

**A
HISTORY
OF THE
U.S.S. CALVERT
(APA 32)**

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Compiled from
data of the
U.S. NAVY DEPARTMENT

by

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DEDICATION

This History of the U.S.S. CALVERT (APA 32)
is offered as a lasting tribute to the men
who had served aboard and have since died.

"Sometime at eve when the tide is low,
I shall slip my moorings and sail away,
A few who watched me sail away,
Will miss my craft from the busy pay;
Some friendly barks that were anchored near,
Some friendly souls that my heart held dear,
In silent sorrow will shed a tear,
But I shall have peacefully furled my sail
In moorings sheltered from storm or gale,
And greeted the friends who have sailed before
O'er the Unknown Sea to the Unseen Shore."

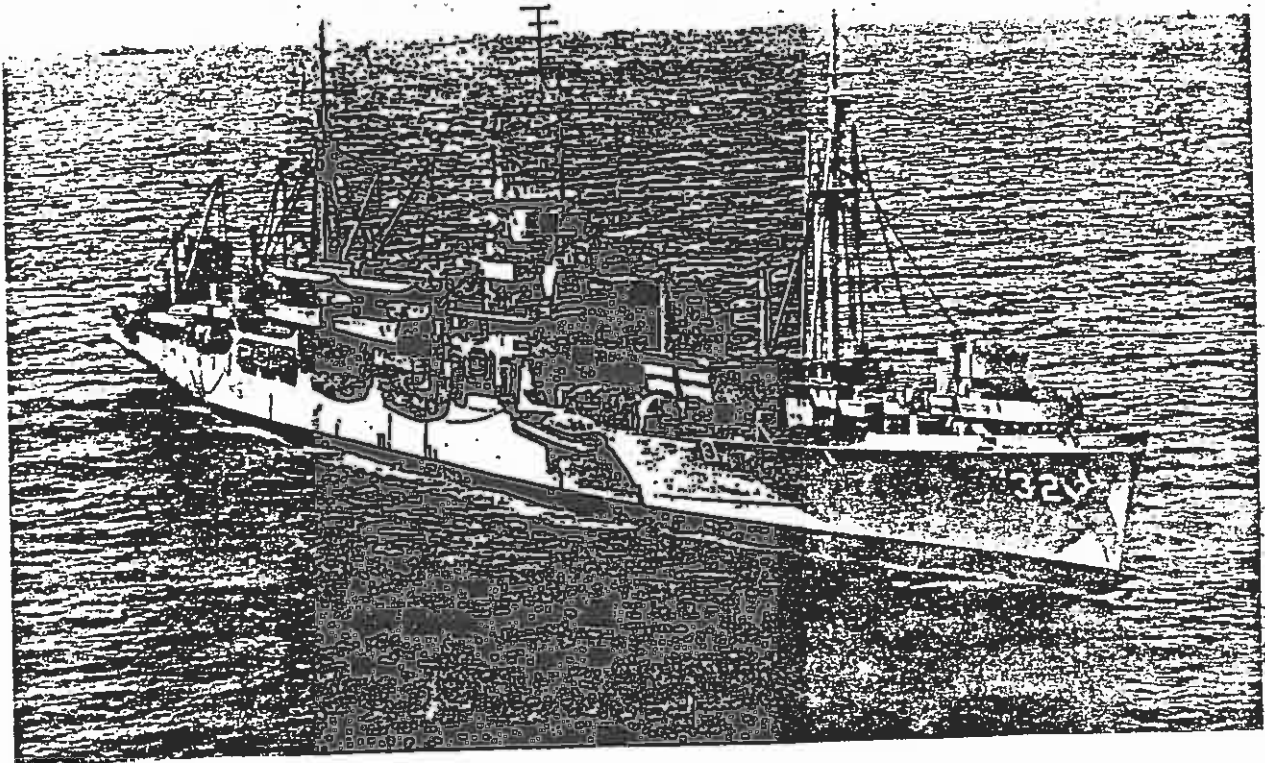
Elizabeth Clark

* * * U.S.S. CALVERT * * *

A P.A. - 32

Commissioned 1 October 1942;
Decommissioned 26 February 1947

Recommissioned 18 October 1950;
Decommissioned 18 May 1966



Safi, Morocco * Scoglittli, Sicily * Makin Island, Gilberts *
Roi Namur, Kwajalein Atoll * Saipan & Tinian, Marianas * Leyte
& Luzon, Philippines * Kiro Wan, Japan * Inchon & Tokochuk-To,
Korea * Qui Nhon & Da Nang, Viet Nam *

FOREWORD

CALVERT

A COUNTY IN MARYLAND.....

I

The first CALVERT (No. 2274), a motor boat, served in the Navy during 1917-1918.

II

The United States Maritime Commission, acting as agent for the United States of America, contracted the Bethlehem-Sparrow's Point Shipyard, Incorporated, Sparrow's Point, Maryland, a division of the Bethlehem Steel Company, on 30 April 1940 for the construction of Maritime Commission Hull Number 151, the fourth of five C3 DELTA type hulls to be constructed under the terms of the Merchant Marine Act of 1936. This ship, Bethlehem Hull Number 4363, was to be the SS DELORLEANS, and delivered to the Delta Line, Mississippi Shipping Company, New Orleans, Louisiana, for use on that company's runs between the gulf ports and the east coast of South America.

The keel of the DELORLEANS was laid on 15 November 1941. With the declaration of war a few weeks later, DELORLEANS's future was radically changed. Under terms of the War Shipping Act of 1942, enacted in January of that year, DELORLEANS was acquired by the Government for completion as a troop transport.

On 22 May 1942, sponsored by Mrs. Marguerite G. FITCH, wife of a Maritime Commission General Counsel staff member, DELORLEANS, now renamed CALVERT, was launched. Dock trials were conducted on 1 September 1942, and her official trials were conducted on 20 September. Ten days later, she was delivered to the Maritime Commission and was sailed to Norfolk, Virginia, where the next day, 1 October 1942, she was delivered to the Navy Department and commissioned as USS CALVERT (APA-65), named in honor of George Calvert, First Lord Baltimore, and for Calvert County, Maryland, and commanded by Captain Donald W. LOOMIS, USN.

* * *

STATISTICS

OVERALL LENGTH	491 Feet
BEAM	65 Feet, 6 inches
STANDARD DISPLACEMENT	8,889 Tons
DESIGNED SPEED	16 Knots plus
ACCOMMODATIONS	Crew: 48 Officers, 510 Enlisted Troop Capacity: 92 Officers, 1,191 Enlisted
ARMAMENT	1 5-inch 38 Calibre dual purpose mount 3 3-inch 50 Calibre dual purpose mounts 2 Twin 40-Millimeter anti-aircraft batteries

III

Immediately, the final outfitting and shakedown commenced. The CALVERT remained in the Norfolk area until 25 October 1942, when, under unusual circumstances she sailed, escorted by USS EBERLE (DD430) and USS BOYLE (DD 600) to rendezvous with TG 34.10, then enroute to North Africa. These circumstances are best described in the Task Group Commander's, Admiral Lyal A. DAVIDSON, USN, commentary on the CALVERT's action in the North African Campaign:

"On the morning of 22 October 1942, while exercising off Cove Point Light in the Chesapeake, the USS HARRY LEE, combat-loaded and prepared to leave in Operation TORCH, suffered a machinery derangement which necessitated the transfer of the embarked troops and the entire cargo to the USS CALVERT, a newly-commissioned vessel, undergoing organization, untrained and untried in amphibious operations. Captain J.W. WHITFIELD, USN, with twenty-three of his officers and the crews of his landing craft exchanged ships and completed the transfer of troops, eighteen landing boats, cargo and combat equipment, combat-loaded the USS CALVERT, and sailed from base HYBO to join the overseas expedition on 25 October 1942. So well and efficiently was the transfer accomplished that upon arrival off SAFI, FRENCH MOROCCO on the morning of 8 November 1942, the ship-to-shore movement from the USS CALVERT in coordination with the USS HARRIS and the subsequent unloading of the transport was carried out with expedition and timeliness to the end that the USS CALVERT made her full contribution to the success of our aims in Operation TORCH. Captain J.W. WHITFIELD, USN, commanding first the USS HARRY LEE, then the USS CALVERT and the officers and men under his command in the USS CALVERT are commended to the Task Force Commander for special recognition of the meritorious performance of an arduous, exacting and dangerous task."

The landing at SAFI was a comparatively easy one as resistance from the enemy was light. Opposition from the shore batteries was effectively countered. A suspected motor torpedo boat attack proved to be a false alarm, and air assaults against the ships were light.

In the afternoon of 14 November, the USS CALVERT and other ships of the task group had completed the off-loading of their troops; 47th Regimental Combat Team, 9th Infantry Division, and 3rd Battalion's 67th Armored Regiment, 2nd Armored Division and other cargo and departed for Norfolk, Virginia, arriving on 24 November.

Upon arrival, minor repairs were effected and additional training commenced.

On 10 January 1943, Captain Allen P. MULLINNIX, USN, relieved Captain James W. WHITFIELD, USN, as Commanding Officer.

A few days later, the famed Casablanca Conference started. One of the decisions of this meeting was to conduct an amphibious assault against the enemy forces in Sicily during the month of July.

On 1 February 1943, USS CALVERT was designated as an Attack Transport, APA 32.

The USS CALVERT was assigned to TG 85.1, Attack Group ONE, of the SCOGLITTI (CENT) Attack Force, composed of TRANSDIVs ONE and SEVEN, and commanded by Rear Admiral Alan G. KIRK, USN. This group was assigned to assault the "WOOD'S HOLE" sector of the objective area. The CALVERT's specific assignment was the landing of the 1st Battalion, 180th Regimental Combat Team 45th Infantry Division, commanded by Lieutenant Colonel William H. SCHAEFER, USA.

In the Spring of 1943, the CENT Force with troops embarked, commenced a training program on the beaches of Chesapeake Bay. This included the development of tactics for the employment of the Landing Craft, Vehicle and Personnel (LCVP) which was replacing the tired Higgins Boats and Landing Craft, Vehicle (LCV).

On 9 April 1943, Captain Lyman A. THACKREY, USN, relieved Captain Allen P. MULLINNIX, USN, as Commanding Officer.

Early in June 1943, TG 85 crossed the Atlantic in two convoys to its Algerian staging ports. The CALVERT's group arrived at Mers El Kebir, Algeria on 22 June and immediately started the many last minute checks and routines required for an operation of this size.

On 2 July 1943, while making these preparations and while fully combat-loaded, a fire occurred in #1 hold in which several hundred tons of ammunition were stored. BROTHERTON, Donald Earl, BMlc, USN, descended into the hold, from which heavy smoke was pouring, and with courageous disregard for his own safety, assisted in hoisting to the upper deck, a box of smoking chemical grenades, which by the heat they generated would soon have ignited the ammunition surrounding them. For his courageous action and devotion to duty, BROTHERTON was recommended by the Commanding Officer for the degree of Legionnaire in the Legion of Merit, subsequently being awarded the Navy and Marine Corps Medal for his heroism during this fire. In the same fire, LEE, Marshall William, then Shipfitter lc, USNR, also distinguished himself. LEE, with no regard for his own safety, was one of the first on the scene, quickly and coolly brought hoses to bear on the burning material. For his courageous action and subsequent splendid devotion to duty and hard work in the amphibious invasion upon the island of Sicily, 10-12 July 1943, LEE was recommended by the Commanding Officer for advancement to Chief Shipfitter, for meritorious conduct. This promotion was effected pursuant to authority granted by Admiral A.G. KIRK, Amphibious Force, U.S. Atlantic Fleet.

In the Sicilian invasion the vessel was assigned to ASSAULT UNIT ONE of the Central Assault Group (TG 85.1). With the First Battalion, 180th RCT, 45th Division, U.S. Army embarked, the USS CALVERT departed from Mers El Kebir, Algeria on 5 July 1943 for the southeast coast of Sicily. "D" day had been designated as 10 July. On the preceding day the weather became increasingly worse as evening drew on and as the convoy to which this vessel was assigned neared the point of departure for the transport area, the ship was undergoing considerable roll and pitch because of the

wind velocity. After dark and as the convoy neared the land, the wind abated and the sea subsided until at the time of anchoring for the debarking of the assault there was very little wind, although a swell continued which gave the ship a "snapping" roll, a factor which contributed materially to the difficulty of debarkation.

Upon arrival at the assault area, the CALVERT with other transports stood by to disembark their troops, covered by support boats using high explosives and 3-inch rockets. The waves of troops hitting the beach were supported by salvos from these craft and the Boat Group Commander credited the rocket bombardment with wiping out a pillbox on the beach which had fired at the first wave with machine guns. After the initial fire was completed, the CALVERT's boats assumed patrol stations along the boat lanes and at dawn laid down a smoke screen to protect the other waves of troops from shellfire from the beach.

The arrival of the CENT Force at SCOGLITTI was not a surprise to the enemy. One of the assault groups had been sighted by enemy aircraft the previous day. SUPERAERO, The Italian Air Force Command, had correctly estimated the situation and for nearly an hour after the boating operations had commenced, by flare light, a squadron of torpedo bombers and a group of high level bombers harassed the transport area. All ships and many of their boats joined in an effort to repel this attack. Fortunately, all of the transports came through unscathed, although a few screening ships suffered near misses.

