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**A History of the USS Calvert (APA-32)**  
**Research Notes: Introduction, Origin Story, and Design Details**

Sources, Notes

**Contents of this document****I) The USS Calvert - Introduction, brief history, and crews' impressions of the ship****II) The origin story of the USS Calvert, including:**

A) The formation, and success, of the Mississippi Shipping Company in meeting the growth of commercial and passenger service between the Gulf Coast of the United States and South America. Their success in this venture and the eventual need for a fleet of modern oceangoing vessels heading into the early 1940s.

B) The Merchant Marine Act of 1936: Essential Trade Route Program; The United States Maritime Commission's Type-C3 class ship design specification.

C) The Mississippi Shipping Company's C3-C&P ship design for six combined cargo and passenger ships. Including the ship that would be commissioned as the USS Calvert.

D) The Bethlehem Steel Company's contract to construct these six ships at their Sparrow's Point Shipyard, Maryland.

F) The escalation of World War II during 1941-42 and the War Shipping Act of 1942..

**III) The principal characteristics of the Mississippi Shipping Company's C3-C&P hull design, and related mechanical details****IV) The biography of naval architect Vladimir M. Von Der Friede**

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**A History of the USS Calvert (APA-32)****Research Notes: Introduction, Origin Story, and Design Details****Sources, Notes****I) The USS Calvert - Introduction, brief history, and the crews' impressions of the ship****USS Calvert, APA-32**

ex-USS Calvert, AP-65  
ex-Delorleans (I), Mississippi Shipping Company

Bethlehem Steel Sparrows Point Shipyard - Yard number: #4363  
Maritime Commission - Hull number: MC-151  
Maritime Commission - Contract number: MCC-810 | Contract date: 1940-04-30

Note: "ex-" indicates former designations.

Shipbuilding History, Bethlehem Sparrows Point.  
<http://shipbuildinghistory.com/shipyards/large/bethsparrowspoint.htm>

Cost of War-Built Vessels, From Inception, From October 25, 1936 to June 30, 1946  
<http://appendix.usmaritimecommission.de>

Crescent City Class. ShIPscribe.  
<http://www.shipscribe.com/usnaux/APA/APA21.html>

The USS Calvert was originally intended for commercial cargo and passenger service and was one of six ships designed for the Mississippi Shipping Company to provide modern, safe, efficient and fast service as part of the company's "Delta Line" routes between the gulf and east coast of South America.

The Calvert's keel was laid down on November 15, 1941 at the Sparrows Point Shipyard, Maryland by Bethlehem Shipbuilding Corporation. In April of 1942, while still under construction, the ship was acquired by the U.S. Government and work began to convert her to standards of the Navy's troop transport specifications (AP designation).

On October 1, 1942 the ship was commissioned as USS Calvert, AP-65, by the United States Navy. On February 1, 1943 the USS Calvert was redesignated as APA-32, an Attack Transport.

Dictionary of American Naval Fighting Ships, Volume 4, p490

Among other sources.

As an Attack Transport, the Calvert transported US troops and equipment from Allied bases to Axis beaches during WWII. At an invasion staging point, typically located several miles offshore from designated landing beaches, the Calvert's landing boat crews transported men and equipment from the side of the ship to enemy beaches. The delivery of troops and equipment to designated beaches was accomplished using small-to-mid sized landing craft, and often while under fire. After unloading all men and cargo the Calvert was at times used as a triage point for wounded US soldiers. She was also used occasionally to transport Axis prisoners of war.

With the end of World War II, the Calvert was decommissioned and placed in Naval Reserve with the Atlantic Reserve Fleet, James River Fleet (ex-The Norfolk Group of the Sixteenth Fleet).

The Calvert was called back into service in August 1950 with the start of the Korean war. On October 18, 1950 she was re-commissioned, again as the USS Calvert (APA-32). The Calvert and her crews continued service in the Pacific as part of the US Navy's Amphibious Force for the next 16 years.

Dictionary of American Naval Fighting Ships, Volume 4, p490.

Among other sources.

The USS Calvert was decommissioned in May 1966. From 1966 until 1977 the ship was used as a training hulk at the Oakland Naval Supply Center until 1977. She was sold in 1977 and eventually scrapped.

**A well-designed ship - "She rode like a duck."**

The USS Calvert was well-respected by her crew, commanders, and passengers throughout her entire service in the Navy. Kemp Tolley, former Commander of Amphibious Squadron Five, Pacific Fleet, explains:

1) "She rode like a duck ... I've ridden a good many ships in my day, some heavy rollers, thirty degrees on a side, and some with a snap and roll of 5 second period that would wear you plumb out. But Calvert was in a class by herself. Never experienced a better sea boat. She rode like a duck, never pounded or shuttered. Whoever put her together knew their ship design. And with the exception of a bridge door that banged like a saluting gun just the other side of my bedroom bulkhead, I had no complaints, only praise. I left her with regret in June 1956, after an unusually long cruise in command of Phibron V."

1) Calversion Vol 9, p7  
Kemp Tolley

Editor's note: The Calvert's stern was often referred to as being a "duct tail stern" given it's design and shape. Also, The Calvert is represented as a cartoon duck in the 1951 unofficial "Chigasaki Raiders" patch and matchbook cover, which can be seen here <https://www.usscalvert.com/2020/05/10/robert-b-hile-bm3-1950-1954/> and here <https://www.usscalvert.com/2015/01/12/uss-calvert-chigasaki-raiders-match-book-cover-circa-1950s/>

Many former crew members have shared how their experience aboard the Calvert was far superior to other Navy ships. Marine and Army passengers also mentioned how it was a ship in class by itself compared to their other aboard-ship experiences. The stories and memories impart a feeling as if the ship itself brought the crew together, that it contributed to the crews' culture of "can do" attitude across the eras the ship saw service. .

Editor

The careful attention brought to the design of the USS Calvert, and the five other sister ships of the Crescent City Class, was intentional given the original purpose as specialized combined luxury passenger and cargo service between the Gulf Coast states of the United States and the Eastern ports of South America.

## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

### II) The origin Story of the USS Calvert

The story the USS Calvert begins and proceeds, as follows:

- A) The formation, and success, of the Mississippi Shipping Company in meeting the growth of commercial and passenger service between the Gulf Coast of the United States and South America. Their need for a fleet of modern oceangoing vessels heading into the early 1940s.
- B) The Merchant Marine Act of 1936: Essential Trade Route Program; The United States Maritime Commission's Type-C3 class ship design specification.
- C) The Mississippi Shipping Company's C3-C&P ship design for six combined cargo and passenger ships: S.S. Delbrasil, S.S. Delorleans, S.S. Deltargentino, S.S. Deluruguay, S.S. Delorleans (II), and S.S. Deltargentino (II)
- D) Bethlehem Steel Company's Bethlehem-Sparrow's Point Shipyard, Sparrow's Point, Maryland.
- F) The escalation of World War II during 1941-42 and the Japanese attack on Pearl Harbor, December 7, 1941.

Additional background details are provided for each of these topics throughout the remainder of this document.

#### A) Mississippi Shipping Company - 1919 to mid-1930s

An important historical thread leading to the ship being constructed in 1941-42, along with her five sister ships of the C3-C&P class, was the formation of the Mississippi Shipping Company in 1919. The company was successful in providing commercial and passenger service between the Gulf Coast of the United States and South America during the 1920s and mid-1930s. This success, along with the need to modernize it's fleet, ultimately led to the pursuit of six modern oceangoing vessels heading into the late 1930s and early 1940s.

1) "Prior to the organization of the Mississippi Shipping Company, Inc., in 1919, there was no direct regular two-way steamship service between Gulf ports and the east coast of South America. Sensing the need for such service, and especially for a regular northbound schedule from the Brazilian coffee ports, a group of New Orleans businessmen, headed by Messrs. Thomas F. Cunningham, Theodore Brent, R.S., Hecht and Geo. G. Westfeld, organized this company with the express purpose of establishing regular steamship services to South America with the cooperation of the United States Shipping Board."

1) A Growing American Flag Service Another Service Originally Established by the Shipping Board Which Has Shown Steady and Consistent Growth. Merchant Marine Bulletin. April, 1930. Page 20. Volume 3, Issue 11. United States. Interstate Commerce Commission. United States. Shipping Board. 1930

2) "The Company was organized early in 1919 for the purpose of providing regular two way, dependable steamship service between New Orleans and other Gulf Ports and Brazil. Its founders and organizers were principally New Orleans business men, bankers, importers, and exporters. Its primary purpose was to assure frequent and dependable service to importers of green coffee from Brazil."

2) Southern Ships for Southern Trade Manufacturers Record For December 1939. Volume 108, Issue 12 - pXX, XX, 52, 58

"The formation group in 1919 included Thomas F-Cunningham, with warehousing companies; MJ Sanders, original manager of Federal Barge Lines; RS Hecht, President of Hibernia Bank; Theodore Brent, Federal Barge Lines traffic manager and George G. Westfeldt, New Orleans coffee broker.

Maritime History and Archeology website (in Spanish. Published by Carlos Mey - Martinez - Argentina)  
Delta Line (Mississippi Shipping Co.), New Orleans 1919-1985  
Central and North America Passenger and Cargo Ship Lines  
<https://www.histarmar.com.ar/LineasdePaxNAaSCA/DeltaLine.htm>

The company's first ship was the Bound Brook, leaving Pensacola on August 12, 1919 with 4,100 tons of cargo destined for Rio de Janeiro and Santos. The first passenger ship was the North Delta, which left New Orleans in 1931 with 28 passengers, the first in a series of 4 small mixed passenger freighters."

1922 - 1926 - A series of acquisitions and operating agreements with other steamship companies serving the same region.

Southern Ships for Southern Trade Manufacturers Record For December 1939. Volume 108, Issue 12 - pXX, XX, 52, 58

1929 - Established the trade name The Delta Line.

1930

"After the line [Gulf ports to South American port routes] was purchased in 1929 from the United States Shipping Board, the Mississippi Shipping Company began to lay plans for further improvements in its service. ... planning to increase materially the speed of some of the vessels ... plans for additional and more comfortable passenger accommodations are also being drawn, with the construction of new fast passenger-cargo liners with space for refrigerated cargo also being given."

A Growing American Flag Service Another Service Originally Established by the Shipping Board Which Has Shown Steady and Consistent Growth. Merchant Marine Bulletin. April, 1930. Page 20. Volume 3, Issue 11. United States. Interstate Commerce Commission. United States. Shipping Board. 1930

Editor's note: The "plans for additional and more comfortable passenger accommodations are also being drawn" ultimately resulted in the C3-C&P class design described below, of which the Calvert belonged.

