W. H. HILDEBRANT
2nd Row:
R. D. OLESEN
J. MCGONAGLE
R. N. ZEYLMAKER
A. R. WHITE
W. W. VAN ORNUM
K. CISTERNAS
3rd Row:
R. L. WILSON
W. E. RIGDON
J. W. BROWN
H. J. OLSON.

It is the responsibility of "G" Division to maintain all Ordnance equipment on the CALVERT. The work entails experience in maintenance of 5"/38, 3"/50, 40MM, 20MM, and small arms. The fire control systems are maintained by two Fire Control Technicians. In addition to the mechanical aspects of the divisional work, they must also be responsible for cleaning and preservation of all superstructure containing the ordnance equipment.

During the past 9 months in WESTPAC the division has experienced a loss of men, who have been transferred or discharged. Despite this handicap, all ordnance equipment and spaces has been maintained in the best operating efficiency. Each man is extremely proud of his division, which promotes a high morale factor and builds the strongest type of friendship attainable.



THE

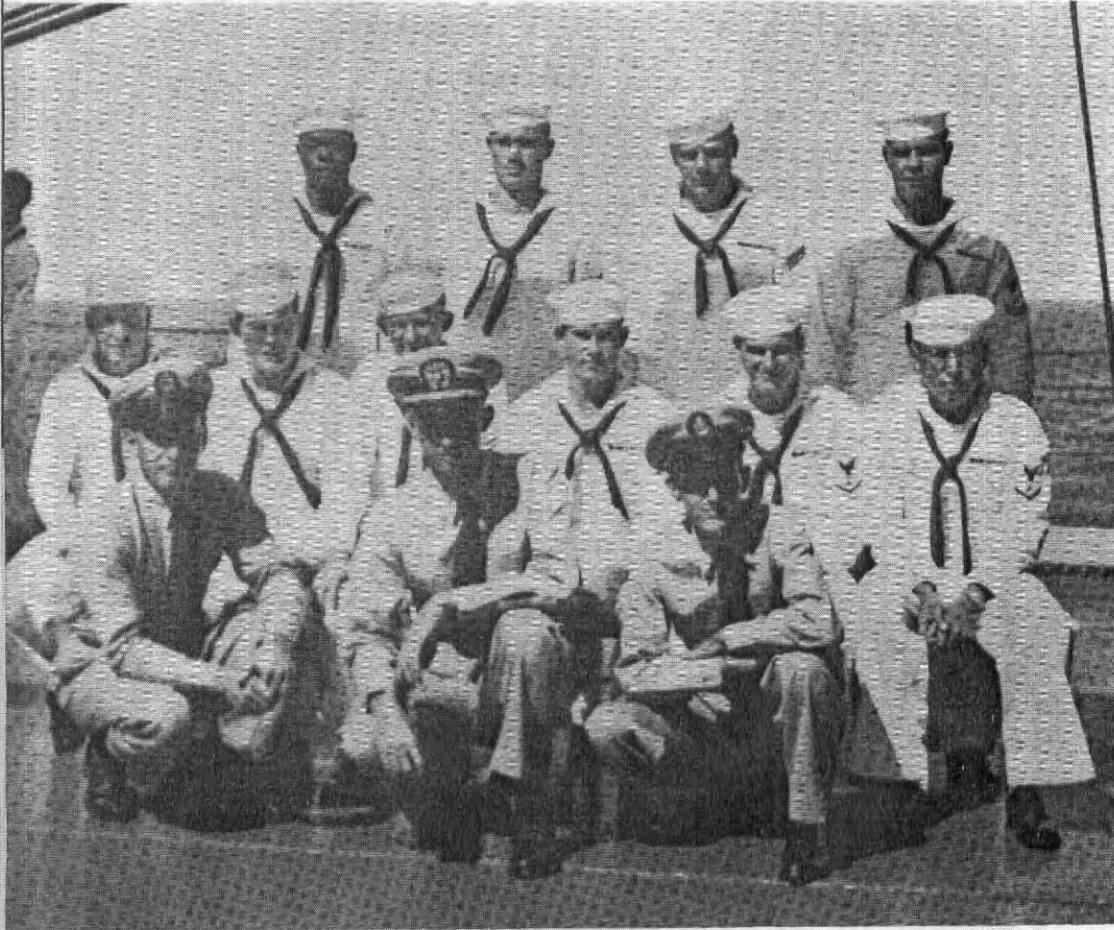


Top Row, left to right :
J. L. BUTLER, E. J. BAYDOWICZ,
C. W. HUBBARD, D. BAILEY, A. FOR-
TALIZA, G. D. JOHNSTON, B. L.
MENDOZA, D. E. GRAFT, J. A.
OPHEIM, I. T. LAND, E. L. PIEART.
Bottom Row, left to right :
A. WILLIAMS, J. L. RUTHERFORD,
W. K. JAQUESS, R. E. CLAUSS, B. L.
WEST, R. DAYRIT.



The Flag Division consists of Quartermasters, Yeomen, Radiomen, a barge crew and stewards, all of who work as a team in carrying out their respective duties. It is the flag yeomen's responsibility to make up operation orders for the various operations of the squadron. During the time an Op-Order is in the making, however, much midnight oil is consumed by the entire division. The radio gang is the envy of the remainder of the flag because their arduous duties on radio watch allow them the rare privilege of sleeping in during the day. A lot of good humored rancor passes between the flag and ship's company but through it all we have a feeling of welcome and are glad to have the CALVERT as our flagship.