The Boat Group Commander, Lieutenant (then Lieutenant junior grade) William B. COTT, USNR, received the following commendation from the Commanding Officer: "During the period of July 10th to 12th, 1943, the USS CALVERT participated as an assault transport with the Western Naval Task Force in the amphibious invasion of the Southeastern Coast of the island of Sicily in the section of the coast between the Acate River and Punta Bracetto.....by his courageous, devoted and intelligent performance of duty under adverse weather conditions and while opposed by enemy machine gun and shore battery fire, escorted the assault waves to their assigned beach and effected a successful landing. Through the succeeding two days and two nights his resourcefulness and skill were a great contributing factor to the record unloading of the CALVERT and the salvage of a large percentage of the boats broached by the heavy surf over a dangerous beach often under enemy fire."

Francis CARPENTER, SN, USNR, who had been a house guest in the "WOOD'S HOLE" area before the war, had been given permission to leave his station as a bowhook in a landing craft in Wave ONE to reconnoiter the hinterland in order to confirm certain terrain features not clearly evident in the aerial reconnaissance photos.

Completing his scouting mission, CARPENTER encountered a group of civilians, whom he reassured and offered safe conduct, and later captured a group of twenty-two Italian infantrymen.

The following remarks were submitted by the Commanding Officer regarding CARPENTER, Francis, Slc, USNR, in a letter to Commander, Task Force 85: "Seaman CARPENTER, without regard for his own personal safety, volunteered to land with the first assault wave and to obtain additional information concerning the terrain in the vicinity of the beach. By skillful use of knowledge which he had obtained in two previous visits to Sicily and through interrogation of residents of the district, Seaman CARPENTER obtained this valuable information. During his reconnaissance, though he was under intermittent fire and his soldier companion killed by a mine and he thrown some distance, CARPENTER ascertained the location of a mine field and captured an Italian prisoner, though he himself was unarmed. He thus contributed materially to the success of the assault operations and was instrumental in the saving of the lives of several men".

For his actions CARPENTER was decorated with the Silver Star Medal.

The unloading operations continued for three days, during which, although hampered by bad weather, surf, shortages of landing craft and enemy air attacks, 22,954 troops, 13,752 long tons of cargo and 2,815 vehicles were boated ashore.

The CALVERT's Commanding Officer, Captain L.A. THACKREY, USN, stated in his operation report that "the officers and men in the ship's company conducted themselves in an exemplary manner throughout the landing. Their spirit was most gratifying. The winchmen and the hatchmen deserve special credit for their excellent exhibition of skill and industry. 381 LCVP (Landing Craft, Vehicle and Personnel), 28 LCM (Landing Craft, Mechanized), and 31 LCT (Landing Craft, Tank) boat loads were necessary to unload the ship of personnel and cargo."

The following named hatch party members contributed greatly to the success of the Sicily operation by their skill and hard work in expediting unloading. The resourcefulness and devotion to duty enabled this ship to unload in record time during which period it was intermittently bombed by enemy planes. For their splendid devotion to duty and hard work it was recommended that these men be advanced to the ratings as noted:

BRISLIN, John R.	BM1c, USN - to CBM (AA)
BROTHERTON, Donald E.	BM1c, USN - to CBM (AA)
SURDYKA, Andrew (n)	Cox, USNR - to BM2c
MC GIVNEY, Walter	Cox, USNR - to BM2c

The following named boat crew members contributed greatly to the success of the Sicily operation by their skill and resourcefulness in landing troops and equipment on the beaches of Sicily in the face of a strong surf over bar-ridden beaches. Following the assault they worked steadily day and night until unloading was completed. For their splendid display of skill and devotion to duty these men were advanced to the ratings as noted:

ZABUKOVER, Martin	BM2c, USNR - to BM1c
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SCHUBERT, Edward	BM2c, USNR - to BM1c
CLARE, Archibald T.	BM2c, USNR - to BM1c
HEADY, Ura C.	BM2c, USNR - to BM1c
VAN TUINEN, Harold	Cox, USN - to BM2c
ANTONES, August	Cox, USNR - to BM2c
PAULIE, Sylvester	Cox, USNR - to BM2c
CALE, Wilbur	F1c, USN - to MoMM2c

The Commander, Amphibious Force, U.S. Atlantic Fleet, Admiral A.G. KIRK, authorized the promotion of the above-named men for outstanding performance of duty in the Sicilian operation.

In his forwarding endorsement to the operation report for the Sicilian invasion, Admiral KIRK stated "this vessel performed its mission in a most satisfactory manner and is deserving of commendation."

With Operation HUSKY progressing well on the beach, CENT Force retired to Oran, where they landed some 300 prisoners of war, then on 1 August departed for the United States. CALVERT's destination was New York.

One other award was presented, this by the Commander United States Naval Forces, Northwest African Waters, in the name of the President of the United States to Ensign Thomas J. GLENNON, USNR. The citation reads as follows:

For conspicuous gallantry and intrepidity in action as a scout boat officer in the assault of the island of Sicily.

Ensign GLENNON, attached to the USS CALVERT, was assigned as Assistant Boat Officer with the task of locating the correct landing beach for assaulting troops. During the assault on the southeast coast of Sicily on the night of July 9-10, 1943, he coolly, skillfully, and although under fire and illuminated by enemy searchlights, without thought of personal safety, found and maintained his position in advance of the leading boat waves. This gallant and intrepid action on his part materially contributed to the success of the initial assault.

Ensign GLENNON's courage, determination, and outstanding devotion to duty were in keeping with the highest traditions of the Naval Service.

On 21 August 1943 Captain L.A. THACKREY, USN, was relieved by Lieutenant Commander E.J. SWEENEY, USNR, as Commanding Officer.

Even before CALVERT landed her troops at Sicily, plans were being made in the Pacific for what was to become her next mission. In mid-June, the Joint Chief of Staff directed Admiral Chester W. NIMITZ, USN, CINPAC/CONPOA, to formulate plans to capture the Gilbert and Marshall Islands Groups commencing in Mid-November. There, operations were to be known as GALVANIC and FLINTLOCK, respectively.

Admiral NIMITZ's staff had reported a concern about the lack of shipping for the then forming FIFTH Amphibious Force. On 6 August, the Chief of Naval Operations advised CINCPAC that six APAs and two AKAs, then returning from the Mediterranean would be deployed to the Pacific.

Accordingly, a few days after Commander SWEENEY assumed command, the CALVERT, with an administrative lift of Marines embarked, took departure of New York, bound for San Diego, California via the Panama Canal.

The CALVERT arrived at San Diego on 8 September, and after debarking the Marines, sailed for Pearl Harbor, arriving on 26 September and reported to Commander, FIFTH Amphibious Force for duty.

Assigned to TF 52, Northern Attack Force, commanded by Rear Admiral Richmond K. TURNER, USN, the CALVERT embarked 75 officers and 1,314 men of the 165th Regimental Combat Team, 27th Infantry Division, commander by Colonel Gardner CONROY, USA, and with other units of the Transport Group, TG 52.1, sailed for a month of intensive training and rehearsals at Kahoolawe and Maui, returning to Pearl Harbor on 3 November.

Task Group 52.1 sortied from Pearl Harbor on 10 November. Following a circuitous route which took them south of the Equator, the group turned north and at 0600, 20 November 1943, D-Day, anchored off RED BEACH on the western side of Butaritari Island, the largest of the Makin Atoll.

Most of the CALVERT's troops, 913 men, together with 81 3/4 tons of equipment, were landed by her 30 boats in the first five waves in one hour and forty minutes. Because of the coral obstructions surrounding the landing area, a majority of the boats experienced difficulties in retracting, and several of them swamped to the sinking point when their ramps were lowered to allow the troops to land. Total amount of cargo aboard was 889.1 tons. On D-Day, unloading commenced at 0630 and concluded at 1630, a total of ten hours to unload 23 % or 204.5 long tons of the ship's cargo. No members of ship's company were casualties. In this assault, as in the Sicilian Operation, the CALVERT performed her task in such a manner as to deserve special credit for a job "Well Done."

Admiral TURNER was able to report "Makin Taken" on 23 November. The CALVERT and the other ships of the group remained in the area supporting the troops ashore until 30 November, when they sailed back to Pearl Harbor, arriving on 2 December, where it was detached from TransDiv 20, 5th Phib and assigned to TransDiv 28, 5th Phib.

The second phase of the Gilbert-Marshall Campaign, Operation FLINTLOCK, the capture of Kwajalein Atoll, was by far the larger of the two operations, involving the 4th Marine and 7th Infantry Divisions. Many of the bitter lessons learned in the Tarawa phase of GALVANIC were incorporated in FLINTLOCK.

Early in December 1943, TRANSDIVs TWENTY-FOUR, TWENTY-SIX and TWENTY-EIGHT, of which CALVERT was a unit, returned to San Diego, where under CTF 53, Northern Attack Force, Rear Admiral Richard L. CONNOLLY, USN, they conducted intensive training with the newly-formed 4th Marine Division commanded by Major General Harry SCHMIDT, USMC. Final full scale rehearsals were held at San Clemente Island on 2-3 January 1944. Upon completion, the force returned to San Diego for final preparations.

Task Force 53 sailed from San Diego through the period 7-13 January. The 4th Marine Division was composed principally of the 23rd, 24th and 25th Regimental Combat Teams. TRANSDIV TWENTY-SIX lifted the 25th and TRANSDIVs TWENTY-FOUR and TWENTY-EIGHT lifted the 23rd and the 24th.

Final staging for the assault took place at Lahaina and Kauai in mid-January, and the CALVERT left on 22 January for its objective in the Marshall Island Campaign.

The CALVERT had embarked Landing Team 3 of the Combat Team 23, 4th Marine Division; a total of 79 officers, 1170 men and 1045 tons of cargo and supplies, combat-loaded, were embarked. The mission was to capture Roi, Namur and adjacent islands comprising the Northern Group of islands of Kwajalein Atoll in the Marshall Group. This vessel was to serve in a reserve capacity, on call to execute five possible contingencies or alternate plans.

The scheme of maneuvers called for the capture on D-Day, 31 January 1944 of Mellr, Ennuebing, Ennuemennet and Ennubirr by the 25th RCT commanded by Brigadier General James L. UNDERWOOD, USMC. These atolls flanked the main objective, the major Japanese airbase on Roi and its defense garrison on adjoining Namur. This went according to schedule.

In company with the "Main Attack Detachment" this vessel arrived at the objective at 1245, 31 January 1944. No boats were used by this vessel on D-Day as no troops or cargo or equipment were discharged.

During the night of 31 January - 1 February, the 23rd RCT commanded by Colonel Louis R. JONES, USMC, and the 24th commanded by Colonel Franklin A. HART, USMC, were transferred from their respective transports to the ships of LST UNITS ONE and TWO for movement to Kwajalein Lagoon, where they were to embark in LVTs and LCMS for the assault on RED and GREEN beaches - Roi and Namur, respectively.

The ship-to-ship transfers, and the ship-to-shore movements came off almost without a hitch, and late in the afternoon the task group moved into the lagoon to support the operations ashore.

The CALVERT discharged on D plus 1, 110 tons of cargo in 19 hours and 58 minutes. On D plus 2, 225 tons were discharged in 23 hours and 30 minutes.

Roi and Namur were secured in the afternoon of 2 February. The CALVERT and the other ships remained in the lagoon supporting various activities until 8 February, when as part of TU 53.11.3, they sailed for Pearl Harbor, arriving there 15 February.

The balance of February, 1944 was spent in the area between Pearl Harbor and Kahului Harbor, Maui, T.H. undergoing minor repairs, participating in training exercises and allowing personnel to attend various service schools available in that locality.

1-3 March 1944 was devoted to preparing for the training exercises in the Transport Area, Maalae Bay, Maui, T.H. which occurred from 3-8 March and 4-18 March 1944. The balance of March 1944 was spent tied up to docks in either Hilo Bay, Hilo or Kawaihae Bay with minor training periods intervening between movements to each of the indicated locales.

The month of April 1944 found the CALVERT in the Pearl Harbor Navy Yard undergoing repairs and its personnel enjoying a period of recreation, attendance at service schools and preparing the vessel for participation in a quick succession of campaigns.

On 12 March 1944 the Joint Chiefs of Staff had directed CINCPAC/CINCPHA to plan for the capture of the Mariana Islands, and after careful consideration, Saipan, Tinian and Guam - in that order, were selected as the principal targets. Saipan was to be the toughest of the three objectives, as it was the bastion upon which the Japanese defense perimeter rested.

In May, after completing her overhaul period and trials, the CALVERT, now assigned to TRANSDIV THIRTY, with TRANSDIVS TWENTY AND TWENTY-SIX was assigned to TG 52.4, Transport Group BAKER, a component of TF 52, Northern Attack Force, under the overall command of Vice Admiral Richmond K. TURNER, USN. ComTransDiv 30 in the USS LEONARD WOOD (APA 12) was Captain D.W. LOOMIS, USN, first Commanding officer of the CALVERT.

