

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction

This document is a chronologically ordered set of historical research notes covering the history of the USS Calvert during 1954. Highlights for this period include:

- * Mid-January to mid-February: San Diego
- * February 19: Underway for Fourth Far East Tour
- * Early March: Yokosuka area, Japan | Mid-to late March: Iwo Jima for Amphibious Training Exercises, MarDivLex 1-54, Operation Flaghoist
- * Late March to Late April: Yokosuka, Japan
- * Early to Mid July: Hong Kong
- * Late April to Mid May: Underway near Japan (Kobe, Nagasaki, Sasebo)
- * Mid May: Inchon, Korea
- * Late May to Late June: Sokcho-Ri, 38th Parallel, for Amphibious Exercise, Marlex V-54
- * Late June: Inchon, then to Sasebo, Japan
- * Early to Mid-July: Hong Kong
- * Late July: Yokosuka and Kobe, Japan
- * Early to Mid August: Okinawa for Amphibious Exercise Marlex 11-55
- * Mid August: Kobe and Sasebo, Japan
- * Mid-August to Late October: Operation Passage To Freedom, French Indochina (Vietnam)
- * Late October: Yokosuka, Japan
- * November and December: Return to San Diego

Primary sources:

- * A History of the USS Calvert (APA-32), David B. Cullen
- * Calversion editions, published by John Cole
- * 1954 Cruise Book - The USS Calvert's Fourth Far East Cruise
- * USS Calvert's Personnel Diaries, when available from the National Archives (online)
- * Lord Calvert Chronicle's "The Calvert Story" 1964

Notes:

- * Times: All times are in "24-hour" time. For example, 0000 is midnight, 0400 is 4am, ... 1200 is noon, 2000 is 8pm ..., and so on.
- * When possible the details are corroborated, and in some cases corrected, by official Navy records.

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1954 - January and February					
1954	mid-January to mid-February		San Diego area (presumed)	On 12 January 1954, the Calvert commenced an intensive five-week refresher training program in preparation for her fourth Far East deployment.	Cullen, Page 21

Actress Joan Fontaine aboard for March of Dimes donation | Mid-February 1954 | San Diego

1) San Diego Evening Tribune, February 12, 1954

... USS Calvert (APA-32) closed the drive with equal enthusiasm when men of that ship gave the dimes drive a check for \$2,032. Hollywood star Joan Fontaine came aboard the transport to present the check to the San Diego Polio Chapter on behalf of the Calvert crewmen. Commanding Officer of the Calvert is Capt. O.A. Scherini.

Photo caption: Movie actress Joan Fountain acknowledges to USS Calvert skipper the ship's polio drive check as she presents it to polio-victim Joan Bishop, who accepted the contribution on behalf of the March of Dimes. Miss Fontaine was a guest aboard the transport on Feb 13.

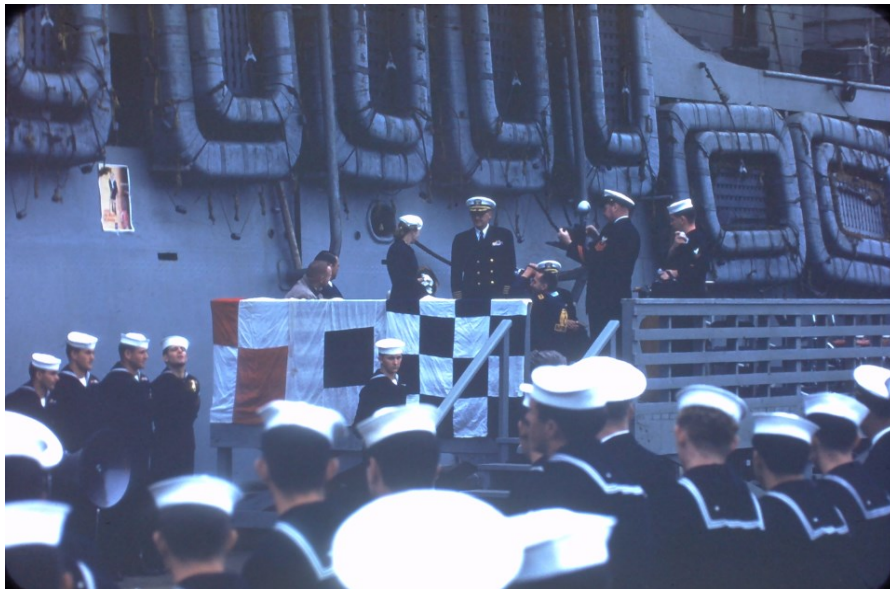
2) Calversion, Vol 10, P4

2) The USS Calvert, Our Navy - By M.H. McKellar

"Recently while the ship was in San Diego during the annual March of Dimes, a drive was made to raise funds for polio victims. The men of the USS Calvert have not only fighting hearts, but sympathies as well. A special drive was made aboard ship with the result that \$2,000 (almost five dollars per man) was raised. Instead of merely handing the money over to the local headquarters in San Diego, the crew decided to have their own ceremony. In La Jolla, a suburb of San Diego, lives a young lady, Miss Joan Bishop, a victim of polio. Miss Bishop was stricken in early 1953 and although still unable to move about too much under her own power, her spirit was unusually high. She was invited to receive the ship's contribution for the March of Dimes. Miss Joan Fontaine, one of Hollywood's loveliest, was invited to be guest of honor aboard ship for a special luncheon after which she presented Miss Bishop with the \$2000 purse. Just another incident in the Calvert life."

3) Calversion, Vol 11, P5 - Gerald "Red" Ford

3) "You know that not only did Joan come aboard the ship, but later in the evening a reception was held at the Grant Hotel, where myself and others met and danced with Miss Fontaine. Also, that almost \$5/man was the highest percapita donation in the San Diego area."



Color photograph: Al Bradbury, Radarman ('53 - '56)

Newspaper clipping:
<http://www.usscalvert.com/wp-content/uploads/2014/05/2003-Officers-Reunion-p031-Joan-Fontaine-Aboard.jpg>

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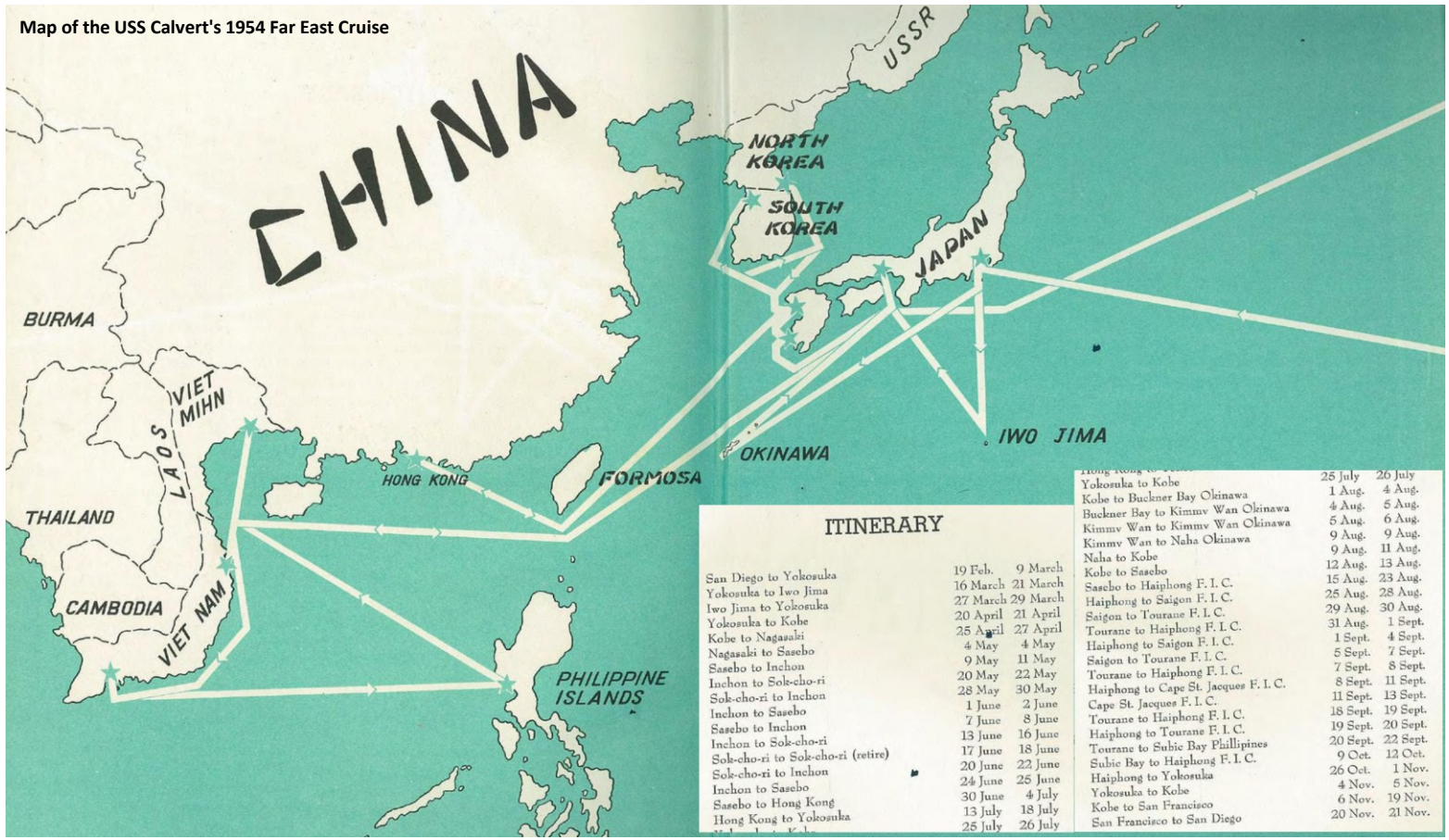
February 19th, 1954 to November 21st, 1954 - Fourth Far East Tour

See photographs taken by Al Bradbury, Radarman ('53 - '56), from this cruise: <http://www.usscalvert.com/2016/04/10/al-bradbury-rdm-53-56-54-far-east-cruise-photographs/>

See also 1954 Cruise Book photos: <http://www.usscalvert.com/crew/calverts-54-far-east-cruise-book/>

1954	Feb 19 to March 9	San Diego to Yokosuka, Japan	<p>1) The Calvert embarked units of the 1st and 3rd Marine Divisions, Tachron Three, UDT Three and Beachmaster Unit One, and in company with Transdiv Thirteen sailed for Yokosuka on 19 February.</p> <p>2) For the 4th time since recommissioning the Calvert steamed out of San Diego harbor on a Far East Tour of many months. In early March, nearly 6,000 miles later, the ship and her "men of distinction" arrived in Yokosuka, Japan.</p>	<p>1) Cullen, Page 21</p> <p>2) 1954 Fourth Far East Cruise Book</p>
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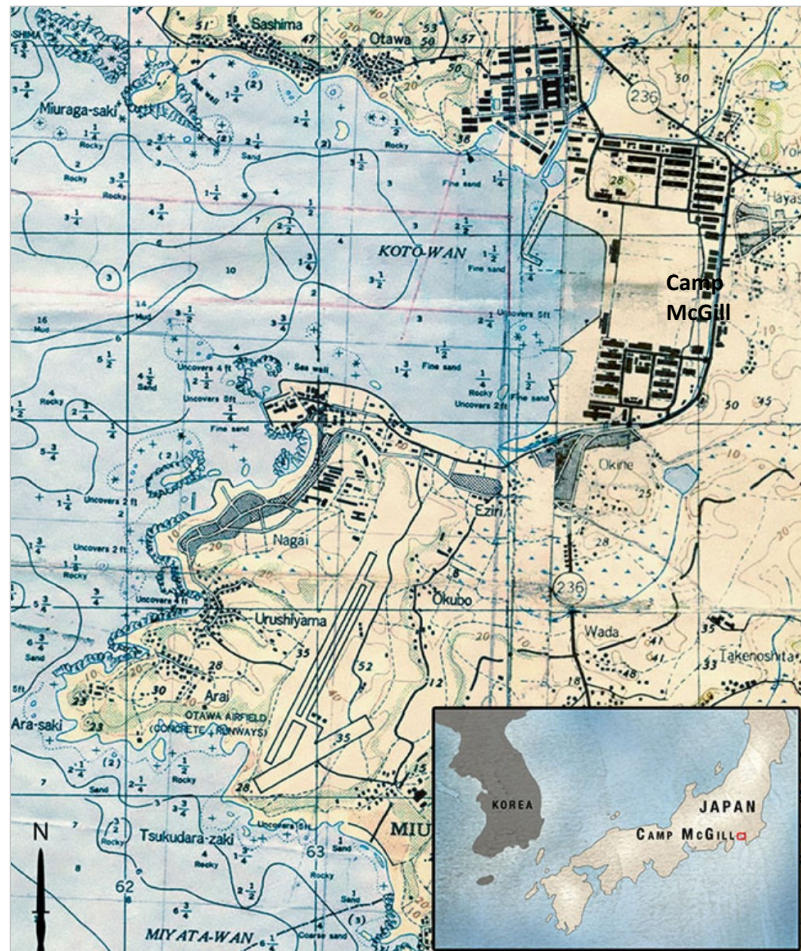
Map of the USS Calvert's 1954 Far East Cruise



1954 Fourth Far East Cruise Book Inside of front-side and back-side covers.

Year	Month	Day	Location	Historical Details	Sources, Notes
	March	Early	Camp McGill	1) Upon arrival, all embarked passengers were transferred to nearby Camp McGill. 2) At Camp McGill we unloaded some of the units which we were to team up with in later amphibious operations, the underwater demolition teams, the Seabees, beachmasters and amphibious boat unit.	1) Cullen, Page 21 2) 1954 Fourth Far East Cruise Book

Camp McGill, Japan



Online:
https://commons.wikimedia.org/wiki/File:Camp_McGill_map.png

See also: "Camp McGill Map" from the Yokohama American / Nile C Kinnick High School Alumni website
<https://yohidevils.net/schools/cpmcgil2.htm>

1954	March	9-16	Yokosuka, Japan		1954 Fourth Far East Cruise Book
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Year	Month	Day	Location	Historical Details	Sources, Notes
Yokosuka, Japan - U.S. Fleet Activities					