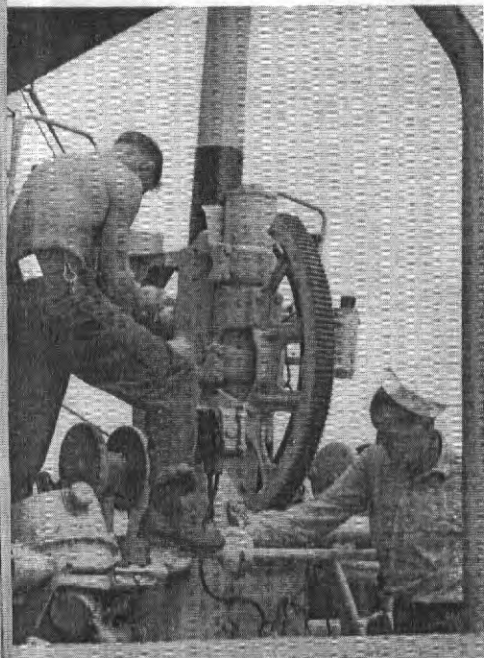
"G"



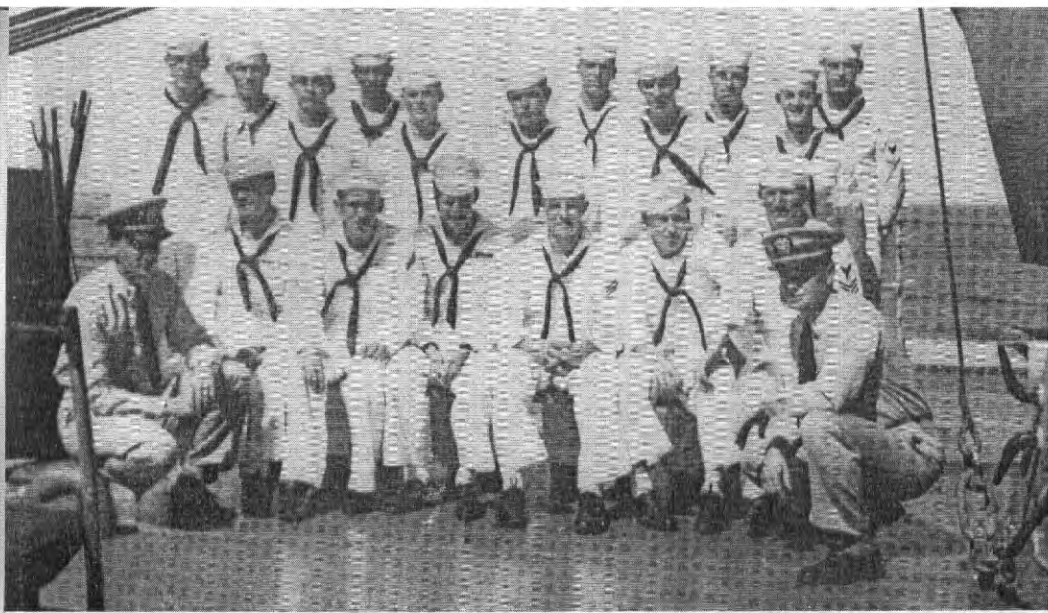
1st Row :
GMC, J. F. IUCK
ENS, H. A. LANYON
GMC, W. H. HILDEBRANT
2nd Row :
R. D. OLESEN
J. MCGONAGLE
R. N. ZEYLMAKER
A. R. WHITE
W. W. VAN ORNUM
K. CISTERNAS
3rd Row :
R. L. WILSON
W. E. RIGDON
J. W. BROWN
H. J. OLSON.

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2nd



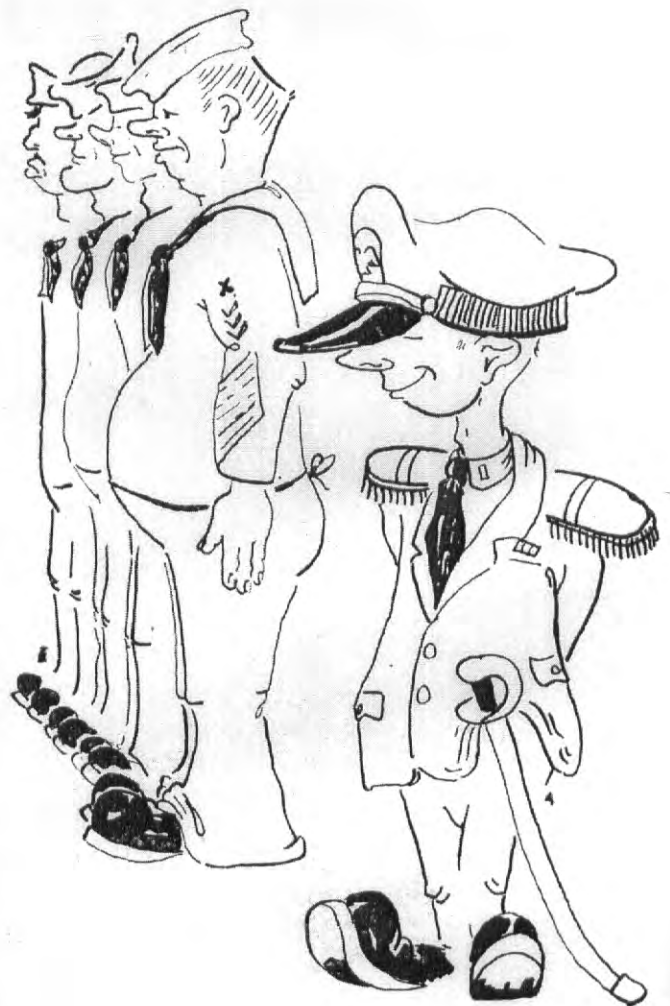
Front Row, left to right:

ENS. E. W. DROHAN, J. E. CHAPMAN, W. C. WARD, R. E. BENCH, I. F. HYDE, D. J. DUNN, G. S. DAVIS, ENS. S. C. PARSONS

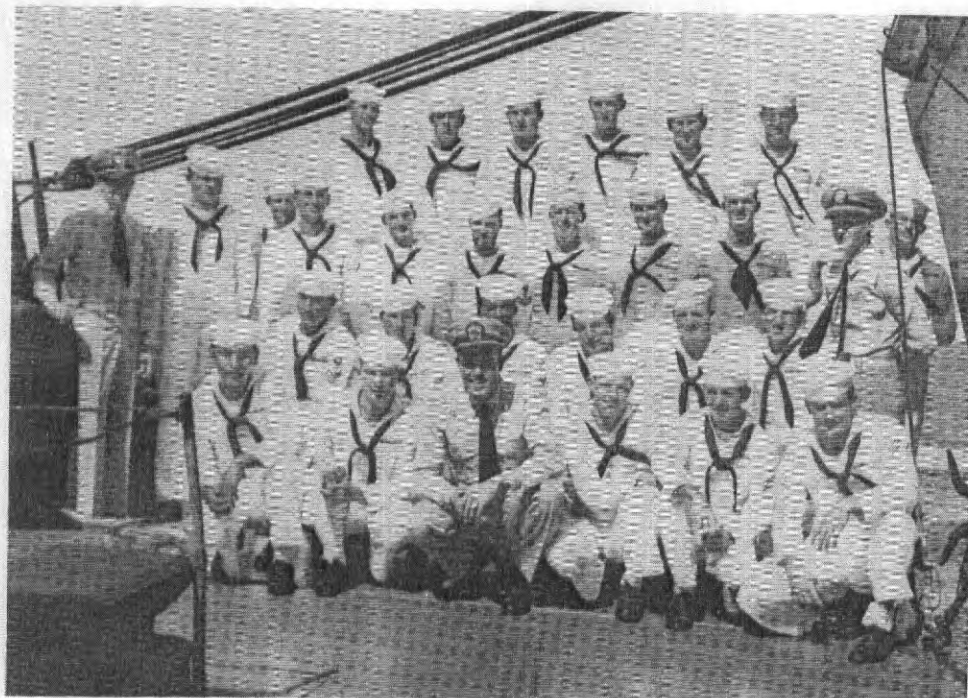
Rear Row, left to right:

B. R. HARMON, G. K. ROSE, D. A. PAVIA, J. GIDDENS, J. M. CARTER, R. L. THOMPSON, J. E. HILT, W. A. FISHER, D. L. FROLANDER, E. N. SZOLGA, L. W. HASTINGS

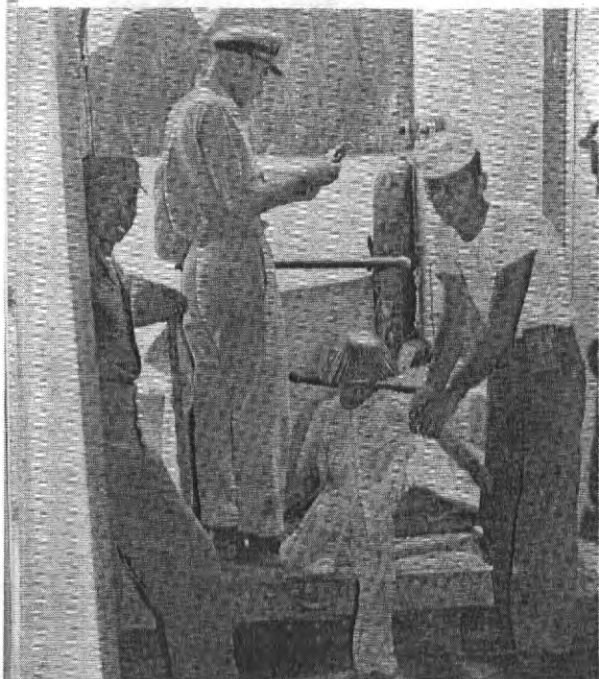
The Second Division (Pride of Calvert's Deck Force) was assigned the difficult function of keeping up all spaces aft of the superstructure. Although daily maintenance was the biggest time consumer the spirited second found time to take boat handling honors from First Division and to exhibit a fine cargo handling technique while working hatches No. 5 and 6. During most of the WESTPAC tour the second was undermanned but still did a creditable job in bringing their part of the ship up to high standards.



"L"



First Row, left to right:
K. D. CABBINESS, C. D. THORNHILL, C. L. CORRY, D. S. PERRIN, B. J. McDANIEL,
B. W. HENTHORN
Second Row, left to right:
ENS. EATON, J. A. WISE, O. COCKERELL, O. VIGIL, G. W. BIBBER, E. J. NOWLIN,
M. GALES, B. G. HESTER, E. J. HATTEN, ENS. HUFF
Third row, left to right:
C. L. NELSON, R. L. MEADOR A. JOHNSON, W. M. WOODRUFF, J. M. SPANN,
R. E. TOWNSEND
Bottom Row, left to right:
F. E. JAMES, W. L. WERMERS, ENS. THOES, DIVISION OFFICER, B. L. WATSON
W. H. JOWETT, M. D. McKINNEY



These men of the L-Division are the boys who man the Calverts Main Battery, that's the assault boats, Welin Dayits, of the superstructure, boat decks, and the winches and booms that load the chow, you can see that the L-Division is mighty important to the Calvert. Where ever the Calvert is you will see the L-Division turning to. Whether its taking a platoon of Marines ashore during an operation in Korea, loading chow for the crew in Yokosuka, or just making an afternoon liberty boat run to the 5th Street landing, you'll see the L-Division on the job.

"Y"



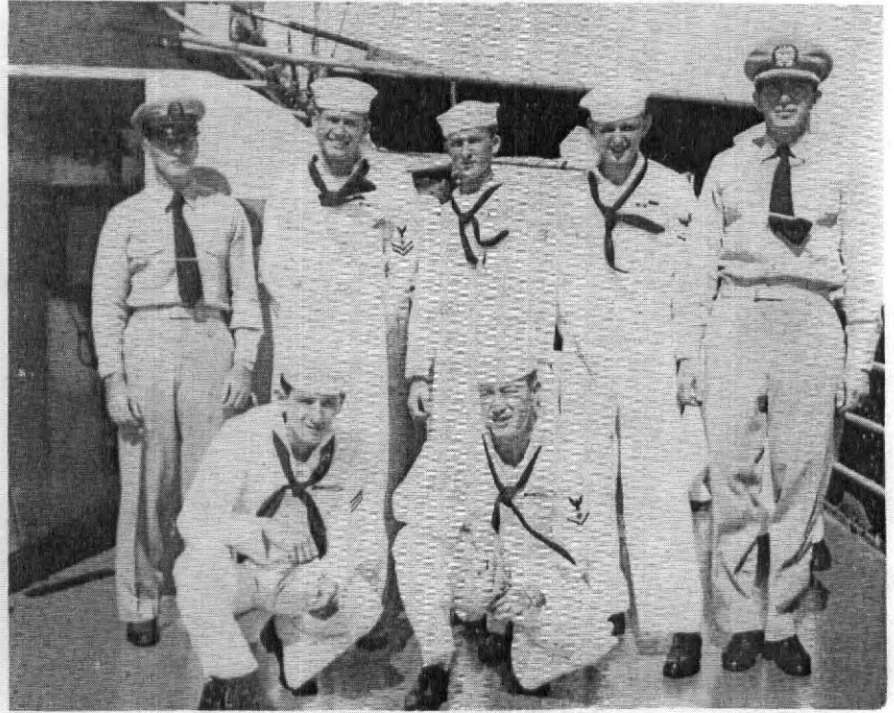
Top Row, left to right:
W. H. LAZENBY, R. O. STONECIPHER, L. R. BACON,
J. KELEMEN
Middle Row Standing, left to right:
C. F. PIERCE, J. W. MOELLER, LTJG, J. C.
ALBRITTON Jr.
Kneeling, left to right:
F. CARRICATO, III, R. H. BURLIN, B. B. PANCONI

The "Y" Division, composed of YN, PN and TE ratings, and assigned to Captain's Office, Executive Officer's Office, Operations Office, Legal Office and Post Office are charged with the general administration of the ship under the direct supervision of the Ship's Secretary and Personnel Officer, Lieutenant (junior grade) J. W. MOELLER.