On 8 May, the CALVERT arrived at Kahukui, Maui, where she embarked the 1st Battalion, 24th Marines, 4th Marine Division, commander by Colonel Franklin A. HART, USMC. Returning to Oahu on 11 May, the CALVERT moored at Sand Island in Honolulu, where she embarked detachments from Commander, Support Aircraft and Mobile Hydrographic Unit Four.

While at Sand Island, the CALVERT also loaded large quantities of ammunition, particularly machine-gun types for use by her boats during the forthcoming operation.

The Division sailed on 14 May for Lahaina, where various debarkation drills were conducted, mainly in the Maalea Bay area. On 19 May the group conducted a full-scale rehearsal at Kahoolawe and returned to Pearl Harbor the next day.

On 21 May the group sailed for Eniwetok Atoll in the Marshalls. They arrived on 7 June, conducted various replenishments and pre-D-Day troop transfers to the LST Groups, and sailed for Saipan, arriving off the west coast of that island during the night 14-15 June.

As dawn broke on 15 June 1944, D-Day for Operation FORAGER, and H-hour neared, the CALVERT and other ships of TG 52.9, Diversionary Group, moved into Transport Area FIVE off Mutacho Point, near the government seat at Garapan to conduct a diversionary action.

The troops were boated, assault waves formed and dispatched toward Tanapag Harbor. At the appointed time, the boats returned to their ships and were reembarked. Although the Japanese commander, Lieutenant General Yoshitsugu SAITO, IJA, was not completely duped by this action, he had moved a regiment into the area, just in case. This materially reduced the amount of opposition encountered by the 6th, 8th, 23rd and 25th Marines, who were then crossing the beaches three miles to the south. This diversionary movement, coupled with a hit by the shore battery on the battleship CALIFORNIA gave cause for Radio Tokyo to crow that "a modern battleship had been sunk and the invasion repulsed."

Later in the afternoon, TG 52.9 moved down to the assault area where the CALVERT landed her troops across YELLOW BEACH.

During the first few days of the assault, some 3,600 casualties were evacuated to the transports pending the arrival of the hospital ships on 18 June. Fortunately, the CALVERT's Medical Department consisted of six surgeons and 56 Corpsmen and of the 168 Casualties received by CALVERT, 51 were returned to duty ashore.

During the operations, several of the CALVERT's boats were hit by mortar and small arms fire, resulting in the wounding of several crew members who were awarded Purple Hearts therefore on 1 October 1944.

CALVERT remained at Saipan supporting the ground operation until 24 June, when she sailed back to Eniwetok in preparation for the next phase of Operation FORAGER, the capture of Tinian. This movement was required not only for the logistic support of the ships scheduled to participate in that operation, but for the Marines as well.

Captain SWEENEY summed up the CALVERT's role at Saipan in his Action Report: "Marine-Navy cooperation and teamwork was at its best. All the officers and men under my command performed their duties in an exemplary manner. Their spirit, courage and devotion to duty was of the highest order."

On 19 July, the CALVERT and six other major amphibious ships sailed from Eniwetok for the embarkation points on Saipan. There, for several days the embarkation took place. To the transports fell

the task of loading the 2nd Marine Division. The 4th Marine Division was simultaneously embarked in landing ships and craft.

As in the Saipan Operation, the CALVERT was slated to participate in the diversionary movement at Tinian. At sunrise on J-Day 24 July 1944, the CALVERT, with a battalion of the 2nd Marine Division embarked, commenced boating her troops for the demonstration landing. At 0730 the landing commenced, and the landing craft headed through Sunharon Bay toward Tinian Town, some six miles below the actual landing sites.

The beaches in this area had been considered by the island's defenders to be the most suitable for an amphibious assault. The Japanese commander, Colonel Kiyochi OGATA, IJA, had prepared a warm reception for any or all intruders. Ten minutes after the demonstration commenced, the transports and their boats were taken under fire by weapons ranging from small arms and mortars up to captured 6-inch British naval guns. The landing craft continued in toward the beach until they were 2,000 yards short of touchdown, then turned and headed back to their parent ships to reembark the troops. Miraculously, neither the CALVERT nor her boats and personnel were injured by the several near misses received during this phase of the operation, although the destroyer NORMAN SCOTT and the battleship COLORADO were seriously hit by this same fire.

With the diversionary landing "repulsed", the enemy was caught off balance when the main landing force hit WHITE BEACH a half hour later.

The diversionary group got underway in the afternoon and moved up the coast to the assault beaches where, at 1700, the CALVERT landed her battalion on WHITE ONE BEACH.

When the island was secured, and the garrison troops took over, the CALVERT assisted in back-loading the combat Marines to Saipan, then sailed for Eniwetok, arriving 1 August 1944.

In company with units of TU 57.19.14, the CALVERT sailed on 3 August for Pearl Harbor, carrying 420 prisoners of war guarded by personnel of Marine Air Warning Squadron FIVE. The unit arrived at Pearl Harbor on 10 August.

After a brief upkeep period, the CALVERT moved from Pearl Harbor to Kapalama Basin, Honolulu on 21 August. On 24 August the CALVERT commenced embarking the troops and equipment of the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division. The next day the CALVERT was placed under the operational control of Rear Admiral Richard L. CONNOLLY, USN, CTG 33.1, Attack Group ABLE, as a unit of TU 33.3.2, Transport Group ABLE.

On this same day, the CALVERT departed Honolulu for Lahaina Roads, Maui. During the period 27 August - 2 September intensive debarkation and landing exercises were conducted in the Maalea Bay -

Kahoolawe area. Upon completion of these exercises, the CALVERT and the other ships in the group returned to Pearl Harbor, arriving on the morning of 3 September.

On 5 September 1944, Commander Ronald T. STRONG, USNR, relieved Commander Edward J. SWEENEY, USNR, as Commanding Officer of the CALVERT.

On 13 September 1944, Vice Admiral William F. HALSEY, USN, CTF 38, recommended to CINCPAC/CINCPHA that the then pending amphibious assault against the Palau Island and Western Caroline island groups be cancelled due to the telling effect that his force's air assault had on the enemy installations in this area.

On 15 September, the CALVERT, with Transport Group ABLE, departed Pearl Harbor enroute to Japtan Island in the Eniwetok Atoll. While enroute to this destination, extensive gunnery and torpedo evasion exercises were conducted.

On 25 September, the group arrived at Japtan, and for three days replenishment operations took place, and limited recreation parties were held on nearby Runnitto Island.

At 1450, 27 September 1944 Commander John F. WARRIS, USN, reported aboard to relieve Captain Ronald T. STRONG, USNR, as Commanding Officer.

On 28 September, the task group sailed, heading in the general direction of the objective area, Yap and Ulithi. More gunnery and evasion exercises were conducted. On 30 September, the transport group overtook the LST groups heading for the same destination. The now routine exercises were interrupted on 1 October when the CALVERT received an anticipated visitor, King Neptune Rex. Also on the same date the CALVERT observed the ceremony of Commander John F. WARRIS, USN, relieving Captain Ronald T. STRONG, USNR, as Commanding Officer, as well as several medals and awards being presented to officers and men of the ship's company, as follows:

CITATIONS AND AWARDS PRESENTED ABOARD THE U.S.S. CALVERT 1 October 1944

In the name of the President of the United States, the Commander in Chief, U.S. Pacific Fleet, presented the BRONZE STAR MEDAL:

To: Lieutenant Lew Carey SAYERS, USNR
Fort Worth, Texas

"For meritorious achievement in the performance of his duties as Beachmaster of an Assault Transport during the amphibious assaults upon Kiska; Tarawa; Kwajalein Atoll; Marshall Islands and Saipan. By his initiative, devotion to duty, and superior skill and knowledge, he was materially responsible for the flow of supplies from the beaches to the fighting lines. Frequently under fire and working under the most adverse conditions he has consistently been an inspiration to all serving with him. His conduct throughout distinguished him among those performing duties of the same character.

CITATIONS AND AWARDS (CONT'D)

To: Lieutenant (jg) Donald Lehmann FETTERMAN, USNR
Reading, Pennsylvania

"For exceptionally meritorious service as Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily; Makin Island; Kwajalein Atoll; Marshall Islands and Saipan. Acting as Wave Commander in each of the assaults, he devoted himself untiringly and unselfishly to his duties in a manner which bore direct results in the consequent success of all operations. During the invasion of Makin Island, he led in the initial waves of LVT's with a skill and courage that accounted in a large measure for the satisfactory performance of the (at that time) new and relatively untried craft. Cool and resourceful when under fire, his outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service."

To: Lieutenant (jg) Raymond Grant MACLEAN, USNR
South Portland, Maine

"For exceptionally meritorious service as Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily; Makin Island; and Kwajalein Atoll, Marshall Islands and as Assistant Boat Group Commander during the assault upon Saipan. Commended by his Commanding Officer for outstanding devotion to duty during the invasion of Sicily, he has continued to render consistently meritorious service in all operations. While acting as Salvage Officer in conjunction with his duties as Assistant Boat Group Commander during the assault on Saipan, by his courage, resourcefulness, and superior knowledge he salvaged numerous breached boats under the most adverse conditions. His outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service."

To: Lieutenant (jg) Dwight "A" CALLAGAN, USN
Aurora, Illinois

"For meritorious achievement as Medical Officer in the Beach Platoon of an Assault Transport during the amphibious assaults upon Tarawa; Kwajalein Atoll, Marshall Islands, and Saipan. By his professional skill and knowledge, perseverance, endurance, and cool resourceful thinking while under fire, he was responsible for the emergency treatment of casualties on hostile beaches and their rapid evacuation to ships for further treatment. His conduct throughout distinguished him among those performing duties of the same character."

To: Donald Dewitt HADDOX, Coxswain, USNR
Big Bend, West Virginia

"For meritorious conduct in the performance of outstanding service as coxswain of a landing craft during the Saipan Island Operation, beginning 15 June 1944. After an enemy bombing attack at night off Saipan Island, which damaged several landing craft and injured himself and

CITATIONS AND AWARDS (CONT'D)

the crews of the damaged boats, he transported the injured men from his and other boats to a transport where all the injured men were treated for their wounds. Two such trips were made and were carried out in the darkness and in the face of other enemy attacks, and while he was suffering from severe shrapnel wounds in his shoulder and arm. His gallantry under fire and his conduct, above and beyond the normal call of duty, undoubtedly resulted in the saving of the lives of at least two men and expedited medical care for others. His conduct throughout was in keeping with the highest traditions of the Naval Service."

To: Lieutenant (jg) Burnett Dickson BRUCE, USNR
Berwyn, Illinois

"For exceptionally meritorious service as a Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily and Makin Island; as Assistant Boat Group Commander during the amphibious assault upon Kwajalein Atoll, Marshall Islands; and as Boat Group Commander during the assault upon Saipan. His initiative and foresight in planning and enforcing a training and supervisory program for the education of boat personnel during the training stage and his leadership, courage, and cool and resourceful thinking while under fire have directly contributed to the success of all operations. His outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service.

The Commander in Chief, United States Pacific Fleet, commended the following for service as set forth below:

To: Lieutenant Commander Michael James STAPLETON, USNR
Averill Park, New York, N.Y.

"For extraordinary achievement as Senior Medical Officer of an assault transport during the amphibious assaults upon Sicily; Makin Island; Kwajalein Atoll, Marshall Islands; and Saipan, in organizing his department to receive and treat wounded troop and Naval casualties. By his superior skill and knowledge he devised a plan to receive casualties from a hostile beach which accounted for the immediate treatment of seriously wounded men. His initiative, perseverance and professional ability have constantly been an inspiration to all serving with him. His conduct and excellent service in the line of his profession during all operations have consistently been above and beyond the call of duty, and worthy of the highest traditions of the Naval Service."

To: Thomas Hastings GRAY, Motor Machinist's Mate, 3rd Class, USN
Philadelphia, Pennsylvania

"For distinguishing himself by meritorious achievement as a member of a landing boat while under fire during operations against the enemy during the night of 23 June 1944, at Saipan, Marianas Islands. He assisted in the transporting of wounded men from damaged landing craft, and by his cool and excellent performance of duty contributed to the saving of

CITATIONS AND AWARDS (CONT'D)

the lives of at least two men and expedited medical care for six others. After the wounded men were board a transport he remained with his boat, which was in a sinking condition, and in the morning returned to his ship. His conduct throughout distinguished him among others performing duties of the same character and was in keeping with the highest traditions of the Naval Service."

The Commander in Chief, United States Pacific Fleet, commended the following for service as set forth in respective citations:

James Robert STEPHENS, Signalman 1st Class, USN
Hamilton, Montana

Edward Palmer HAWKINS, Carpenter's Mate 1st Class, USNR
Eau Claire, Wisconsin

Alvin Carl SCHWARZE, Pharmacist's Mate 2nd Class, USNR
Brooklyn, New York

Emory Anderson SLOAN, Coxswain, USNR
Amarillo, Texas

Louis Edward ALBIN, Seaman 1st Class, USNR
Sheridan, Oregon

Raymond Willis GLASCO, Seaman 1st Class, USNR
Purcell, Oklahoma

William Claud MORRIS, Jr., Seaman 1st Class, USNR
Birmingham, Alabama

Francisco QUESADA, Seaman 1st Class, USNR
El Paso, Texas

Billie Frank TROUT, Seaman 1st Class, USN
Hotland, Tennessee

Charles Edward WYLIE, Seaman 1st Class, USNR
Fort Worth, Texas

"For meritorious conduct in the performance of duties in the line of his profession, as a member of a beach party during amphibious operations at Kiska Island during August 1943; Tarawa Atoll, in November 1943; Kwajalein Atoll, February 1944; and Saipan and Tinian Islands during June and July 1944. By his initiative, ability and devotion to duty, he contributed greatly to the successful performance of the beach party in which he served. His conduct while under fire and his skill throughout, distinguished him from others performing duties of the same character and his actions were at all times in keeping with the highest traditions of the Naval Service."