## A History of the USS Calvert (APA-32)

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#### B) The Merchant Marine Act of 1936; The Essential Trade Route program; The United States Maritime Commission's Type-C3 class ship design specification.

1) "The Merchant Marine Act of 1936 replaced the United States Shipping Board which had existed since World War I. It was intended to formulate a merchant shipbuilding program to design and build five hundred modern merchant cargo ships to replace the World War I vintage vessels that comprised the bulk of the United States Merchant Marine."

1) Wikipedia:  
[https://en.wikipedia.org/wiki/United\\_States\\_Maritime\\_Commission](https://en.wikipedia.org/wiki/United_States_Maritime_Commission), November 1, 2021

#### Essential Trade-Route Program

1) "Immediately upon the organization of the Maritime Commission, Mr. Joseph P. Kennedy, then Chairman, caused studies to be made in accordance with the provisions of the law [Merchant Marine Act of 1936], and outlined 30 essential routes from Atlantic, Gulf, and Pacific ports to important trade territories, calculated to assist exporters and importers in developing the foreign trade of the United States."

1) Sale of certain government-owned merchant vessels ... pt.2. United States. - p122, 123  
 Statement of Theodore Brent, President, Mississippi Shipping Co., Inc., New Orleans, LA.  
 Hearings before a subcommittee of the Committee on Commerce, United States Senate, Seventy-ninth Congress, first session on S. 292, a bill to provide for the sale of certain government-owned merchant vessels, and for other purposes ...

2) "The essential trade-route concept plays a large part in insuring that our American merchant marine is properly equipped with modern vessels designed and constructed in accordance with proper standards, by its specification of the number and type of vessels required provide proper service on any given essential route."

1) "To those operators who would agree to take on the obligations of the contract, the Maritime Commission was authorized to pay the difference in cost between American and foreign wages, subsistence and certain repair and insurance items. This is known as the operating-differential subsidy. The operators were required to assume many obligations."

#### Wartime and National Emergency Preparedness

2) "One of the primary purposes of the 1936 act is to ensure that the American merchant marine will be adequate not only for our foreign commerce but also as a naval and military auxiliary in time of war or national emergency."

2) Prepared Statement of H.X. Kelly, President, Mississippi Shipping Co., Inc. Amend 1936 Merchant Marine Act, p494, 495  
 Hearings Cong. 83 sess. 1/2 Merchant Marine & Fisheries v. 1 1953/1954

3) "From 1939 through the end of World War II, the Maritime Commission funded and administered a merchant shipbuilding program producing thousands of ships, including Liberty Ships, Victory Ships, and others, notably Type C1, Type C2, Type C3, Type C4 freighters and T2 tankers. Most of the Type C2s and Type C3s were converted to Navy auxiliaries, notably attack cargo ships, attack transports, and escort aircraft carriers and many of the tankers became fleet replenishment oilers."

3) Wikipedia:  
[https://en.wikipedia.org/wiki/United\\_States\\_Maritime\\_Commission](https://en.wikipedia.org/wiki/United_States_Maritime_Commission), November 1, 2021

The Commission also was tasked with the construction of many hundred "military type" vessels such as Landing Ship, Tank (LST)s and Tacoma-class frigates and large troop transports. By the end of the war, U.S. shipyards working under Maritime Commission contracts had built a total of 5,777 oceangoing merchant and naval ships."

#### The United States Maritime Commission's Type C3-class ship design specification

"Fortunately for the national defense and the preservation of American lives and goods, the Merchant Marine Act of 1936 was almost immediately successful in producing the designs of the C-types of standardized dry-cargo merchant vessels; and in encouraging the construction of advanced passenger-cargo designs such as the Sparrow Point Delbrasil type<sup>1</sup>."

These vessels<sup>2</sup> were modern, speedy, and well designed. Some were in operation and many under way when the war started; and their record during the hostilities was imposing."

Prepared Statement of H.X. Kelly, President, Mississippi Shipping Co., Inc. Amend 1936 Merchant Marine Act, p494, 495  
 Hearings Cong. 83 sess. 1/2 Merchant Marine & Fisheries v. 1 1953/1954

<sup>1</sup> Editor's note: Delbrasil Type is the same as the Delta Type, the Type C3-C&P (passenger and cargo), aka the Crescent City Class of US Navy Attack Transports. Additional details on this specific class, C3-C&P, are provided throughout this document.

<sup>2</sup> Editor's note: Refers to Maritime Commission's generalized "C Types" designs: C1, C2 and C3

The Type C3-class ship hull design was the third design pattern undertaken by the United States Maritime Commission in the late 1930s for the purposes of the modernization of the United States' cargo shipping fleet. The hull design itself was for a general purpose ship that could be modified for specific uses and was not specific to any service or trade route.

1) United States Maritime Commission C3 Type Ships online:  
<http://www.usmm.org/c3ships.html>

The Type C3-class ship design specification called for the following characteristics: A ship being 492 ft long, 69.5 feet wide, with a 28.5 foot draft, 7,800 gross tons and 12,000 deadweight tons. The ship's propulsion was designed to make 16.5 knots (30.6 km/h; 19.0 mph) equipped with a turbine developing 8,500 hp.

2) Wikipedia online:  
[https://en.wikipedia.org/wiki/Type\\_C3-class\\_ship](https://en.wikipedia.org/wiki/Type_C3-class_ship)

A total of 465 Type C3-class designed ships were built between 1940 and 1947. During World War II, many C3 ships were converted to naval uses, particularly as Bogue-class escort carriers, and as Windsor-class and Bayfield-class attack transports, Klondike-class destroyer tenders, submarine tenders, and seaplane tenders.

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### C) The Mississippi Shipping Company's C3-C&P ship design for six combined cargo and passenger ships. Including the ship that would be commissioned as the USS Calvert.

The Mississippi Shipping Company commissioned the design of a special variant of the Maritime Commission's Type C3-P specification. This variant was known as the C3-C&P (passenger and cargo), aka Delta Type.

This design variant is attributed to collaboration between naval architect V.M. Friede and the company. The purpose of the design was to meet the company's need for combined commercial cargo and luxury passenger service between New Orleans and the Eastern ports of South America.

Six ships of this design were planned for construction and operation by the company heading into the early 1940s: S.S. Delbrasil, S.S. Delorleans, S.S. Deltargentino, S.S. Deluruaguay, S.S. Delorleans (II), and S.S. Deltargentino (II)

1) "When the U.S. Maritime Commission called for the cooperation of private owners in rebuilding the merchant marine, Mr. Pedrick, President, Mississippi Shipping Company, was one of the first to respond. He immediately opened negotiations for the building of three vessels, and employed the services of V. M. Friede, Naval Architect, of New Orleans, to prepare a design in close cooperation with the officials of the shipping company."

2) "Mississippi Shipping Co. elected to make contracts with the Maritime Commission and was assigned the route between Gulf ports and the east coast of South America. ... In conformity with the contract, Mississippi Shipping Co. in 1938 contracted for three combination freight and passenger ships of 16 1/2 knots of approximately 7,500 gross tons, with 6,800 cubic feet of refrigerated space and accommodations for 67 passengers."

3) "The importance of this trade [with South America] cannot be over-estimated at this time, in view of the unsettled state of affairs in Europe. Likewise, the far-sightedness of the Mississippi Shipping Company in establishing modern transportation facilities between U.S. Gulf ports and South America will undoubtedly go far toward promoting increased trade relations with our neighbors in the southern half of the American continent."

1) "The extent to which it [The Mississippi Shipping Company] has accomplished its purpose [i.e., the commercial shipping venture as originally chartered] is evidenced by its continuous, consistent growth and the fact that it is now financially able to replace its fleet with new high class vessels."

Editor's note: The "new high class vessels" comment refers to the six C3-C&P class ships, including the USS Calvert, as described throughout this document.

1) "These ships were especially designed for the owners' trade run between New Orleans and ports on the East Coast of South America, known as the Delta Line, named in conformity with the service.

...  
Mr. Friede carried out this design, which was accepted by the MSC [Mississippi Shipping Company] owners and the Maritime Commission, and he also supervised the construction at Sparrows Point.

The design is unique in at least two respects.

First, the design is the first combination cargo and passenger vessel designed and built in America to conform with all the latest regulations for safety and efficiency required and recommended by various Government agencies. The design rates the highest classification of American Bureau of Shipping; complies with all rules and regulations of the Bureau of Marine Inspections and Navigation and of Senate Report 184; and incorporates the National Defense features approved and recommended by the U.S. Navy for ships of the C3-P class.

Second, the entire decoration layout for public rooms and staterooms was developed by the naval architect in cooperation with officials of the steamship line, so that the details of decoration and of hull construction could be integrated and completely covered in the specifications."

1) "A privately designed type was designated simply "Passenger & Cargo" by the Maritime Commission, although it was the same size as a C3. A total of six ships of this type were built under the Maritime Commission shipbuilding program by the Mississippi Shipping Corp. (the Delta Line) for its coffee and passenger trade with South America. The first three saw merchant service before being taken into military service, while the second trio went directly from their builders to the Navy."

### An operator-centered design philosophy

1) "Commander V.M. Friede and the management of the Delta Line saw value in an operator-centered design philosophy. The USS Calvert, and the five other ships of the Crescent City class, are excellent examples of Friede's operator-centric design philosophy. This philosophy remained part of Commander Friede's core business, Friede & Goldman, LTD., in the post-war years."

Editor's note: Additional biographical information on Commander V.M. Friede is provided at the end of this document.

1) S.S. Delbrasil., Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run, Pacific Mariner Review, July 1940, p42-47

2) Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16 Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

3) Sale of certain government-owned merchant vessels ... Statement of Theodore Brent, President, Mississippi Shipping Co., Inc., New Orleans, LA. Hearings before a subcommittee of the Committee on Commerce, United States Senate, Seventy-ninth Congress, first session on S. 292, pt.2. United States. - p122, 123

1) Southern Ships for Southern Trade Manufacturers Record For December 1939. Volume 108, Issue 12 - pXX, XX, 52, 58

1) S.S. Delbrasil Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run Pacific Mariner Review, July 1940, p42-47 Consolidated 1940 issues (July): <https://archive.org/details/pacificmarinerev/3740paci/page/n378/mode/1up?view=theater>

1) Shipscribe online <http://www.shipscribe.com/usnaux/APA/APA21.html> Copyright: Stephen S. Roberts, 2002-2007

1) Email correspondence with Geoff Murphy, November, 2020 Friede & Goldman, LTD.

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1939:  
 "Ship lines cannot secure profitable trade with old, ugly, rusty, slow, poorly designed, and poorly equipped ships. Such vessels are rightly called BOTTOMS as all they provide is a bottom to keep the cargo from going right through to the ocean. They do not offer what transportation should offer - clean receptacles equipped for storing and preserving the goods in transport, fast carriage, and efficient loading and discharging.

