

## HISTORY OF U.S.S. CALVERT (APA32)

The U.S.S. CALVERT was commissioned at 1500, 1 October 1942. The vessel was moored port side to Pier #7, Norfolk Navy Yard and was commanded by Captain D.W. LOOMIS, USN. From the date of its commissioning until 21 October 1942 the vessel was anchored or operated in the vicinity of the Norfolk Area.

The Task Group Commander's forwarding endorsement to the action report of the CALVERT for the North African campaign states: "On the morning of 22 October 1942, while exercising off Cove Point Light in the Chesapeake, the U.S.S. 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 U.S.S. 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 U.S.S. 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 U.S.S. CALVERT in coordination with the U.S.S. HARRIS and the subsequent unloading of the transport was carried out with expedition and timeliness to the end that the U.S.S. CALVERT made her full contribution to the success of our aims in Operation Torch. Captain J.W. WHITFIELD, USN, commanding first the U.S.S. HARRY LEE then the U.S.S. CALVERT and the officers and men under his command in the U.S.S. CALVERT are commended to the Task Force Commander for special recognition of the meritorious performance of an arduous, exacting and dangerous task."

On 14 November 1942, the CALVERT departed from North African shores and arrived in the Norfolk area on 24 November. In January 1943, Captain A.P. MULLENIX, USN, relieved Captain J.W. WHITFIELD, USN, as Commanding Officer. The ensuing months were devoted to various exercises and drills in amphibious tactics. This vessel was assigned to assist in the training of various Army elements who would later assault the enemy held beaches.

Captain L.A. THACKREY, USN, relieved Captain A.P. MULLENIX, USN, on 9 April 1943 and the vessel continued its participation in debarkation drills, gunnery exercises and tactical maneuvers along the Atlantic Coast between Norfolk, Virginia and New York.

On 12 June 1943 this vessel sailed in company with a large task force and moored in the harbor of Mers El Kebir, Algeria on 22 June 1943 to make final preparations for participation in the assault on Sicily.

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, EMLc, USN, descended into the hold, from which heavy smoke was pouring, and with courageous disregard for his own safety assisted in ~~hauling~~ 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.

In the same fire, LEE, Marshall William, Then Shipfitter First Class, 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, July 10 - 12, 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, Commander, 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 U.S.S. 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; 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.

The 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, 28 LCM and 3½ LCT boat loads were necessary to unload the ship of personnel and cargo."

The Boat Group Commander, Lieutenant (then Lieutenant junior grade) WILLIAM B. COTT, USNR, 201516, received the following commendation from the Commanding Officer: "During the period of July 10th to 12th 1943, the U.S.S. 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."

The following remarks were submitted by the Commanding Officer regarding CARPENTER, Francis, Slc, 647 37 70, USNR, in a letter to Commander, Task Force 5: "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 harmed. He thus contributed materially to the success of the assault operations and was instrumental in the saving of the lives of several men".

The following named hatch party members contributed greatly to the success of the Sicily operation by their skill and hard work in expediting unloading. Their 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 splendor devotion to duty and hard work it was recommended that these men be advanced to the ratings as noted:

ERISLIN, John R.,	212 45 60,	BMlc, USN	- to Chief Boatswain's Mate (AA).
BROTHERTON, Donald	250 46 92,	BMlc, USN	- to Chief Boatswain's Mate (AA).
SURDYKA, Andrew (n)	706 38 47,	Cox, USNR	- to Boatswain's Mate Second Class.
MC GIVNEY, Walter	646 52 32,	Cox, USNR	- to Boatswain's Mate Second Class

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 I.	328 26 35,	BM2c, USNR	- to Boatswain's Mate First Class.
SCHUBERT, Edward	408 52 76,	BM2c, USNR	- to Boatswain's Mate First Class.
CLARE, Archibald T.	204 21 98,	BM2c, USNR	- to Boatswain's Mate First Class.
HEADY, Ura C.	286 94 08,	BM2c, USNR	- to Boatswain's Mate First Class.
VAN TUINEN, Harold	311 90 24,	Cox, USN	- to Boatswain's Mate Second Class
ANTONES, August	606 21 84,	Cox, USNR	- to Boatswain's Mate Second Class
PAULIE, Sylvester	152 40 93,	Cox, USNR	- to Boatswain's Mate Second Class
CALE, Wilbur	268 21 68,	Flc, USN	- to Motor Machinist's Mat Second Class.