Three days later, on 4 October 1944, the CALVERT, now under the command of Commander John F. WARRIS, USN, anchored in Seeadler Harbor, Manus, in the Admiralty Island Group, with Transport Group ABLE.

At 0100 9 October 1944, the planned assault against Yap and Ulithi was cancelled, along with the task organization THIRD Amphibious Force had established for this operation. At the same time, Commander, South-West Pacific Area Operation Plan 13-44 was activated. This called for the 7th Infantry Division to augment the forces already committed to the pending landing operations in Operation KING II, the landing of assault forces at Leyte. Transport Group ABLE, TG 33.1 became TG 79.3, under the command of Rear Admiral Connolly, CTG 79.1.

On 14 October, CALVERT and units of TG 79.3 sailed from Manus enroute to the objective area. On the morning of 18 October, rendezvous was made with the replenishment group and all the ships topped off their tanks. An entry in the CALVERT's War Diary does well to show the ship's attitude: "This day being the eve of the amphibious assault upon Leyte, was spent in making all final preparations for that attack. Final briefing of men and officers and final checkups on the unloading and debarkation schedules took place. The combat team likewise spent the day in readying men and equipment for their task in the operation."

Early in the morning of D-Day, 20 October 1944, the transports began the approach to their assigned anchorages. This approach was not unnoticed by the enemy, as an air attack was mounted. This was rapidly broken up by the antiaircraft fire from the group.

At 1015, CALVERT commenced debarking her troops. This was completed at 1220, and at 1232 her 8 waves were dispatched over the line of departure to the assault beaches at Dulag. CALVERT then moved in closer to the beach to offload cargo. During the remainder of the day support operations continued, interrupted on two occasions by air attacks.

The task group continued offloading through the night under continued air attacks. Throughout the night smoke generators were operated 20 minutes each hour, effectively covering the anchorage from attack, but hampering boating operations as visibility varied between 0 and 500 yards.

After sunset 21 October, CALVERT and the emptied transports sortied from the assault area and set course for Manus, arriving at Seeadler Harbor on 27 October.

On 3 November, escorted by USS STEMBEL (DD-644), CALVERT sailed from Manus, enroute to New Guinea, arriving the next day at Langemak Bay, two miles south of Finschhafen.

Two days later CALVERT commenced embarking troops - 1st Battalion, 187th Airborne Regiment, 11th Airborne Division; 1st Battalion, 102nd Automatic Weapons (AAA) Regiment, and the 17th and 30th Portable Hospital Units - and cargo. The usual general and debarkation drills were conducted upon completion of loading.

In the afternoon of 11 November, again escorted by USS STEMBEL, CALVERT departed Langemak Bay and that night made rendezvous with TU 79.15.1. This unit arrived off Bito Lake, Leyte, on 18 November and immediately started offloading operations. That night, the empty ships sailed back to Manus, arriving 24 November.

After completing a four day availability at Manus, CALVERT sailed with Transport Group BAKER, TG 79.4, for Borgen Bay, Cape Gloucester, New Guinea, to embark units of the 40th Infantry Division.

On 4 December, CALVERT loaded 487 tons of combat cargo and on 9 December embarked 1,117 members of the 1st Battalion, 160th Infantry Regiment, 40th Infantry Division. On 10 December the group departed Cape Gloucester and anchored at Seeadler Harbor the next morning.

The group remained at Manus until 16 December, when it sailed for New Guinea where training operations were conducted in the Huon Bay area on the 18th and 19th, after which the group returned to Manus to prepare for a full-scale rehearsal.

The rehearsal was conducted on 26 December at Los Negros Island in Seeadler Harbor. Condition I-A was set at 0520 and the ship secured at 2135. In this rehearsal, all troops and cargo were boated and landed. The total debarkation took seven hours. Backloading took 7 hours 16 minutes. This performance was deemed to be a "peak performance for this type of ship in connection with an amphibious landing".

At 0700 31 December 1944, TG 79.2, Attack Group BAKER, commanded by Rear Admiral Forrest B. ROYAL, USN, of the Lingayen Attack Force, plus screening units, and TG 79.4, the Lingayen Carrier Group, commanded by Rear Admiral Calvin T. DURGIN, USN, a force of some 160 ships, sailed to land units of the SIXTH U.S. Army in Lingayen Gulf, Luzon at J-Hour (0930) on S-Day, 9 January 1945, in execution of Operation MIKE III.

During the transit to the objective area, the force was harassed by four submarine contacts and five attacks from the air, including Kamikazes, one of which hit the USS KITKUN BAY (CVE-71). The final approach to the assault anchorage was made on time despite several air attacks, including a bombing run on CALVERT which caused no casualties or damage.

At 0730, 9 January, CALVERT commenced boating operations, which were briefly interrupted 18 minutes later by an air attack. The 1st Battalion of the 160th Regiment was scheduled to be landed on GREEN TWO Beach in Waves FOUR, FIVE AND SIX, which was accomplished on time.

About noon, CALVERT moved in closer to the beach and commenced general offloading. At 1625 CALVERT was completely offloaded, all troops (1,117) and 527 tons of cargo. Time to unload the ship: 8 hours, 35 minutes, including time required to shift berths.

That evening under smoke screen and air attacks, CALVERT and the other empty transports withdrew from Lingayen and set course for Leyte.

During the landing at Lingayen, the CALVERT's gunners repelled three separate air attacks. Two personnel casualties were experienced by the CALVERT. They were Melvin A. MOSHER, GM3c, USNR and Otis D. McNAULTY, SN, USNR, who received chest wounds when the sight of their gun, mount 21, was hit by a stray 20MM projectile from another ship during the air attack.

The CALVERT departed from Lingayen Gulf on 9 January 1945 for Leyte and on 18 January, the CALVERT, temporarily assigned to TRANSDIV 12-T, sailed for Hollandia, New Guinea, to load a replacement boat group and new landing craft. Then the division proceeded to Soeanggarai Roads, Biak, Schouten Islands, arriving 22 January 1945 to embark the THIRD Lingayen Reinforcement Group, the 41st Infantry Division. The CALVERT's troop lift consisted of the 2nd Battalion, 163rd Infantry Regiment, 41st Infantry Division, commanded by Lieutenant Colonel C. MUNKERS, USA, and some 600 tons of cargo.

The group sailed the next day for Leyte, and after a day's layover, proceeded to BLUE BEACH, St. Augustine, Mindoro, arriving there on 9 February 1945.

The troops and cargo were landed on the beach in just seven hours and five minutes. The next day the CALVERT sailed for San Pedron Bay, Leyte, and after two days of replenishment and repairs, departed from Leyte on 15 February for Ulithi in company with units of TU 78.5.3, commanded by Commodore Homer W. GRAF, USN, COMTRANSRON 9, whose flag was in the CALVERT.

Upon arrival at Ulithi TU 78.5.3 was dissolved and while anchored in Urushi Anchorage at the north end of Ulithi Atoll, Commodore GRAF and his staff shifted flag from the CALVERT to the USS ZEILIN (APA 3).

The CALVERT remained at Ulithi until 6 March, on which date she sortied from Ulithi Lagoon for Eniwetok in company with Commodore GRAF's TU 12.6.1 arriving there on 11 March and proceeded immediately from there for Pearl Harbor, arriving on 18 March.

Shortly after her arrival at Pearl Harbor, the CALVERT was detached from Commander, Transports, Pacific Fleet, and at 1600, 19 March this vessel received orders to proceed from Pearl Harbor for Seattle, Washington and upon arrival to report to the Com 13 and Comdt, PSNY, Bremerton, Washington to undergo overhaul. Upon its arrival on 16 March 1945 at Seattle, the CALVERT reported to the foregoing activities as well as to ComPhibsTraPac for temporary duty while the yard availability period was utilized to convert this vessel into an RAGC.

This was the first of several overhauls the CALVERT was to experience tending to change her general characteristics from a conventional attack transport to an attack transport equipped to operate as a relief AGC - Amphibious Force Flagship. This entailed the installation of additional communication, plotting, gunnery, detection and administrative facilities, plus administrative and berthing facilities for embarked naval and troop staffs. During this period the original troop

carrying capacity, and cargo capacity of the CALVERT were reduced.

The CALVERT was at Bremerton when hostilities with Japan ceased on 15 August 1945. On 22 August, the CALVERT was designated by COMPHIBSPAC as the flagship of Rear Admiral Robert P. BRISCOE, USN, Commander Amphibious Group FOURTEEN. Two days later, the CALVERT sailed for Pearl Harbor, arriving 31 August.

The next day the CALVERT sailed for Kwajalein, where she debarked some 600 passengers, then sailed for Leyte where 250 additional passengers were debarked.

The next day the CALVERT sailed to Zamboanga, where PHIBGRU FOURTEEN shifted his flag to USS HENRY T. ALLEN (AG-90), and Rear Admiral Bertram J. RODGERS, USN, Commander Amphibious Group ELEVEN and his staff embarked.

The CALVERT then moved to Bugo on Majalor Bay, Mindoro, where on 21 September 1945, Major General Franklin C. SILBERT, USA, Commanding General, TENTH Army Corps and staff were embarked. The next morning PHIBGRU ELEVEN, TG 54.12, consisting of 11 APA's and 5 AKA's, plus screening units sailed for Kure, Japan, to land occupational troops.

On 23 September, Rear Admiral RODGERS, OTC, ordered the destination changed to Buckner Bay, Okinawa in order to ascertain the exact course of an oncoming typhoon. The convoy arrived at Buckner Bay on 25 September and remained there until 28 September at which time a movement was made pursuant to a typhoon plan promulgated by SOPA, Buckner Bay in which all ships anchored in the Bay were to retire to westward of Okinawa.

It was not until 3 October when ComPhibGroup 11, Rear Admiral RODGERS, determined the weather conditions had resumed a state of normality which permitted the movement of the Central Occupation Group to Hiro Wan, Japan, port of entry for Kure, Hiroshima, and Hiro - all of atomic bomb "fame". On 5 October 1945, landfall was made on the Island of Shikoku. At 0800, the convoy entered Bungo Suido and proceeded on various courses and speeds through the Inland Sea to Iyo Nada, Inland Sea, Japan. At 0600, 6 October a Japanese pilot and an interpreter boarded several vessels of the occupation group, including the CALVERT, Flagship, and the convoy moved toward Hiro Wan escorted by a gunfire support group composed of cruisers and destroyers. At 0835, 6 October in berth #19, all boats were in the water and the long awaited consummation of the landing of occupation troops had been realized. The entire occupation plan was effectuated without incident and with full cooperation of the Japanese people.

This vessel remained anchored in Hiro Wan until 21 October at which time the CALVERT departed for Mitshuhama, Shikoku, Japan, with Rear Admiral RODGERS, CTG 54.11 embarked to participate in the occupation of Shikoku by elements of the 11th Army Corps. On 27 October the CALVERT returned to Hiro Wan for a period 5 days and then departed for Yokohama. On 6 November, while at Yokohama, Admiral RODGERS shifted his flag to the

USS MT. OLYMPUS (AGC-8), and the staff of the Third Amphibious Force, Commodore P. P. POWELL, USN, Chief of Staff, in administrative command, embarked the CALVERT, together with elements of the 6th Marine Division and various army units, for transportation to Pearl Harbor.

At noon 7 November, the CALVERT, escorted by the USS MOORE (DE-442), sailed, via Pearl Harbor, for San Francisco. Upon arrival at Pearl Harbor on 16 November the CALVERT reported to Commander Task Group 16.12 for duty in the "Magic Carpet" operation. On 22 November, the CALVERT arrived in San Francisco and Commodore POWELL and his staff were debarked as were the troops being returned for separation. On 30 November, the CALVERT embarked 782 passengers and sailed for Yokohama, Japan.

Upon arrival, the CALVERT debarked her passengers and embarked a full load of troops scheduled for rotation, and sailed for San Francisco.

The end of December found the CALVERT enroute to Sasebo, Japan, to participate in the redeployment of the FIFTH Amphibious Force. While enroute, she was reassigned to SERVDIV ONE HUNDRED TWO, and rerouted to Yokohama for "Magic Carpet" duty.

On 3 January 1946, with 1,468 passengers embarked, the CALVERT sailed for the West Coast, arriving at Portland, Oregon on 16 January, where her passengers were landed.

While in Portland, on 21 January 1946, Captain Philip S. REYNOLDS, USN, relieved Captain John F. WARRIS, USN, as Commanding Officer. Five days later the CALVERT entered the Swan Island Shipyard, Portland, Oregon for a brief overhaul.

In February, with her overhaul completed, the CALVERT resumed her duties with the Magic Carpet Fleet. Departing from Portland, the CALVERT sailed for Guam; Nagasaki, Japan; Tsingtao and Taku, China. After embarking some 1,200 Marines at Taku, the CALVERT sailed for San Diego where the returning personnel were debarked.