The Mississippi Shipping Company, in building its three new passenger cargo ships, is demonstrating that the shipping industry can be operated as a sound business venture. It is recognizing that shippers and travelers want the best when they buy transportation just as they do when they buy clothes or food.

"The new Delta Line ships are among the best in the Maritime Commission's program. They have all the elements of good design, speed, pleasant passenger quarters, and efficient cargo facilities necessary to make them a good business investment. Their acquisition is indicative of the development of a true commercial attitude in the shipping industry. My hearty congratulations to the Mississippi Shipping Company and all of its personnel."

E.S. Land, Chairman, United States Maritime Commission.

Southern Ships for Southern Trade  
 Manufacturers Record For December  
 1939. Volume 108, Issue 12 - pXX, XX,  
 52, 58

**The first three C3-P&C-Delta ships built for the Mississippi Shipping Company were:**

- S.S. Delbrasil | Later, USS George F. Elliott, AP-105
- S.S. Delorleans | Later, USS Crescent City, AP-40/APA-21
- S.S. Deltargentino | Later, USAT J.W. McAndrew

1) Outboard Profiles of Maritime  
 Commission Vessels. The C3 Cargo Ship,  
 Sub-Designs and Conversions  
 Online:  
[http://drawings.usmaritimecommission.de/  
 drawings\\_c3.htm](http://drawings.usmaritimecommission.de/drawings_c3.htm)

1) "A contract for the building of three passenger and cargo ships for the Mississippi Shipping Co., was awarded to the Bethlehem Steel Co., Sparrows Point, Maryland, in December 1938 for completion in the second half of 1940."

2) Passenger-Cargo Ships For The South.  
 Manufacturers Record For July 1940.  
 Volume 109, Issue 7 - p30, 31, 54

2) "These ships, built in a Southern shipyard with southern labor for a southern shipping company and to operate out of southern ports, are combined passenger-cargo vessels embodying maximum comfort, convenience, and safety for passengers and crew in conformation with the Bureau of Marine Inspection and Navigation regulations."

3) Deltargentino launched by Bethlehem.  
 The Log. August, 1940. p14-16  
 Vol. 35. No. 5. The Log Publications, Inc.  
 San Francisco, CA.

3) Each ship was designed to accommodate:

67 passengers on the shelter deck consisting of 26 spacious outside staterooms accommodating one, two or three passengers per room.

78 officers and crew with accommodations for engineers, purser, doctor, cadets, and all members of the Steward's department located amidships on the main deck. Oilers, water tenders, fireman, wipers, quartermasters, carpenter, boatswain, and seamen are all quartered aft on the main deck.

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### Sources, Notes

#### Delbrasil | USS George F. Elliott, AP-105

Keel laid: April 10, 1939. Launched: December 16, 1939. Delivered: May 31, 1940. Acquired by Navy: MM-DD-YYYY.  
MC Hull #: MC-48. Yard #: 4337. Contract #: MCC-173

Contract Signed (Bethlehem Steel Company, Shipbuilding Division, Sparrows Point Yard): December 21, 1938

Total Cost: \$3,218,558

Shipyard cost plus fee: \$3,012,742. Commission procurement: \$64,957.  
Facilities: \$109,279. Administration: \$31,580.

Commissioned: USS George F. Elliott, AP 105, September 23, 1943

Decommissioned: June 10, 1946.

Later: Delbrasil, 1949. African Endeavor, 1949. Scrapped 1972.

#### Delorleans | USS Crescent City, AP-40/APA-21

Keel laid: May 8, 1939. Launched: February 17, 1940. Delivered: August 23, 1940. Acquired by Navy: June 9, 1941.  
MC Hull #: MC-49. Yard #: 4338. Contract #: MCC-174

Contract Signed (Bethlehem Steel Company, Shipbuilding Division, Sparrows Point Yard): December 21, 1938

Total Cost: \$3,282,772

Shipyard cost plus fee: \$3,019,285. Commission procurement: \$24,194.  
Facilities: \$208,064. Administration: \$31,229.

Commissioned: USS Crescent City, AP 40, October 10, 1941. Reclassified as APA 21, February, 1943.

Decommissioned: April 30, 1948. Struck: October 1, 1958

Later: Golden Bear, 1972. Artship, 1999. To NDRF 2004. Scrapped 2012

#### Deltargentino | USAT J.W. McAndrew

Keel laid: December 12, 1939. Launched: July 13, 1940. Delivered: November 8, 1940.  
MC Hull #: MC-50. Yard #: 4339. Contract #: MCC-175

Contract Signed (Bethlehem Steel Company, Shipbuilding Division, Sparrows Point Yard): December 21, 1938

Total Cost: \$3,221,087

Shipyard cost plus fee: \$3,016,239. Commission procurement: \$63,878.  
Facilities: \$109,365. Administration: \$31,605.

USAT J.W. McAndrew, June 28, 1941 (Acquired by the US Army on this date).

Later: African Enterprise, 1949. Scrapped 1972

Editor's Note: USAT stands for United States Army Transport

#### Modern design

"Each ship had twenty-six spacious staterooms (all with private bathrooms and portholes or windows look out to the sea) for at total of just 67-first class passengers. The public rooms: a lounge, smoking room & bar, a veranda café and dining room with a domed ceiling. On the top deck, just aft of the ships' distinctive smokestack was a swimming pool, handsomely clad in mosaic tiles. The interior decoration of the ships was very impressive for a passenger and cargo vessel and represented an American approach to the Art Deco style. Original painted murals, etched glass panels and highly polish aluminum staircase railings in a bold modern style were the throughout each ship.

These ships all entered commercial service with 'neutrality markings' (a U.S. Flag and the ship's name) painted boldly on each side of their hulls to alert marauding German submarines that they were neutral American ships. By the spring of 1940 two of the ships Delorleans and Deltargentino had been requisitioned by the U.S. Government for conversion to troopships- the Delbrasil would follow in 1942 just after the United States entered the war after the Pearl Harbor attack."

"During their very short civil career, these ships gave excellent service, the Americans preferred them because they had the American flag painted on their sides to show that they were neutral ships and the beaches of Copacabana seemed very far from the blitzkrieg in Europe, South America was neutral ground. The cost of a round trip ticket from New Orleans to Brazil was 200 dollars, including meals, all the cabins had private bathrooms and were one, two or three beds.

...  
The kitchen was first class, all the booths were facing out with windows, all kinds of entertainment, concerts and dances, as well as showing movies. The atmosphere was sophisticated and cosmopolitan. They set sail at 1:00 PM from New Orleans on a six-week round trip, touching Pernambuco, Rio de Janeiro, Santos, Montevideo and Buenos Aires."

Photos of the Delorleans (I) and Deltargentino are available here:

<https://www.histarmar.com.ar/LineasdePaxNAaSCA/DeltaLine.htm>

The photos at this website provide an excellent visual of what the USS Calvert would have looked like if she had been put into commercial service as the SS Delorleans (II) in 1942.

1) Shipbuilding History, Bethlehem Sparrows Point.

Online:

<http://shipbuildinghistory.com/shipyards/large/bethsparrowspoint.htm>

2) Cost of War-Built Vessels, From Inception, From October 25, 1936 to June 30, 1946.

Online:

<http://appendix.usmaritimecommission.de>

3) Crescent City Class. Shipscribe.

Online:

<http://www.shipscribe.com/usnaux/APA/APA21.html>

4) Wikipedia entries for each ship.

Inflation calculation:

The average cost to build each ship was roughly \$3.2 in 1939-1940. The 2021 inflation adjusted value is roughly \$63.5m for each ship.

Facebook, Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland June 1, 2019

See also photos of the original Delorleans

2) Maritime History and Archeology website (in Spanish, Published by Carlos Mey - - Martínez - Argentina) Delta Line (Mississippi Shipping Co.), New Orleans 1919-1985 Central and North America Passenger and Cargo Ship Lines  
Online:  
<https://www.histarmar.com.ar/LineasdePaxNAaSCA/DeltaLine.htm>

## A History of the USS Calvert (APA-32)

### Research Notes: Introduction, Origin Story, and Design Details

#### Sources, Notes

"These ships all entered commercial service with 'neutrality markings' (a U.S. Flag and the ship's name) painted boldly on each side of their hulls to alert marauding German submarines that they were neutral American ships. By the spring of 1940 two of the ships Delorleans and Deltargentino had been requisitioned by the U.S. Government for conversion to troopships- the Delbrasil would follow in 1942 just after the United States entered the war after the Pearl Harbor attack."

Facebook, Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland  
June 1, 2019

#### SS Delbrasil

"Delbrasil was the first of three cargo and passenger liners, the later ships being SS Delorleans and SS Deltargentino, built for Delta Line operation with close cooperation between the U.S. Maritime Commission and the company's management to be the first passenger cargo vessels in the country meeting all current safety and efficiency requirements.[5] Naval architect V. M. Friede of New Orleans executed the company's particular design for the series of six ships and was later named the company's consulting naval architect.

The ship's design was based on a Maritime Commission (CP-3) type with Delbrasil being built in 1939 by Bethlehem Steel at Sparrows Point, Maryland.

Wikipedia entry for USS George F. Elliott (AP-105), ex-Delbrasil  
[https://en.wikipedia.org/wiki/USS\\_George\\_F.\\_Elliott\\_\(AP-105\)#cite\\_note-PMRJUL40-5](https://en.wikipedia.org/wiki/USS_George_F._Elliott_(AP-105)#cite_note-PMRJUL40-5)

The design was of a ship with six cargo holds and twenty-six staterooms for sixty-seven passengers and passenger spaces comparable to larger luxury liners that included a two deck high passenger entry hall, overlooked by the passenger lounge, with staircases to accommodations and the main dining hall that could seat seventy with a small private dining area seating ten. An unusual feature was provision for boarding and entering the entry hall from the boat deck as well as main embarkation entry due to the fact that at certain stages of the Mississippi River the entry hall would be below the levee height."

#### SS Delbrasil

"The launching of Delbrasil represents the culmination of 20 years' intensive development work which has been carried on by the Mississippi Shipping Company working hand in hand with the United States Shipping Board and its successor the present U.S. Maritime Commission.

This launching is noteworthy as it marks several "firsts." It will be the first vessel designed and built exclusively for the trade route which it will serve, i.e. between Gulf ports and the South American Republics. It will be the first combination passenger-cargo vessel built for private owners with the assistance of the Maritime Commission. It will be the first vessel to be built by and for a steamship company domiciled and largely owned in the Port of New Orleans, and as already stated, it will be the first of a fleet of at least six vessels building and to be built by the Mississippi Shipping Company. Finally, it will be the first ship built in the South with Southern materials and labor for a Southern shipping company to be operated from a southern port."