1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	March	16 - 21	Yokosuka, Japan to Iwo Jima	"Once again we were got underway. This time for Iwo Jima and operation Flaghoist. On board were elements of the 3rd Marine Division, who were to participate with combined efforts of our amphibious forces, in the largest full scale operation since World War II. This operation was to commemorate the great sacrifice made by many in securing Iwo Jima in 1945."	1954 Fourth Far East Cruise Book
MarDivLex 1-54, Operation Flaghoist, Iwo Jima					
1954	March	21 - 27	Iwo Jima	<p>1) March 21st, 1954 found the Calvert and other units of TF 90, with the 3rd Marine Division embarked, off one of the few battlegrounds she had missed during the Pacific campaign - Iwo Jima. Here, MarDivLex 1-54, Operation Flaghoist, the largest amphibious operation since the war (i.e., wwii), was conducted.</p> <p>2) Operation Flag Hoist an amphibious training exercise on the island of Iwo Jima. The operation which involved thousands of Navy and Marine i Corps personnel, was designed to promote the combat efficiency of all participating units. It afforded training in the planning and execution of an amphibious landing under realistic combat conditions.</p> <p>3) At the conclusion of operation Flaghoist, the 9th anniversary of Iwo Jima was sealed in our memories by the reenactment of the flag raising on Mount Suribachi.</p>	<p>1) Cullen, Page 21</p> <p>2) Sausalito News, Volume LXIX, Number 14, 9 April 1954</p> <p>3) 1954 Fourth Far East Cruise Book</p>
1954	March	21 - 27	Iwo Jima	<p>"With Task Force Ninety off Iwo Jima (Mar. 21, 1954) - Ninety U.S. Navy warships and over 20,000 marines joined ranks today to make war on this tiny Pacific Island for the second time in over a decade.</p> <p>Target for the practice invasion, tabbed "Operation Flaghoist" is the same volcanic beach which Marines stormed Feb. 19, 1945, to open one of the most vicious battles in history. Some of the officers and men in today's operation took part in the real one which killed 4,503 marines and more than 22,000 Japanese defenders.</p> <p>Nearly 20,000 "friendly" 3rd Marine Division leathernecks hit the beach from Navy landing craft to do battle with 1,000 "aggressors." War planes flew low on strafing missions as the ships offshore offered fire support. South Korean and Chinese Nationalist military observers were watching the maneuvers along with American military commanders in the Far East.</p> <p>Still on the landing beach are the rusted frames of landing craft blown up in 1945.</p> <p>The USS Mount McKinley, General MacArthur's old command ship, is the control vessel for the operation."</p>	USS Mount McKinley Far East Cruise Book - 1954 - P43
1954	March	27-29	Iwo Jima to Yokosuka		1954 Fourth Far East Cruise Book
1954	March 29 to April 20		Yokosuka, Japan	2) From 29 March to 20 May, the Calvert toured the Far East, visiting Yokosuka, Kobe, Nagasaki, Sasebo, Japan and Inchon, Korea.	<p>1) 1954 Fourth Far East Cruise Book</p> <p>2) Cullen, Page 21</p>
1954	April	20 - 21	Yokosuka, Japan to Kobe		1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	April	21 - 25	Kobe, Japan		1954 Fourth Far East Cruise Book
1954	April	25 - 27	Kobe, Japan to Nagasaki, Japan		1954 Fourth Far East Cruise Book
Goodwill Visit: Nagasaki, Japan					
1954	April 28 to May 4		Nagasaki, Japan	"On this short goodwill stay in Nagasaki, we entertained large groups of Japanese orphans, college students, police and civil leaders. On these visits to the ship our Japanese guests were given a tour of the ship. They in turn invited us to their annual Port Festival. We really enjoyed this visit as it was a real treat after the "Iwo Jima" operation. We visited many points of great interest, including the "A" Bomb Sight and Madame Butterflies House on our sight seeing tours."	1954 Fourth Far East Cruise Book

Nagasaki, Japan

1954 Fourth Far East Cruise Book



College boys

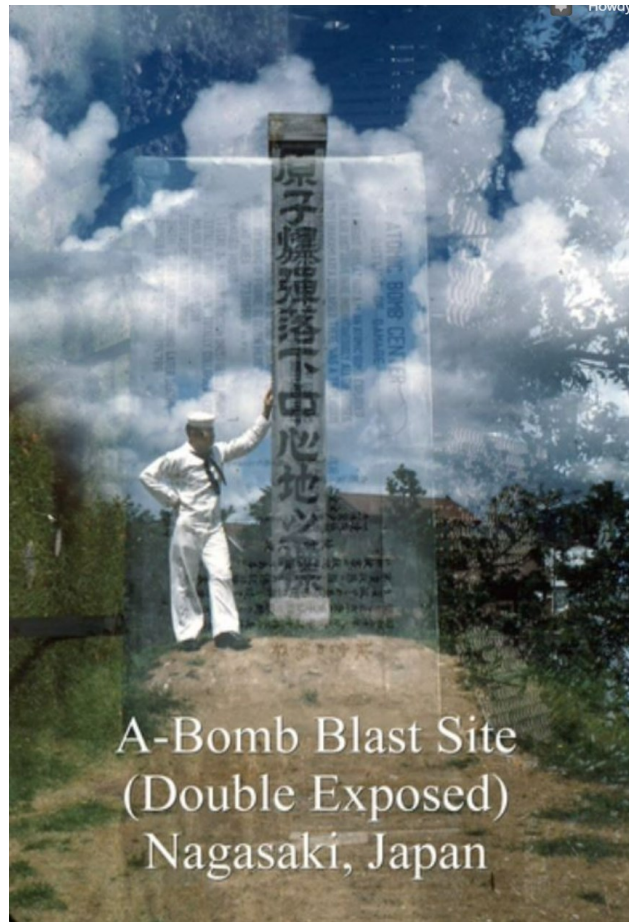
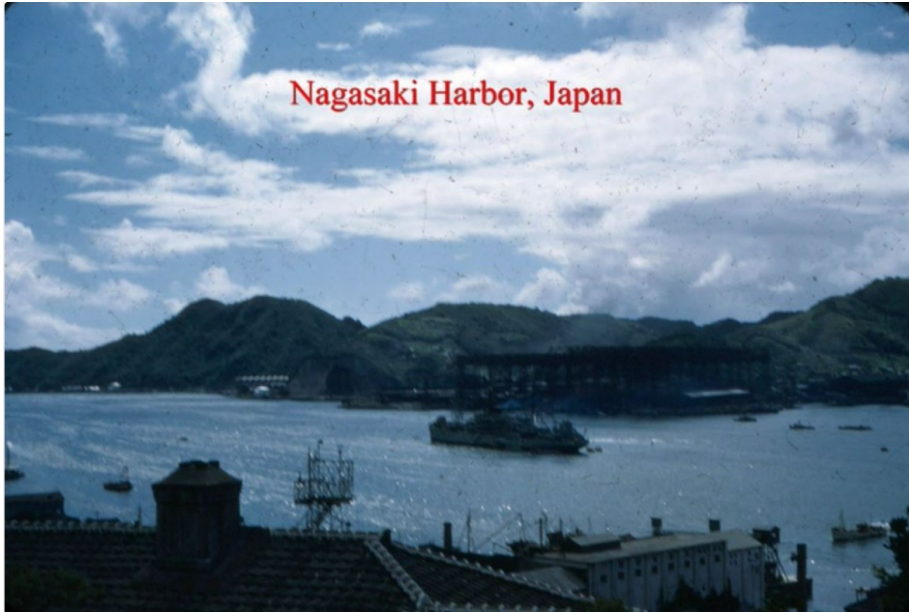


1st ice cream



"Hi" CALVERT

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Al Bradbury collection
 Online:
<https://www.usscalvert.com/2016/04/10/al-bradbury-rdm-53-56-54-far-east-cruise-photographs/>

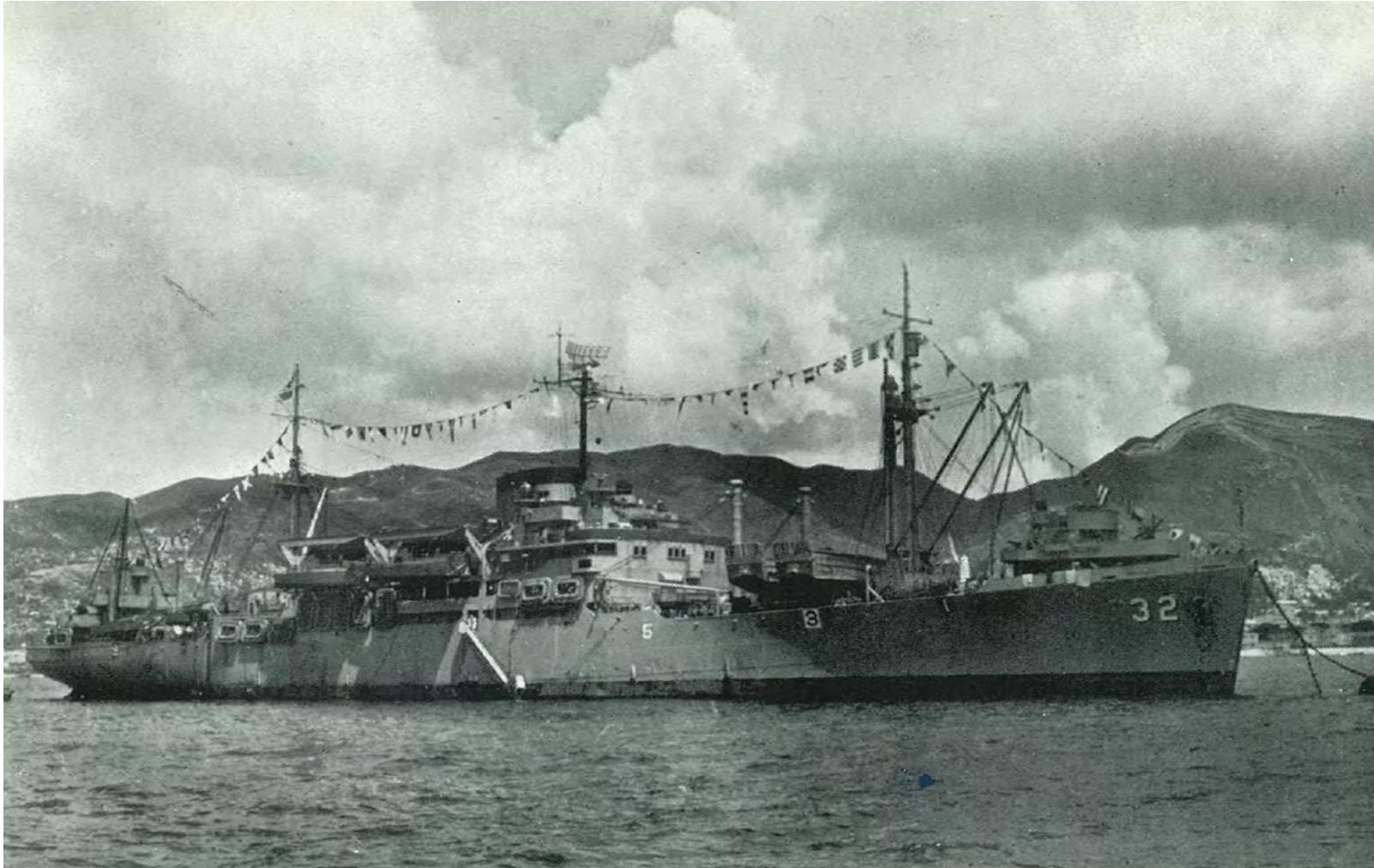
1954	May	4	Nagasaki, Japan to Sasebo		1954 Fourth Far East Cruise Book
1954	May	4 - 9	Sasebo		1954 Fourth Far East Cruise Book
1954	May	9 - 11	Sasebo to Inchon		1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	May	11 - 20	Inchon, South Korea	2) While in Inchon, the Calvert embarked units of the 7th Marines, 1st Marine Division	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	May	20 - 22	Inchon to Sok-cho-ri		1954 Fourth Far East Cruise Book Note: Sok-cho-ri aka Sokcho-Ri, aka Sokcho
<p>Marlex V-54 at Sokcho-Ri, South Korea Eastern Coast of South Korea, near the DMZ (38th Parallel) with North Korea</p> <p>2) With the 7th Marines, 1st Marine Division, conducted Marlex V-54 at Sokcho-Ri through the period 20-30 May.</p> <p>3) All hands, especially those of us in the boats will agree that our LEX at Sokcho Ri was one of the best organized on record. We don't know how the admirals evaluate it, but to the boys in the boats it was what an amphibious operation should be. A touch of ground swell made some of the troops unhappy, but then, "war is hell." The beach was a long, golden strand, ideal for a different kind of beach party. The "hinterland" as seen from the transport area was beautiful and the air was cool. Just a few miles north of us at Sokcho Ri was the 38th parallel and the truce demarkation line.</p> <p>We picked up our worst impressions of Korea in Inchon, the bombed out and beaten city that seemed to have carried more than its share of damage. The streets were torn and dirty, the people, many of them drive from their homes in the north, were ragged and hungry. We witnessed a depressing aftermath of war. Inchon offered little in the way of liberty.</p> <p>4) ... the 7th Marine Regiment in the First Marine Division's recent amphibious landing exercise on Korea's east coast. The exercise, dubbed Marlex Five, involved several thousand Navy and Marine Corps personnel. It afforded training in the planning and execution of an amphibious landing under combat conditions in a mountainous terrain that characterizes the entire eastern coast of Korea. The three-day ship-to-shore movement of troops and equipment landed the Marines near Sokcho-ri, their pretruce debarkation point north of the 38th parallel.</p>					
1954	May	22 - 28	Sok-cho-ri (aka Sokcho-Ri, aka Sokcho) South Korea		1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21 3) USS Montrose 1954 Cruise Book - "Inchon and Sokcho Ri" 4) The Wheaton Journal (Wheaton, MO). July 22, 1954. P1.
1954	May	28 - 30	Sok-cho-ri to Inchon		1954 Fourth Far East Cruise Book
1954	June	1 - 2	Inchon to Sasebo		1954 Fourth Far East Cruise Book
1954	June	2 - 7	Sasebo		1954 Fourth Far East Cruise Book
1954	June	7 - 8	Sasebo to Inchon		1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	June	8 - 13	Inchon	2) Returning to Inchon, the Calvert debarked the 7th Marines, and embarked units of the 5th Marines	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	June	13 - 16	Inchon to Sok-cho-ri	MARLEX VI-54, Sokcho-Ri, South Korea 2) The Calvert returned to Sokcho-Ri and during the period 13-22 June and conducted Marlex VI-54.	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	June	16 - 20	Sok-cho-ri	2) Marlex VI-54	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	June	20 - 22	Sok-cho-ri (aka Sokcho-Ri, aka Sokcho) to Inchon	2) Marlex VI-54	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	June	22 - 24	Inchon		1954 Fourth Far East Cruise Book
1954	June	24 - 25	Inchon to Sasebo		1954 Fourth Far East Cruise Book
1954	June	25 - 30	Sasebo		1954 Fourth Far East Cruise Book
1954	June 30 - July 4		Sasebo to Hong Kong		1954 Fourth Far East Cruise Book
				Station Ship, Hong Kong 1) The Calvert went to Hong Kong for a brief tour as Station Ship. 2) "It's the visit to Hong Kong that makes a Far East Cruise a "Cruise!" All hands had a good time calling the folks at home, going on beach parties, drinking ice cold malts, seeing first run movies in an air-conditioned theatres, buying gifts for their loved ones and may be a suit or sports-coat for themselves. While all this liberty was going on, every man on the ship worked and worked hard, proving a happy crew is a hard working crew. During this short stay the Calvert's sides, waterline and super-structure was painted and the ship really looked sharp as it headed North to Yokosuka."	1) Cullen, Page 21 2) 1954 Fourth Far East Cruise Book