In early April, the CALVERT went to Long Beach for a short availability to accomplish voyage repairs at the Naval Shipyard there. Her repairs completed, the CALVERT started her last Pacific run, to Manila and Subic Bay.

On 31 May, with some 1,800 naval personnel embarked, the CALVERT left Subic Bay for the Panama Canal. Transiting the canal on 25 June, the CALVERT proceeded to Portsmouth, Virginia and entered the Naval shipyard for inactivation. On 26 February 1947, the CALVERT's commission pennant was hauled down and she was placed in the Norfolk Group of the SIXTEENTH FLEET, as the Atlantic Reserve Fleet was then known.

* * * * *

On August 1950, the CALVERT was ordered back in commission due to the pressing need for amphibious ships caused by the Korean Conflict.

On 18 October 1950, at the Norfolk Naval Shipyard, Portsmouth, Virginia, the CALVERT was recommissioned with Captain Glenn W. LEGWEN, USN, as Commanding Officer. After completing an intensive training and shakedown period in February 1951, the CALVERT sailed to the Pacific where she was assigned to Commander Amphibious Force, U.S. Pacific Fleet for duty in TRANSRON ONE. In April 1951, the CALVERT sailed for the Far East with the other units of TRANSDIV THIRTEEN for duty with TF 90, the Amphibious Force of Commander, Naval Forces, Far East. This deployment lasted until August 1951, when TRANSRON ONE returned to San Diego.

In October with units of the 3rd Regimental Combat Team, 3rd Marine Division embarked, the CALVERT participated in PHIBLEX 1 at nearby Camp Pendleton.

On 24 November 1951, Captain Josephus A. ROBBINS, USN, relieved Captain Glenn W. LEGWEN, USN, as Commanding Officer.

The CALVERT next sailed to Pearl Harbor, where from 27 February 1952 until 2 May 1952, she underwent a regular shipyard overhaul. Completing the overhaul, the CALVERT returned to San Diego when she entered an upkeep and training period.

On 18 October 1952, Captain Leon F. FREIBURGHUSE, USN, relieved Captain Josephus A. ROBBINS, USN as Commanding Officer.

On 25 October 1952 the CALVERT was again enroute to the Far East. This crossing was made via San Francisco and Pearl Harbor.

During the latter part of November and early December 1952, the CALVERT, with the 3rd Battalion, 7th Marines, 1st Marine Division embarked, participated in MARLES 11 and 12 at Inchon and Tokochok-To, Korea.

Completing these operations, the CALVERT was sent to Hong Kong during the month of January 1953 for duty as United States Navy station ship.

Her administrative duties completed, the CALVERT returned to Japan to redeploy the 2nd Battalion, 5th Regiment and 1st Battalion, 7th Regiment, 1st Cavalry Division from Otaru to Pusan, Korea. Then in March, the CALVERT redeployed the 1st Battalion, 279th Regiment, 45th Infantry Division from Sokcho Ri to Cheju Do, Korea.

On 1 April 1953, the CALVERT sailed from Yokosuka enroute to San Diego. A few weeks leave and upkeep period followed the return to San Diego. Then the CALVERT embarked the 3rd Battalion, 3rd Marines, 3rd Marine Division and sailed to the Hawaiian Islands to participate in BLTLEX 53F. Completing this landing exercise, the CALVERT returned to San Diego where she debarked her Marines, who returned to their parent division at Camp Pendleton.

During 1 - 4 August 1953, the Headquarters and Supply Company, and an advance party of the 9th Marines, 3rd Marine Division embarked preparatory to that division's deployment to the Far East.

On 4 August 1953, Captain Otto A. SCHERINI, USN, relieved Captain Leon F1 FREIBURGHUSE, USN, as Commanding Officer.

The next day, flying the pennant of Captain Walter C. WINN, USN, Commander, Transport Division THIRTEEN, the CALVERT sailed for Nagoya, Japan, arriving 22 August. Upon completion of the debarkation of the 3rd Marine Division advance party, the CALVERT replenished and sailed for Pusan, Korea to embark over 900 U.S. Army casualties for rotation to the United States. These men were debarked at San Francisco on 16 September 1953. During the proceeding 41 days, the CALVERT had steamed approximately 11,000 miles.

After a brief layover in San Diego, the CALVERT returned to San Francisco and proceeded to Plant Brothers Shipyard in Alameda for an eight day drydocking. Her docking completed, the CALVERT crossed the bay to Pier 64, San Francisco, where she was overhauled by the Triple "A" Machine Works. Her overhaul completed, the CALVERT returned to the San Diego area on 18 December.

On 12 January 1954, the CALVERT commenced an intensive five-week refresher training program in preparation for her third Far East deployment.

The CALVERT embarked units of the 1st and 3rd Marine Divisions, TACRON THREE, UDT THREE and BEACHMASTER UNIT ONE, and in company with TRANSDIV THIRTEEN sailed for Yokosuka on 19 February. Upon arrival, all embarked passengers were transferred to nearby Camp McGill.

21 March 1954 found the CALVERT and other units of TF 90, with the 3rd Marine Division embarked, off one of the few battlegrounds she had missed during the Pacific campaign - Iwo Jima. Here, MARDIVLEX 1-54, Operation FLAGHOIST, the largest amphibious operation since the war, was conducted.

From 29 March to 20 May, the CALVERT toured the Far East, visiting Yokosuka, Kobe, Nagasaki, Sasebo, Japan, and Inchon, Korea.

While in Inchon, the CALVERT embarked units of the 7th Marines, 1st Marine Division and conducted MARLEX V-54 at Sokcho-Ri through the period 20-30 May. Returning to Inchon, the CALVERT debarked the 7th Marines, and embarked units of the 5th Marines and returned to Sokcho-Ri and during the period 13-22 June conducted MARLEX VI-54. Here, with training duties completed, the CALVERT went to Hong Kong for a brief tour as Station Ship.

Completing her duties at Hong Kong, the CALVERT proceeded to Kobe, Japan, where on 26 July 1954, Captain Frederick V. H. HILLES, USN, relieved Captain Otto A. SCHERINI, USN, as Commanding Officer.

On 1 August, units of the 3rd Battalion, 4th Marines, 3rd Marine Division were embarked to participate in MARLEX 11-55 at Kinmu Wan, Okinawa. Also embarked during this period was Brigadier General Thomas G. MC FARLAND, USMC, Assistant Division Commander, 3rd Marine Division.

Completing MARLEX 11-55, the CALVERT sailed on 12 August 1954 to join TF 90 at Indo-China, where she was engaged for the next six weeks in evacuating civilians from Haiphong to Saigon and Cape San Jacques. During this "Passage to Freedom", the CALVERT evacuated some 6,000 refugees.

On 1 October 1954, the Pacific Fleet's Amphibious Force was reorganized. This resulted in the disestablishment of TRANSDIV THIRTEEN and the establishment of Amphibious Squadron FIVE, of which the CALVERT was designated flagship.

The CALVERT, with 900 Marines of the 17th Rotational Draft embarked, departed the Far East on 7 November for San Francisco where her passengers were landed. Then the CALVERT sailed to San Diego for a leave and upkeep period, after which she operated in the San Diego area.

On 12 March 1955, Captain Adolph J. PETERSEN, USN, relieved Captain Frederick V. H. HILLES, USN, as Commanding Officer.

Nineteen days later, the CALVERT was again enroute to the Far East, arriving at Yokosuka, Japan on 19 April. After a brief visit at Nagoya, the CALVERT sailed to Shimoda where, on 22-23 May, she represented the United States Navy at the annual Black Ship Festival. Returning to Kobe on 24 May, the CALVERT embarked units of the 9th Marines, 3rd Marine Division and proceeded to Kimnu Wan, Okinawa, where on 3-7 June, NAVMARLEX 1-55 was conducted.

The next month was spent touring the Far East with visits to Subic Bay and Manila in the Philippines; Hong Kong, Keelung, Taiwan and finally Yokosuka, Japan.

On 28 July 1955, the CALVERT sailed, via Nagasaki to Naha, Okinawa where she embarked units of the Army's 75th Regimental Combat Team to conduct NAVARLEX 1-55 at Kimnu Wan on 13-18 August.

With this exercise completed, the CALVERT transited the Strait of Shimonoseki and the Inland Sea enroute to Yokosuka, and on 9 September 1955 sailed for San Diego.

In November, with units of the 3rd Marine Division embarked, the CALVERT participated in PACTRALEX 56L at Camp Pendleton. Upon completion of this exercise the CALVERT went into a leave and upkeep status until 16 January 1956, when she sailed for the Long Beach Naval Shipyard.

The CALVERT remained in the yard until 15 April. During this time she received a considerable alteration to her electronic and control installations. This modernized her relief AGC capabilities originally installed in 1945.

Like the earlier overhaul, this too reduced her troop carrying capability to some 900. It further provided adequate facilities for her service as a Squadron Commander's flagship and Assistant Division Commander's headquarters.

From May through August, the CALVERT operated in the San Diego area. On 27 August 1956, Amphibious Squadron FIVE deployed to the Far East. Upon arrival at Yokosuka on 22 September, the CALVERT commenced her sixth Far East deployment since being recommissioned in 1950.

On 6 October 1956, Captain William S. MADDOX, USN, relieved Captain Adolph J. PETERSEN, USN, as Commanding Officer. Completing a two-week availability at Yokosuka, the CALVERT sailed for Hong Kong remaining there until 17 October, when she returned to Yokosuka, where on 22 October, Army personnel were embarked for transportation to Okinawa. Landing the troops at Naha, the CALVERT embarked elements of the 3rd Marine Division and departed for Iwo Jima to conduct NAVMARLEX 1-57.

Returning to Okinawa, the CALVERT debarked her troops and sailed to Yokosuka where, on 20 November, a restricted availability period commenced. During the period 11-14 December, the CALVERT acted as OTC for BLTLEX 2-56 conducted at Chigasaki.

On 20 January, PHIBRON FIVE sailed for Okinawa where BLTLEX 2-57 was conducted at Kimnu Wan with the 3rd Marine Division. Completing this exercise, the CALVERT sailed for Hong Kong and a week's duty as Station Ship. From Hong Kong, the CALVERT returned to Yokosuka.

On 13 March, the CALVERT sailed from Yokosuka to Naha, Okinawa where units of the 3rd Marine Division were embarked for participation in PACTRAEX 57L, Operation BEACON HILL, at Dingalon Bay, Luzon. This was the largest post-war amphibious operation to date.

When BEACON HILL was completed, the CALVERT returned to Yokosuka to await her relief, and on 27 April, sailed for San Diego. A leave and upkeep period followed her arrival in her home port.

On 22 July 1957, the CALVERT and the other units of PHIBRON FIVE sailed to Pearl Harbor to conduct Operation TRADE WINDS at Bonham Air Force Base, Kokole Point, Kauai. Filmed sequences of this operation were utilized in the production of the movie SOUTH PACIFIC which was being filmed in that area.

With TRADE WINDS completed, the CALVERT sailed for San Diego on 26 August. Upon return, local operations were conducted until 14 November, when the CALVERT, flying the flag of Rear Admiral Harold O. LARSON, USN, Commander, Amphibious Group THREE, and with Brigadier General Harvey C. TSCHIRGI, USMC, Assistant Division Commander, 1st Marine Division, and staff embarked, sailed for Camp Pendleton to participate in PHIBLEX 3-58.

After the CALVERT's return to San Diego, on 25 November 1957, Captain Harry B. STARK, USN, relieved Captain William S. MADDOX, USN, as Commanding Officer.

On 6 January 1958, the CALVERT sailed to San Francisco, California for an overhaul at Hunter's Point Naval Shipyard. On 13 March, the CALVERT completed her overhaul, which included communications alterations and installation of electronic countermeasures equipment, departed for San Diego to commence her refresher training preparatory to her seventh Far East deployment.

On 12 June, the CALVERT with units of the 3rd Marine Air Wing embarked, and the heavy units of PHIBRON FIVE departed San Diego for Yokosuka, via Pearl Harbor. Enroute, she participated in REX 58-c, an exercise in which the ships acted as a mercantile convoy against "aggressor" forces. During the various phases of the exercise, the convoy was screened by units of DESRON's FIFTEEN and TWENTY-FIVE; CORTON THREE and the aircraft carrier RMAS MELBOURNE, flagship of Rear Admiral G.G.O. GATACRE, RAN, Flag Officer Commanding, Her Majesty's Australian Fleet. Captain John G. SPANGLER, USN, Commander Amphibious Squadron FIVE acted as Convoy Commodore.

Upon arrival at Yokosuka on 3 July, the squadron commenced an upkeep period, which was interrupted by the crisis in Lebanon. With a fleet-wide alert in effect, the units of TF 76, SEVENTH Fleet's Amphibious Force, sortied to Okinawa to load units of the 3rd Marines, commanded by Lieutenant Colonel Joseph D. TROMPETER, USMC.

The CALVERT, still combat-loaded, sailed for Hong Kong, staying there through the period 15-18 August. Then the CALVERT went to the Ship Repair Facility, Subic Bay, Philippines, for emergency repairs to Number Two Ship's Service Generator. On 24 August, leaving the generator behind, the CALVERT departed for Okinawa to meet further operational commitments.