Southern Ships for Southern Trade  
Manufacturers Record For December  
1939. Volume 108, Issue 12 - pXX, XX,  
52, 58

#### SS DelOrleans

"The elegant passenger and refrigerated cargo ship Delorleans, is seen from astern following the ship's sea trails in August of 1940 which were actually held in the Chesapeake Bay due the World War II being in progress. The ship was the second of a trio of vessels built for the Delta Steamship Company for their service out of the port of New Orleans to South America.

The shipyard won the contract to build these ships on December 12, 1938 in a competitive bid against at least six other U.S. shipyards- with Sparrows Point coming in at the lowest price for total of \$9,391,773.32 to be exact! This roughly breaks down to a bit over \$3 million per ship. No time was wasted and the official contract between the shipbuilders and owners was signed just four days later on December 16, 1938. This exacting contract stipulated that delivery for the ships was to be on: June 1, September 1 and December 1, of 1940 respectively.

Sparrows Point - Hull numbers 4337-4339  
Facebook, Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland  
June 1, 2019  
Source:  
<https://www.facebook.com/Maryland-Steel-CoBethlehem-Steel-Sparrows-Point-Maryland-935437836490936/>

All the ships would be delivered ahead of these dates and under budget. The keel of the first ship (hull# 4337) was laid down on the slipway April 10, 1939 and was launched as Delbrasil on December 16, 1939 exactly one year since the contract was signed. The keel for the second ship Delorleans (hull# 4438) was laid down on May 8, 1939 and that of third ship Deltargentino (hull# 4339) on December 22, 1939 and were launched in February and July of 1940 and fully completed in August and November."

Photos of the original Delorleans, in pre-war passenger configuration, are at this Facebook post.

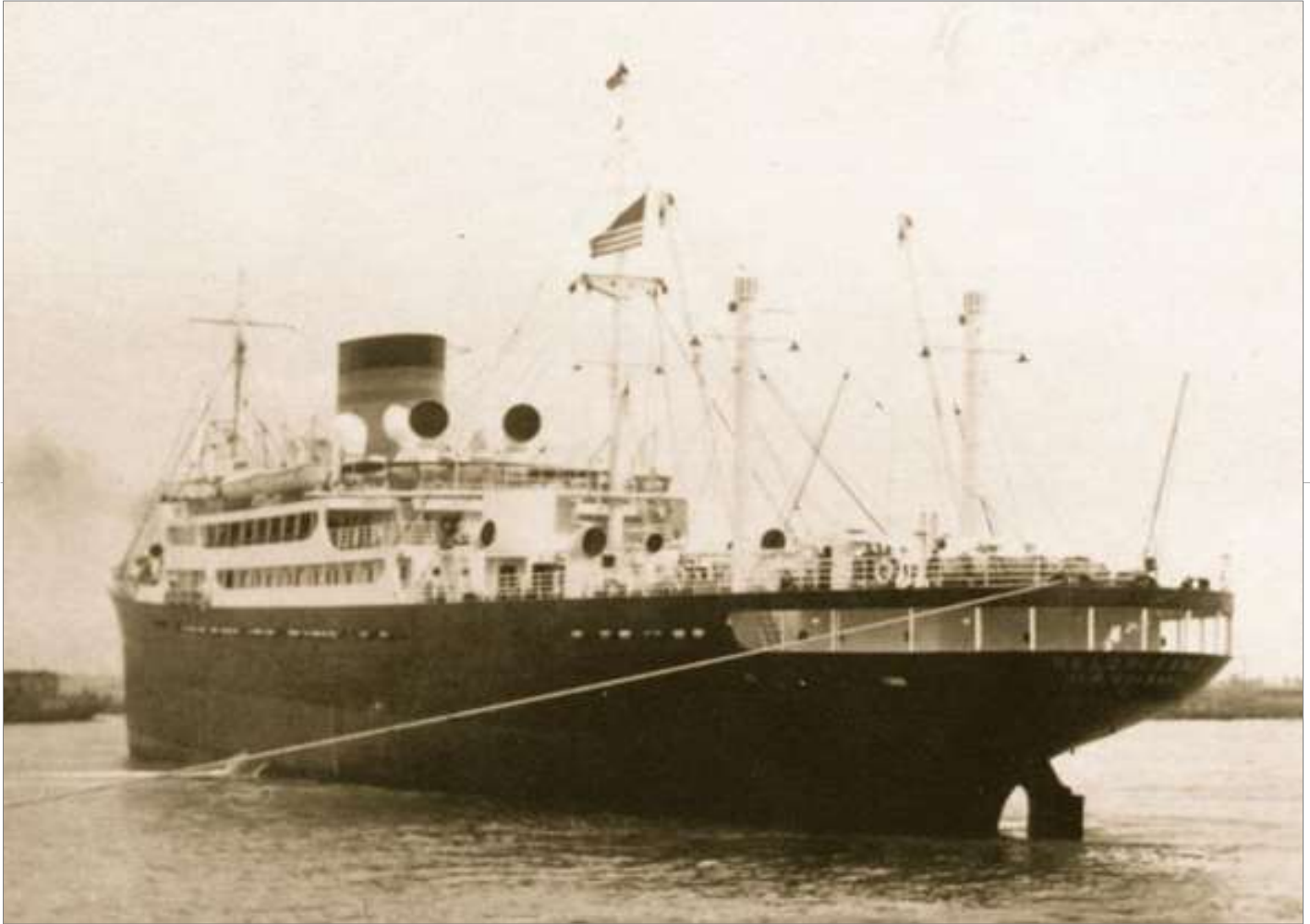


**A History of the USS Calvert (APA-32)**

**Research Notes: Introduction, Origin Story, and Design Details**

Sources, Notes

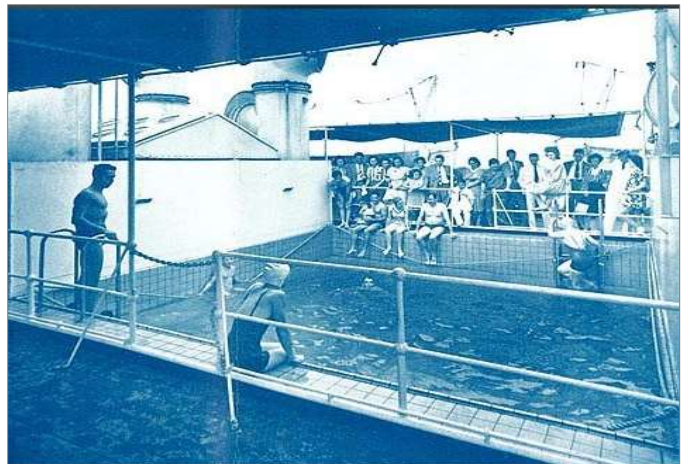
SS DeOrleans - Source: Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland, Facebook post, June 1, 2019



**A History of the USS Calvert (APA-32)**  
**Research Notes: Introduction, Origin Story, and Design Details**

Sources, Notes

SS DelOrleans - Source: Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland, Facebook post, June 1, 2019



**Delorleans Launched by Bethlehem**

The second ship in the Mississippi Shipping Company's ten million dollar ultra-modern shipbuilding campaign became a reality in Baltimore, Maryland on February 17th, when the new Delta Line Ship, S.S. Delorleans, cleared the ways. This \$3,000,000 Delta-type passenger and cargo liner was christened by ...

These Delta-type ships, ultra-modern in every respect, have been especially designed by V.M. Friede of New Orleans, one of the industry's leading naval architects, to serve the highly specialized trade between the vast Mississippi Valley-Gulf States region of the United States and the East Coast of South America.

... The Delorleans is 492 feet over-all, with a beam of 65 feet 6 inches. She will be capable of sustained sea speed of 16.5 knots, making her one of the fastest ships steaming between the Gulf and the East Coast of South America.

Luxurious accommodations for 67 passengers make her one of the most modern, comfortable and beautiful ships for the South American passenger trade. ... The Delta ships will call at Rio de Janeiro, Santos, Montevideo and Buenos Aires. The round trip from New Orleans will be made in 46 days.

Shipping men, in discussing these new ships, said that they will add prestige to the port of New Orleans and will encourage the development of industry and commerce in the Mississippi Valley."

Editor's note: This is the first Delorleans, which was acquired by the U.S. Navy in 1941, and commissioned USS Crescent City (AP 40/APA 21) in 1941. The second Delorleans was commissioned as the USS Calvert, as explained further below.

Delorleans Launched by Bethlehem  
 The Log. April, 1940. p25  
 Vol. 35. No. 1. The Log Publications, Inc.  
 San Francisco, CA.

Editor's note: This was the first Delorleans,  
 Maritime Commission hull # 4337.

**The second trio of C3-P&C-Delta ships built, including the USS Calvert, were:**

- S.S. Deluruguay | Later, USS Charles Carroll, AP-58/APA-28
- S.S. Delorleans (II) | Later, USS Calvert AP-65/APA-32
- S.S. Deltargentino (II) | Later, USS Monrovia, AP-64/APA-31

## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

#### 1940 - 1942

On July 8, 1940, contract was executed for 3 additional ships of the same type, with increased accommodation for 75 passengers. ... In 1940 the first three of the ships, the Delbrasil, Delorleans (1), and Deltargentino, were put into commission. Between June 1941 and July 1942 the Maritime Commission requisitioned title and possession of the three ships in service of the company, as well as the three under construction."

Deltargentino launched by Bethlehem.  
The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc.  
San Francisco, CA.

#### "Firm Orders New Ships

Will replace vessels lost to Federal Government In Emergency  
The Mississippi Shipping Company, come what may, insists upon having ships named Delorleans and Deltargentino.  
The company, which operates the Dela Line to link New Orleans with the east coast of South America, ordered six ships from the Bethlehem Steel Company for construction at Sparrows Point at more than \$3,200,000 each in 1939.

#### Army, Navy Step In

The first such vessel, the passenger ship Delbrasil, was completed in 1940 and is still in service. The second and third, christened the Delorleans, and Deltargentino, also were delivered late last year, but they remained in service only a short time. The navy took the Delorleans and renamed her USS Crescent City. The army got the Deltargentino and put her in the transport service as the J.W. MacAndrew.

The Evening Sun, Baltimore, MD.  
December 1, 1941

#### Won't Be Denied

The company just won't be denied. The keels of two more of the fleet of six have been just laid at Sparrows point, and company officials said a third will do down soon. One of these ships, to be delivered next fall, will be the Delorleans. ... The vessels of capable of carrying 8,700 tons of freight at a speed of sixteen and one-half knots and have accommodations for 67 passengers. They have a library, salt water swimming pool, barber shop, laundry, and two-ward hospital."