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USS Calvert, Hong Kong, July 1954

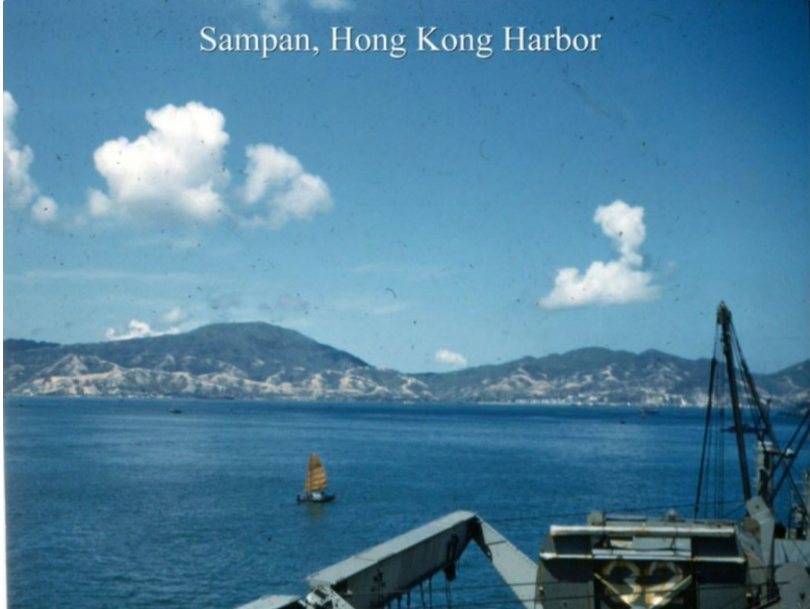


1954 Fourth Far East Cruise Book

1954 July 4 - 13 Hong Kong

1) It's the visit to Hong Kong that makes a Far East Cruise a "Cruise!" All hands had a good time calling the folks at home, going on beach parties, drinking ice cold malts, seeing first run movies in an air-conditioned theatres, buying gifts for their loved ones and may be a suit or sports-coat for themselves. While all this liberty was going on, every man on the ship worked and worked hard, proving a happy crew is a hard working crew. During this short stay the Calvert's sides, waterline and super-structure was painted and the ship really looked sharp as it headed North to Yokosuka.

1) 1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
					Al Bradbury Collection
1954	July	13 - 18	Hong Kong to Yokosuka	2) Completing her duties at Hong Kong, the Calvert proceeded to Kobe, Japan	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	July	18 - 25	Yokosuka		1954 Fourth Far East Cruise Book
1954	July	25 - 26	Yokosuka to Kobe		1954 Fourth Far East Cruise Book
1954	July	26 - 31	Kobe	<p>On 26 July 1954, Captain Frederick V.H. Hillies, USN, relieved Captain Otto A. Scherini, USN, as Commanding Officer.</p> <p>3) "Captain Hillies took command of the Calvert in July, 1954. He took the Calvert through some of the most difficult months of her cruise. A confident well-poised ship handler, the con was nothing new to the fine man."</p>	<p>1) 1954 Fourth Far East Cruise Book</p> <p>2) Cullen, Page 21</p> <p>3) 1950's Officers Reunion Book, April 2003 Online: http://www.usscalvert.com/wp-content/uploads/2014/05/2003-Officers-Reunion-p033-Hillies-Frederick.jpg</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
Marlex 11-55 at Kinmu Wan, Okinawa					
1954	August	1 - 4	Kobe to Buckner Bay, Okinawa	2) On 1 August, units of the 3rd Battalion, 4th Marines, 3rd Marine Division were embarked to participate in Marlex 11-55 at Kinmu Wan, Okinawa. Also embarked during this period was Brigadier General Thomas G. McFarland, USMC, Assistant Division Commander, 3rd Marine Division. Marlex = Marine Landing Exercise	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	4	Buckner Bay, Okinawa	2) Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	4 - 5	Buckner Bay, Okinawa to Kinmu Wan, Okinawa	2) Sailing; Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	5	Kinmu Wan, Okinawa	2) Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	5 - 6	Kinmu Wan, Okinawa to Kinmu Wan, Okinawa	2) Sailing; Marlex 11-55 at Kinmu Wan, Okinawa 3) Possible timing of photographs of the USS Magoffin high-line exercise with the USS Calvert.	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21

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Highline with the USS Magoffin (APA-199) August 1954 - Photo 1



Email from USS Magoffin Association,
Terry Little. September 28, 2020.
Used with permission.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Highline with the USS Magoffin (APA-199) August 1954 - Photo 2



Email from USS Magoffin Association,
Terry Little. September 28, 2020.
Used with permission.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Highline with the USS Magoffin (APA-199) August 1954 - Photo 3



Email from USS Magoffin Association, Terry Little. September 28, 2020. Used with permission.

1954	August	9	Kinmu Wan, Okinawa to Naha, Okinawa	2) Sailing; Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	9	Naha, Okinawa	2) Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	9 - 11	Naha, Okinawa to Kobe	The beginning of Operation Passage to Freedom found the Calvert engaged in a landing exercise at Okinawa. Rushing her marines back to Kobe, she proceeded to Sasebo for replenishment and then on to Indo China. 2) Marlex 11-55 at Kinmu Wan, Okinawa	1) 1954 Fourth Far East Cruise Book 2) Cullen, Page 21
1954	August	11 - 12	Kobe		1) 1954 Fourth Far East Cruise Book
1954	August	12 - 13	Kobe to Sasebo	3) On 12 August 1954 the Calvert sailed to join TF 90 at Indo-China, where she was engaged for the next six weeks in evacuating civilians from Haiphong to Saigon and Cape San Jacques. During this "Passage to Freedom" the Calvert evacuated some 6,000 refugees from Communist-surrounded Haiphong to southern Vietnam. 4) With MARLEX II-55 completed and troops disembarked, Calvert sailed on 12 August to Indo China to join other units of TF 90. There, for the next six weeks, the ships were involved in the evacuation of civilians from Haiphong to Saigon and Cape San Jacques (later known as Vung Tau).	1) 1954 Fourth Far East Cruise Book - last page 3) Cullen, Page 22 4) Calversion, Vol 45, P8
1954	August	13 - 15	Sasebo	Replenishment.	1) 1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
Operation Passage to Freedom - August 15, 1954 - October 26, 1954					
				1) "The Passage to Freedom, a humanitarian operation, was authorized under the terms of the Geneva Accords of 1954 which terminated the prolonged war between France and the Vietminh led by Ho Chi Minh. Among other things, the Accords partitioned Vietnam at the 17th parallel and made provisions whereby people could be relocated between two portions of the country. By the time the "Passage" was completed, Calvert had moved approximately 6,000 people to the south."	1) Calversion, Vol 45, P8
				2) "Under the terms of the 1954 Geneva Accords, which ended the war between France and the Communist Viet Minh, the people of Vietnam could decide where they wished to settle. Few in the south chose to go north, but with the collapse of French rule, hundreds of thousands of refugees streamed south to escape the Communists. The U.S. Navy provided the transportation."	2) Navy Medicine in Vietnam; Passage to Freedom to the Fall of Saigon. Jan K. Herman. Naval History & Heritage Command.

Notes on sources for this section

Most of the day-to-day details in this document are from the Calvert's deck logs, which were sourced by Dr. Ronald B Frankum during his work in the early 2000's researching the U.S. Navy's humanitarian operation, Passage To Freedom.

His book, Operation Passage To Freedom, is an excellent source for the strategic setting leading up to the operation, the humanitarian activities and moral considerations associated with the operation, and a "day in the life" perspective for how the crew of the Calvert (mentioned throughout the book), and other US Naval ship crews, helped relocate a vulnerable population from Communist controlled northern Vietnam to the US-backed southern Vietnam (then named French Indo-China).

Many of the source materials for Dr. Frankum's extensive work on The Passage To Freedom are available online at The Vietnam Center & Sam Johnson Vietnam Archive, located here: <https://vva.vietnam.ttu.edu/> including the Calvert's deck logs, crew member interviews from the early 2000s, and other related research content. Using the search feature at this site will result in a good number of USS Calvert related resources, including recorded interviews and written correspondence.

Dr. Frankum's book, Operation Passage to Freedom - Now out of print, used copies available at <https://www.amazon.com/Operation-Passage-Freedom-1954-1955-Southeast/dp/0896726088>

The Vietnam Center & Sam Johnson Vietnam Archive, located here: <https://vva.vietnam.ttu.edu/>

Notes on the organization of, and preparation for, the Calvert's participation in Operation Passage to Freedom

1) As part of Task Force 90, the Calvert along with approximately fifty other amphibious naval vessels, were given the job of transporting personnel, equipment, and vehicles from North Vietnam (Democratic Republic of Vietnam, DRV) to South Vietnam (Republic of Vietnam, RVN). Rear Admiral Lorenzo S. Sabin and his staff commanded the operation from the USS Estes (AGC-12).

The Calvert was assigned to Transport Unit ABLE, 90.2.1, with Captain W.C. Winn in command of the unit and also commander of Transport Division 13. As such, Calvert was also the Flagship for ComTransDiv 13. Other ships of TU 90.2.1 included the Magoffin, Telfair, Montrose, Andromeda, Skagit. Although a unit of organization, these ships steamed independently during the operation.

2) "APAs, AKAs, and merchants ships were advised that their hold spaces could be required. All ships were ordered to construct temporary topside sanitary facilities to conserve water to the best of their ability. Transport ships also arranged to rig temporary ventilation to ensure habitability during the voyage. While ship captains were instructed to use their discretion on the amount of baggage the evacuees could bring with them, animals were prohibited."

1) Frankum, pp40-42

2) Frankum, p46

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Introduction and overview of the USS Calvert's participation in Operation Passage To Freedom

"The beginning of Operation Passage to Freedom found the Calvert engaged in a landing exercise at Okinawa. Rushing her marines back to Kobe, she proceeded to Sasebo for replenishment and then on to Indo China. After a torturous voyage through a typhoon we arrived near Haiphong in North Vietnam to take on our first load of men, women and children who sought to escape the Red Terror in their homeland by migrating to the free south. The sight of these terribly oppressed people - the aged and the poor, the unclothed young, the broken and wretched - brought a wave of compassion to every man's heart. Abandoning all but the meager possessions they carried on their backs these people bet their lives on freedom, and entrusted their futures to us in spite of communist warnings that once at sea "the large mouths of the American ships would pour them into the ocean."

1954 Fourth Far East Cruise Book

The crew of the Calvert went into action - caring for babies, assisting the ancient, and handling the cumbersome bundles each carried. Heroes in this humanitarian undertaking arose from every corner of the ship. There was Doc Flores and his tireless, ever-vigilant corpsmen; the cooks and their tremendous preparations of strange foods for two thousand extra people twice daily; the ship repair personnel and the never ending battle with unheard-of plumbing; and - last but hardly least - Lawlor's boys, our own security guards who did so much to insure the comfort and safety of our passengers.

The amazing result of a two day voyage was a joy to all hands. Smiling, gleeful faces with sparkling eyes had replaced the gaunt stoic expressions of their first moments on board. They bid us "tom biet" goodbyes at Saigon and as they departed, again free, we felt very proud of our part in this massive operation. The Calvert made all three trips in all, carrying more than six thousand people to what we pray will be real freedom."

1954	August	9 - 15	Okinawa to Kobe, Japan	August 9 - 11: Naha, Okinawa to Kobe, Japan August 11 - 15: Kobe, Japan	1954 Fourth Far East Cruise Book
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Radio Press News - U.S.S. Calvert (APA-32) - 16 August, 1954
Manila, Aug 15 (UP)-----:

A United States Navy "Mercy" Fleet began converging on Indo China Sunday to take part in the mass evacuation of hundreds of thousands of Vietnamese refugees fleeing communist-ruled Northern Vietnam.

Rear Admiral L.S. Sabin, Commander Amphibious Group Western Pacific, told a press conference shortly before his departure that the U.S. Government had agreed to a request by the French and Vietnamese governments to assist in the operation-- "One of the largest mass civilian sea evacuations in history."