The Captain's Office and Executive Officer's Office Personnel Maintain the officer's and enlisted service records, prepare and mail correspondence pertaining to all personnel as well as correspondence of a general nature. General files are maintained in the Captains's office.



"N"



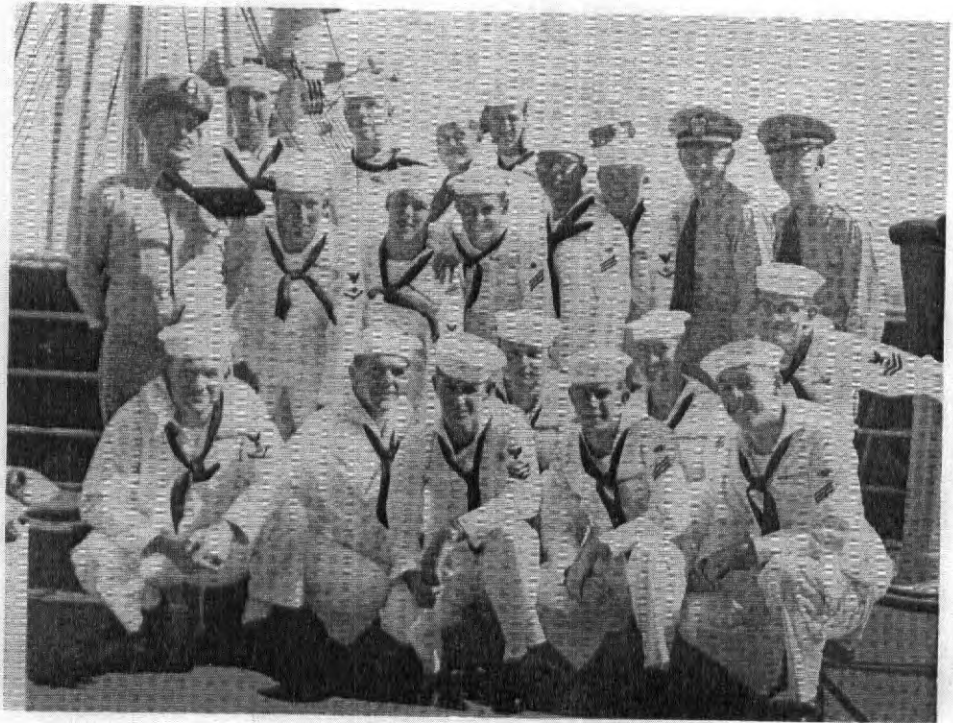
Top Row, left to right:
CHIEF, FREEMAN, C. HRUBY,
R. FRANKLIN, E. TRUSSELL,
LTJG VASILIADES
Kneeling, left to right:
E. TYREE, HATHARILL

The men in these "N" Division pictures are the men responsible for getting the 32 where the powers that be want her to go.

These men who make good use of all those "aids to navigation" through out the world. They also keep a record of all the events that take place on board the Calvert, information that eventually goes to make up the ships history. You have to get up real early to beat these boys. At least before star time.



"C"

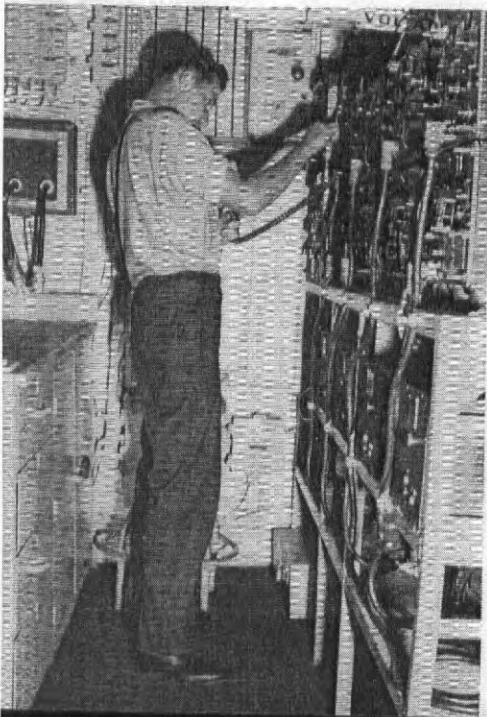


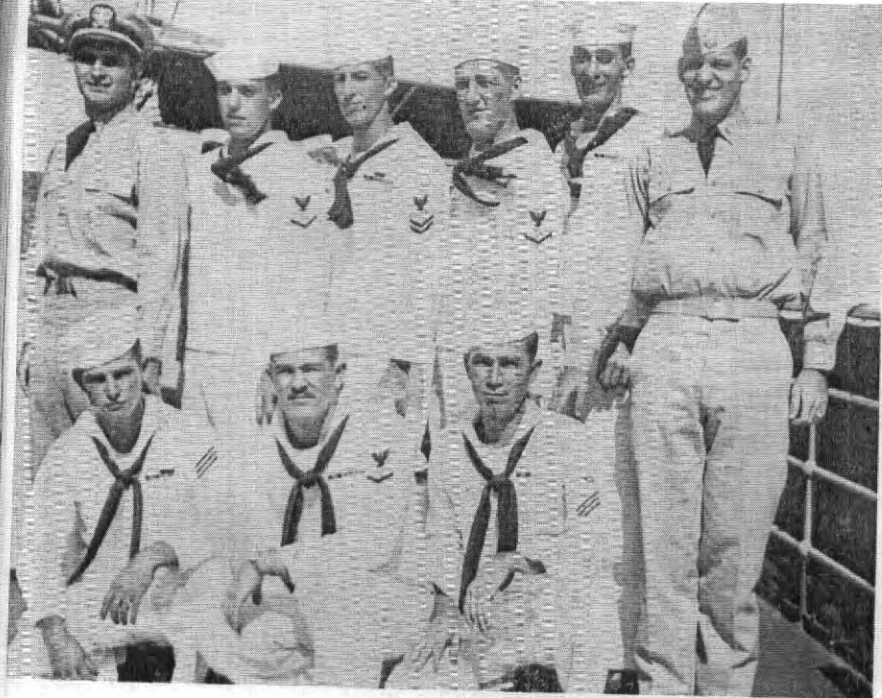
Third Row, left to right:
W. A. MCGREGOR, D. D. KLAS-
SEN, C. G. TROTT, L. D. KEN-
NEDY, J. C. BLACKWELL