"The following cost-to-build bids are for hull #s 4362, 4364, 4365, sponsored by the Mississippi Shipping Company:

The United States Maritime Commission on April 9, 1940 received the following bids for construction of three combination cargo passenger ships for the Mississippi Shipping Company of New Orleans, La.:

From Newport News Shipbuilding and Dry Dock Company:

Fixed price basis: \$3,825,000 for one vessel; \$3,575,000 for each of two; \$3,465,000 for each of three.  
Adjusted price basis: \$3,475,000 for one vessel; \$3,250,000 for each two; \$3,150,000 for each of three.  
Prices good until May 9, 1940.

Mississippi Shipping Bids Opened  
Pacific Marine Review  
May 1940. p58, 59

From Bethlehem Steel Co., Inc., Sparrows Point Plant:

Fixed price basis: \$3,564,000 for one vessel; \$3,448,000 for each of two; \$3,382,000 for each of three.  
Adjusted price basis: \$3,240,000 for one vessel; \$3,135,000 for each of two; \$3,075,000 for each of three.  
Prices good until April 22, 1940.

Editor's note: These cost-to-build bids did not consider the U.S. Navy's combat requirements, so are lower than actual cost-to-build as indicated below for each ship.

Specifications call for a turbine-drive ship 490 feet long, 65 feet beam, a speed of 16.5 knots and accommodation for 63 passengers to East Coast of South America service. The ships are identical with three now under construction for the same company at Bethlehem Sparrows Point Yard. Contract for building these three streamers has been awarded to the Bethlehem Sparrows Point Plant at \$3,075,000 each."

<b>A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details</b>	<b>Sources, Notes</b>
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**Deluruguay | USS Charles Carroll, AP-58/APA-28**

Keel laid: September 4, 1941. Launched: March 24, 1942. Delivered: August 12, 1942. Acquired by Navy: MM-DD-YYYY.  
MC Hull #: MC-150. Yard #: 4362. Contract #: Mcc-809

Total Cost: \$4,864,777

Shipyard cost plus fee: \$4,651,873. Commission procurement: \$0.  
Facilities: \$165,172. Administration: \$47,732.

Commissioned: USS Charles Carroll (AP-58), August 13, 1942. Reclassified APA-28, February 1943.  
Decommissioned: December 27, 1946. Struck: October 1, 1958  
Scrapped 1977

Sources:

1) Shipbuilding History, Bethlehem Sparrows Point.  
Online:  
<http://shipbuildinghistory.com/shipyards/large/bethsparrowspoint.htm>

2) Cost of War-Built Vessels, From Inception, From October 25, 1936 to June 30, 1946.

Frank A. Gerhardt, Saulheim, Germany, September 3rd 2004

Online:  
<http://appendix.usmaritimecommission.de>  
Note on costs: "Reflects payments for shipbuilders cost plus fee, the cost of Commission Procurement including the surplus materials which was distributed on a dollar basis, facility cost, and the Maritime Commission's administrative cost. The 'Total Cost' reflects the Commission for the war-built vessels."

3) Crescent City Class. ShIPscribe.

Online:  
<http://www.shipscribe.com/usnau/APA/APA21.html>

4) Wikipedia entries for each ship.

Inflation calculation:

The average cost to build each ship was roughly \$4.8 million in 1939-1940. The inflation adjusted value as of mid-2021 is roughly \$96.5 million for each ship.

**Delorleans (II) | USS Calvert AP-65/APA-32**

Keel laid: November 14, 1941. Launched: May 22, 1942. Delivered: September 30, 1942. Acquired by Navy: October 1, 1942.

MC Hull #: MC-151. Yard #: 4363. Contract #: Mcc-810

Total Cost: \$4,864,777

Shipyard cost plus fee: \$4,651,873. Commission procurement: \$0.  
Facilities: \$165,172. Administration: \$47,732.

Commissioned: USS Calvert, AP-65, October 1, 1942. Reclassified as APA-32, USN, February 1943.  
Decommissioned: June 30, 1966. Struck: August 1, 1966.  
Scrapped 1977

**Deltargentino (II) | USS Monrovia, AP-64/APA-31**

Keel laid: March 26, 1942. Launched: MM-DD-YYYY. Delivered: November 30, 1942. Acquired by Navy: December 1, 1942.

MC Hull #: MC-152. Yard #: 4364. Contract #: Mcc-811

Total Cost: \$4,864,777

Shipyard cost plus fee: \$4,651,873. Commission procurement: \$0.  
Facilities: \$165,172. Administration: \$47,732.

Commissioned: USS Monrovia, AP 64, 1942. Reclassified APA 31, February 1943.  
Scrapped: 1968

"It was decided to build the last three vessels directly to navy specifications."

The Evening Sun, Baltimore, MD. March 2, 1942

**The USS Calvert, ex-Delorleans (II)**

1,2) "The United States Maritime Commission, acting as an 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 (six)\* 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 (II), 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.

2) Editor's notes:

Cullen states five, but there were actually six, C3-C&P Delta Type hulls constructed for the Delta Line, Mississippi Shipping Company.

1) A History of the USS Calvert (APA-32), David B. Cullen, Foreword, III

2) Dictionary of American Naval Fighting Ships, Volume 4, p490.

MC Hull # 151, intended as SS DelOrleans (II), was transferred to the Navy and commissioned as the USS Calvert on October 1, 1942.

DelOrleans & DelOrleans II disambiguation.

In nearly all sources the USS Calvert is identified as SS DelOrleans. However, she was the second of the SS Delorleans named by the Mississippi Shipping Company, her original sponsors.

**A History of the USS Calvert (APA-32)****Research Notes: Introduction, Origin Story, and Design Details****Sources, Notes****D) The Bethlehem Steel Company's contract to construct these six ships at their Sparrow's Point Shipyard, Maryland.**

All six of the Delta Type ships, aka Crescent City Class transports, were built at the Bethlehem Steel Shipyard, Sparrows Point, Maryland.

"Bethlehem Steel Company, Ship Building Division, Sparrows Point MD  
Formerly Maryland Steel, 1887-1916

Maryland Steel was started in 1887 and began building ships in 1891. It was bought by Bethlehem Steel in 1916 and was a major merchant shipbuilder in WWI and between the wars, fully operational at the beginning of the WWII emergency. It continued to build tankers and dry bulk carriers for private-sector customers throughout the war. It carried on as a merchant shipbuilder after the war and, like Quincy, built a bunch of tankers for foreign-flag operators, but abandoned new construction in 1986."

1) Shipbuilding History, Bethlehem-Sparrows Point Shipyard.  
Online:  
<http://shipbuildinghistory.com/shipyards/large/bethsparrowspoint.htm>

A narrated video tour of the former Bethlehem Steel Shipyard, Sparrows Point, Maryland, with commentary on WWII-era ship-building operations, is available at the USS Calvert website:

<http://www.usscalvert.com/2016/01/11/video-tour-of-the-former-sparrows-point-shipyard-md-birthplace-of-the-uss-calvert/>

1) 2015 Calvert Associates Reunion, Interview & bus tour with Ed Poturski, October 3rd, 2015

A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details	Sources, Notes
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**E) The escalation of World War II during 1941-42 and the War Shipping Act of 1942.**

"Between June 1941 and July 1942 the Maritime Commission requisitioned title and possession of the three ships in service of the company [S.S. Delbrasil, S.S. Delorleans, S.S. Deltargentino], as well as the three under construction [S.S. Deluruguay, S.S. Delorleans (II), S.S. Deltargentino (II)]."

Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16 Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

1) With the Japanese attack on Pearl Harbor on December 7th, 1941 and the United States' declaration of war the next day, "the Delorleans' [Delorleans II] future was radically changed. Under terms of the War Shipping Act of 1942, the DelOrleans [Delorleans II] was acquired by the Government to be completion as a troop transport."

1) Cullen, Foreword

2) "Authorized 12/17/1941, MC Contract 4/30/1940."

Editor's note: Presumption that the War Shipping Administration authorized requisition of the SS DelOrleans [Delorleans II], Maritime Commission contract 4/30/1940, on December 17, 1941.

2) Dictionary of American Naval Fighting Ships, Volume 4, p490.

War Shipping Administration: "In 1942 President Franklin Delano Roosevelt established the War Shipping Administration (WSA) in response to America's entrance into World War II. Executive Order 9054 effectively separated the Maritime Commission into two parts; the Commission to design and construct ships and the WSA to acquire and operate them. Although administratively separated, the two agencies worked closely together. The Chairman of the Maritime Commission, Admiral Emory S. Land, also served as WSA's administrator. Between 1941 and 1946, the Maritime Commission and WSA managed the greatest industrial shipbuilding and ship operations effort ever seen. Nearly 6,000 merchant vessels and naval auxiliaries were constructed, with the WSA routinely managing the simultaneous operations, repair and maintenance of thousands of ships."

A Short History of the Maritime Administration  
<https://maritime.dot.gov/outreach/history/s hort-history-maritime-administration>

1) "In April 1942, the Maritime Commission formally stated that it was prepared to include combat loader features in two new C3s under construction: Deltargentino and Delorleans. The Auxiliary Vessels Board had recommended purchase of these ships. The new Deltargentino became Monrovia (AP 64/APA 31) and the new Delorleans became Calvert (AP65/APA 32)."

1) U.S. Amphibious Ships and Craft. An Illustrated Design History By Norman Friedman · 2002 p183

2) "On April 11 1942 the Auxiliary Vessels Board considered a letter of April 8, 1942 in which the Bureau of Ships stated that the Maritime Commission was prepared to include in its hulls 151-152, while building, Navy features for combat-loaded transports. The Board recommended that the Navy purchase the two ships, which were designated AP 64-65 (later APA 31-32). The Maritime Commission moved the two ships to its Military Program, adding them to the contract for AP-58. All three ships were completed and converted by their builder using the plans developed for AP-58."

2) Shipscribe.com, U.S. Naval Auxiliary Ships and French Warships © Stephen S. Roberts, 2002-2007

"Three magnificent combination passenger and cargo ships built by our company with the aide furnished by the Government under the provisions of the Merchant Marine Act, 1936, are now rendering valuable service to the Army or Navy. Three similar ships which were under construction for us at Sparrows Point will soon be completed and will also be used for military purposes. We are glad to have had a part in making these ships available for the prosecution of the war at this critical time."

Suspension of Operating-Differential Subsidy Agreements. Appendix - Communication From Delta Line, Mississippi Shipping Co. New Orleans, May 28, 1942. Hon. Schuyler Otis Bland, M.C., Chairman, Committee on the Merchant Marine and Fisheries.