1954	August	15	Kobe, Japan	Sabin estimated the number of evacuees at "upwards of 100,000 to a quarter million or more." He said transports, cargo ships and amphibious craft will be sent to Haiphong area to pick up the refugees and evacuate them south to Saigon. He declined to specify the number of vessels put into operation. "We'll do the job as fast as we can and as effectively," Sabin told newsmen. "This will not be a plush job. We'll have many, many people and we'll have to get out as many as fast as we can. We'll load them with due regard for sanitation and as orderly and comfortable as possible under the circumstances." Asked whether U.S. Navy aircraft will cover the operations, Sabin replied: "I hope we can take care of ourselves if anything happens. I don't anticipate it." Sabin said, "Regardless of what else we may think of the Communists, I am sure they must realize this is a humanitarian effort."	Calversion V55, P7 - Press item provided by Donald Factor
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1954	August	15 - 22	Sasebo, Japan to Haiphong, F.I.C.	1) On August 15th the Calvert sailed from Sasebo, Japan for Haiphong, French Indo China. 2) The Calvert, in company with the USS Skagit (AKA-105) and USS Magoffin (APA-199) steamed from Sasebo, Japan enroute to Haiphong, French Indo China.	1) 1954 Fourth Far East Cruise Book 2) Frankum, P77
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Year	Month	Day	Location	Historical Details	Sources, Notes
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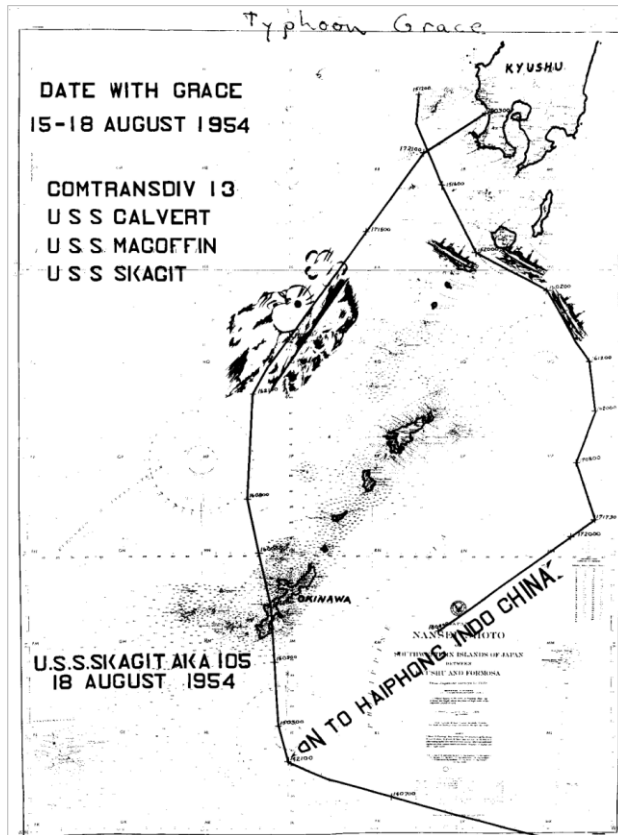
Typhoon Grace forces alterations to the Task Group's route and scheduled arrival date

- 1) "Operating under COMTRANSDIV 13, Skagit, Magoffin, and Calvert out maneuvered typhoon Grace while en route to Indo China."
- 2) Typhoon Heads for Okinawa Military Base - Tokyo - Two typhoons churned across the western Pacific Saturday, one heading straight for the U.S. military bases on Okinawa and the other sweeping across the sea and air lanes to Tokyo. The "eye" of typhoon "Grace" with winds 80 to 85 miles an hour, was expected to hit Okinawa by Sunday morning (Aug 15), its outer edges due sometime Saturday.
- 3) Operating under COMTRANSDIV 13, Skagit, Magoffin and Calvert out maneuvered typhoon Grace while en route to Indo China, 15 to 18 August, 1954.

- 1) Frankum, P77
- 2) Madera Tribune, Volume 63, Number 105, 14 August 1954
- 3) USS Skagit website, Ray Hackenberg <http://www.ussskagit.org/ShipsPictures.html>

"This map shows the route the Skagit, Calvert, and Maggofin, took to avoid the worst of typhoon Grace. Note that we went to the south of Okinawa while the heart of the storm went north of Okinawa. Even tho we skirted the edge of typhoon Grace, the sea was still very rough and we had a day or two of no cooked food."

1954 August 15 - 18



Source:
 Letter from Charles R Hackenberg to Ron Frankum - re: enclosed answers to questionnaire, picture of USS Skagit AKA 105, map showing route taken to Indochina to avoid Typhoon 'Grace', descriptions of 25 photos, and copies of newspaper articles, 10390737001. 25 October 2004, Box 07, Folder 37, Ronald B. Frankum, Jr. Collection, Vietnam Center and Sam Johnson Vietnam Archive, Texas Tech University, <https://www.vietnam.ttu.edu/virtualarchive/items.php?item=10390737001>, Accessed 24 Sep 2023.

Online:
https://vva.vietnam.ttu.edu/repositories/2/digital_objects/455384

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<https://vva.vietnam.ttu.edu/images.php?img=/images/1039/10390737001.pdf>

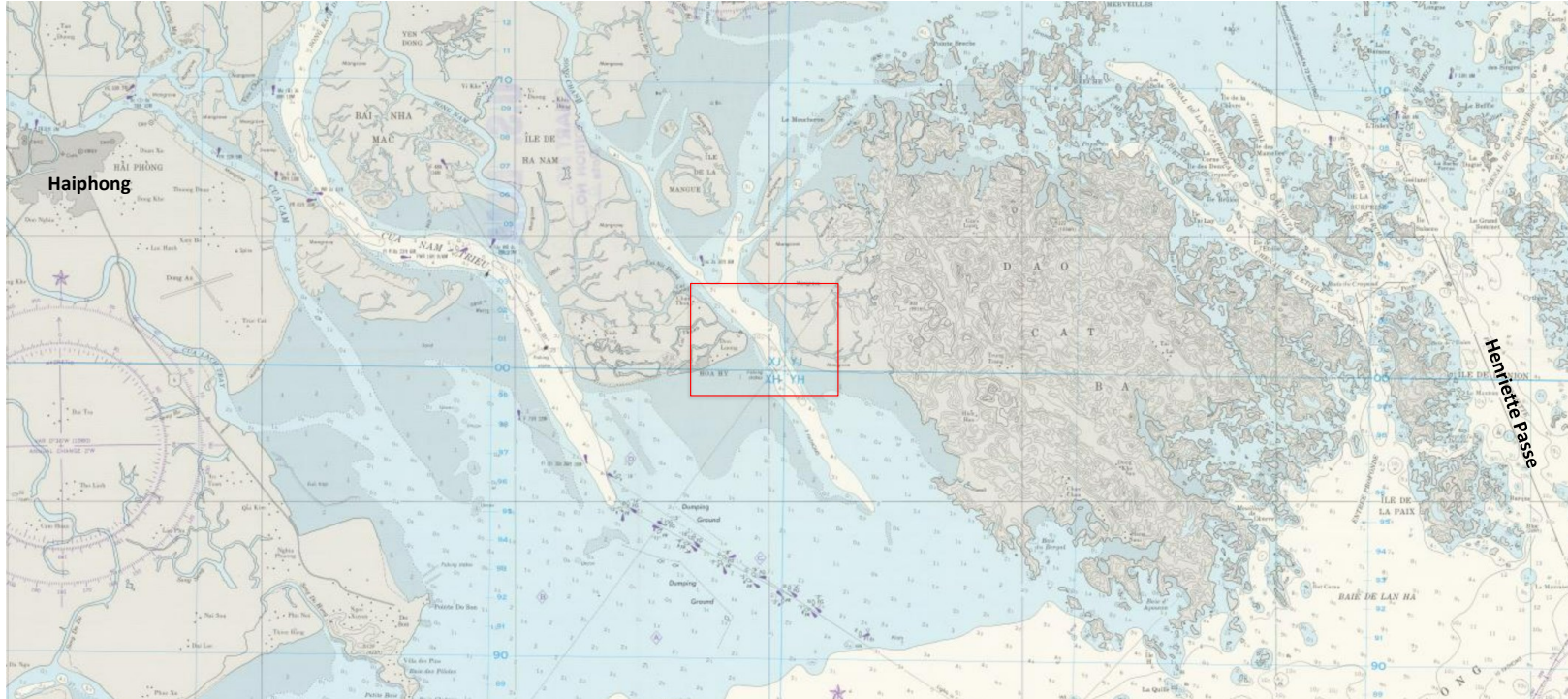
Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	Between 15th and 18th	Sasebo to Haiphong, F.I.C.	<p>Storm Damage and a Flooded Bow</p> <p>1) "We went through a typhoon which flooded the anchor windlass, flattened the gun tub, etc."</p> <p>2) "I will never forget the damages to forward part of the ship."</p> <p>3) "We discovered the bow had flooded, while at sea after steaming further towards French Indo China. There was a lot of water in the bow, but it took us some time to figure it out."</p> <p>4) "The flooding of the anchor windlass room, with the spare armature there, made the windlass inoperable. First division deck hands walked the spare (light) anchor forward and put a deck windlass wire and manila rope through the hawse pipe to provide an anchor."</p> <p>5) "There were 60 foot waves and 14 feet of water in the forward boatsn locker."</p>	<p>1) Wes Zerbe, Ltjg, June '53 - June '56, Calversion V44, P2.</p> <p>2) Ed Ruth. Calversion V24, p</p> <p>3) Interview, Dale Whillhite. USS Calvert Associates Reunion. October 5-6, 2023. Saratoga Springs, NY.</p> <p>4) Email correspondence, Dale Willhite, the USS Calvert's Navigator. June 17, 2020.</p> <p>5) Interview, Al Bradbury. USS Calvert Associates Reunion. October 1-3, 2015. Baltimore, MD.</p>
1954	August	22	Sasebo to Haiphong, F.I.C.	<p>1) 0000 Steaming in company with TG 90.2. CTG 90.2 and CTD 13 in USS Calvert, with Skagit and Magoffin. Enroute from Sasebo, Japan to Haiphong, Indo-China. Triangular formation, distance between ships 1.750 yards with Skagit bearing 030 deg and Magoffin bearing 330 deg (guide), course 249 deg, speed 15 knots (90 RPM). Boilers 1 and 2, generators 2 and 3 in use. In condition of readiness IV with material condition Baker set. Weather: Partly cloudy, moderate breeze, slight sea, ship riding easy.</p> <p>0600 Changed formation course by turn movement.</p> <p>0841 Commenced maneuvering on various courses and various speeds.</p> <p>1000 Made daily inspection of magazines and smokeless powder samples.</p> <p>1300 Mustered crew to stations.</p> <p>1405 Changed forming course.</p> <p>1938 Changed formation course, changed formation speed to 12 knots (72 RPM).</p> <p>2) 0900 - Calvert began approach for transfer.</p> <p>0922 First line over on starboard side #1 hatch. 0936 Commenced transfer of movies, laundry and personnel.</p> <p>1015 Cast off all lines from Calvert, transfer completed.</p> <p>1016 Calvert is guide.</p>	<p>1) USS Calvert - Deck Log - August 22, 1954 Selected Entries</p> <p>2) USS Magoffin - Deck Log - August 22, 1954 Selected Entries</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	23	Sasebo to Gulf of Tonkin	<p>0000 As before, in company with Skagit and Magoffin. Speed 11 knots (66 RPM). In condition of readiness IV with material condition Baker set. Weather: Cloudy with a few stars, light breeze, smooth sea, ship riding easily.</p> <p>0541 Captain assumed the conn. Commenced steering various courses at various speeds in approaching anchorage.</p> <p>0634 Anchored in Tonkin Gulf off Haiphong in 6 fathoms of water.</p> <p>0648 Secured the special sea detail, set the regular steaming watch, condition of readiness IV.</p> <p>0750 Mustered the crew at quarters.</p> <p>0905 Received Knudson (APD 101) alongside to port. 0946 Commenced fueling Knudson.</p> <p>1130 Made daily inspection of magazines and smokeless powder samples. Conditions: Normal.</p> <p>1231 Completed fueling Knudson having transferred 29,050 gallons of fuel oil.</p> <p>1330 Set the special sea detail and made all preparations for getting underway.</p> <p>1349 CTD 13 broke his pennant in Knudson and Calvert hauled down. 1355 Cast off Knudson.</p> <p>1431 Underway for Henriette Passe, berth E-7.</p> <p>1610 Changing speed to 10 knots. 1639 Changed speed to 10 knots (60 RPM).</p> <p>1640 Captain assumed the conn.</p>	USS Calvert - Deck Log - August 23, 1954 Selected entries
1954	August	23	Henriette Passe, Berth E-7 Northern section, Ha Long Bay, Gulf of Tonkin	<p>Arrival, Haiphon Area, Gulf of Tonkin</p> <p>1) 1712 Anchored Henriette Passe berth E-7. Right tangent of La Scie Island, 284 deg, left tangent of Le Nex Island, 304 deg, left tangent Le Grand Sommet 003.4 deg.</p> <p>2) Henriette Passe - Locational details: 18 59 N, 106 00 E (southern end) to 20 48 N, 107 09 E (northern end - Ha Long Bay), Gulf of Tonkin area.</p>	<p>1) USS Calvert - Deck Log - August 24, 1954 Selected entries</p> <p>2) Gazetteer of Vietnam, Volume 1, 1986</p>
1954	August	23, 24, 25	Henriette Passe, Berth E-7 Northern section, Ha Long Bay, Gulf of Tonkin	<p>Decision: Transfer refugees from Haiphong Harbor area to Transports anchored in Henriette Passe, via French landing craft.</p> <p>1) "I was a part of this endeavor in 1954 as I served aboard the USS Calvert APA 32 and my Commander and one other officer and his boat crew (I was a member of the boat crew) were transferred to the Knudson up the river to Haiphong to assist Dr. Tom Dooley in preparing the refugees to be sent to Saigon. I remember one of the interpreters wore a large Australian hat so he could easily be identified by the refugees. This is an experience I will never forget."</p> <p>2) Captain Rittenhouse, aboard the USS Knudson (APD-101), arrived in Haiphong itself and began the operation. One of the first decisions made was to load the APAs in the delta area rather than at the dock at Haiphong. This allowed more rapid turn around, eliminated the necessity of costly piloting fees, was safer for the ship and crew and made embarkation more efficient. The French Navy had a number of LSMs with large, open well decks, each capable of transporting a thousand to twelve hundred people. They were simple to load, and several of them could work at the pier in a space that would be tied up by our larger ships. French LSMs were to transport the evacuees from the staging point at the "Brickettery" on the Haiphong docks to the transports.</p> <p>3) "Haiphong offered the best pier facilities in the DRV, though the depth limitations in the channel restricted APAs and AKAs with maximum loads. These ships, the workhorses of the operation, remained in the anchorage area, while vessels such as the LSMs, LCUs and other landing craft, and lighters shuttled the evacuees as they began their passage to freedom."</p>	<p>1) Robert K. Wyatt, http://www.ussskagit.org/optf.html</p> <p>2) The History of the Chaplain Corps, United States Navy: Navy Chaplains in Vietnam 1954 - 1964</p> <p>3) Frankum, p46</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Haiphong and Henriette Passe Area

Note: Charts show Henriette Passe to the east of Dau Cat Ba Island. Crew interviews indicate the Calvert anchored in the area indicated by the red rectangle.



Gulf of Tonkin : Vietnam : Approaches to Hai Phong
 Publisher: United States Defense Mapping Agency
 Hydrographic/Topographic Center
 Online:
<https://library.ucsd.edu/dc/object/bb89091101>

Location Note: Interview, Dale Whillhite. USS Calvert Associates Reunion. October 5-6, 2023. Saratoga Springs, NY.

