

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 splendid devotion to duty and hard work it was recommended that these men be advanced to the ratings as noted:

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|---------------------|------------|-----------|-------------------------------------|
| 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:

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|----------------------|------------|------------|--|
| ZABUKOVER, Martin I. | 328 26 35, | EM2c, USNR | - to Boatswain's Mate First Class. |
| SCHUBERT, Edward | 408 52 76, | EM2c, USNR | - to Boatswain's Mate First Class. |
| CLARE, Archibald T. | 204 21 98, | EM2c, USNR | - to Boatswain's Mate First Class. |
| HEADY, Ura C. | 286 94 08, | EM2c, 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, | F1c, 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.