**The Mississippi Shipping Company**

"Construction was started on three additional ships of the same type, which were not completed for private operation an account of World War II. The three vessels which the company had placed in operation were requisitioned at cost less depreciation, in accordance with the right to acquire vessels on a non-profit basis accruing to the Government by reason of the 1936 act and our subsidy contract. These ships were of great value to the war effort at a time when tonnage of this character was availability only in limited quality. All of our nine freighters were also requisitioned, as were all the freighters of all subsidized operators."

Amend 1936 Merchant Marine Act, p494, 495 - Hearings Cong. 83 sess. 1/2 Merchant Marine & Fisheries v. 1 1953/1954. - Prepared Statement of H.X. Kelly, President, Mississippi Shipping Co., Inc.

**A History of the USS Calvert (APA-32)**  
**Research Notes: Introduction, Origin Story, and Design Details** **Sources, Notes**

**III) The principal characteristics of the six Mississippi Shipping Company's C3-C&P ship hull design, and related mechanical details.**

The following section provides additional hull design characteristics and mechanical details for the Mississippi Shipping Company's six C3-C&P "Pass. & Cargo" Delta Line ships

The following design and mechanical details are sourced from a series of articles published during 1940 in the Log and the Pacific Mariner Review. The articles reference the Mississippi Shipping Company's first three Delta Type class (C3-C&P) ships under construction at that time: Delbrasil, Deltargentino, and Delorleans (I). It is presumed that most, if not all, of these design characteristics and mechanical elements were foundational in the design and build of the remaining three Delta Type ships built in 1941 and 1942, including the USS Calvert (ex-Delorleans (II)).

**General Hull Design and Construction**

"The general design of the C3-C&P "Pass. & Cargo" (Delta Line) hull is a two-compartment steel vessel of the shelter deck type, transversely framed, with raked stem and fantail stern.

Shell plating and superstructure are riveted, but the majority of joints and in all framing are welded."

**Principal Characteristics:**

Length Overall (OA): 492'-0" | Length Between Perpendiculars (BP): 465'-0" | Beam molded: 65'-6" | Depth molded: 39'-9" | Load draft: 25'-6" | Sheer, forward: 9'-0" | Sheer, aft: 2'-4" | Camber: 6" | Displacement tons: 14,210 | Gross tonnage: 8,300 | Net tonnage: 5,100 | Shaft horsepower (Shp), maximum: 8,600 | Shaft horsepower (Shp), normal: 7,800 | Sea Speed, knots: 16.5 | Passengers: 67 | Crew: 78

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run  
 Pacific Mariner Review, July 1940, p42-47

**Principal Ship Dimensions** - Profile of the USS Calvert (above) and reference dimensions (below, where the hull shape is not representative of the C3-C&P hull design).

Top: <https://www.usscalvert.com/ship/mechanical-details-and-schematics/>

Bottom: <https://www.beyonddiscovery.org/ship-construction/ship-dimensions-and-form.html>

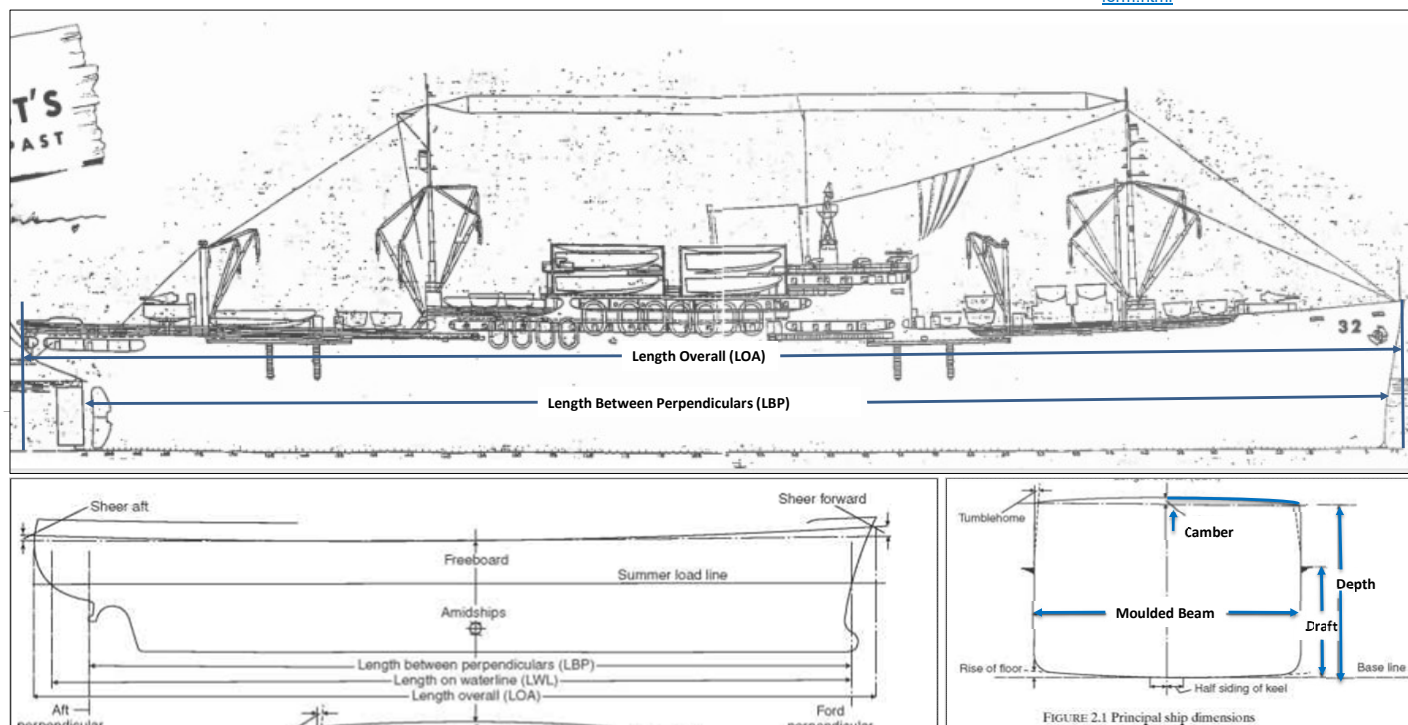


FIGURE 2.1 Principal ship dimensions

## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

#### Hull design

The hull is subdivided by ten watertight bulkheads providing eleven compartments consisting of six cargo holds, engine and boiler rooms, and fore and after peaks. There are three holds forward of the machinery spaces and three aft.

The vessel is of two compartment design, with respect to safety rules for stability in flooded conditions.

Editor's note regarding "two compartment" design: 3) "A ship will sink if the transverse bulkheads are so far apart that flooding a single compartment would consume all the ship's reserve buoyancy. Aside from the possible protection of machinery, or areas most susceptible to damage, such a ship would be no better than a ship without watertight subdivision, and is called a one-compartment ship. A ship capable of remaining afloat when any single watertight compartment is flooded is called a two-compartment ship. However, damage destroying the tightness of a transverse bulkhead between two compartments may cause flooding of two compartments and loss of the ship."

1) Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16 Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

2) Bethlehem Launches Delbrasil. The Log. January, 1940. p24 Vol. 34. No. 4. The Log Publications, Inc. San Francisco, CA.

3) [https://en.wikipedia.org/wiki/Compartment\\_\(ship\)](https://en.wikipedia.org/wiki/Compartment_(ship))

The hull below the main deck is divided by 10 watertight bulkheads into 11 spaces:

- 1) Forepeak fresh water tank: 32'
- 2) Hold number one: 58'-6"
- 3) Hold number two: 45'-0"
- 4) Hold number three: 60'-0"
- 5) Fuel oil tank: 20'-0"
- 6) Boiler room: 25'-0"
- 7) Engine room: 35'-0"
- 8) Hold number four: 67'-6"
- 9) Hold number five: 35'-0"
- 10) Hold number six: 55'-0"
- 11) After peak tank: 32'-0"

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run Pacific Mariner Review, July 1940, p42-47

In the lower 'tween decks of number four hold, 10,000 cubic feet of refrigerated cargo space is arranged in two compartments.

Number one hatch is 18 feet across and 25 feet long. With the exception of number four above the lower deck, all other hatches are 24 feet across and range in length from 20 feet to 35 feet.

Editor's note: These dimensions are consistent with the USS Calvert's drawing, available at: <https://www.usscalvert.com/ship/mechanical-details-and-schematics/> See a clipping that diagram, with example bulkhead measurements, on the next page.

Editor's note: These dimensions are consistent with the USS Calvert's drawing, available at: [http://www.usscalvert.com/wp-content/uploads/2020/09/1942-circa-USS-Calvert-Schematics-IMG\\_0451.jpg](http://www.usscalvert.com/wp-content/uploads/2020/09/1942-circa-USS-Calvert-Schematics-IMG_0451.jpg)



# A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

## Sources, Notes

### Deck design

In general design they are of the shelter deck type with transverse framing, and having a raked stem and fantail stern.