1954	August	24	Henriette Passe, Berth E-7 Northern section, Ha Long Bay, Gulf of Tonkin	0000 Anchored as before, Berth E-7, Henriette Passe, Baie D'HALong, French Indo-China. Right tangent of La Scie Island, 284 deg, left tangent of Le Nex Island, 304 deg, left tangent Le Grand Sommet 003.4 deg. 0750 Mustered crew to quarters. 1130 Made daily inspection of magazines and smokeless powder samples. Conditions: Normal. 1035 Skagit AKA-105 stood out. 1900 Menard APA-201 stood out.	1) USS Calvert - Deck Log - August 24, 1954 Selected entries
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Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	25	Henriette Passe, Berth E-7 Northern section, Ha Long Bay, Gulf of Tonkin	<p>The first group of refugees embark aboard the USS Calvert</p> <p>1230 French LSM 9017 came alongside port. 1315 the Calvert commenced embarking refugees. 1402 French LSM 12 came alongside starboard. 1557 Cast off French LSM 9017. 1600 Lighted fires under number 1 boiler. 1617 Completed loading passengers. 1701 Cast off French LSM 12.</p> <p>Count of refugees and civilians embarked:</p> <p>Vietnamese civilians: 448 men, 636 women, 939 children. Vietnam control team: 3 men, 3 women. 1 Vietnam journalist. American civilians: 2, Mr. Howard R. Simpson and Mr. Gerald Strauss.</p> <p>A perspective:</p> <p>2) "The American sailors who participated in Operation Passage to Freedom were the first Americans many Vietnamese had ever seen. These bluejackets were only doing the job assigned to them, but they represented so much more. They were the first contact, ambassadors for the United States participating in one of the largest evacuations the world had ever seen."</p>	<p>1) USS Calvert - Deck Log - August 25, 1954 Selected entries</p> <p>2) Frankum, p15</p>
1954	August	25	Haiphong Harbor - Henriette Passe, Berth E-7	<p>1) "The Vietnamese came up the gangway to the main deck, where they were doused in DDT. Catholic priests were with them. The ship's doctors tried to speak Latin to the French-speaking Priests as a way to communicate/translate with them."</p> <p>2) "... we started loading Vietnamese from Haiphong Harbor. They would come out with one of our landing craft and get on the ship. ... And they de-fumigated them as they came aboard the ship. It was orderly, and of course we had good patrols that would take care of them, so there was no problem. We were prepared to carry 1400 troops and their gear so we could carry about 2100 of the Vietnamese because they were small people, and children."</p> <p>3) "... Her mercy lift commenced when a French Vietnamese LSM came alongside bringing the refugees to be loaded on the transport. The ship had large signs, both in Vietnamese and English, on her railings which read, Your Passage to Freedom. An American chaplain and a Tonkinese priest boarded the LSM to greet the refugees and explained the loading operation and the U.S. Navy's role in the evacuation. The refugees joined in applause of the two priests. Below decks in the crews galley, cooks and mess cooks were briefed on how to prepare rice to suit the Vietnamese palate."</p>	<p>1) Bob Upton (Signalman) & Dale Willhite (Navigator) - 2014 USS Calvert Associates Reunion, Interview</p> <p>2) Al Bradbury (Radarman) - 2014 USS Calvert Associates Reunion, Interview</p> <p>3) The Amphibian - A Newspaper for Men of the Pacific Fleet Amphibious Force - "Operation Humanitarian Continued by TF 90" Calversion, Vol 23, P4 Richard R. Morse</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Refugees board the USS Calvert



1954 Fourth Far East Cruise Book

1954 August 25

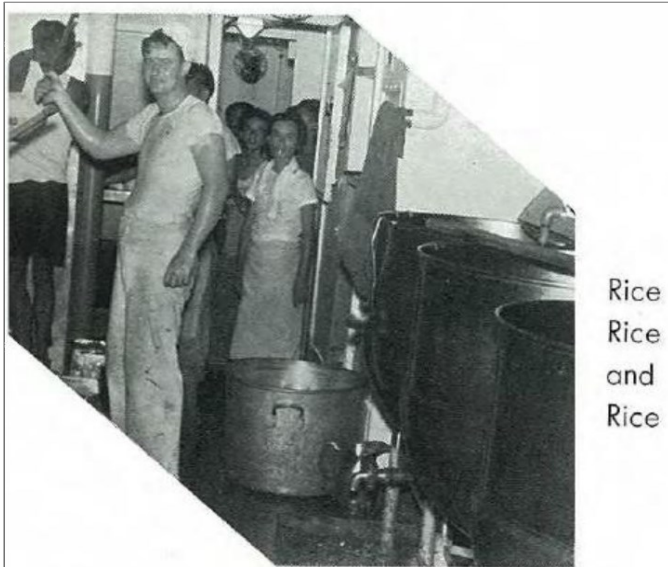
Underway to Saigon, F.I.C.

1808 Underway on various courses and speed. Eventually set speed at 12 knots. Weather: Cloudy, gentle breeze, slight sea, ship riding easy.

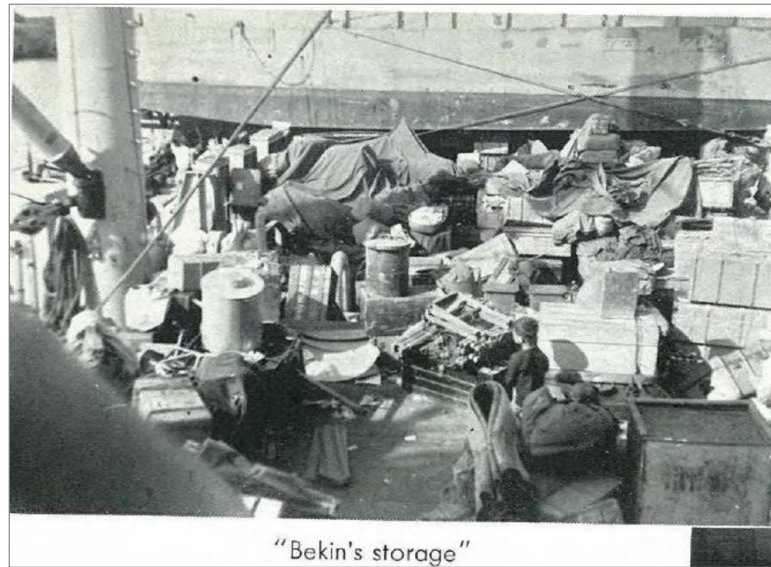
USS Calvert - Deck Log - August 25, 1954
Selected entries

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	26	Underway to Saigon, F.I.C.	<p>1) The following dispatch from Calvert is quoted: "The USS Calvert is today heading South along the coast of Vietnam with over two thousand refugees aboard. The majority of these refugees come from the Catholic villages of the Tonkin Delta South and Southwest of Hanoi. The USS Calvert is a ship designed to carry amphibious combat forces to hostile beaches in time of war but today all hands are occupied with a peacetime mission: The feeding, well-being and general comfort of penniless refugees who have left their homes and most of their possessions behind in a general flight from Communism. The refugees were loaded aboard the USS Calvert from a rolling LSI of the French Navy. They arrived aboard tired and sick, many of them having walked miles from their own village to the reception centers in and around Haiphong. Once aboard they were fed and bedded down in the quarters usually occupied by combat ready Marines. Instead of platoons checking their weapons and going over beach maps, mothers were breast feeding their babies and stuffing rice and beef stew into their mouths. During the loading young American Sailors assisted the aged and young among the refugees. Later they invaded the refugees' quarters with ice cream and candy for the children. For most of the young ones it was their first taste of such delicacies. In the Tonkin Delta ice cream is and sugar is hard to come by. This morning, their first morning aboard ... up topside to see at close hand the ship that is ... " (missing parts)."</p> <p>2) "I was the First Division Officer during Operation Freedom and recall vividly our first trip from Haiphong to Saigon. Once on board the Vietnamese wouldn't touch the rice until blessed and Father Martineau had to go from hold to hold blessing the rice."</p>	<p>1) Radio Press News - U.S.S. Calvert, August 26th, 1954 Calversion Vol 43, P7 Charles A. Johnson, HM3</p> <p>2) Calversion, Vol 26, P6 Arthur F. Graham</p>

The crew adapts



Rice
Rice
and
Rice



"Bekin's storage"

1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	26	Underway to Saigon, F.I.C.	<p>Earlier entries - illegible.</p> <p>1600 to 1800 - Steaming as before. Took departure from Tourane Bay. Speed 16 knots (96 RPM).</p> <p>1824 passed Hon Ong Island abeam to starboard.</p> <p>1841 sighted Gulao Re Island. Weather: Clear, moderate breeze, slight sea, ship riding easy.</p> <p>2000 to 2400 - Steaming as before. Weather as before.</p>	USS Calvert - Deck Log - August 26, 1954 Selected entries
1954	August	27	Underway to Saigon, F.I.C.	<p>0000 Steaming singly enroute from Henriette Passe, Indo-China to Saigon, French Indo-China. Speed 14 knots (84 RPM). Boilers number 1 and 2 and generators number 1 and 2 in use. In condition readiness III (Modified) with material condition Baker set. Weather: Cloudy with light rain squalls and distant lightning, gentle wind, slight sea, ship riding easily.</p> <p>0400 Weather: Partly cloudy, gentle breeze, slight sea, ship riding easily.</p> <p>0509 Passed Bayfield (APA 33) to starboard, distance 2.4 miles.</p>	USS Calvert - Deck Log - August 27, 1954 Selected entries
1954	August	27	Underway to Saigon, F.I.C.	<p>A Birth</p> <p>1) 0745 Born this day, to Nguyen Thioay (sp?), a six pound baby boy; Dr. Flores attended; Work was suspended, while the crew cheered this new-born joy.</p> <p>2) "The ship's doctor reported the Medical Department kept busy looking after numerous patients, and the highlight of the trip - the birth of a baby. The baby was delivered by the ship's doctor and three corpsmen, assisted by a Vietnamese woman doctor."</p>	<p>USS Calvert - Deck Log - August 27, 1954 Selected entries</p> <p>2) The Amphibian - A Newspaper for Men of the Pacific Fleet Amphibious Force - "Operation Humanitarian Continued by TF 90" Calversion, Vol 23, P4</p>
1954	August	27	Underway to Saigon, F.I.C.	<p>1) 0750 Mustered the crew at quarters.</p> <p>0800 Weather: Partly cloudy, gentle breeze, slight sea, ship riding easily.</p> <p>0830 Sighted Hon-Ca-La Island.</p> <p>2) "... The Calvert's decks were covered with women washing, children shouting and laughing at spurting water coolers, and kids peering in portholes to watch sailors shaving. Crowds stayed topside in nice weather, watching sailors work, and anxious to lend a hand in the ship's chores. Capt. Hilles of the Calvert alerted his recruiting officer to keep an eye open for likely "Navy prospects."</p>	<p>USS Calvert - Deck Log - August 27, 1954 Selected entries</p> <p>2) The Amphibian - A Newspaper for Men of the Pacific Fleet Amphibious Force - "Operation Humanitarian Continued by TF 90" Calversion, Vol 23, P4</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
				An Appendectomy	
1954	August	27	Underway to Saigon, F.I.C.	0900 Commenced appendectomy on <redacted> and completed at 1000. Operation successful, patient resting comfortably. 1015 Made daily inspection of magazines and smokeless powder samples. Conditions: Normal. Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily. 1600 to 1800 - Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily. 1711 Passed Magoffin abeam to starboard distance 1.6 miles. 1749 Passed APA 213, distance 5.2 miles. 1800 to 2000 - Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily.	USS Calvert - Deck Log - August 27, 1954 Selected entries
1954	August	28	Underway to Saigon, F.I.C. Anchored in Saigon River off Cape St. Jacques	0000 Steaming singly enroute from Henriette Passe, Indo-China to Saigon, French Indo-China. Weather: Partly cloudy with many stars, moderate breeze, slight sea, ship riding easily. 0400 Changed speed to 6 knots (36 RPM). 0634 Changed speed to 7 knots (42 RPM). 0645 Stationed special sea detail. 0650 With Cape St. Jacques light house bearing 037 deg, distance 1.8 miles changed course and commenced steering various courses at various speeds to enter Saigon River. 0714 Captain assumed the conn, the Executive Officer and Navigator on the bridge. 0724 All engines stop. Anchored in Saigon River off Cape St. Jacques in 7 fathoms of water. 0750 Mustered the crew on stations. 0842 The pilot, Mr. Romaine (sp?) came aboard. 0906 Underway for Saigon, commenced steering various courses at various speeds to conform with the channel. 1012 Nguyen Va?-V.N, age 42, Vietnamese civilian, died on board from tuberculosis.	1) USS Calvert - Deck Log - August 28, 1954 Selected entries 2) The Amphibian - A Newspaper for Men of the Pacific Fleet Amphibious Force - "Operation Humanitarian Continued by TF 90" Calversion, Vol 23, P4 Richard R. Morse
1954	August	28	Underway for Saigon, Saigon River	A Death 0906 Underway for Saigon, commenced steering various courses at various speeds to conform with the channel. 1012 Nguyen Va?-V.N, age 42, Vietnamese civilian, died on board from tuberculosis.	1) USS Calvert - Deck Log - August 29, 1954 Selected entries

Year	Month	Day	Location	Historical Details	Sources, Notes
Saigon: A New Home					
1954	August	28	Underway for Saigon, Saigon River	<p>Note: There are no entries available online for the period 1030 to 2400 on August 28th. It is unknown if there were no entries for this time, or the remaining log pages are simply not available online.</p> <p>Sometime between 1030 and 2400 the Calvert docked at Saigon and the refugees left the ship for their new home in what would eventually become South Vietnam.</p>	<p>1) USS Calvert - Deck Log - August 29, 1954 Selected entries</p> <p>2) The Amphibian - A Newspaper for Men of the Pacific Fleet Amphibious Force - "Operation Humanitarian Continued by TF 90" Calversion, Vol 23, P4. Richard R. Morse</p>
			Moored, Port side to Quari Capamai (sp?) Pier, Saigon	<p>Presumed location: The Calvert's deck log from August 29th indicates the ship moored at Quari Capamai (sp?) Pier.</p> <p>2) "We were towed up river, with one tug on the bow and two tugs on the stern. While we were docked the stern was hanging over houses along a creek."</p> <p>3) "... the USS Calvert (APA-32) unloaded her 2,073 refugees. The Supply Department handed out goodbye gifts to all passengers at debarkation - consisting of cigarettes, soap and rice. An English speaking Vietnamese student summed up the attitude of Calvert's crew, "They were so good with kindness."</p>	<p>Note: See the additional information on Saigon docks, circa 1954, further below. Even with this information, and crew member interviews, I am unable to confirm the exact location of the pier mentioned in the Calvert's deck log.</p>