Second Row, left to right:
CHIEF, SUTTON, U. L. BUTLER,
G. F. ROWLAND, R. M. UPTON,
A. E. HIGGS, D. W. LAYTON,
ENS. FOLKL, ENS. DOIG.

First Row, left to right:
B. L. MILLER, P. E. KREILEIN,
J. W. BASHAM, T. E. ROHEN,
R. B. WILLIAMS, P. C. HILL, D. D.
BERGSTROM, H. J. KOENN

There's no one in the Navy who gets the world any quicker than a Signaller or a radioman (unless it's the Captain's steward). Nary a message comes or goes that they haven't seen first. If you are not convinced just take a glance into radio one or up on the signal bridge. Rain or shine, on week day or holiday you'll hear that familiar dit . . . da . . . dit . . . da—da—dit-da . . . dit-dit-dit of the Radiomen sending out his code; or the well known yell of the Quartermaster as he yanks "signal in the air. Semaphore, flaghoist, flashing light, teletype, CW, voice radio, all these methods are available to the RM's and QM's respectively make up the Communications Division aboard this ship. Like the proverbial postman and his mail, the C Division takes pride in assuring that the word gets through.





“O” and “T”

Standing, left to right :
 ENS. CHARLES M. McCARTY USN, (DIV. OFF.), WILLIAM K. HODGIN, DEWELL M. NELSON, JACK W. DAVIS, JOHN A. ANDERSON, ENS. JOHN P. JONES
 Kneeling, left to right :
 DELBERT DAVIS, CARROLL A. WILLIAMS BOBBY G. RAPER
 Missing, left to right :
 JOHN R. FLIPPINS, ALGENE L. BRADBURY

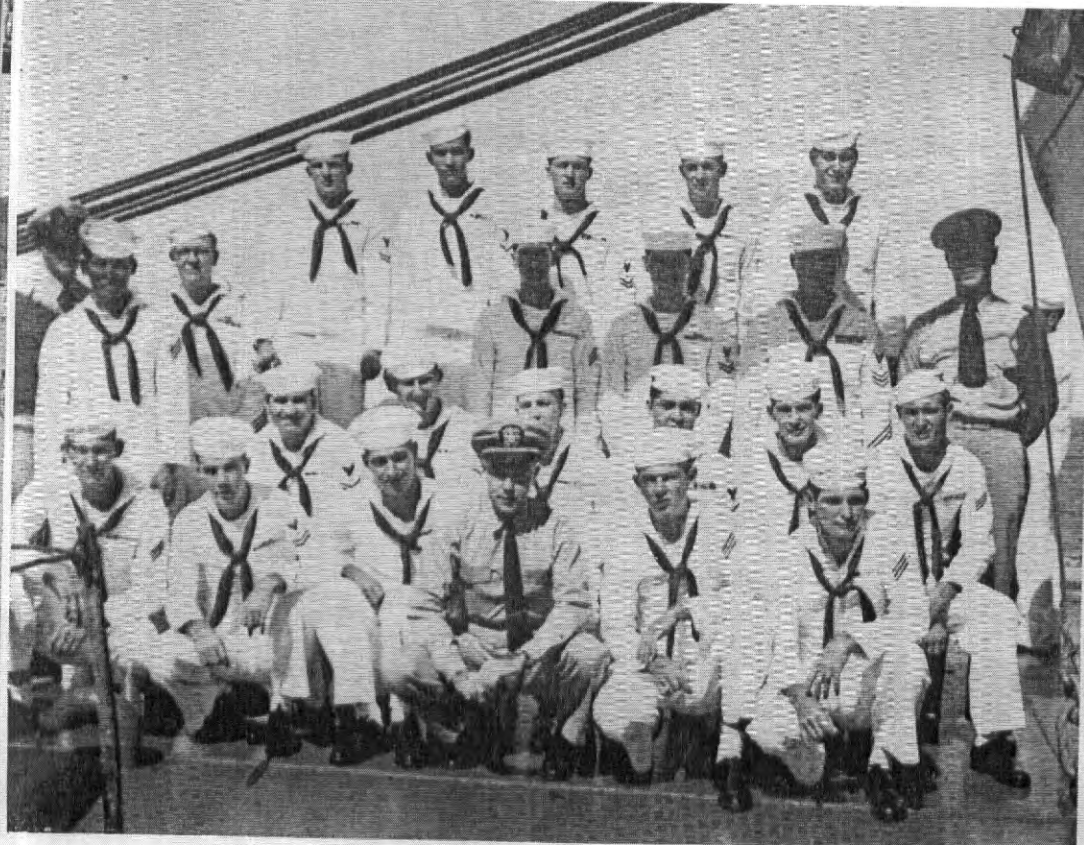
“O” Division, or commonly known as the “radar gang”, functions as a team in CALVERT’s CIC. Normally acting as the Force CI Ship has enabled this crew an opportunity to become the best in PHIBPAC Fleet.

Close harmony between the division petty officer, “Sam” NELSON, “Bimbo” BRADBURY and his charts, and our training petty officer, HODGEN, has caused us to service many a general quarter with flying antennas.