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".

The CALVERT returned to the United States and on 21 August 1943, Captain L.A. THACKREY, USN, was relieved by Lieut. Comdr. E.J. SWEENEY, USNR, as commanding officer. A few days later the ship took her departure from New York City for the West Coast, passing through Cristobal on 30 August and arriving at San Diego on 3 September and San Francisco on 12 September 1943.

On 26 September 1943 the CALVERT arrived at Pearl Harbor and devoted the ensuing 30 days preparing for participation in the Makin Island invasion. This vessel was a unit of TransDiv 20, Assault Task Unit 52.1.1 of Northern Attack Force, Task Force 52. The 165th infantry regimental combat team of the 27th division with reinforcements were embarked, a total of 75 officers and 1314 men.

The beach assigned this vessel for landing was located on the southwest end of Makin Island and designated the "Red Beach". On 20 November 1943, D-Day, one hour and 40 minutes were spent to load five assault waves consisting of 30 boats with 913 men and 81 3/4 tons of equipment. Total amount of cargo aboard ship was 389.1 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.

Because of the coral obstructions surrounding the landing area assigned to the CALVERT, all of the boats experienced difficulties in retracting, many of them incurring screw casualties, wrecked skags, damaged rudders and holes in the hull. Several boats became swamped to the sinking point when ramps were lowered to allow the troops to disembark. No members of ship's company were casualties, however.

This ship returned to Pearl Harbor on 2 December 1943 where it was detached from TransDiv 20, 5th Phib and assigned to TransDiv 28, 5th Phib. On 12 December departure was made from Pearl for San Diego and upon arrival, 19 December 1943, the CALVERT was tied up at Pier 1, Destroyer Base, San Diego, California.

On 1 and 2 January 1944, rehearsals were conducted for participation in the Marshall Island invasion off San Clemente Island, California. From 6 January to 13 January, the CALVERT was moored in the San Diego area. As a unit of TransDiv 30, TU 53.2.3 of Northern Attack Force, TF 53, departure was made for Lahaina Roads, Hawaii. Upon arrival, refueling and provisioning was accomplished in one day and the CALVERT left on 22 January for its objective in the Marshall Island Campaign.

This ship had embarked Landing Team 3 of 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.

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. After maneuvering for the night the task force returned to the objective and 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.

On 8 February 1944, after having been anchored in Kwajalein Lagoon since 1 February, the CALVERT departed for Pearl Harbor in company with TU 53.11.3, arriving at Pearl Harbor on 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 14-18 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.

The CALVERT was moored 3 May, 1944 to starboard side USS ASHLAND (LST-11), Berth XL7, Pearl Harbor. The next four days were spent at Sand Island, Honolulu, Oahu, T.H. During 14 to 19 May 1944 a rehearsal for the landings later made at Saipan was conducted under simulated conditions in Maalea Bay, Maui, T.H. The next two days were spent at Pearl Harbor and on 21 May 1944 sailed for Eniwetok attached to TransDiv 30, Transport Group Baker, operating with TF 52. ComTransDiv 30 in the U.S.S. LEONARD WOOD (APA12) was Captain D.W. LOOMIS, USN, first commandin officer of the CALVERT.

The period during 8 to 11 June, 1944 was devoted to provisioning, watering and fueling. On 11 June departure was made for Saipan, next objective of the CALVERT, with Landing Team One of Combat Team 24, 4th Marine Division, a total of 87 officers and 1221 men with 660 short tons of cargo and supplies, combat loaded. Hydrographic Units No. 2 and 4 (CTU 52.13.8) consisting of 7 officers and 33 enlisted men, and Air Support Group IA consisting of 6 officers and 17 enlisted men were also embarked.

The mission of this vessel for the SAIPAN operation was to conduct a diversionary movement off Tanapag Harbor, Saipan, Mariannas Archipelago. Organized for this purpose was a Demonstration Group, TG 52.9 consisting of TransDiv 10 and 30. The CALVERT was further directed to maintain readiness as "priority ship Number One" in the division to debark troops and cargo "on call" off Saipan.