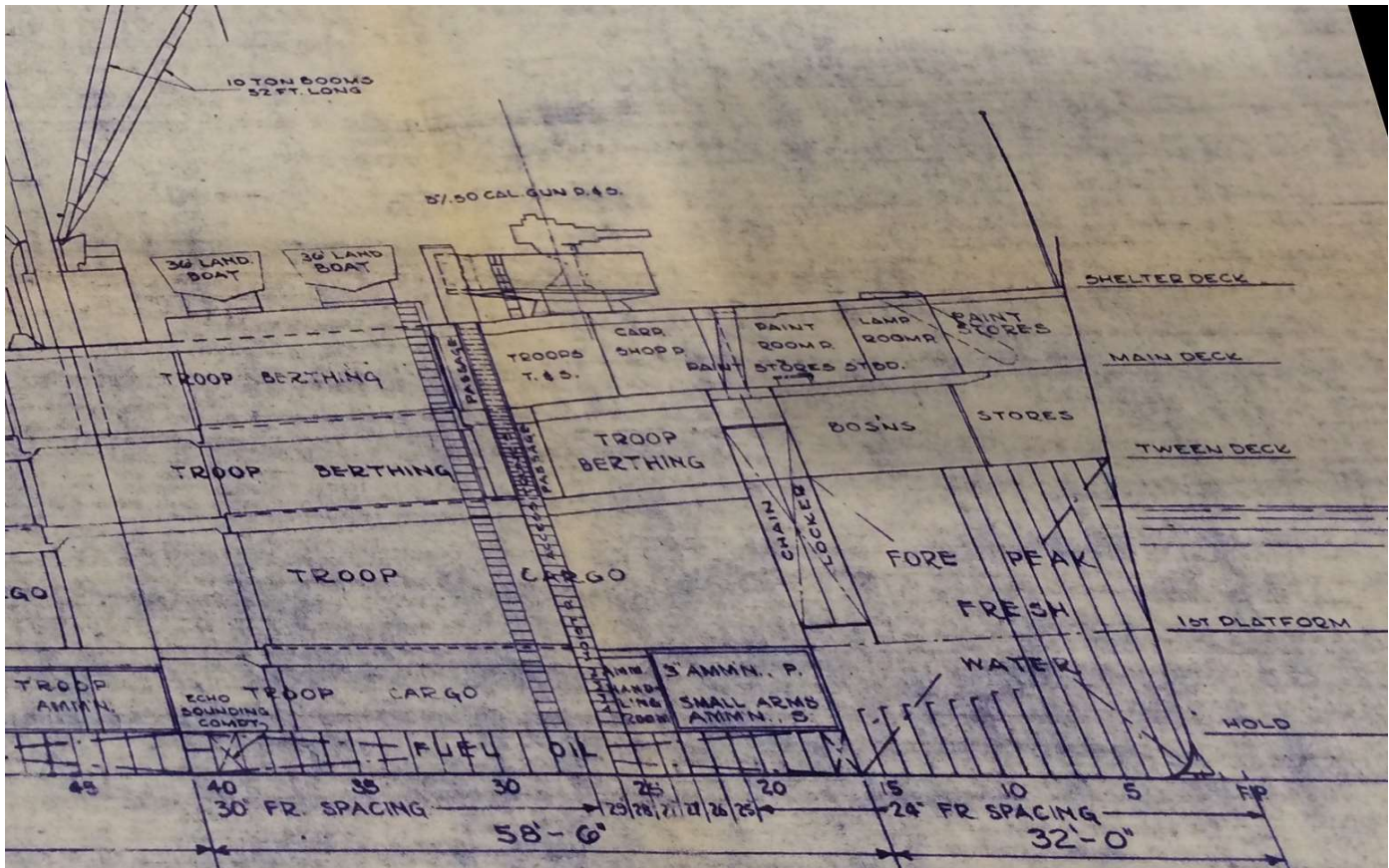
Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16 Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

There are three complete decks:

- 1) Shelter deck, 6-inch camber. Sheer of 9 feet forward, 2 feet 4 inches aft.
- 2) Main deck, no camber.
- 3) 'tween deck (aka lower deck), no camber.

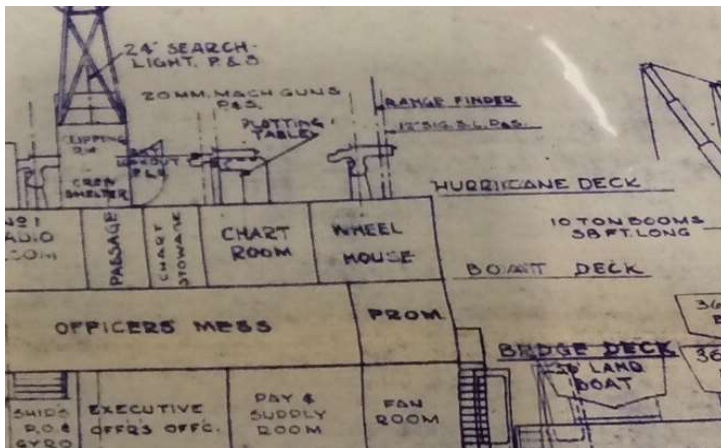
The USS Calvert's deck designations and examples of bulkhead measurements. Drawing circa 1939-1941 timeframe.

Online: <https://www.usscalvert.com/ship/mechanical-details-and-schematics/>



The USS Calvert's upper deck designations. Drawing circa 1939-1941 timeframe.

Online: <https://www.usscalvert.com/ship/mechanical-details-and-schematics/>



## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

#### Deck machinery

Other deck machinery furnished by the American Engineering Company, consists of an electric-driven spur-gear anchor windlass powered by a 75-h.p General Electric motor, and two 35-h.p. warping winches.

Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

#### Superstructure

Comprising the super structure above the shelter deck is located the pilot house and chart room, master's and deck officers' quarters, radio room, gyro room, battery room, and open air swimming pool (salt water). On the bridge deck is the passenger lounge, veranda cafe, smoking room and bar.

Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

Super-structure decks have six inches camber.

#### False Stack

Editor's note: Presumed to be primarily an aesthetic design element of the ship.

Deltargentino launched by Bethlehem. The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

"The emergency generator equipment was housed in the lower-third section of the stack area, as indicated further below."

#### Propulsion Machinery

The propulsion plant consists of a single-screw propeller driven through double-reduction gearing by a high-speed, cross-compound steam turbine taking steam from two water tube boilers. The vessel has a normal service speed of 16.5 knots.

Steam generation depends on two Babcock and Wilcox single-pass, marine-type water tube boilers. ... Each boiler is equipped with four Babcock and Wilcox Decagon oil burners. The boilers are installed with the drums fore and aft, which setting permits a wide firing aisle along the ship's centerline. The design and arrangement tends to reduce heat losses from radiation and maintains a cool fireroom.

Deltargentino Launched by Bethlehem. The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

Diamond soot blowers are fitted. The boilers are designed for 500 psi, but the turbines will be operated with steam at a gage pressure of 450 psi and 750deg F. total water temperature. ... The combined normal output is approximately 69,000 lbs. per hour.

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run  
Pacific Mariner Review, July 1940, p42-47

Steam from these boilers drives a General Electric Co. cross-compound turbine designed to deliver a maximum 8,600 shp when the propeller is turning 112 rpm.

The propeller is a four-bladed solid bronze wheel 19 feet, 3 inches in diameter, and 17 effective pitch, and designed to give the vessel a sustained sea speed of 16.5 knots when turning 105 rpm and absorbing 7,800 shp.

#### Navigation and Steering

Steering control is by hand operated hydraulic telemotor, or by two-unit Sperry gyro unit.

The main steering gear, furnished by the American Engineering Co., is of the electro-hydraulic opposed ram type with the rams mounted athwartship. The two power units, each consisting of a variable stroke hydraulic pump driven by a 40-hp. General Electric Co. motor, may be used independently.

Deltargentino Launched by Bethlehem. The Log. August, 1940. p14-16  
Vol. 35. No. 5. The Log Publications, Inc. San Francisco, CA.

The main steering gear control is from a hydraulic telemotor stand in the wheelhouse to a receiving unit in the steering gear room, and from a two-unit Sperry Gyro Pilot, with transmitter in the wheel house and receiver connected to the mechanical control in the steering gear room.

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run  
Pacific Mariner Review, July 1940, p42-47

A stand is also provided on the shelter deck aft with mechanical connection to the differential control.

Emergency steering is provided for by an auxiliary hand-hydraulic ram gear connected to an independent tiller and is operated from the after shelter deck.

Each of the main steering gear power units is capable of moving the rudder from hard-over to hard-over, at total of 70 deg, in 30-seconds, with the vessel going ahead at 17.5 knots.

The rudder is of the Goldschmidt balanced contra-guide type.

**A History of the USS Calvert (APA-32)****Research Notes: Introduction, Origin Story, and Design Details****Sources, Notes****Electrical, primary**

To furnish electric power for auxiliary machinery, and for lighting, cooking and heating purposes, two geared General Electric direct-current generating sets are installed on the starboard engine room flat. Each of these sets has a capacity of 350-kw (240V D.C.). Under normal operation at sea, these turbines will operate on high-pressure superheated steam with the same pressure and temperature conditions as the main propulsion unit.

Bethlehem Launches Delbrasil. The Log. January, 1940. p24  
Vol. 34. No. 4. The Log Publications, Inc. San Francisco, CA.

**Electrical, emergency**

For light and power in emergencies, a 75-kw. direct-current generator driven by a Superior diesel engine is installed in the dummy stack at the hurricane deck level.

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run  
Pacific Mariner Review, July 1940, p42-47

3) "Under the classification of safety appliances, the emergency diesel generator set supplied by the National Supply Co. is important. This set, together with its fuel supply, is compactly installed in the dummy funnel, the highest-point in the ship, which permits its operation when all other sources of power aboard the ship are submerged and rendered useless. It provides an independent, self-contained source of electric power for operating lights, vital motors, radio equipment, and other safety devices."

3) Passenger-Cargo Ships For The South  
Manufacturers Record For July 1940.  
Volume 109, Issue 7 - p30, 31, 54

**Safety Equipment**

In fire protection, this vessel meets all requirements of U.S. Government agencies and of Senate Report 184. All paneling and joiner work is metal or metal-clad Marinite. Two class A-1 fire-resisting bulkheads with automatic self-closing fire doors divide the accommodation spaces into three zones. ...

S.S. Delbrasil, Maritime Commission's First Cargo and Passenger Liner is Delivered to The Mississippi Shipping Company as First In a Program of Six Such Vessels for the New Orleans--South American Ports Run  
Pacific Mariner Review, July 1940, p42-47

A complete system of electrically-operating watertight doors for access through watertight bulkheads. ...

**Internal amenities**

A library, barber shop, laundry and a two-ward hospital with dispensary are centrally located, readily accessible at all times. The crew's hospital contains six beds.

Bethlehem Launches Delbrasil. The Log. January, 1940. p24  
Vol. 34. No. 4. The Log Publications, Inc. San Francisco, CA.