The CALVERT arrived at Buckner Bay on 27 August, debarked the units of the 3rd Marines and embarked 3rd Battalion, 9th Marines, 3rd Marine Division, commanded by Lieutenant Colonel Fenton J. MEE, USMC. The next day, 28 August 1958, Captain Walter L. PHALER, USN, relieved Captain Harry B. STARK, USN, as Commanding Officer.

The CALVERT departed Buckner Bay on 1 September 1958 enroute to Tsoying, Taiwan for the rehearsals of Operation LAND-HO, the first joint U.S. - Chinese amphibious exercise. Delayed three days by a typhoon, the rehearsal was completed, and on 6 September, the actual operation was conducted at Fang-Liao, Taiwan. Embarked as an observer was Vice Admiral WENG, Commander, Amphibious Force, Great Republic of China Navy.

On 10 September, the CALVERT departed Taiwan enroute to Buckner Bay. Upon arrival, the Marines were hurriedly debarked and the CALVERT cleared the harbor with a typhoon blowing in. On 19 September, the CALVERT arrived at Subic Bay to pick up her generator.

On the morning of 25 September, the CALVERT with 5,000 cases of San Miguel beer loaded in Number Six hold, sailed for Kao-hsuing, Taiwan to deliver her cargo. From Kao-hsuing, the CALVERT went to Buckner Bay where she off-loaded her combat cargo, then sailed on to Yokosuka for an upkeep period.

Departing Yokosuka on 20 October, the CALVERT went to Iwakuni, then on to Buckner Bay. With a 3rd Battalion, 3rd Marines recreation party embarked, the CALVERT went to Kobe, Japan for a three-day visit; then back to Buckner Bay to off-load her troops. While at Buckner Bay, competitive gunnery exercises were conducted on 6 November. Two of the CALVERT's gun mounts, 31 and 51 qualified for the Gunnery "E" during these drills.

The CALVERT returned to Yokosuka to await her relief. On 22 November, having been relieved by PHIBRON THREE, PHIBRON FIVE sailed for San Diego, arriving 8 December 1958.

Following a leave and upkeep period, the CALVERT, on 3 February 1959, embarked units of the 5th Marines, 1st Marine Division, and the regimental commander, Colonel D.M. SCHMUCK, USMC, and sailed for Camp Pendleton to participate in PHIBLEX 12-59 as a unit of TG 53.5.

Returning to San Diego in mid-February, the CALVERT commenced a routine training period. On 17 March 1959, with Major General Waldemar F. BREIDSTER, USNG, Commanding General 32nd National Guard Division embarked, the CALVERT was employed as PHIBPAC School Ship.

On 2 April, units of the 4th Marines, 1st Marine Brigade, commanded by Colonel John H. MASTERS, USMC embarked, and the CALVERT sailed to participate as a unit of TG 53.6 in PHIBLEX 15-59, Operation BIG LAND at Camp Pendleton. Upon completion the CALVERT returned to San Diego.

On 20 May, the CALVERT, again combat-loaded, embarked Brigadier General Thomas F. RILEY, USMC, Assistant Division Commander, 1st Marine Division, and his staff, and returned to Camp Pendleton to conduct PHIBLEX 17-59, Operation TWIN PEAKS as a unit of TG 11.4. Upon completion of this exercise, the CALVERT returned to San Diego for an upkeep period.

On 6 July 1959, in company with USS SKAGIT (AKA-105), and with 35 Explorer Scouts embarked, the CALVERT sailed to Acapulco, Mexico for a ship's visit. During the four days in that port, hundreds of civilians visited the ships. Liaison was established with the local Mexican Boy Scouts; and members of the Mexican Army and Navy were official guests of the ships.

On 7 August 1959, Captain William M. KAUFMAN, USN, relieved Captain Walter L. PHALER, USN, as Commanding Officer.

On 3 September 1959, a few days after the completion of a material inspection by Rear Admiral E.B. MCKINNEY, USN, Head of the Board of Inspection and Survey, Pacific Coast Section, the CALVERT sailed for Pearl Harbor, then proceeded to Kauai where TG 53.6 and the 1st Marine Brigade conducted PHIBLEX 5-60, Operation CLEAR RIDGE.

Returning to San Diego, the CALVERT was temporarily assigned on 12 October to Commander, Amphibious Squadron SEVEN, Captain Rollin E. WESTHOLM, USN, as flagship for PHIBLEX 7-60, Operation EAGLE EYE.

During the operation, Rear Admiral C.O. TRIEBEL, USN, Commander, Amphibious Group ONE, flew his flag in the CALVERT.

On 29 October, the CALVERT changed operational control from COMPHIBRON SEVEN TO Commander, Amphibious Group THREE, and served as the flagship of Rear Admiral Joshua W. COOPER, USN, until 16 December 1959.

On 28 December 1959, the CALVERT was awarded the Amphibious Assault Insignia for excellence in competitive exercises conducted during the previous month. At the same time Mount 51 added a hashmark to its "E".

On 4 January 1960, the CALVERT departed San Diego to commence yard overhaul at Hunters Point Naval Shipyard, San Francisco. The ship remained in the shipyard from 6 January to 11 March. At 1500 on 3 March, Chief of Naval Operations, Admiral Arleigh BURKE, inspected the ship as part of the tour of Naval Shipyards.

Returning to San Diego, the CALVERT was assigned on 2 April 1960 as flagship for Captain M.A. SHELLABARGER, Commander Amphibious Squadron FIVE.

The ship commenced refresher training on 11 April 1960. On this date the CALVERT changed operational control to Fleet Training Group, San Diego. On 5 May 1960 the ship completed refresher training and changed operational control to Commander Amphibious Force Pacific.

From 20 June - 1 July 1960 the CALVERT underwent Amphibious Refresher Training. On 30 June 1960 the ship received the Green "C" from COMPHIBRON FIVE for excellence in communications.

On 21 July 1960, Captain William J. COLLUM, Jr., USN, relieved Captain William M. KAUFMAN, USN, as Commanding Officer.

Commencing 27 July 1960, the CALVERT participated in two operations for the benefit of about 650 midshipmen. 160 of these midshipmen were embarked in the CALVERT. MARLEX-60, the first operation, consisted of amphibious landing demonstrations. PACNARMIDLEX-60, commencing on 9 August was the second operation, consisting of shore bombardment exercises.

On 16 August 1960, the CALVERT received a hashmark for Assault Boat Award and on 18 August 1960 a Gunnery "E" was earned by Mount 32. Both awards were presented by COMPHIBRON FIVE.

From 19 September to 18 October 1960 the CALVERT participated in Operation Longhaul at San Clemente Island, California. Embarked were the Headquarters Staff of Marine Air Group FIFTEEN with Colonel L.D. EVERTON, USMC, Commanding Officer.

On 22 November 1960 the CALVERT deployed from San Diego for the Western Pacific area as flagship for Amphibious Squadron FIVE. The ship stopped at Pearl Harbor from 19 November until 1 December, then departed for Yokosuka, Japan where she arrived on 13 December.

On 9 December the CALVERT changed operational control to Commander SEVENTH Fleet. Upon arrival at Yokosuka, COMPHIBRON FIVE, Captain SHELLABARGER, became COMPHIBGRUWESTPAC, relieving Captain E.B. RITTENHOUSE, USN.

From 17-19 December 1960 the CALVERT was at Iwakuni, Japan disembarking troops from the First Marine Air Wing, which were transported from San Diego.

On 21 December 1960 the ship entered Buckner Bay, Okinawa where she stayed the remainder of 1960.

New Year 1961 found the CALVERT with other units of PHIBRON FIVE at Buckner Bay, Okinawa. On 2 February 1961, the CALVERT sailed around the island for a two-day visit to Naha, the capital of the islands and then continued on to Chinhae, Korea, for the purpose of training Korean Marines in Amphibious Warfare.

On 8 February 1961, Captain Robert B. ERLY, USN, relieved Captain Martin A. SHELLABARGER, USN as Commander Amphibious Squadron FIVE aboard the CALVERT. The ceremony was attended by many flag officers of the Korean Navy. The CALVERT sailed from Chinhae for Yokosuka, Japan arriving 13 February 1961. This period was for upkeep of the ship. 22 February 1961 Captain William J. COLLUM, Jr., USN, departed the CALVERT for hospitalization and Commander Harold D. DURHAM, USN, Chief Staff Officer of PHIBRON FIVE, assumed temporary command.

On 22 February 1960 the CALVERT sailed for Hong Kong, British Crown Colony, arriving 27 February 1961 for a week of relaxation. On 8 March 1961, the CALVERT arrived at Buckner Bay, Okinawa and loaded Marines for an amphibious exercise at Chimu Wan, which is just north of Buckner Bay. On 19 March 1961 the CALVERT sailed for Kagoshima, Japan for a good will visit, and arrived 20 March 1961. The visit was cut short due to increased international tensions over the Kingdom of Laos, so the CALVERT sailed south, stopping one day at Okinawa to embark Marines and continue south to a point in the South China Sea to be near at hand if needed. During this period Captain John N. RENFRO, USN, reported on board by highline from USS MAGOFFIN (APA-199).

On 5 April 1961 Captain John RENFRO, USN, relieved Commander Harold D. Durham, USN, as Commanding Officer, USS CALVERT.

on 10 April 1961 the CALVERT returned to Buckner Bay, Okinawa and disembarked the Marine units and embarked an 800-man Marine unit and equipment for a South East Asian Treaty Organization Nations operation known as "Pony Express" to be conducted in British North Borneo.

On 17 April 1961 the CALVERT sailed to Sangley Point, Republic of the Philippines, to join up with other units making up for the operation. On 22 April 1961 the CALVERT sailed for Borneo, with ships of the U.S. Pacific Fleet and ships of the SEATO nations.

On 1 May 1961 troops were landed at Gasap Point, British North Borneo,

and the exercise was concluded on 7 May 1961. The CALVERT sailed with several units of PHIBRON FIVE and Landing Ship Squadron NINE for Subic Bay, Republic of the Philippines, arriving 13 May 1961, and continued north to Buckner Bay, Okinawa, arriving 16 May 1961 where the Marine unit was debarked. During this visit to Buckner Bay, the CALVERT's schedule was changed and the ship remained there on indefinite operations, remaining on short notice standby but having a chance to get some important repairs completed and preparations for Operation BLUE OX, to be held with Korean forces. Commander Amphibious Group THREE departed for CONUS and Commander Amphibious Group Western Pacific was again assumed by Commander Amphibious Squadron FIVE in the CALVERT. Tactical Air Control Squadron THIRTEEN, commanded by Commander M.M. MANGER, USN, embarked. Due to a military coup in Korea, Operation BLUE OX was cancelled.

On 9 June 1961 the CALVERT sailed for Yokosuka, Japan, arriving 12 June 1961. Captain Robert B. ERLY, USN, Commander Amphibious Squadron FIVE, shifted his broad command pennant to USS PAUL REVERE (APA-248) on 27 June 1961. The permanent change of flagship took place in a heavy downpour which cancelled the proposed ceremony. Then CALVERT sailed from Yokosuka on 5 July 1961 and proceeded to CONUS with units of Amphibious Squadron FIVE, arriving in San Diego 21 July.

After a month in home port, the CALVERT sailed north to Washington with units of PHIBRON FIVE, for a joint exercise with Army and Air Force units known as Operation SEAWALL held on San Juan Island, Washington.

On 11 October 1961 the CALVERT arrived at Todd Shipyard, Seattle, Washington for interim overhaul period and concluded overhaul on 11 December 1961. On 23 December 1961 the CALVERT arrived in San Diego and ended the year in home port.

New Year's 1962 found the CALVERT resting in port San Diego until the latter part of January when she slipped out to sea for local operations.

February brought with it a busy and successful three weeks of under-way training with COMPHIBTRAPAC and COMPHIBOPTUPAC and a fourth week of squadron exercises.

Operation POT SHOT conducted with PHIBGRU THREE in March saw the CALVERT's boats hitting the beach at Camp Pendleton.

The period covering April through the 10th of June 1962 was spent in making preparations for WESTPAC deployment interspersed with a few ISE periods. It was during this period that the CALVERT qualified to display the coveted Amphibious Assault Award, and also Gunnery "E"s on Mounts 31, 32 and 33.

The morning of June 11th CALVERT sailed with other units of PHIBRON FIVE for a six-month tour of duty in WESTPAC. From 11 June to 10 July the CALVERT participated in Operation FLYING DISK which consisted

of convoy maneuvers enroute to HAWAII, a one-week amphibious landing exercise on the coast of Oahu, Hawaii and finally ASW exercises with units of the Japanese Maritime Self-Defense Forces off the coast of Honshu, Japan.

On 26 June, the Grand Old Lady again assumed duties of Flagship for Commander Amphibious Squadron FIVE. On 2 July the CALVERT crossed the 180th meridian and entered the realm of the Golden Dragon, and finally on 10 July the CALVERT arrived in Yokosuka, Japan for a short rest.

16 July found the CALVERT hoisting many dignitaries as Captain Paul C. STIMSON, USN, relieved Captain Robert B. ERLY, USN, as Commander Amphibious Squadron FIVE.