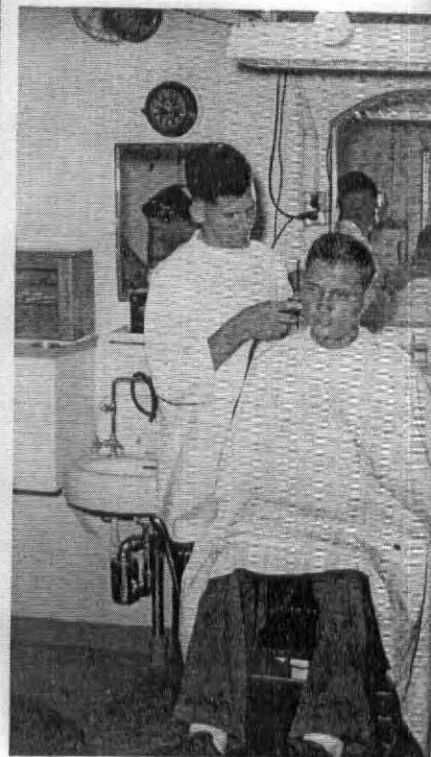
Come down and see us sometime and we’ll get FLIP (if he’s not busy on the ORT) to show you around. You’ll find in the corner an air search equipped with BOBBY RAPER and glued on the summary will be “Willie” (an old LST sailor). This is all providing you’re cleared for confidential. If not why not browse through the library with “Andy”, CALVERT’s favorite librarian. You’ll always know us by our CIC palor distinguished from the bar room variety by the lack of same.



"S"



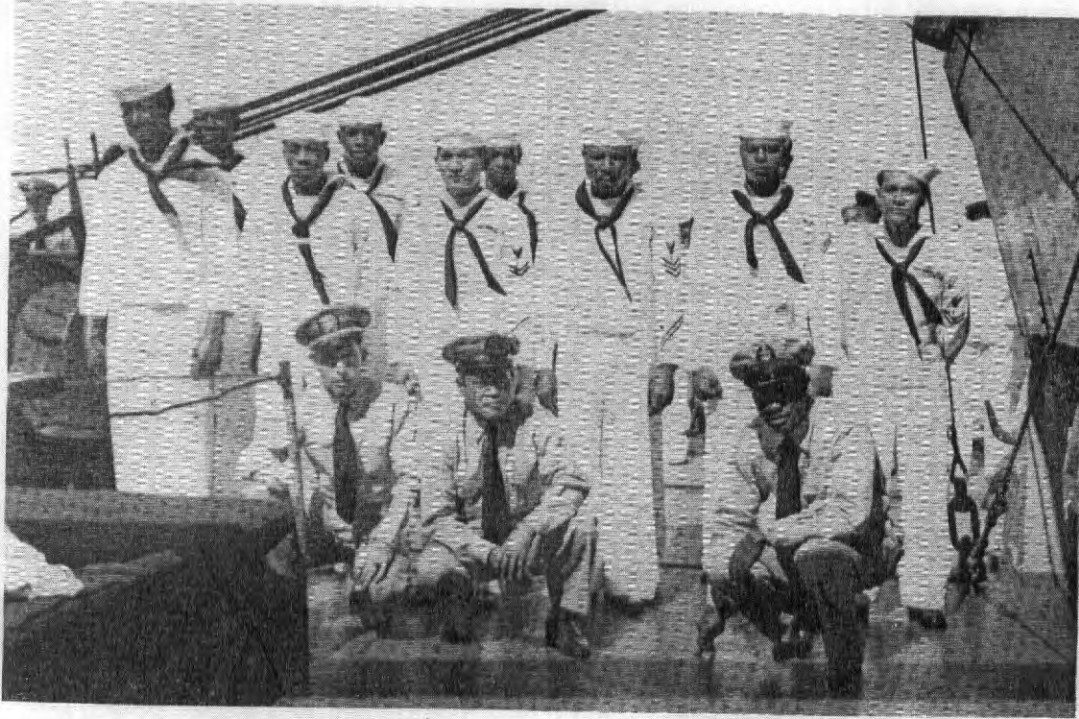
Front Row, left to right :
SN, H. G. RAYMOND, SH2, C. R. GREENWOOD, SK3, W. L. PARTEN, ENS. DERWIN,
SN, D. W. GATHWRIGHT, SN, I. R. ANDERSON
Second Row, Standing :
SN, F. R. JAZMIN
Seated, left to right :
SH2, C. F. BARNA, SH3, D. J. FACTOR, CSSN, G. B. KREUGER, CS3, J. NIETON (n),
SK1, E. H. RUTH, CSSN, W. T. SPEAS
Third Row, left to right :
SHSN, G. W. CRAVEY, SH2, E. H. ALLEN, SH1, A. R. MAY, SKC, H. F. TOLBERT
Last Row, left to right :
CSC, T. C. VERSCHOOR, YN1, S. W. NUNNALLY, SK2, G. O. PETTY, SH3, B. S. ORTIZ,
SH2, D. S. MARKICHEVICH, CSSN, J. STEVENSON, (n), DKS, J. RON, PITRE



We take care of the paying,
feeding, ship store, tailor shop,
ice cream stand, barber shop,
laundry, coke machine and
about anything you can think
of in supply.



"ST"

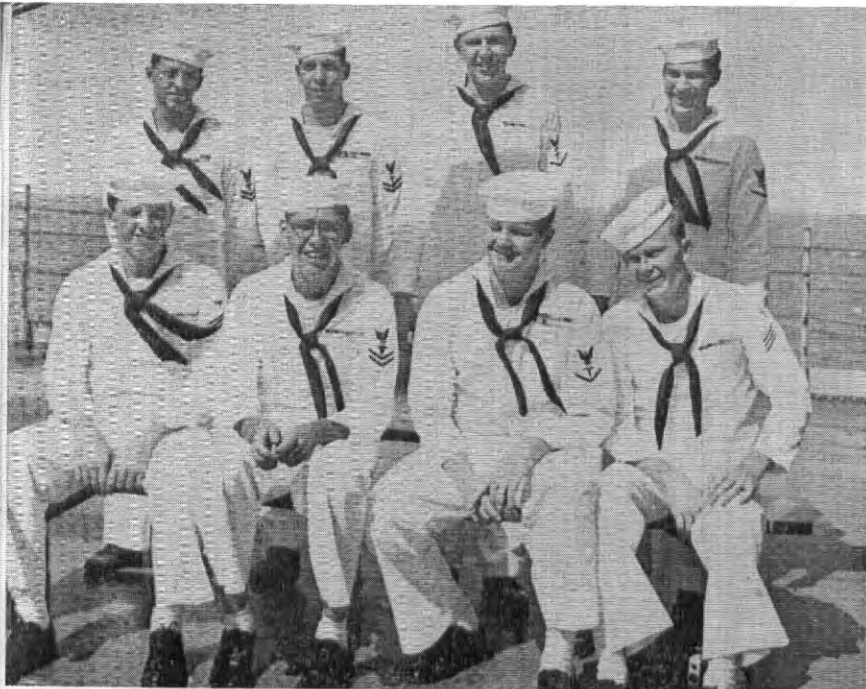


Standing, left to right:
W. C. JACKSON, C. HARRIS, P. C. BROMN, S. ROBERTSON, R. RODRIN, W. L.
DREW, A. H. SMITH, W. B. CLEMMONS, D. FERRER
Kneeling, left to right:
MR. VAUGHN, CHIEF GABAD, CHIEF KILLINGSWORTH.