Docked, Saigon

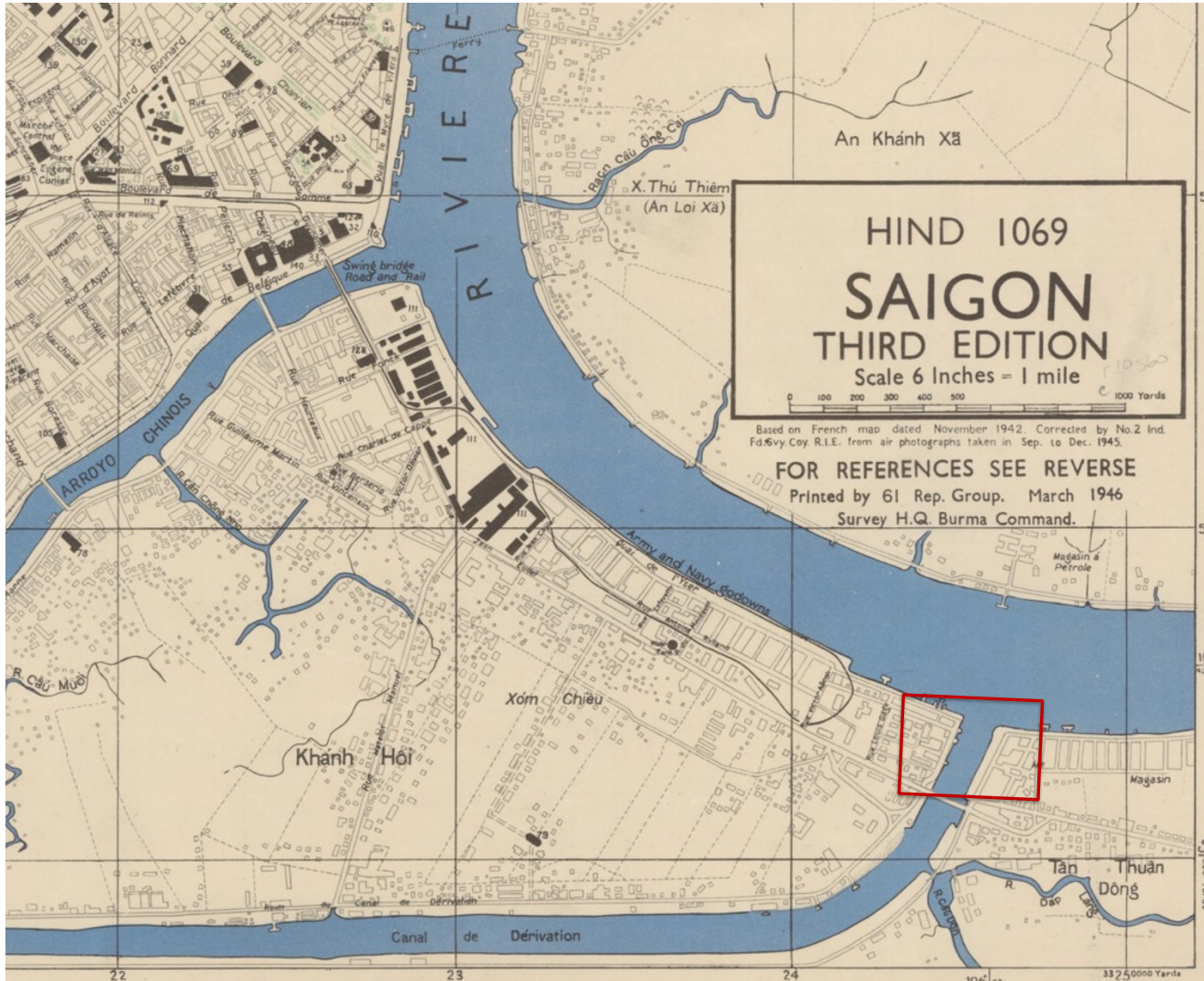


1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
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Presumed approximate location of the Quari Capamai (sp?) Pier, Saigon

The red rectangle indicates possible location of the Quari Capamai Pier. This location is selected due to details provided by Dale indicating that the stern of the ship (over a creek) was not near a bridge, where there are two bridges closer to the Saigon River (in the Arroyo Chinois) location further north west on this map.



Hind 1069. Saigon. Third edition.
 Printed by 61 Rep. Goup. March 1946
 Online: <https://virtual-saigon.net/Maps/Collection?ID=1972>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Additional details on dock names and locations in Saigon, circa Operation Passage to Freedom

Saigon port facility details, circa 1954

"The principal ports in Saigon were:

* Khanh Hoi Wharf - Located on the west bank of the river approximately 2,100 feet below Arroyo Chinois ... It was approximately 3,445 feet long and 24 to 30 feet deep. It could handle up to five Liberty-type ships and berth two Liberty 2 C1-A types.

1) Frankum, P53

* Messageries Maritime Wharves - Located on the west bank of the river just below the mouth of the Arroyo Chinois ... It was approximately 1,425 feet long and also had a depth of 24 to 30 feet. It could handle one Liberty-type ship and berth two Liberty 2 C1-A types.

Note: In later pages of the book, Frankum describes the degraded port capacity conditions as the operation proceeded.

Both piers were in excellent condition, and it was estimated that a total of twenty-three ships of approximately 10,000 tons displacement could reside at the piers and be moored to the pilings in Saigon."

Editor's note: Uncertain if either of these locations were in the vicinity of the Quari Capamai Pier as noted in the Calvert's deck log for August 29.

1954	August	29	Moored port side to Quari Capamai (sp?) Pier, Saigon	0000 Moored port side to Quari Capamai (sp?) Pier, Saigon. 0230 Completed taking on water having received 55,000 gallons. 0515 Lighted fires under number 1 boiler. 0558 Put number 1 boiler on auxiliary line. 0620 Put number 1 boiler on main line. 0715 Stationed special sea detail and made all preparations for getting underway.	1) USS Calvert - Deck Log - August 29, 1954 Selected entries
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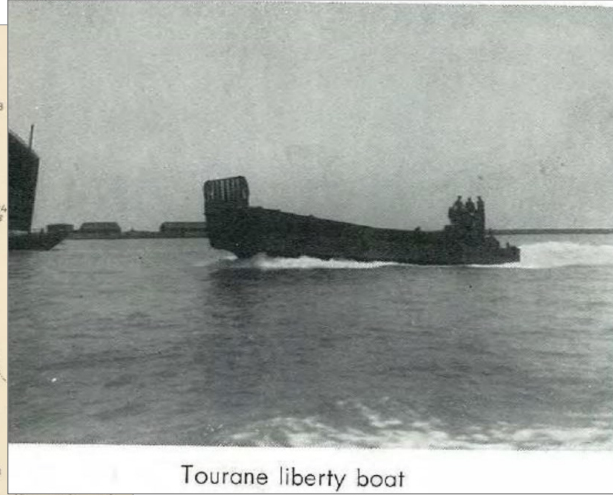
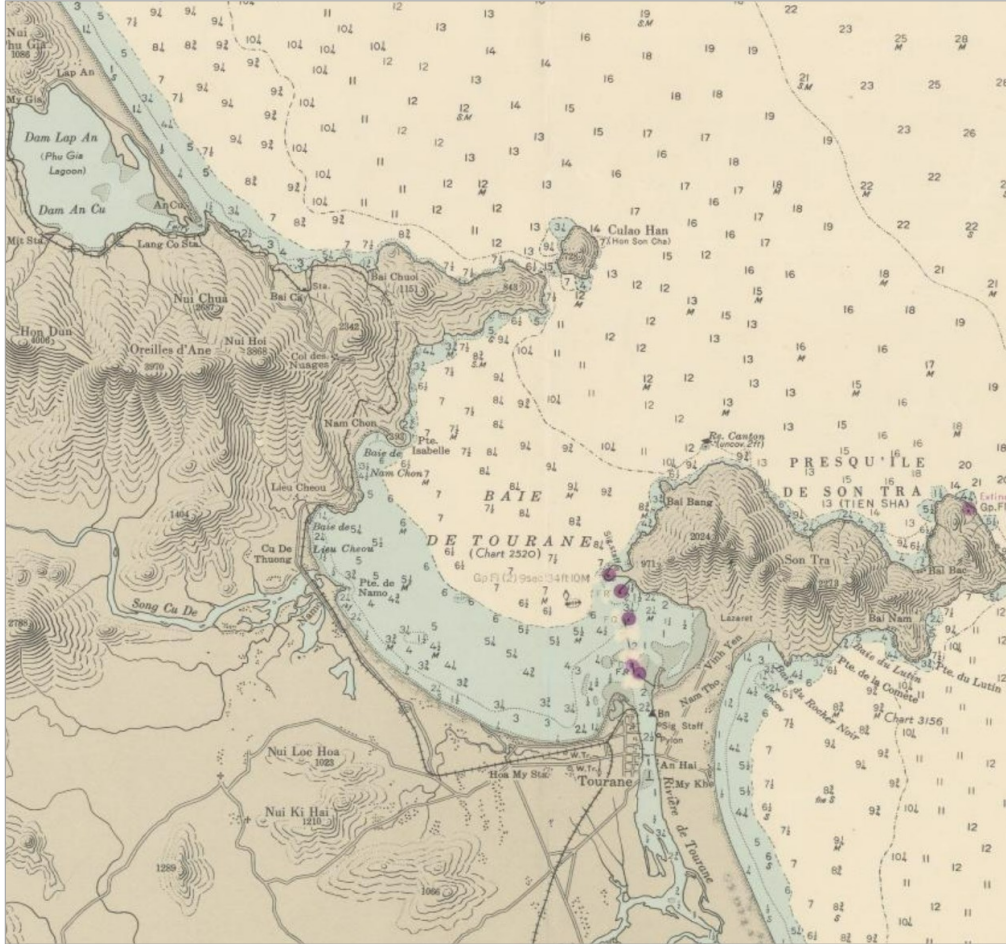
Underway to Tourane, F.I.C. (aka, Danang, Vietnam)

1954	August	29	Moored part side to Quari Capamai (sp?) Pier, Saigon Underway to Tourane, F.I.C. (aka, Da Nang)	0750 Underway. 0800 Weather: Sunny with some clouds, light breeze, calm sea, ship riding easily. 1138 Anchored in seven fathoms of water in the mouth of the Saigon River off Cape St. Jacques, to receive detachment of Beach-Group One personnel and equipment. 1153 Received LCU 1372 alongside to port at number 4 hatch. 1250 Cast off LCU 1372. 1300 Anchor away. Pilot at the conn, Captain, Executive Officer and Navigator on the bridge. 1302 Commenced steaming various courses at various speeds to conform with Saigon River. Various course changes. 1400 Weather: Cloudy with occasional rain, moderate breezes, moderate sea, ship riding easily. 1600 to 1800 Weather: Overcast, moderate breeze, moderate sea, ship riding easily. 1800 to 2000 Weather: Cloudy, fresh breeze, moderate sea, ship rolling easily.	1) USS Calvert - Deck Log - August 29, 1954 Selected entries
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Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	30	Underway to Tourane, F.I.C. (aka, Da Nang) Tourane, F.I.C. (aka, Da Nang)	<p>0000 Steaming singly enroute from Saigon to Touraine, FIC. Speed 16 knots. Weather: Cloudy, gentle breeze, smooth sea, and riding easily.</p> <p>0400 Weather: Overcast, moderate breeze, slight sea, ship riding easily.</p> <p>0750 Mustered the crew at quarters.</p> <p>0800 Weather: Cloudy, moderate breeze, slight sea, ship riding easily.</p> <p>0825 Commenced jettisoning 184 round of damaged 3 inch 50 caliber ammunition.</p> <p>0827 Commenced jettisoning 9,500 rounds of 22 caliber ammunition and 180 rounds of 20mm ammunition and completed 0843.</p> <p>1200 Overcast, moderate breeze, slight sea, ship riding easily.</p> <p>1436 Passed Bayfield abeam starboard, distance 6 miles.</p> <p>1600 Weather: Cloudy with sun occasionally visible, moderate breeze, slight sea, ship riding easily.</p> <p>1800 Stationed special anchor detail, made all preparations for entering port.</p> <p>1808 Commenced steering various courses at various speeds to enter Tourane Bay.</p> <p>1831 Anchored in Berth G-11, Tourane Bay, FIC in 8 fathoms of water.</p> <p>1840 Placed main engines on 30 minute notice.</p> <p>1842 Secured the special sea detail; set the regular in port watch.</p>	<p>1) USS Calvert - Deck Log - August 30, 1954 Selected entries</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Tourane Bay, French Indochina



Tourane liberty boat

Map
 French Indochina-Annam : Cu Lao Cham to Hue including Baie de Tourane
 United States Hydrographic Office | From French surveys to 1938. Created: 1946.
 Date issued: 1951-07-01
 Online:
<https://library.ucsd.edu/dc/object/bb51889421>

Photos: 1954 Fourth Far East Cruise Book



Swin party Tourane, Indo China

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	August	31	Anchored, Tourane Bay, F.I.C. (aka, Da Nang) Underway to Haiphong, F.I.C.	0000 Anchored as before. 0750 Mustered the crew on stations. 1100 Made daily inspection of magazines and smokeless powder samples. Conditions: Normal. 1215 Commenced spinning main engines with steam. 1230 Stationed the special sea detail and made all preparations for getting underway. 1311 Underway for Haiphong, IC. Weather: Cloudy, light air, smooth sea, ship riding easily. 1600 Weather: as before. 1800 Weather: as before.	1) USS Calvert - Deck Log - August 31, 1954 Selected entries
1954	September	1	Underway to Haiphong, F.I.C. Anchored, Henriette Passe	0000 Steaming singly from Tourane, IC to Henriette Passe, IC. Speed 16 knots (96 RPM), boilers 1 and 2, generators 1 and 2 in use. In condition readiness III (modified) with material condition Baker Set. 0025 Passed USS Magoffin abeam to starboard, distance 2.5 miles. 0137 Passed USS Montrail (APA 213) abeam to port. distance 7.2 miles. Weather: Cloudy, moderate breeze, smooth sea, ship riding easily. 0750 Captain assumed the conn. Mustered crew on station. 0751 Commenced steering various courses at various speeds to anchor in Henriette Passe. Weather: Cloudy, smooth sea, slight breeze, ship riding easily. 0810 Anchored in Henriette Passe in 5 1/2 fathoms of water, with main engines on 30 minute notice. 0820 Secured the special sea detail; set the regular steaming watch, condition IV with material condition Baker set. 0821 Received LCU 530 alongside to port at number 4 hatch. 0840 Commenced off loading detachment of Beach Unit One and cargo. 0915 Completed unloading Beach Unit One detachment and cargo, cast off LCU 539.	USS Calvert - Deck Log - September 1, 1954 Selected entries
Embarked Second Group of Refugees					
1954	September	1	Henriette Passe	1200 Anchored as before. 1300 Received French LCM 9816 alongside to port. 1330 Commenced embarking Vietnamese Refugees. 1425 Commenced delivering fresh water to French LCM 5816. Completed at 1505. Delivered 2,000 gallons. 1525 Received French LSM 9011 alongside to port. 1612 Lighted fires under boiler number 1. 1625 Received LCU 531 alongside to starboard. 1636 Commenced spinning main engines with steam. 1704 Skagit (AKA 105) got underway and stood out of the pass. 1707 Completed loading passengers. 1709 Cast off French LSM 9011. Count of refugees and civilians embarked: Vietnamese militia: 343 men. Vietnamese civilians: 547 men, 524 women and 629 children. Vietnamese control team: 6 men and 4 women.	USS Calvert - Deck Log - September 1, 1954 Selected entries