In company with TransDiv 10 and 30, the CALVERT arrived off Tanapag Harbor at 0640, 15 June 1944, D-Day. The Demonstration Group (TransDiv 10 and 30) aimed at diverting enemy's ground forces away from actual landing beaches. Diversionary boats returned to CALVERT at 0833 and were all hoisted aboard by 0910 when TransDiv 10 and 30, the Demonstration Group, were underway to effect a joinder with Transport Group Baker at 1100. Being "Priority Ship Number One", the call came at 1105 to boat the landing team. All assault waves were debarked by 1215.

On D-Day, 15 June 1944, only 18½ tons of equipment which accompanied assault waves were unloaded. Boats were employed to land following groups and their gear: The Assistant Division Commander, 24th Marines and staff, Division Support Commander and staff and a JASCO. On 16 June, after maneuvering during the night, the group returned to the objective at 0655. Discharging of cargo commenced at 0715 and continued for 10½ hours. 78½ tons short tons were unloaded. On D-Day plus 2, 17 June, the CALVERT returned to the objective after retiring for the night, and unloaded the balance of her cargo, completing the task at 1500.

On D-Day, the mortar fire over the boat channel was so intense that landing craft were forbidden entrance to the channel until 1000 the next morning. No boats from the CALVERT could enter the Yellow Beach area because of coral obstructions.

From 1500, D-Day, 15 June, to 24 June, 168 casualties were received on board and treated. Of which, 51 returned to the beach for duty. 69 were transferred to the U.S.S. SAMARITAN, 38 to the U.S.S. RELIEF and 6 were retained aboard. Five deaths resulted from casualties received aboard. Several members of ship's company were wounded and awarded Purple Hearts therefor on 1 October 1944.

Departure was made from Saipan on 24 June for Eniwetok where the ship remained from the date of its arrival, 28 June, until 19 July, at which time the CALVERT commenced a return voyage to Saipan, arriving there on 24 July, one month subsequent to its departure after participating in the Saipan landings.



In the Tinian operation this vessel once again was assigned to the naval components conducting the diversionary demonstration by means of simulated landing on Blue Beach, Tinian Island in order to deceive the enemy regarding the primary point of attack and to immobilize his reserves. These vessels composed TransDiv 30, TF 52.8 and were part of Task Force 52, Northern Attack Force.

The demonstration group's landing craft drew fire from enemy coastal defense batteries. The boats, operating in a choppy sea and a strong current, were under mortar fire from their initial approach of 2000 yards from the beach until they were approximately 3500 yards away. None of the boats was damaged or person injured although several pieces of shrapnel entered some of the boats. At about 0800, D-Day, three shell splashes were seen about 2000 yards off the starboard quarter of the CALVERT. This vessel was not damaged and nothing occurred to hinder its part in the operation.

Twelve officers and 806 men of the First Battalion, 8th Marines were embarked on the CALVERT for the TINIAN operation. No members of ship's company suffered casualties.

On 25 July 1944, the CALVERT and the ships with which she had been in company returned to Saipan anchorages. On 28 July the CALVERT departed from Saipan for Pearl Harbor via Eniwetok, sailing in company with TU 57.18.3. Upon arrival off Eniwetok Atoll at 0630, 1 August TU 51.18.3 was dissolved and this vessel became part of TU 57.19.14 had embarked 420 Japanese and Korean prisoners of war. The POW's were quartered in #3 hold, 2nd and 3rd decks. Frequent period topside were given them, weather and circumstances permitting. The guard unit aboard for the POW's consisted of 3 officers and 50 men of Marine Air Warning Squadron.

The CALVERT arrived at Pearl Harbor on 10 August and remained there until 21 August at which time embarkation of the troops of the 24th Amphibious Corps, Third Battalion, 17th Regiment, 7th Infantry Division, U.S. Army was commenced and was concluded on 25 August. During this period, 21-25 August, 756.5 tons of combat cargo was received. Training exercises for participation in the Yap operation were conducted during the period 29 August 3 September at Maalae Bay, Maui, T.H.