The latter part of July found the Warhorse visiting Sasebo, Japan.

August proved to be quite an eventful and busy month for the CALVERT. On our first attempt to leave Sasebo, Japan, the CALVERT was chased back by Typhoon NORA, one of the many typhoons that would plague the CALVERT for the next four months. The fourth of August saw the CALVERT underway enroute to Inchon, Korea and all hands turned out to attend change of command ceremonies as Captain David A. MERRILL, USN, relieved Captain John N. RENFRO, USN, as Commanding Officer of the CALVERT. Shortly after this event, we made a long winding trip through the old minefield areas to Inchon, Korea. Before this month was past we would come to know this channel almost by heart. At Inchon we loaded U.S. SEVENTH Army personnel and Commander SEVENTH Infantry Brigade, U.S. Army for Operation "SEVEN SEAS". We were constantly plagued by threats from typhoons and for awhile it looked as though "SEVEN SEAS" would never materialize. However, when an opportunity presented itself we charged on to Pohang, Korea and completed the exercise. During this time the CALVERT was visited by General MELLOY, Commander EIGHTH U.S. Army and Major General PALMER, Chief of Staff, EIGHTH U.S. Army.

Mid-August again found the CALVERT in Sasebo, this time seeking refuge from Typhoon SARAH.

The end of August found us visiting Hong Kong, British Crown Colony with U.S. military and civilian dependents who had embarked in the Philippines and the threat of Typhoon WANDA hanging over us.

September roared in with Typhoon WANDA's full fury sweeping through Hong Kong. The CALVERT and her crew were duly initiated into the Royal Order of the Typhoon Tigers as we rode out WANDA's 140 knot winds and rain while moored to Buoy #1 in Hong Kong harbor. With hundreds of people left dead and homeless, the CALVERT sent out her crew on errands of mercy to help the people of Shantin Village dig out from the rubble left by WANDA.

On September 5th after a week of hard work and little liberty, the CALVERT with her tired crew and weary passengers, proudly bid Hong Kong farewell knowing that she had done her part in aiding mankind

and promoting good will between two nations.

In mid-September the CALVERT, having returned her passengers and having spent one weekend in Subic Bay, Philippines, steamed to Yokosuka, Japan for a five-day rest and then proceeded on to Pohang, Korea, where the CALVERT conducted wet net training for 2,550 ROK Marine personnel. Here also the Commanding General ROK First Marine Division and the Mayor of Pohang visited the CALVERT and were made honorary members of her crew.

30 September through 3 October found the CALVERT in Beppu, Japan for a well earned R & R visit. Here the Vice Mayor of Beppu also joined the CALVERT's crew as an honorary member.

From Beppu we traveled via the Inland sea to Kobe for a most pleasant visit to this historic seaport. Many of the crew members were able to visit the ancient Japanese capital of Kyoto.

October also proved to be a busy month as we joined Task Force 131 at Okinawa for Operation "LONE EAGLE", during which time Regimental Commander, NINTH U.S. Marines and 576 Marine personnel were embarked.

23 October saw the Cuban crisis flash around the world and the CALVERT along with other ships of the SEVENTH Fleet begin making preparations for whatever tasks we might be assigned.

November saw the CALVERT pay a brief visit to Naha and then steam to Yokosuka for a short upkeep period. From there the CALVERT proceeded to Iwakuni, Japan and loaded a draft of Marine Personnel for transportation to CONUS. After evading Typhoon KAREN in the South China Sea, the CALVERT returned to Buckner Bay to pick up more transient marines. This was her final stop before leaving for CONUS.

On 18 November, the day for which we had all been waiting (the day the Warhorse would begin her long journey home), the CALVERT's crew was abruptly awakened at 0330 in the morning and immediately thereafter she surged out of Buckner Bay to answer the distress call of the SS JULESBURG (U.S.S. Registry), a 30,000 ton tonker which had gone aground on Rukan Shoal off the western coast of Okinawa. The CALVERT was first to arrive at the scene and immediately went to JULESBURG's aid. COMPHIBRON FIVE and Commanding Officer, CALVERT directed salvage operations from JULESBURG while CALVERT's Mike boats, USS GREENLET (ARS-10) and Army Tug (LT-531) pushed and pulled at the large tanker. Finally, six long hours after CALVERT's arrival JULESBURG was pulled free from her grounding spot and the CALVERT, only a few hours behind schedule, steamed off toward CONUS with a tired and happy crew.

On December 10th, after a long cruise unmarred by material or engineering casualties, the CALVERT steamed into San Diego harbor to the sound of music and many cheering happy dependents.

As 1962 fades into the past, the old War Horse proudly sits alongside Pier Three, U.S. Naval Station, San Diego, enjoying a well-earned rest.

'Twas a long busy year - 'Twas a job WELL DONE!

From December 10, 1962 to April 20, 1963 the CALVERT remained in San Diego for upkeep.

On April 24, 1963 the CALVERT entered the Bethlehem Steel drydock in San Pedro, California for a two and one-half week overhaul period. From here she sailed to San Diego and entered the National Steel Shipyard for a regular yard period.

June 26 - July 29 found the CALVERT undergoing training for the new men aboard. On July 29 the CALVERT started her regular refresher training, and one month later, she underwent Amphibious Refresher Training at the Silver Strand.

On September 15, the CALVERT commenced her participation in Operation "MERIT BADGE", an Amphibious exercise held off Camp Pendleton, California. Navy Task Force TWELVE landed the THIRTEENTH Marine Expeditionary Force on the 23rd of September using a combined sea - air assault.

In September the CALVERT was notified that she had received the Amphibious Assault Boat Award from COMPHIBRON FIVE.

On September 28, 1963, Captain Edward R. HUNT, USN, relieved Captain David A. MERRILL, USN, as Commanding Officer.

After a brief period of Wet Net Training and upkeep, the CALVERT sailed for San Francisco on November 4th for independent operations and a visit to the City of San Francisco. The following week the CALVERT returned to San Diego for a leave and upkeep period during the Christmas Holidays in preparation for her forthcoming deployment to WESTPAC scheduled for the end of January 1964.

On January 28, 1964 the CALVERT departed San Diego for her thirteenth deployment to the Western Pacific Area. After stopping briefly in Hawaii, she headed for Yokosuka, Japan. Upon arrival in Yokosuka, the CALVERT loaded troops and equipment and then proceeded to Okinawa in preparation for Operation "BACK PACK", an Amphibious exercise which was to take place off the coast of Taiwan. After a brief rest in Okinawa during which heavy equipment was loaded, the CALVERT set sail for Kao-Hsiung, Taiwan and participated in Operation "BACK PACK". Leaving the troops here, the CALVERT headed for Sasebo, Japan for a brief period of rest and relaxation and then sailed for Chin Hae, Korea and participated in the world-famous Cherry Blossom Festival. More than 500 Koreans visited the ship and observed static displays of her amphibious assault capabilities by the various departments on board.

After this pleasant interlude, the CALVERT got underway again for Kao-Hsiung and picked up the troops which she had previously off-loaded there. After transporting these troops back to Yokosuka, she steamed to Subic Bay, Philippine Islands for a two-week upkeep period, arriving there on 15 May.

On the third week in May, the CALVERT got underway and anchored in Mangarin Bay off the Island of Mindoro where she picked up a full complement of Philippine troops and commenced her participation in a SEATO exercise, Operation "LIGTAS". Countries participating in this exercise included New Zealand, Australia, Great Britain, the Republic of the Philippines and the United States. After a rehearsal landing was held on Bataan Island, the CALVERT anchored in Manila Bay overnight and then participated in the assault landing the next day. After spending one day in Subic Bay, the CALVERT got underway for Numazu, Japan, where U.S. troops were loaded for transfer to Okinawa on 5 June.

On 18 June, the CALVERT loaded dependents of Armed Forces personnel for a cruise to Hong Kong. After six days there, the CALVERT returned these dependents to Okinawa and steamed to Sasebo, Japan for ten days of upkeep before returning to San Diego on 14 July 1964.

Arriving on 6 August 1964, the CALVERT began a much-needed period of upkeep and overhaul. On 28 September 1964 Captain Jack S. KENYON, USN, relieved Captain Edward R. HUNT, USN, as Commanding Officer. On October 8, 1964, however, with no prior notice, she was ordered to replace the USS LENAWEE (APA-195) in an amphibious exercise, Operation "HARDN". Within one day the CALVERT loaded 700 men and their equipment and got underway to participate in one of the largest peacetime amphibious training exercises conceived.

Subsequent to participation in Operation "HARDNOSE" the CALVERT underwent further operational training under the guidance of the Amphibious Operational Training Unit, Pacific Fleet in October and November 1964. Observers of the various training phases awarded the CALVERT an overall "Excellent" for the training period. During this period the CALVERT was also notified that she had won the COMPHIBRON FIVE Battle Efficiency "E" and the Excellence Award from ACTU. Effective in December of 1964 it climaxed a year of hard work by all members of the ship's crew who then received one of the finest awards, a Christmas at home with their families and friends.

In February of 1965 the CALVERT was to participate in Operation "SILVER LANCE", one of the largest peacetime operations ever held by the Navy-Marine Corps Team. "SILVER LANCE" was conducted off the Southern California coast and involved more than eighty ships and 70,000 personnel. The exercise, conceived by General Victor KRULAK, former Commander, Fleet Marine Force Pacific, was designed to demonstrate the mobility and strike capacity of the U.S. Pacific Fleet Amphibious Force. The CALVERT's role in this exercise was to transport troops and equipment from Hawaii to California to participate in this exercise. However, on short notice, the CALVERT loaded a full complement of troops and supplies and set sail for Okinawa and an unscheduled Western Pacific cruise. These troops, members of the THIRD Division, FOURTH Marines, later became an important segment of the United States troop commitment in Da Nang, South Vietnam. Upon his departure, Major JONES, USMC, Commanding Officer of the embarked battalion complimented the CALVERT and her crew for the high degree of professionalism, warm hospitality and the wonderful spirit of cooperation exhibited which enhanced the

effectiveness of the Navy-Marine Corps Team. Also, to further show their appreciation, the battalion made the CALVERT a member of the honorary organization "Order of the Carabao". Upon off-loading these troops, the CALVERT set sail for Yokosuka, Japan for a brief upkeep period and then left for the United States via Hawaii.

Arriving home in April 1965, the CALVERT was given a brief period of upkeep and then commenced her participation in several Amphibious Training exercises. During the next three months the CALVERT boats made 37 landings in support of these training operations. In June 1965 the CALVERT was notified that she had received her third consecutive Amphibious Assault Award from COMPHIBRON FIVE.

On July 28, 1965 Captain John G. WARD, USN, relieved Captain Jack E. KENYON, USN, as Commanding Officer.

With our departure date to the Western Pacific area only three weeks away the CALVERT again received a much-needed period of upkeep. Finally, on August 23, 1965 together with various other units of Amphibious Squadron FIVE, the CALVERT set sail for her Western Pacific Deployment carrying segments of Marine Supply and Engineering Groups.

After off-loading the embarked troops at Buckner Bay, Okinawa, the CALVERT entered Yokosuka for a four-week upkeep period.

Completing this period of upkeep, the CALVERT steamed to Inchon, Korea and loaded over 800 members of the Korean Army's famed "Tiger" Division. After a brief stop in Pusan, Korea, where the CALVERT loaded heavy equipment belonging to the Tiger Division, she set sail for Qui Nhon, South Vietnam where the South Korean forces became an integral part of the forces in defense of that beleaguered area.

After off-loading troops and equipment the CALVERT departed for Subic Bay, Philippine Islands for an upkeep period during which air conditioners were installed throughout the ship in anticipation of her further role in the tropical area off the Vietnamese coast.

Following this upkeep period the CALVERT again visited Okinawa, and after loading critical supplies, set sail for Da Nang, South Vietnam. Following the off-loading of these supplies, the CALVERT visited Hong Kong, Okinawa and Sasebo, Japan.

Christmas, 1965 again found the CALVERT in Da Nang off-loading war supplies. She remained here until January 18, 1966 as station ship, and as such served as a vital communications and logistics link between the SEVENTH Fleet and Da Nang in addition to providing accommodations for personnel attached to various components of the Naval Support Activity there.

Upon being relieved as station ship, she made a brief stop at Chu Lai, South Vietnam and then sailed for Subic Bay for minor ship's upkeep. From there the ship visited Hong Kong once again and then set sail for San Diego via Hawaii. She entered San Diego on 26 February to prepare

for inactivation.

On March 18, 1966 the CALVERT was notified that she had received the COMPHIBRON FIVE award for Excellence in Communications. This award was due, in large part, to the CALVERT's handling of the enormous amount of communications traffic as station ship in Da Nang. Based on this award and previous administrative and material inspections, the CALVERT was also presented the COMPHIBRON FIVE award for Excellence in Operations.

On 18 May, the CALVERT bade a last farewell to San Diego and departed for Hunter's Point Naval Shipyard where she commenced her inactivation under the guidance of the Federal Maritime Administration.