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	1	Underway to Saigon, F.I.C.	<p>Underway to Saigon, F.I.C.</p> <p>1) 1710 Stationed the special sea detail, made all preparations for getting underway. Commenced heaving in. 1720 Underway. First Lieutenant at the conn, Captain and Navigator on the bridge. Steering various courses at various speeds to depart Henriette Passe. 1756 Commenced building up to 16 knots (96 RPM). Weather: Partly cloudy, gentle breeze, smooth sea, ship riding easily.</p> <p>2) 1908 - Sunset</p>	<p>USS Calvert - Deck Log - September 1, 1954 Selected entries</p> <p>2) USS Skagit - Deck Log - September 1, 1954 Selected entries</p>
				<p>0000 Underway, as before. Speed 16 knots (96 RPM). Weather: Partly cloudy with lightning to the south and east, gentle breeze, light sea, ship riding easily. 0400 Weather: Overcast, moderate breeze, slight sea, ship riding easily. 0750 Mustered crew at quarters. 0800 Weather: Overcast with steady rain, strong breeze, slight sea, ship riding easily. 1005 Commenced sounding fog signals. Visibility reduced to 500 yards. 1009 Changed speed to 10 knots (60 RPM). 1016 Changed speed to 12 knots (72 RPM). 1018 Secured fog signals. 1019 Changed speed to 15 knots (90 RPM). 1020 Changed speed to 16 knots (96 RPM). 1121 Stationed the special sea detail made all preparations for entering Tourane Bay. 1132 Captain assumed the conn; Executive Officer and Navigator on the bridge. Commenced steering various courses at various speeds to conform with Tourane Bay.</p>	<p>USS Calvert - Deck Log - September 2, 1954 Selected entries</p>
1954	September	2	Underway to Saigon, F.I.C.	<p>1200 Anchored in Tourane Bay in 8 fathoms of water. 1215 Transferred stretcher patient (Beachmaster Unit 1) to the Ajax (AR 6) for further transfer to the Consolation (AH 15).</p>	<p>USS Calvert - Deck Log - September 2, 1954 Selected entries</p>
			Anchored, Tourane Bay	<p>1315 Stationed the anchor detail and made all preparations for getting underway. 1318 Commenced heaving in. 1326 Anchor aweigh. Underway for Saigon. OOD with the conn, Captain, Executive Officer and Navigator on the bridge. Steering various courses at various speeds to depart Tourane Bay. 1337 Secured the anchor detail. Weather: Cloudy, moderate sea, gentle breeze, ship riding easily.</p>	
			Underway to Saigon, F.I.C.	<p>1600 Weather: Cloudy with light drizzling rain, slight sea, moderate breeze, ship riding easily. 1800 Weather: Cloudy with occasional light rain, moderate breeze, slight sea, ship riding easily. 2000 Weather: Cloudy and dark night, moderate breeze, slight sea, ship riding easily.</p>	

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	3	Underway to Saigon, F.I.C.	<p>0000 Steaming singly enroute from Henriette Passe to Saigon. Weather: Cloudy, moderate breeze, moderate sea, ship riding easily.</p> <p>0400 Weather: Partly cloudy, moderate breeze, moderate sea, ship riding easily.</p> <p>0800 Weather: Partly cloudy, fresh breeze, moderate sea, ship riding easily.</p> <p>1200 Weather: Partly cloudy, strong breeze, moderate sea, ship riding easily.</p> <p>1531 Changed course and speed to 10 knots.</p> <p>1600 Weather as before.</p> <p>1800 Weather: Partly cloudy, moonlight night, fresh breeze, moderate sea, ship riding easily.</p> <p>2000 Weather: Cloudy, fresh breeze, moderate sea, ship riding easily.</p>	<p>USS Calvert - Deck Log - September 3, 1954</p> <p>Selected entries</p>
1954	September	4	Moored, Saigon	<p>Note: Missing deck Log page(s) for times 0000 through 1600.</p> <p>Saturday</p> <p>1600 Moored as before.</p> <p>1600 Commenced taking on fresh water from pier.</p> <p>1645 Completed off-loading all passengers.</p> <p>1820 Received APA 201 alongside to starboard.</p> <p>2140 Completed taking on fresh water, having received 16,000 gallons.</p> <p>1145 The Shore Patrol returned 4 sailors to the ship under arrest. Formal charges will follow by letter from Senior Shore Patrol Officer, Saigon, French Indo-China.</p>	<p>USS Calvert - Deck Log - September 4, 1954</p> <p>Selected entries</p>
1954	September	4	Moored, Saigon	<p>A Wild Night in Saigon</p> <p>1) "... we did get liberty in Saigon. That was kind of a wild night. Saigon, it was a beautiful city, it was called the Paris of the Far East, and just really a fabulous sunken city. We proceeded to have a few drinks and then we ran into a French Foreign Legion guy. He was a Hungarian, as most of the French Foreign Legion were foreigners for the French. We had a good party with him. I wanted to keep his pillbox type hat and trade him one of my sailor's hat, but he wouldn't, couldn't do that."</p> <p>2) "I saw your appeal in the Calversion Bulletin concerning "Passage to Freedom". Having served as the Assistant First Division Officer aboard the USS Calvert APA-32 (the flagship) at that time with responsibility of quartering the Vietnamese in forward holds one, two and three, I can perhaps be of some assistance. I was also on the Special Sea Detail and on the bridge going up the Saigon River to Saigon. While docked alongside in Saigon, one of our boatswain mates jumped ship, ended up in a French Woman's (sic) Prison and I was sent ashore to retrieve him from the French. I defended this sailor in a court martial held at Subic Bay in the Philippines some months later and this turned out to be my first case."</p> <p>3) "While tied alongside overnight at Saigon during "Operation Freedom" the fantail Watch jumped ship and the next day was found going cell to cell in a French Woman's prison. This boatswain mate, 2nd class, whose name will remain anonymous, was a member of the U.D.T. at Omaha Beach and highly decorated. His medical record from Balboa Hospital disclosed that he was anxiety prone and should never go to sea again. I defended him at the Court Martial held in Sasebo (my first case) and fortunately he was found not guilty. Our star witness was Lt. Matsuda, the ship's doctor and my roommate."</p>	<p>1) Al Bradbury (Radarman) - 2014 USS Calvert Associates Reunion, Interview</p> <p>2) Calversion, Vol 46, p5. Arthur F. Graham</p> <p>3) Calversion, Vol 26, p6 Arthur F. Graham</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	5	Moored, Saigon	0000 to 0400 - Moored port side to ?uari Catanai (sp?), Saigon. 0235 Rescued sailor from the Saigon River clutching to the rudder post of a sampan. 0240 Placed in sickbay.	USS Calvert - Deck Log - September 5, 1954 Selected entries
			Underway to Tourane, F.I.C. (aka, Da Nang, Vietnam)	0630 Refugees debarking from Menard (APA 201) commenced crossing to Calvert and commenced debarking via port accommodation ladder and brow rigged to port side number 4 hatch. 0700 Commenced taking on water. 0750 Mustered the crew at quarters. 0830 Lighted fires under number 1 boiler. 0840 Completed debarking evacuees from Menard. 0946 Stationed the special sea detail and made all preparations for getting underway. 0947 Secured taking on fresh water, having received 2,000 gallons. 1005 Pilot came aboard. 1032 Underway. The pilot at the conn, Captain, Executive Officer and Navigator on the bridge. Commenced steering various courses at various speeds to conform with Saigon River. Weather: Sunny with some clouds, light air, calm sea, ship riding easily.	
1954	September	5	Underway to Tourane, F.I.C. (aka, Da Nang, Vietnam)	1200 Steaming as before. 1350 Commenced maneuvering to anchor.	USS Calvert - Deck Log - September 5, 1954 Selected entries
			Moored, Baide Dank, F.I.C.	1412 Moored in Baide Dank (?) in 10 fathoms of water. 1415 Received LCU 1273 alongside to port for cargo transfer. 1420 Commenced off loading cargo and completed at 1423, having off loaded two jeeps. 1424 Cast off LCU 1273. 1427 Hand electric steering casualty, shifted steering controls to steering engine room.	
			Underway to Tourane, F.I.C. (aka, Da Nang, Vietnam)	1436 Underway. The pilot at the conn, Captain, Executive Officer and Navigator on the bridge, steering control in steering engine room. Commenced steering various courses at various speeds to conform with Saigon River approach channel. 1502 The pilot left the ship. Weather: Cloudy, moderate breeze, slight sea, ship riding easily. 1600 Weather as before. 1800 Weather as before. 2000 Weather: Cloudy, gentle breeze, smooth sea, ship riding easily.	

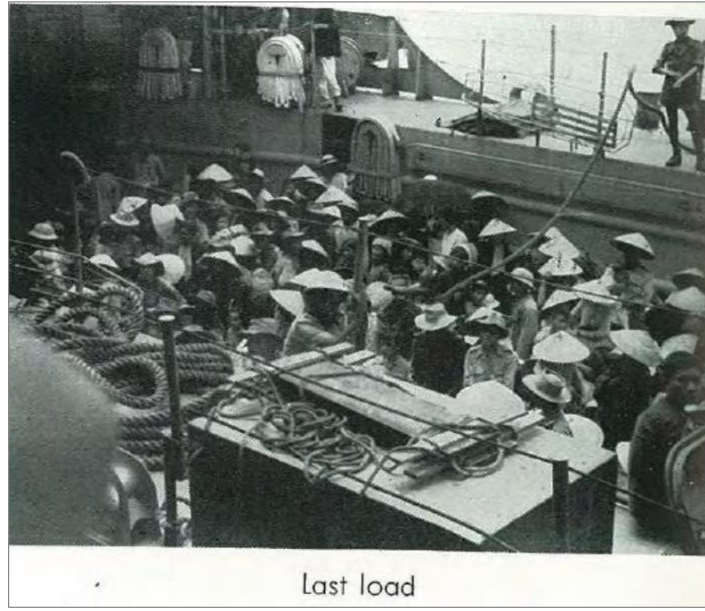
Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	6	Underway to Tourane, F.I.C. (aka, Da Nang, Vietnam)	<p>1) 0000 Steaming singly enroute from Saigon to Tourane, speed 16 knots. Weather: Bright starlights with clouds near the horizon, moderate breeze, slight sea, ship riding easily.</p> <p>0750 Mustered the crew at quarters. Weather: Pleasant, fresh breeze, slight sea, ship riding easily. 0815 Commenced building up to full power. 0900 Reached full power 16.5 knots (99 RPM). Weather: Pleasant, moderate breeze, slight sea, ship riding easily. 1200 Weather: Clear with clouds along the horizon, gentle breeze, smooth sea, ship riding easily. 1315 Changed speed to 16 knots (96 RPM). 1325 Changed speed to 16.5 knots (99 RPM). 1340 Commenced firing 40 MM machine gun number 41 and 3"/50 gun number 33 to starboard and completed exercise at 1425 having fired 196 rounds of 40MM; 6 Rounds of 3"/50 AAC; 3 rounds 3"/50 starshell.</p> <p>Another steering casualty 1425 Experienced steering casualty to telemotor, shifted steering aft. 1436 Shifted steering to hand electric control in ships wheel house.</p> <p>2) "Steering casualties occurred about once a quarter. They were almost routine because the steering mechanism from the bridge was so old."</p>	<p>1) USS Calvert Deck Log - September 13, 1954 Selected entries</p> <p>2) Email correspondence, Dale Willhite, the USS Calvert's Navigator. June 17, 2020.</p>
1954	September	6	Underway to Tourane, F.I.C. (aka, Da Nang, Vietnam) Moored, Tourane Harbor	<p>1600 The Captain held mast and assigned Non-judicial punishments and trials by courts-martial. Weather: Bright sunlight day, moderate breeze, slight sea, ship riding easily.</p> <p>1930 Set the special Sea Detail and made all preparations for entering port. Commenced steering various speeds to come along side Cimaron (AO-22) anchored in Tourane Bay.</p> <p>2041 Moored portside to Cimarron (AO-22) in Tourane Harbor. 2056 Secured the special sea detail, set the regular in port watch. 2130 Commenced taking on fuel from Cimarron. 1119 Completed taking on fuel, having taken on 249,900 gallons.</p>	<p>USS Calvert - Deck Log - September 6, 1954 Selected entries</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	7	Moored, Tourane Harbor Underway to Henriette Passe	<p>0000 Moored port side to Cimarron (AO-22) anchored in Berth G-3, Tourane Bay. 0559 Lighted fires under 1 boiler. 0614 Cut number 1 boiler into the main steam line. 0620 Commenced spinning main engines with steam. 0645 Set the special sea detail, made all preparations for getting underway.</p> <p>0709 Underway to shift to anchorage G-8, the Captain at the conn, Executive Officer and Navigator on the bridge. Steering various courses at various speeds in order to anchor in anchorage G-8. 0750 Anchored in anchorage G-8 in Tourane Bay in 10 fathoms of water. 0755 Secured the special sea detail, set the regular in port watch. 0758 Mustered the crew on stations.</p> <p>0954 Rear Admiral Gano called on the Captain. 1017 RADM Gano left the ship.</p> <p>1430 Stationed the special sea detail, made all preparations for getting underway. 1455 Underway. Steering various courses at various speeds to conform with Tourane Bay. 1540 Secured the special sea detail, set the regular steaming watch, condition III modified.</p> <p>1600 Weather: Hazy skies, gentle breeze, smooth sea, ship riding easily. 1800 Weather as before.</p>	<p>USS Calvert - Deck Log - September 7, 1954 Selected entries</p>
1954	September	8	Tourane to Henriette Passe Anchored, Henriette Passe	<p>0000 Steaming singly enroute from Tourane to Henriette Passe, speed 16.5 knots (99RPM). Boilers 1 and 2, generators 1 and 3 in use. In condition of readiness IIII (Modified) with material condition Baker set. Weather: Cloudy with lightning near horizon, gentle breeze, slight sea, ship riding easy.</p> <p>0400 Weather: Cloudy with rain squalls visible, gentle breeze, smooth sea, riding easily. 0750 Mustered the crew at quarters. 0820 Changed speed to 15 knots (90 RPM). Commenced steering various courses at various speeds to conform with Henriette Passe. 0851 Set the anchor detail and made all preparations for entering port. 0919 Anchored in Henriette Passe in 5 fathoms of water. 0932 Secured the anchor detail.</p>	<p>USS Calvert - Deck Log - September 8, 1954 Selected entries</p>
1954	September	8	Anchored, Henriette Passe	<p>1045 The Captain held Meritorious Mast and the following awards were given: * MC Cauley, Charles William, CSC, USN, Letter of commendation for superior knowledge and leadership with the Commissary Department in feeding evacuees while engaged in extremely strenuous operations in French Indo-China.</p> <p>* Cochran, Richard Ireland, CS1, USN, Letter of Commendation for knowledge and leadership during feeding of evacuees while engaged in extremely strenuous operations in French Indo-China.</p> <p>* Rouselle, Norman Joseph, Letter of Commendation for assistance to the Deck Master-at-Arms in the use of knowledge of the French language to help feed evacuees in a highly efficient manner while engaged in extremely strenuous operations in French Indo-China.</p>	<p>USS Calvert - Deck Log - September 8, 1954 Selected entries</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
				<p>* Champagne, N. A., PFC, USMC Letter of Commendation while on TAD from 3rd Tank Battalion, 3rd Marine Division for great assistance in acting as an English-French interpreter and interest and initiative in helping with the job of embarking and debarking the evacuees while engaged in extremely strenuous operations in French Indo-China.</p> <p>* Lawlor, V.B., CM1, USN, Letter of Commendation for initiative and interest in effectively controlling and maintaining discipline among passengers throughout the evacuation operation and taking personal time to show movies to the children and creating friendship between the evacuees and the Calvert.</p> <p>* Silvers, L. E., SA, USN, Letter of Commendation for life saving, quick thinking and quick acting in jumping into the polluted water of the Saigon River to rescue a man.</p>	
1954	September	8	Anchored, Henriette Passe	<p>Third Group of Refugees, Embarked: 1130 Received French LSM 12 alongside to port. 1200 to 1600 - Anchored as before. 1211 embarking refugees and completed at 1313. 1314 Cast off French LSM 12. 1329 Received French LSM 16 alongside to port. 1352 Commenced embarking refugees and completed at 1429.</p> <p>Count of refugees and civilians embarked: Vietnam Militia: 6 men; Vietnam civilians: 432 men, 684 women, 903 children. Vietnam Control Team: 7 men, 1 woman.</p>	USS Calvert - Deck Log - September 8, 1954 Selected entries