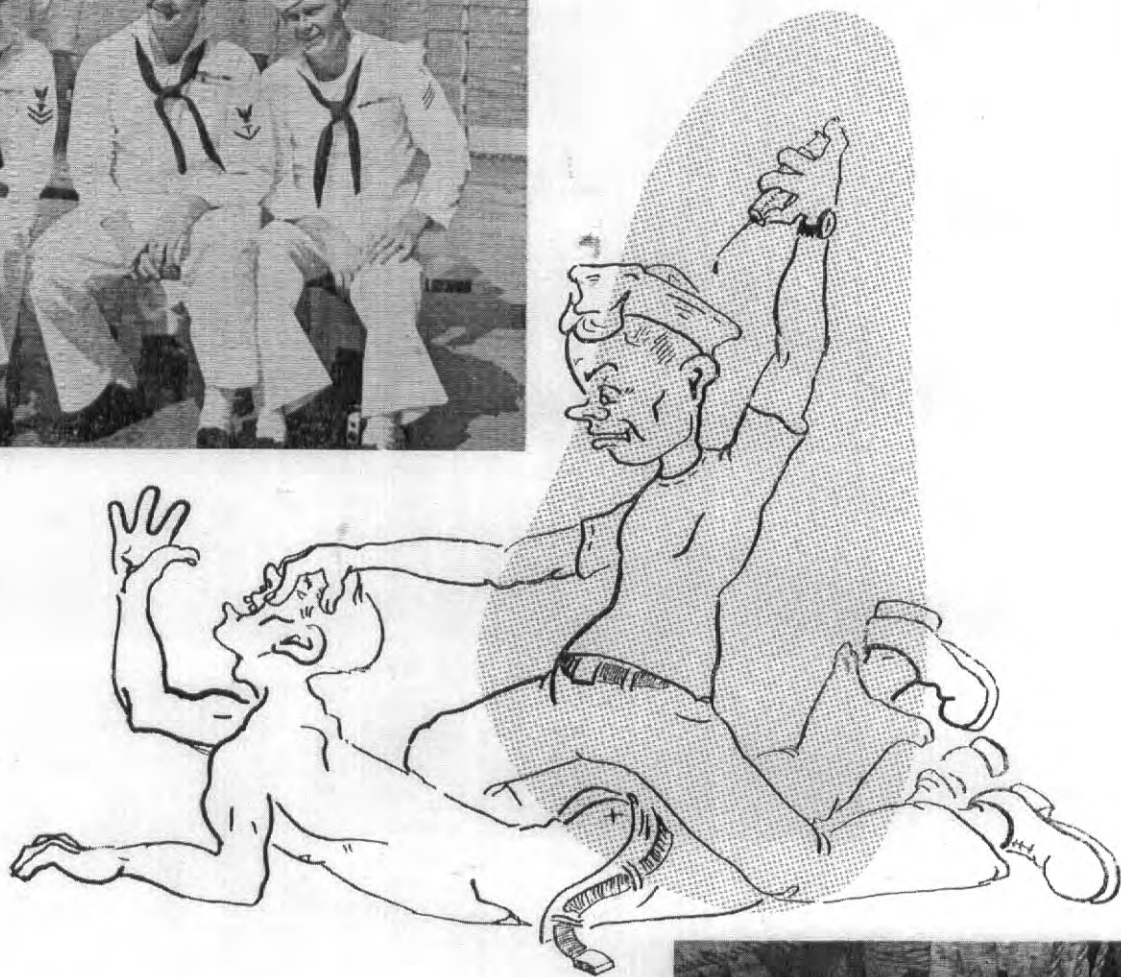
The men on these two pages know how to prepare and serve meals and do a very good job at all times. They also are responsible for the ordering and securing of all the food used in the wardroom.

These men work hard from before dawn until after sunset, not only in preparing and serving meals, but in painting and preserving many rooms. Their jobs are similar to those in large hotels—but they put in longer hours and receive no over-time pay.



"H" DIVISION

Back Row, left to right :
N. C. ACHNEIDER,
A. L. BOUSQUET,
C. A. JOHANN,
J. P. LUSK
Front Row, left to right :
B. A. BRECHBIEL,
D. R. GOOS,
R. D. ROWE,
I. D. MILLS



It is difficult for a man to do a cruise on the Calvert without having dealings with the Medical Department. Whether it be a common cold . . . appendicitis operation . . . physical examination . . . or going through our well known "shot lines".

Every amphibious operation included a "Mike Annex", better known as the medical part of the operation, in which simulated casualties were received aboard and handled as actual injuries. Much was learned in the proper handling and disposition of personnel casualties through these exercises.

Surely, the work most satisfying to the medical Department, was rendering medical assistance to the Vietnamese refugees during the "Passage To Freedom" operation, in which the Dental Department assisted.

The Dental Department, the smallest department on the ship, is yet one of the best known. Besides keeping very busy with the usual fillings and emergency extractions, in the final month of the cruise everyone on board received a cleaning . . . notice the "Ipana" smiles throughout this book.



"PASSAGE TO FREEDOM"

The beginning of Operation Passage to Freedom found the Calvert engaged in a landing exercise at Okinawa. Rushing her marines back to Kobe, she proceeded to Sasebo for replenishment and then on to Indo China. After a torturous voyage through a typhoon we arrived near Haiphong in North Vietnam to take on our first load of men, women and children who sought to escape the Red Terror in their homeland by migrating to the free south. The sight of these terribly oppressed people—the aged and the poor, the unclothed young, the broken and wretched—brought a wave of compassion to every man's heart. Abandoning all but the meager possessions they carried on their backs these people bet their lives on freedom and entrusted their futures to us in spite of communist warnings that once at sea "the large mouths of the American ships would pour them into the ocean."