AWARDS AND DECORATIONS

The USS CALVERT (APA 32) earned two (2) battle stars on the European-African-Middle Eastern Area Service Ribbon for participating in the following operations:

One Star/North African Occupation:

Algeria-Morocco Landings.....8-11 November 1942

One Star/ Sicilian Occupation:.....9-15 July 1943; 28
July-17 August 1943

On the Asiatic-Pacific Area Service Ribbon she earned six (6) battle stars for participating in the following operations:

One Star/Gilbert Islands Operation.....13 November to 8
December 1943

One Star/Marshall Islands Operation:

Occupation of Kwajalein and
Majuro Atolls.....29 January to 8
February 1944

Occupation of Eniwetok Atoll.....17 February to 2
March 1944

One Star/Marianas Operation:

Capture and Occupation of Saipan.....11 June to 10 August
1944

One Star/Leyte Operation:

Leyte Landings.....10 October to 29
November 1944

One Star/Luzon Operation:

Lingayen Gulf Landing.....4 to 18 January 1945

One Star/ Tinian Capture and Occupation.....24 July to 1 August
1944

In addition to battle stars earned in both war theaters, the USS CALVERT was awarded the NAVY UNIT COMMENDATION Ribbon for Participation in the following operations:

The North African Occupation.....November 8 to 11, 1942

The Sicilian Occupation.....July 9 to 15, 1943

The Gilbert Islands Operation.....November 20 to December 2, 1943

The Marshall Islands Operations.....January 31 to February 8, 1944

The Capture and Occupation of
Saipan and Tinian.....June 15 to July 2, 1944

The Leyte Landings.....October 20 to November 18, 1944

AWARDS AND DECORATIONS (CONT'D)

The Lingayen Gulf Landing.....January 9, 1945

The U.S.S. CALVERT also earned the Navy Occupation Service Ribbon for operations in the Western Pacific Areas through: 16 September to 7 November 1945; 2-4 January 1946; and 17-19 March 1946. Her China Service Ribbon was earned in operations in the China area from 20 March to 10 April 1946.

It should be noted that in addition to the above awards, the U.S.S. CALVERT was entitled to the World War II Victory Medal, the National Defense Service Medal and the Philippine Liberation Ribbon with two stars together with the Republic of the Philippines Presidential Citation for its participation in World War II. For its subsequent participation in both the Korean and Vietnamese theaters of War, the U.S.S. CALVERT was awarded the United Nations Service Medal, the Korean Service Medal with two stars, the Republic of Korea Presidential Unit Citation, the Viet Nam Service Medal and the State of Viet Nam Presidential Unit Citation.

THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in commending the UNITED STATES SHIP CALVERT ATTACK TRANSPORT THRITY-TWO for service as follows:

"For exceptionally meritorious service in action against enemy aircraft, shore batteries, mines, and submarines in both the European and Pacific Campaigns, operating over a long period of time in contact with the enemy and under numerous attacks, the U.S.S. CALVERT performed her duties as an attack transport in a consistent and efficient manner. By the meritorious performance of her assigned missions, the U.S.S. CALVERT contributed materially to the success of the campaigns. Her determination and effort were in keeping with the highest traditions of the United States Naval Service."

All personnel attached to and serving in the U.S.S. CALVERT during the period 8 November 1942 to 15 August 1944, are authorized to wear the NAVY UNIT COMMENDATION Ribbon.

/s/ John L. Sullivan
Secretary of the Navy

Commanding Officers of the U.S.S. CALVERT (APA 32)
(Rank indicated is that upon assuming command)

Captain Donald W. LOOMIS, USN	10-01-42	10-24-42
Captain James W. WHITFIELD, USN	10-24-42	01-10-43
Captain Allen P. MULLINNIX, USN	01-10-43	04-09-43
Captain Lyman A. THACKREY, USN	04-09-43	08-21-43
Lieutenant Commander Edward J. SWEENEY, USNR	08-21-43	09-05-44
Commander Ronald T. STRONG, DE-V(G), USNR	09-05-44	10-01-44
Commander John F. WARRIS, USN	10-01-44	01-26-46
Captain Philip S. REYNOLDS, USN	01-26-46	02-26-47
Captain Glenn W. LEGWEN, USN	10-18-50	11-24-51
Captain Josephus A. ROBBINS, USN	11-24-51	10-18-52
Captain Leon F. FREIBURGHOUSE, USN	10-18-52	08-04-53
Captain Otto A. SCHERINI, USN	08-04-53	07-26-54
Captain Frederick V. H. HILLES, USN	07-26-54	03-12-55
Captain Adolph A. PETERSON, USN	03-12-55	10-06-56
Captain William S. MADDOX, USN	10-06-56	11-25-57
Captain Harry B. STARK, USN	11-25-57	08-28-58
Captain Walter L. PHALER, USN	08-28-58	08-07-59
Captain William M. KAUFMAN, USN	08-07-59	07-21-60
Captain William J. COLLUM, JR., USN	07-21-60	02-22-61
Commander Harold D. DURHAM, USN	02-22-61	04-05-61
Captain John N. RENFRO, USN	04-05-61	08-04-62
Captain David A. MERRILL, USN	08-04-62	09-28-63
Captain Edward R. HUNT, USN	09-28-63	09-25-64
Captain Jack S. KENYON, USN	09-25-64	07-28-65
Captain John G. WARD, USN	07-28-65	

Military and Naval units known to have embarked
in the USS CALVERT during World War II

U.S. ARMY

Headquarters, TENTH U.S. Army Corps
3rd Battalion, 17th Regiment, 7th Infantry Division
1st Battalion, 47th Regimental Combat Team, 9th Infantry Division
1st Battalion, 102nd Automatic Weapons (AAA) Regiment
1st Battalion, 160th Regiment, 40th Infantry Division
2nd Battalion, 163rd Regiment, 41st Infantry Division
1st Battalion, 165th Regimental Combat Team, 27th Infantry Division
1st Battalion, 180th Regimental Combat Team, 45th Infantry Division
1st Battalion, 187th Airborne Regiment, 11th Airborne Division
17th Portable Hospital Unit
30th Portable Hospital Unit

U.S. Marine Corps

Marine Air Warning Squadron FIVE
1st Battalion, 24th Marine Regiment, 4th Marine Division, FMF
Tactical Air Control Squadron THIRTEEN

U.S. NAVY

Commander, Support Aircraft
Mobile Hydrographic Unit FOUR

Post World War II

U.S. ARMY

2nd Battalion, 5th Regiment, 1st Cavalry Division
1st Battalion, 7th Regiment, 1st Cavalry Division
1st Battalion, 279th Regiment, 45th Infantry Division
2nd Battalion, 75th Regimental Combat Team

U.S. Marine Corps

3rd Battalion, 3rd Marine Regiment, 3rd Marine Division, FMF
1st Battalion, 4th Marine Regiment, 1st Marine Brigade, FMF
3rd Battalion, 4th Marine Regiment, 3rd Marine Division, FMF
1st Battalion, 5th Marine Regiment, 1st Marine Division, FMF
Headquarters, 9th Marine Regiment, 3rd Marine Division, FMF
1st Battalion, 9th Marine Regiment, 3rd Marine Division, FMF
3rd Battalion, 9th Marine Regiment, 3rd Marine Division, FMF
Headquarters, 3rd Marine Air Wing, FMF

U.S. NAVY

Beachmaster Unit ONE
Tactical Air Control Squadron THREE
Tactical Air Control Squadron ELEVEN
Tactical Air Control Squadron TWELVE
Underwater Demolition Team THREE

During the period 1942 to 1959, the USS CALVERT served in the following,

THIRD Amphibious Force (Flagship)

FIFTH Amphibious Force

Amphibious Group ONE (Flagship)

Amphibious Group THREE (Flagship)

Amphibious Group ELEVEN (Flagship)

Amphibious Group Fourteen (Flagship)

Amphibious Squadron FIVE (Flagship)

Amphibious Squadron SEVEN (Flagship, temporary)

Transport Squadron ONE (Flagship)

Transport Squadron FIVE (Flagship)

Transport Squadron SEVEN (Flagship, temporary)

Transport Squadron FOURTEEN

Transport Squadron SEVENTEEN

Transport Division ONE (Flagship)

Transport Division SEVEN (Flagship)

Transport Division NINE - Temporary (Flagship)

Transport Division TEN - Temporary (Flagship)

Transport Division TWELVE - Temporary (Flagship)

Transport Division THIRTEEN (Flagship)

Transport Division EIGHTEEN - Temporary

Transport Division TWENTY-EIGHT

Transport Division THIRTY (Flagship)

Transport Division THIRTY - Temporary (Flagship)

Transport Division THIRTY-SEVEN

Transport Division FIFTY-ONE (Flagship)

Service Division ONE HUNDRED-TWO

CITATIONS AND AWARDS (CONT'D)

Following is an excerpt from a news item that appeared in "THE NEWPORT NAVALOG" dated Saturday, 4 November 1944:

For rescuing a shipmate from the twin perils of drowning and being crushed between two surging ships, Russell Amos GROCER, BM2c, USN, received the Navy and Marine Corps Medal on Saturday, 4 November 1944.

The U.S.S. CALVERT (APA 32) to which GROCER was attached, was laying to in the harbor of Eniwetok Atoll, having just participated in the invasion of Saipan. GROCER, noticing a man from a nearby ship fall into the water, instantly climbed down a line over the side and went to the aid of the drowning sailor.

There were heavy ground swells and a strong tide in the harbor causing the ships to plunge and toss. Both GROCER and the man in the water faced the danger of being caught between the ships for almost certain death. To add to the bos'n's troubles, the sailor he was trying to save became panicky and struggled violently. GROCER finally subdued the bewildered man and managed to haul him to safety.

The citation, made in the name of the President of the United States and Admiral C.W. NIMITZ, Commander in Chief, United States Pacific Fleet, read, "His heroic conduct performed in the face of great danger to himself, was outstanding and in keeping with the highest traditions of the Naval Service". The citation was presented by Commodore C.W. MAGRUDER, Commanding Officer of Newport Naval Training Station.

Upon return of the CALVERT to the United States several of the support boat crews were transferred from the ship prior to being sent to England, where they would eventually participate in the D-Day invasion of Normandy.

While awaiting transportation to England, the following award was presented at a ceremony in Portsmouth, Virginia.

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the LEGION OF MERIT to

LIEUTENANT JUNIOR GRADE WILLIAM H. FILE, JR.
UNITED STATES NAVAL RESERVE

for service as set forth in the following

CITATION:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States while in command of a support boat Squadron during the amphibious assault on the Island of Sicily, July 9-10, 1943. With six of his twelve support boats either sunk or badly damaged by storms and high seas, Lieutenant Junior Grade File quickly organized and effectively disposed the remaining craft, conducting them to the line of departure and then to strategic positions off the beach. Skillfully directing the accurate and deadly fire of his boats, he silenced a hostile pillbox which was attacking the first wave of our landing units, and forced the enemy to retire from other gun emplacements. Lieutenant Junior Grade File's daring leadership and unswerving devotion to duty contributed materially to preventing loss of life or injury to our troops in the first four assault waves which landed in this area."

For the President,

/s/ Frank Knox

Secretary of the Navy.

APA32/P15/MM

U.S.S. CALVERT

12 June 1944.

Serial:

C O N F I D E N T I A L

From: The Commanding Officer.
To: The Commander in Chief, U.S. Pacific Fleet.
Via: (1) Commander Transport Division THIRTY, Fifth Amphibious Force.
(2) The Administrative Commander Fifth Amphibious Force.

Subject: GROGER, Russell Amos, 202 13 30, B.M.2c, USN; HAJEK, Rudolph (n), 646 25 22, S.1c, V-6, USNR; TURCHI, John Lewis, 626 79 12, S.1c, V-6, USNR; Recommendation for Award of Navy and Marine Corps Medal.

References: (a) Secnav Circ. Ltr. 44-266 of 7 March 1944.
(b) PacFleet Letter 301-44.
(c) ComPhibPac Circ. Letter AL12-44.

1. It is recommended that GROGER, Russell Amos, 202 13 30, B.M.2c, USN, be awarded the Navy and Marine Corps Medal.

CITATION

On the night of 9 June 1944, the USS CALVERT was alongside the USS CARABOU, at anchor, in Eniwetok Harbor, in the Marshall Island Group, receiving fuel. At approximately 2245 a commotion broke out on the USS CARABOU resulting in the handcuffing of three men. At 2300 one of the handcuffed men broke arrest and jumped over the side between the two ships.

With both ships surging heavily, due to the ground swell and a strong tide at the time, GROGER with courageous disregard for his own safety immediately slid down a line over the side of the ship and swam to the rescue of the handcuffed man. After a considerable struggle, as the man resisted all efforts to aid him, and with the aid of TURCHI and HAJEK, the man was lifted into a small boat which came to the scene. It is considered that GROGER's presence of mind and courage were in keeping with the highest traditions of the Naval Service, and that he was materially instrumental in saving a man's life under very adverse conditions.

2. It is recommended that HAJEK, Rudolph (n), 646 25 22, S.1c, V-6, USNR, be awarded the Navy and Marine Corps Medal.

CITATION

On the night of 9 June 1944, the USS CALVERT was alongside the USS CARABOU, at anchor, in Eniwetok Harbor, in the Marshall Island Group, receiving fuel. At approximately 2245 a commotion broke out on the USS CARABOU resulting in the handcuffing of three men. At 2300 one of the handcuffed men broke arrest and jumped over the side between the two ships.