**Interior photographs of the, S.S. Deltargentino, first of six of the Mississippi Shipping Company's C3-C&P "Pass. & Cargo" ships**

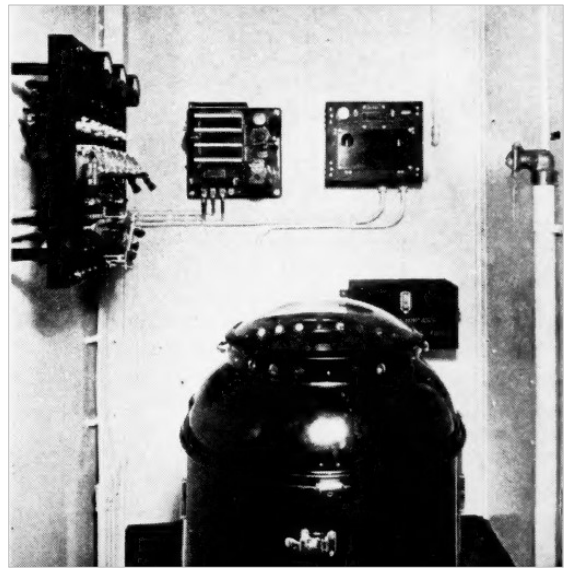
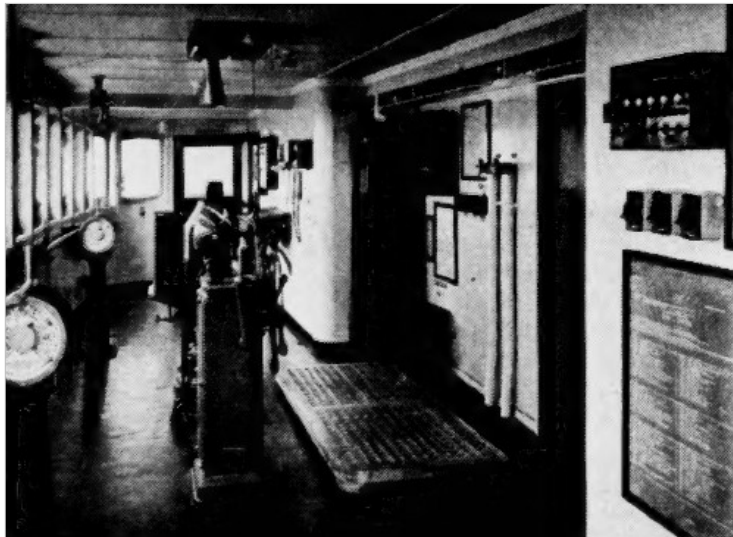
It is presumed that the USS Calvert had the same general configuration and equipment, notwithstanding adjustments made to her by the U.S. Navy for service as a commissioned naval transport.

S.S. Deltargentino - Maiden voyage, Passenger-Cargo Ships For The South. Manufacturers Record For July 1940.  
Volume 109, Issue 7 - p30, 31, 54

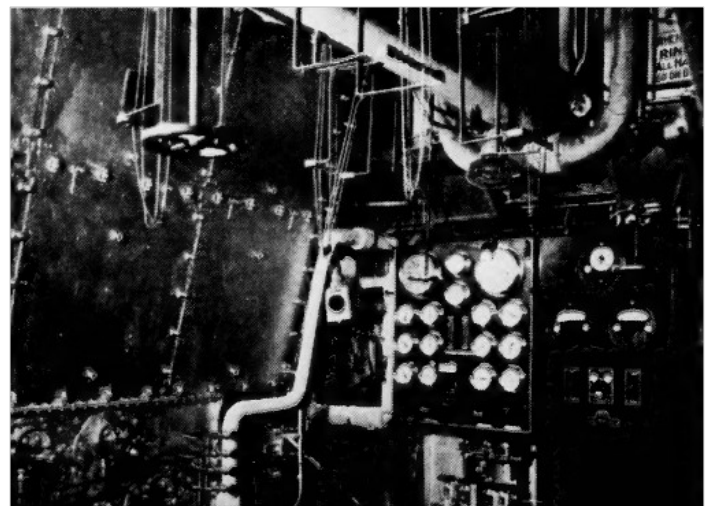
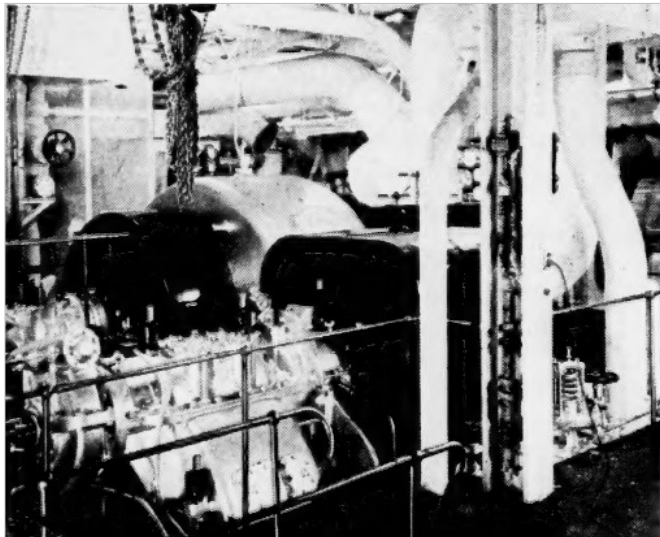
**A History of the USS Calvert (APA-32)**  
**Research Notes: Introduction, Origin Story, and Design Details**

Sources, Notes

The bridge "complete with latest control methods of safe navigation" | Gyro room



Views of the engine room showing turbines and boilers.



## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

#### IV) Biography of naval architect Vladimir M. Von Der Friede

1, 3) Vladimir M. Von Der Friede was born 1895 in St Petersburg, Russia, the son of a mechanical engineer. In 1913, at the age of 18, he enrolled at the University of Glasgow to study Science and Engineering. At the time of his enrollment he gave his home town as Nan Len, China.

1) University of Glasgow, International Story website:  
<https://www.internationalstory.gla.ac.uk/person/?id=WH24258>

3) He graduated from the Military Academy of Russia. Note: Presumably sometime prior to WWI.  
3) Served in the Russian Navy during World War 1.

2) Society of Naval Architects and Marine Engineers (U.S.), Year Book, September 1930. p12  
Sourced online, Google Books, July 27, 2022

1, 3) 1922: He immigrated to the United States to practice naval architecture. He eventually had offices in New Orleans, Washington, and Baltimore.

3) Naval Officer Is Speaker At Rotary Meet. The Daily Advertiser, Lafayette, LA. March 9, 1945

2) 1929: He became a member of The Society of Naval Architects and Marine Engineers (U.S.).

2) 1930: The Society of Naval Architects and Marine Engineering (U.S.) Year Book listed his profession as Consulting Naval Architect, and his professional address was recorded as 109 Tchoupitoulas St., New Orleans, LA.

#### Consulting naval architect for the Mississippi Shipping Company; Designer of the company's C3-C&P ship hull design

1) 1939: "V.M. Friede, naval architect, who recently completed the design and supervision of the three new cargo-passenger vessels, S.S. Delbrasil, S.S. Delorleans and S.S. Deltargentino, for the Mississippi Shipping Company of New Orleans has been retained by the company as their consulting naval architect."

1) Hiscock Associates With V.M. Friede. Motor Boating. May, 1939. pxx  
Sourced: Google books

2) 1941: "Mr. Friede is the designer of the three fast combination cargo and passenger ships now under construction for the Mississippi Shipping Company of New Orleans. The ships are being built at the Sparrows Point Plant of the Bethlehem Steel Company at Baltimore, and will be placed in service in the Delta Line's (Mississippi Shipping Company) trade between New Orleans and South American ports."

2) Pacific Marine Review (1941). "Note: V. M. Friede". Consolidated 1941 issues (January)  
Online: Internet Archive

3) "The ships were designed by New Orleans naval architect V. M. Friede and were loosely based on the U.S. Maritime Commission's standard C-3 cargo ship design although they had a much more graceful and streamlined appearance."

3) Facebook, Maryland Steel Co./Bethlehem Steel- Sparrows Point. Maryland  
June 1, 2019

#### An operator-centered design philosophy

1) "Commander V.M. Friede and the management of the Delta Line saw value in an operator-centered design philosophy. The USS Calvert, and the five other ships of the Crescent City class, are excellent examples of Friede's operator-centric design philosophy. This philosophy remained part of Commander Friede's core business, Friede & Goldman, LTD., in the post-war years."

1) Email correspondence with Geoff Murphy, November, 2020  
Friede & Goldman, LTD.

#### United States Naval Reserve (USNR) Officer - 1932 to 1946

1,3) "Commander V.M. Friede, USNR, Ret. began his naval career as a Line Officer, when he entered the United States Naval Reserve (USNR) in 1932.

1) Journal of the American Society for Naval Engineers, November 1955.  
<https://onlinelibrary.wiley.com/doi/abs/10.1111/j.1559-3584.1955.tb03162.x>

1) He later took a post-graduate course in Naval Architecture in Armstrong College at the University of Durham, England. He was recalled to active duty prior to Pearl Harbor."

2) Navy Directory. Officers of the United States Navy and Marine Corps. Issued by Bureau of Navigation. Navy Department  
Sourced online. Google Books, 2022-07-28  
April 1, 1941 - p70

3) Called into active duty in 1940.

2) He is named in the 1941 Officers of the United States Navy and Marine Corps Report, Active List: "Friede , Vladimir M , Lt Comdr, Naval Reserve (Active), 8th Naval District, New Orleans, LA"

3) Naval Officer Is Speaker At Rotary Meet. The Daily Advertiser, Lafayette, LA. March 9, 1945

3) He served in many stations in the United States as well as in the European Theatre. On June 6, 1944 the Commander sustained an injury while crossing the English Channel to France.

1) He retired in 1946 on physical disability with rank of Commander, USNR, Retired.

## A History of the USS Calvert (APA-32) Research Notes: Introduction, Origin Story, and Design Details

### Sources, Notes

**1949 - The firm Friede and Goldman, Ltd., was established** (later: Friede and Goldman, Inc., Naval Architects and Marine Engineers)

1) In 1949 the New Orleans firm of Friede and Goldman, Ltd. was established by Jerome L. Goldman (1924-2013) and Commander Vladimir M. Von Der Friede.

Commander Vladimir M. Friede (USNR, ret.) had been a Russian naval officer prior to the [Russian] revolution, and joined the U.S. Navy during the Second World War.

Jerome L. Goldman was a 1944 University of Michigan School of Naval Architecture graduate who had worked for Andrew Jackson Higgins during the war.

The partners quickly established a firm of international renown. They designed ships and offshore rigs. In 1957, they collaborated with Kaiser Aluminum and Chemical Corp. and Bryant Boats (Bayou LaBatre, AL) to introduce all-aluminum welded towboats for work in marshland oil fields.<sup>(1)</sup> Three years later, the marine engineers developed a number of new vessels for the Delta Steamship Line, ..."

3) "Commander V.M. Friede's operator-centered design philosophy (central to the design of the USS Calvert, and the five other ships of the Crescent City class) remained part of Friede & Goldman, LTD's core business in the post-war years."

1) Journal of the American Society for Naval Engineers, November 1955.  
<https://onlinelibrary.wiley.com/doi/abs/10.1111/j.1559-3584.1955.tb03162.x>

2) Southern Architecture website blog:  
<http://southeasternarchitecture.blogspot.com/2015/12/new-orleans-business-archive-friede.html>  
Sourced May, 2021

3) Email correspondence with Geoff Murphy, VP Business Development, Friede & Goldman, LTD. November, 2020

### Retirement and death

V.M. Friede retired from Friede & Goldman in 1962. He died in 1966 at the age of 71.

Southern Architecture website blog:  
<http://southeasternarchitecture.blogspot.com/2015/12/new-orleans-business-archive-friede.html>  
Sourced May, 2021