On 5 September 1944, Captain RONALD T. STRONG, DE-V(G), 13171, USNR, relieved Commander EDWARD J. SWEENEY, D-1, 65474, USNR, as Commanding Officer of the U.S.S. CALVERT. This exchange in commands was effected while the vessel was in Pearl Harbor where she remained until 15 September.

This vessel sortied from Pearl Harbor enroute to Eniwetok, the staging point for one of the phases of the assault operation against Yap and Ulithi which were the assigned targets of the Eastern Attack Force (TF 33) of which the CALVERT was a part. While underway on 16 September 1944, a dispatch was received from CTF 33 directing cancellation of Phase II (targets for Yap and Ulithi); on 18 September while still underway for Eniwetok, a dispatch was received from CTF 33.1 advising that the new objective probably would be Leyte with the new target date 20 October 1944.

The CALVERT arrived in Eniwetok on 25 September 1944 and departed on 28 September 1944 arriving at Manus (new staging point) on 3 October 1944.

At 1450, 27 September 1944, Commander JOHN F. WARRIS, 27056, USN, reported aboard to relieve Captain R.T. STRONG, as Commanding Officer.

On 1 October 1944 this vessel observed the ceremony of Commander WARRIS relieving Captain STRONG as well as several medals and awards being presented to officers and men of the ship's company.

From 3 October through 14 October the CALVERT was anchored in Seeadler Harbor, Manus Island. At 0100, 9 October, TG 33.1 was dissolved and TG 79.1 became effective. This ship was an element of TU 79.3.2 (TransDiv 30, under Captain C.A. MISSON, USN), TU 79.3.2 is an element of TG 79.3, Transport Group whose Commander was Captain RICHARDSON, USN. TF 79.3 was an element of TG 79.1, Attack Group Able, under the command of Rear Admiral R.L. CONNOLLY, USN.

On 14 October 1944, the TG sortied from Manus and proceeded toward Leyte with Jig Hour, Able Day set for 1000(I), 20 October 1944. Embarked on the CALVERT was the 3rd Battalion, 17th Regiment, 7th Army Infantry Division reinforced composed of 70 officers and 1261 men.

During the period 1000(I) 20 October (Jig Hour, Able Day) and 1625(I), 20 October, this vessel successfully unloaded 756.5 tons of supplies and equipment, embarked all of the assault personnel and dispatched all the unloaded cargo and embarked troops to Violet and Yellow Beaches in the Dulag area in support of the assault on the Central Eastern Coast of Leyte Island, Philippines, in order to assist in the capture of the Island from the Nipponese.

The unloading and debarking was continuous throughout hours of daylight and darkness and was accomplished under handicaps of intermittent heavy protective smoke screens with visibility zero, flash red alerts and during actual air attacks. The vessel sustained no battle damage although two members of the crew suffered wounds and were subsequently awarded the Purple Heart.

While at the objective orders to make smoke were given on 10 different occasions. Smoke was called for and was made for a total of 6 hours. Complete embarkation of troops and equipment of the assault waves was accomplished in 2 hours and 5 minutes.

On 23 October the CALVERT departed in company with ships of its TransDiv at Seeadler Harbor, Manus, arriving there on 27 October 1944 and remaining at anchor until 3 November at which time this vessel proceeded independently to Lagemak Bay, 2 miles south of Finschhafen, New Guinea on 4 November. On 7 November following Army elements were embarked in the Lagemak Bay area: 3 companies 187th Airborne, 1 Battalion of 102nd automatic weapon, 30th portable hospital unit and 17th portable hospital unit. On 11 November a rendezvous was made with TG 79.15.1 for return to Leyte, where the convoy arrived on 18 November. Debarkation of cargo and personnel commenced at 0750 and was concluded at 1910. The convoy then proceeded to return to Manus. With TU 79.15.1, the CALVERT arrived Seeadler Harbor, Manus Island, Bismarck Archipelago. The next three days were devoted to receiving provisions and stores. From 29 November to 9 December, the CALVERT was in the Cape Gloucester, New Britain area. During this period the personnel of the First Battalion, 160th Regiment, 40th Infantry Division were embarked on the CALVERT. The CALVERT then returned to Seeadler Harbor, Manus and departed from there on 16 December for the Huon Gulf area, New Guinea to conduct embarkation exercises for the troops aboard who were later to participate in the Huon Gulf operation.