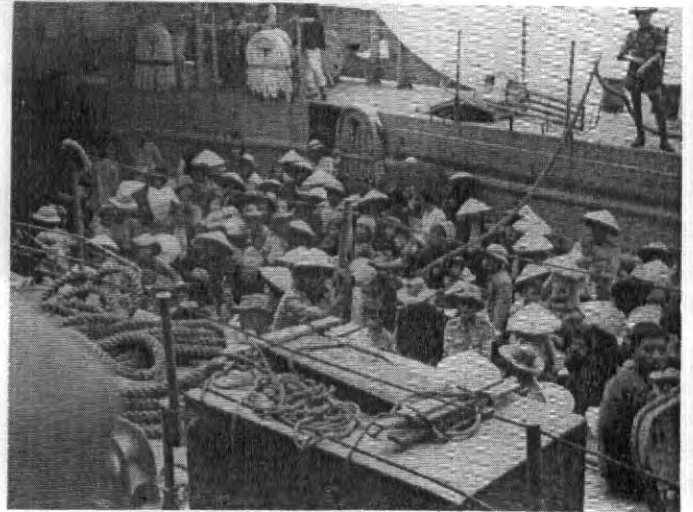
The crew of the Calvert went into action—caring for babies, assisting the ancient, and handling the cumbersome bundles each carried. Heroes in this humanitarian undertaking arose from every corner of the ship. There was Doc Flores and his tireless, ever-vigilant corpsmen; the cooks and their tremendous preparations of strange foods for two thousand extra people twice daily; the ship repair personnel and the never ending battle with unheard-of plumbing; and—last but hardly least—Lawlor's boys, our own security guards who did so much to insure the comfort and safety of our passengers.

The amazing result of a two day voyage was a joy to all hands. Smiling, gleeful faces with sparkling eyes had replaced the gaunt, stoic expressions of their first moments on board. They bid us "tom biet" goodbyes at Saigon and as they departed, again free, we felt very proud of our part in this massive operation. The Calvert made three trips in all, carrying more than six thousand people to what we pray will be real freedom.





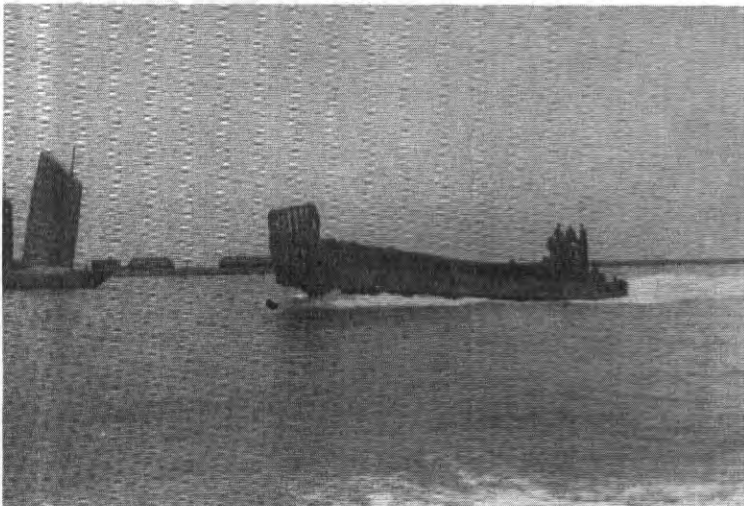
"Bekin's storage"



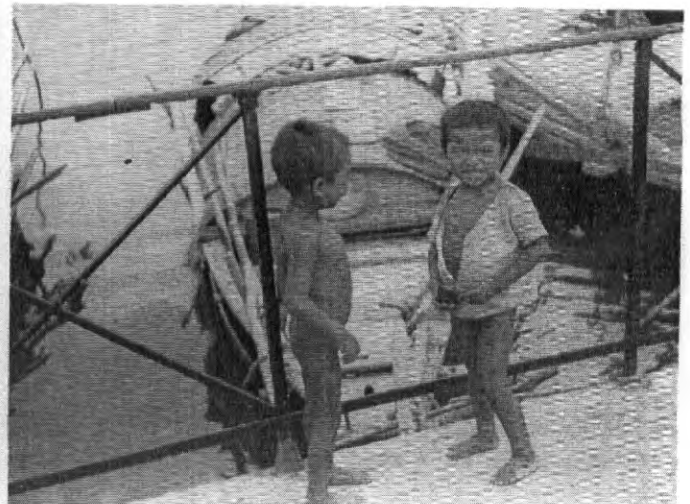
Last load



Rice
Rice
and
Rice



Tourane liberty boat

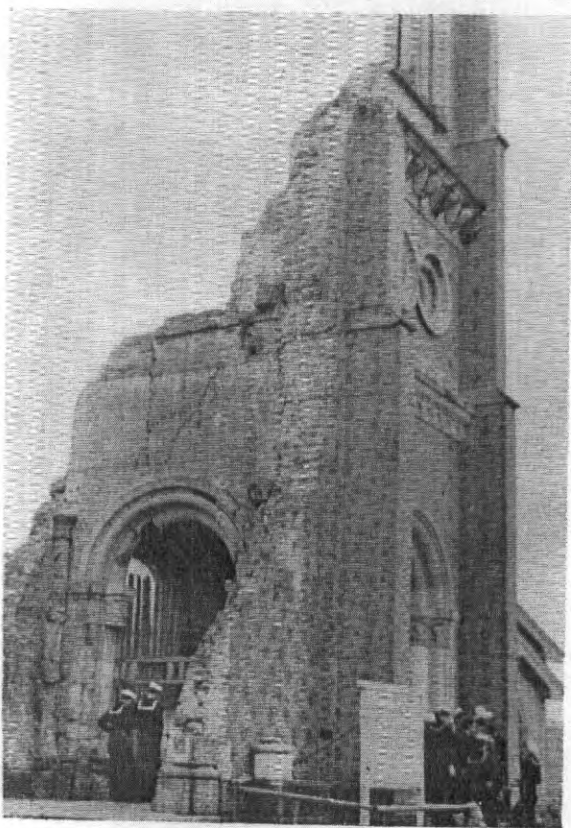


"Summer ware"

RECREATION



Swin party Tourane, Indo China



"A" Bomb sight Nagasaki, Japan



Ship's party Yokosuka, Japan



Esther's Protectores