

The CALVERT was moored 1 May, 1944, to starboard side USS LSM-40 (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, Transports 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.