On 31 December, TG 79.2 departed for the assault on the Lingayen Area, Luzon Island, Philippine Islands in which she participated as a part of TG 79.4.2, TG 79.4, TG Baker, TG 79.2.

On 9 January 1945 the CALVERT commenced forming a special approach disposition and upon arrival disembarked the combat troops previously embarked at Cape Gloucester as well as 527 short tons of cargo. The cargo unloading was deemed to be a "peak performance for this type of ship in connection with an assault landing".

The CALVERT departed from Lingayen Gulf on 9 January for Leyte and on 18 January departed from Leyte for Biak, as unit of TG 78.6 to load personnel and cargo of the 41st Infantry Division for transportation to the Lingayen area where they are to be unloaded as directed by CTG 78.1 and arrived at Soeanggarai Roads, Biak Island, Schouten Islands, on 22 January 1945. Loading of cargo and troops was completed on 28 January (599 short tons) and the ship departed for Leyte, once again, where she arrived on 7 February.

On 9 February 1945 this ship participated in the landing of U.S. Army personnel, cargo and equipment at Mindoro Island, P.I., as part of TG 78.6, TransDiv 12 (Temporary) as part of TF 78, by landing 2nd Battalion, 163rd Regiment, 1st Infantry Division consisting of 35 officers and 831 troops and equipment of 99 short tons on the beach San Augustin, Mindoro Island, P.I. Seven hours and 5 minutes were devoted to unloading the foregoing personnel and equipment. The CALVERT then returned to Leyte and departed from there on 15 February with Commodore H.W. GRAF, ComTransRon 9, and his staff aboard for Ulithi. While anchored at Urushi Anchorage at north end of Ulithi Atoll, Commodore GRAF and his staff lifted flag from CALVERT to USS ZEILIN (APA3). The journey from Leyte to Ulithi was made as a part of TU 78.5.3, which was dissolved upon arrival. The CALVERT remained at Ulithi until 6 March, on which date she sortied from Ulithi Lagoon for Waietok arriving there on 11 March and proceeded immediately from there for Pearl Harbor arriving on 18 March. At 1600, 19 March this vessel received orders to proceed from Pearl Harbor for Seattle, Washington and upon arrival to report to Com 13 and Comdt, PSNY, Bremerton, Washington to undergo overhaul. Upon its arrival on 26 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 a RAGC.

The CALVERT was designated to be the flagship for the Commander Amphibious Group 14, Rear Admiral R.P. BRISCOE, USN, when she departed from the Puget Sound Navy Yard on 24 August 1945, having the rear echelon of that flag aboard. The vessel was loaded with 600 casualties for Kwajalein and 250 for Leyte, upon her arrival at Pearl Harbor on 31 September. The Kwajalein passengers were debarked on 8 September and this vessel departed the same day for Leyte arriving there on 1 September 1945. On 17 September this vessel arrived at Zamboanga, P.I., where the Commander Amphibious Group 11, Rear Admiral B.J. RODGERS, USN, came aboard and PhibGroup 14 was shifted to the USS HENRY T. ALLEN (AG18), ComPhibGrp 11 was also CTG 54.11, Commander of the Central Occupation Group of the Fifth Fleet's line of responsibility on Honshu and Shikoku Islands. On 21 September 1945 at Icajalar Bay off Bugo, P.I., Major General F.S. SIBERT, USA, embarked with his staff of X corps officials. This vessel returned to Leyte Gulf, P.I. on 22 September where it sortied with TransRon 16 from Leyte Gulf on the following day with destination as Kure, Japan.

On 23 September, Rear Admiral RODGERS, OTC, ordered the destination changed to Buckner Bay, Okinawa in order to ascertain the exact course of an incoming 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 retired 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 Nagasaki, Hiroshima, and Hiro - all of atomic bomb "fame". On 5 October 1945, the landing was made on the Island of Shikoku. At 0800, the convoy entered Bungo Bay and proceeded on various courses and speeds through the Inland Sea to Itoya Bay, 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, USCGC 54.11 embarked to participate in the occupation of Shikoku by elements of the 1st Army Corps. On 27 October this vessel returned to Hiro Wan for a period of 10 days and then departed for Yokohama. On 6 November, while at Yokohama, Admiral RODGERS shifted his flag to the USS MT. OLYMPUS (AGC8), and the staff of the Third Amphibious Force, Commodore P.P. POWELL, USN, Chief of Staff, in administrative command, embarked this vessel, together with elements of the 6th Marine Division and various army units, for transportation to Pearl Harbor. The CALVERT departed Yokohama, 7 November 1945 and upon arrival at Pearl Harbor on 16 November reported to Commander Task Group 16.12 for duty in the "Magic Carpet" operation.

COMMANDING OFFICERS - USS CALVERT (APA-32)

10-1-42 - 11-16-45

	<u>Date of Command</u>	<u>Date Relieved</u>
Captain Donald W. LOOMIS, U.S. Navy	10-1-42	10-24-42
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Captain James W. WHITFIELD, U.S. Navy 1007 Rodney St., Wilmington, Del.	10-24-42	Jan.-43
***		
Captain Allen P. MULLENIX, U.S. Navy Attica, Ind.	Jan.-43	4-9-43
***		
Captain Lyman A. THACKREY, U.S. Navy 2137 Grove St., National City, Calif.	4-9-43	8-21-43
***		
Commander Edward J. SWEENEY, U.S. Naval Reserve 247 - 14 137th Rd., Rosedale, L.I.	8-21-43	9-5-44
***		
Captain Ronald T. STRONG, U.S. Naval Reserve 4670 Hermosa Way, San Diego, California.	9-5-44	10-1-44
***		
Captain John F. WARRIS, U.S. Navy 1920 7th Avenue West, Seattle, Washington.	10-1-44	----
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HISTORY OF THE USS CALVERT (APA32) - APPENDIX (2)

CITATIONS AND AWARDS PRESENTED ABOARD THE USS CALVERT

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,  
2921 Benbrook Blvd.  
Fort Worth, Texas.

"Citation": "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."

To: Lieutenant (jg) Donald Lehmann FETTERMAN, USNR  
241 W. Oley St.,  
Reading, Penna.

"Citation": "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 LVTs 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."

In the name of the President of the United States, the Commander in Chief, United States Pacific Fleet, presents the BRONZE STAR MEDAL:

To: Lieutenant (jg) Burnett Dickson BRUCE, USNR  
3410 Oak Park Ave.  
Berwyn, Ill.

"Citation": "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."

To: Lieutenant (jg) Raymond Grant MACLEAN, USNR  
50 Cole St.  
South Portland, Maine.

"Citation": "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."

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

To: Lieutenant (jg) Dwight "A" CALLAGAN, U.S. Navy  
214 North Ave.  
Aurora, Ill.

"Citation": "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.

"Citation": "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 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 six others. His conduct throughout 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 below:

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

"Citation": "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 Third Class, U.S. Navy  
642 East Hilton, St.  
Philadelphia, Penn.

"Citation": "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 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 First Class, U.S. Navy  
Box 344  
Hamilton, Montana.

Edward Palmer HAWKINS, Carpenter's Mate First Class, USNR  
Eau Claire, Wisc.

Alvin Carl SCHWARZE, Pharmacist's Mate Second Class, USNR  
206 Forbell St.  
Brooklyn, New York.

Emory Anderson SLOAN, Coxswain, USNR  
Amarillo, Texas.

Louie Edward ALBIN, Seaman First Class, USNR  
Box 515  
Sheridan, Oregon.

Raymond Willis GLASCO, Seaman First Class, USNR  
Box 282  
Purcell, Oklahoma.

William Claud MORRIS, Jr., Seaman First Class, USNR  
7129 First Avenue  
Birmingham, Alabama.

Francisco, QUESADA, Seaman First Class, USNR  
1011 E. 2nd St.  
El Paso, Texas.

Billie Frank TROUT, Seaman First Class, U.S. Navy  
Holtand, Tenn.

Charles Edward WYLIE, Seaman First Class, USNR  
Ft. Worth, Texas.

"Citation for each of the above:

"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."