Year	Month	Day	Location	Historical Details	Sources, Notes
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Haiphong, North Vietnam: Loading refugees | "O" Division group photograph



Color photos: Al Bradbury collection
 Online:
<https://www.usscalvert.com/2016/04/10/al-bradbury-rdm-53-56-54-far-east-cruise-photographs/>

Black and white photo: 1954 Fourth Far East Cruise Book



Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	8	Anchored, Henriette Passe Underway to Cape St. Jacques, F.I.C. (aka Vung Tau)	<p>1430 Commenced transferring fresh water to French LSM 16 and completed at 1501 having delivered 500 gallons. 1444 Lighted fires under number 1 boiler. 1456 Commenced spinning main engines with steam. 1500 Set the anchor detail and made all preparations for getting underway. 1515 Cast off French LSM 16.</p> <p>Underway 1528 Underway. Officer of the Deck at the conn, Captain, Executive Officer and Navigator on the bridge. Steering various courses at various speeds to conform with Henriette Passe. 1545 Secured the anchor detail. 1600 Weather: Clear and pleasant, gentle breeze, smooth sea, ship riding easily. 1800 Weather: Cloudy, slight breeze, smooth sea, ship riding easily. 2354 Experienced casualty in the compress regulator, losing steam pressure, changed speed to 12 knots (72 RPM). Started auxiliary air compressor. 2400 Weather: Partly cloudy with distant lightning to the south, gentle breeze, slight sea, ship riding easily.</p>	USS Calvert - Deck Log - September 8, 1954 Selected entries
1954	September	9	Underway to Cape St. Jacques, F.I.C. (aka Vung Tau) Anchored, Berth G- 7 Tourane Bay Underway to Cape St. Jacques, F.I.C. (aka Vung Tau)	<p>0000 Steaming singly enroute from Henriette Passe to St. Jacques. Speed 12 knots (72 RPM). Boilers 1 and 2, generators 1 and 3 in use. In condition of readiness III (Modified) with material condition Baker set. Weather: Clear and bright starlight, gentle breeze, slight sea, ship riding easily.</p> <p>0400 Weather: Cloudy, light breeze, slight sea, ship riding easily. 0750 Mustered crew to quarters. 0857 Set the anchor detail. 0901 Steaming various courses at various speeds to anchorage G-7, Tourane Bay.</p> <p>0923 Anchored in anchorage G-7 Tourane Bay in 10 fathoms of water. 0935 Secured the anchor detail. Set the regular port watch. 0935 Secured number 1 boiler. 1400 Lighted fires under number 1 boiler. 1431 Commander Task Force 92 (CTF 92, COMSERVRON 3) broke his flag in Calvert and hauled down his flag in Ajax (AR 6). 1436 Stationed the anchor detail, set the regular steaming watch, condition of readiness IV and made all preparations for getting underway. 1451 Underway. Steering various courses at various speeds to conform with Tourane Harbor. 1520 Secured the anchor detail. 1536 Took departure, speed 16 knots. Weather: Gentle breeze, smooth sea, ship riding easily.</p> <p>1600 Weather: Cloudy, light breeze, smooth sea, ship riding easily. Remaining entries missing.</p>	USS Calvert - Deck Log - September 9, 1954 Selected entries

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	10	Underway to Cape St. Jacques, F.I.C. (aka Vung Tau)	0000 Steaming singly enroute from Henriette Passe to Cape St. Jacques, Cl. Speed 15 knots (90 RPM). Boilers 1 and 2, generators 1 and 3 in use. In condition of readiness IV with material condition Baker set. CTF 92 (COMSERVRON 3) is embarked. Weather: Dark night with clouds to the horizon, fresh breeze, moderate sea, ship riding easily.	USS Calvert - Deck Log - September 10, 1954 Selected entries
				0400 Weather: Clear and pleasant, gentle breeze, slight sea, ship riding easily. 0750 Mustered the crew at quarters. 0800 Changed speed to 12 knots (72 RPM). Weather: Clear, cloudy near the horizon, moderate breeze, moderate sea, ship riding easily. 1000 The Captain held mast and assigned several court-martial and non-judicial punishment. 1200 Changed speed to 10 knots (60 RPM). Weather: Cloudy near the horizon, strong breeze, moderate sea, ship riding easily. 1600 Weather: As before. 1800 Weather: As before. 2000 Weather: Overcast, moderate breeze, moderate sea, ship riding easily.	
1954	September	11	Underway to Cape St. Jacques, F.I.C. (aka Vung Tau) Anchored off Cape St. Jacques, Baie De Ganh Rai	0000 to 0400 - Steaming singly enroute from Henriette Passe to St. Jacques, speed 11.5 knots (69 RPM). Weather: Cloudy with moon obscure, gentle breeze, moderate sea, ship riding easily.	USS Calvert - Deck Log - September 11, 1954 Selected Entries
				0400 to 0800 - Steaming as before. 0445 Change speed to 6 knots (36 RPM). Various course changes. 0659 Stationed the anchor detail. Made all preparations for entering port. Commenced steering various courses at various speeds to conform with Baie De Ganh Rai. 0727 Anchored off Cape St. Jacques in 10 fathoms of water. 0757 Rear Admiral Gano, CTF 92 (COMSERVRON 3) hauled down his flag in Calvert and broke it in Cavallaro (APD 128). 0759 Mustered the crew on stations. Note: Baie de Ganh Rai, also known as Vịnh Gành Rái, Vietnam. Located	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Saigon and Cap St. Jacques 1962
 University of Texas Libraries, International Map of the World Collection.
 Online: <https://virtual-saigon.net/Maps/Collection?ID=1416>

1954	September	11	Underway to Cape St. Jacques, F.I.C. (aka Vung Tau) Anchored off Cape St. Jacques, Baie De Ganh Rai	0800 Anchored as before. 0834 Underway. 0905 Anchored in Beth U1, Baie De Ganh Rai. 0914 Secured the anchor detail; set the regular in port watch. 0930 Received LCU 810 alongside to port. 0941 Montrail (APA 213) stood out of mouth of Saigon River. 0945 Commenced fueling LCU 1273 and completed at 1050, having discharged 1,258 gallons of diesel fuel. 0955 Received LCU 1446 alongside to starboard. 1007 Commenced unloading Vietnam refugees. 1050 Cast off LCU 1273. 1107 Cast off LCU 810. 1116 Received LCU 1273 alongside to starboard. 1150 Cast off LCU 1446.	USS Calvert - Deck Log - September 11, 1954 Selected Entries
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Year	Month	Day	Location	Historical Details	Sources, Notes
			LCU 1446	Alongside the USS Calvert, off Cape St. Jacques, Baie De Ganh Rai area, to receive refugees	



Robert Hile Collection
Online:
<https://www.usscalvert.com/2021/01/10/1950-1954-photographs-by-assault-boat-coxswain-robert-b-hile-bm3/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	11	Anchored off Cape St. Jacques (Baie De Ganh Rai) Underway to Tourane Bay (aka, Da Nang)	<p>Completed offloading of refugees and cargo</p> <p>1215 Completed off loading of all Vietnam refugees, except the Vietnam Control Team: 3 men. 1220 Cast off LCU 1273. 1230 Received LCU 810 alongside to starboard number 3 hatch. 1232 Commenced off loading refugee's cargo and completed at 1300. 1322 Cast off LCU 810. 1345 Received LCU 1236 alongside to starboard number 5 hatch. 1350 Commenced transferring diesel fuel to LCU 1236, completed at 1432 having delivered 900 gallons. 1434 Cast off LCU 1236.</p> <p>Underway to Tourane Bay, F.I.C.</p> <p>1441 Commenced spinning main engines with steam. 1523 Commenced heaving in the anchor, anchor aweigh at 1529. 1530 Underway. Steering various courses at various speeds to depart Cape St. Jacques. 1552 Took departure, speed 16 knots (96 RPM). Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily. 1800 Weather: Partly cloudy moonlight night, moderate breeze, slight sea, ship riding easily. 2000 Weather: Bright moonlight, moderate breeze, moderate sea, ship riding easily.</p>	<p>USS Calvert - Deck Log - September 11, 1954 Selected entries</p>
				<p>0000 Steaming singly enroute from St. Jacques. Speed 16 knots (96 RPM). Weather: Clear bright moonlight, moderate breeze, slight sea, ship rolling easily. 0100 Changed speed to 12 knots (72 RPM). Let fires die under number 1 boiler. 0400 Weather: Cloudy, moderate breeze, slight sea, ship riding easily. 0800 Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily. 1000 Mustered the crew on stations. 1200 Weather: Cloudy, moderate breeze, slight sea, ship riding easily. 1600 Weather as before. 1800 Weather: Cloudy with squalls to port, slight breeze, smooth sea, ship riding easily. 2000 Changed speed to 10 knots (60 RPM). Weather: Partly cloudy moonlight night with scattered rain squalls and distant lightning, gentle breeze, smooth sea, ship riding easily.</p>	<p>USS Calvert Deck Log - September 12, 1954 Selected entries</p>
1954	September	13	Cape St. Jacques. To Tourane Bay (aka, Da Nang)	<p>0000 Steaming singly enroute from St. Jacques. Speed 10 knots (60 RPM). Boiler number 2 and generators numbers 1 and 3 in use. Weather: Cloudy, gentle breeze, slight sea, ship riding easily. 0445 Changed course and speed to 5 knots (30 RPM). 0703 Changed speed to 8 knots (48 RPM). 0715 Set the anchor detail and made all preparations for entering port. Steering various courses at various speeds to anchor Tourane bay. 0758 Anchored in Tourane Bay in 8 fathoms of water. 0804 Secured the anchor detail and main engines. 0810 Mustered the crew at quarters. 0930 While testing the anchor windlass by lifting and lowering the port anchor, the anchor windlass armature failed, leaving out 5 fathoms of chain to the port anchor.</p>	<p>USS Calvert Deck Log - September 13, 1954 Selected entries</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	14	Tourane Bay	<p>0000 Anchored in Tourane Bay in 8 fathoms of water. 0817 Commenced spinning main engines with steam. 0954 Commenced maneuvering to pick up the starboard anchor with number 2 boom. 1301 Starboard anchor away. Commenced maneuvering to keep station on anchorage while heaving in starboard anchor. 1308 Stationed the special sea detail. 1421 Anchored in Tourane Bay in 7 fathoms of water. 1422 All engines stopped, rudder amidships. 1428 Placed main engines on 30 minutes notice.</p>	<p>USS Calvert Deck Log - September 14, 1954 Selected entries</p>
1954	September	15	Tourane Bay	<p>0000 Anchored in Tourane Bay in 7 fathoms of water. Ships present: Various units of the United Nations Fleet. 0650 Mustered crew at quarters. 1445 Transferred Vietnam Control Team; Three men to USS LST 855.</p>	<p>USS Calvert Deck Log - September 15, 1954 Selected entries</p>
1954	September	16	Tourane Bay	<p>0000 Anchored in Tourane Bay in 7 fathoms of water. Ships present: Various units of the United Nations Fleet. 0650 Mustered crew at quarters. 1100 made daily inspection of all magazines and smokeless powder samples; Conditions normal. Made weekly test of magazines sprinkling and flooding system; Conditions: Satisfactory.</p>	<p>USS Calvert Deck Log - September, 1954</p>
1954	September	17	Tourane Bay Underway to Henriette Passe, Haiphong, F.I.C.	<p>0000 Anchored in Tourane Bay in 7 fathoms of water. The engines on 30 minutes notice. Ships present: Various units of the United Nations Fleet. 0750 Mustered crew at quarters. 0900 Lighted fires under number 1 boiler. 1300 Set the special detail, made all preparations for getting underway. 1410 Anchor aweigh. 1413 Commenced steering various courses at various speeds to depart Tourane Bay. 1427 Secured the special sea detail, set the regular steaming watch, condition III (Modified). 1428 Took departure, speed 16 knots (96 RPM). Weather: Overcast skies, gentle breeze, slight sea, ship riding easily.</p> <p>1600 to 1800 Weather: Cloudy, moderate breeze, slight sea, ship riding easily. 2000 to 2400 Weather: Cloudy, with distant lighting, intermittent rain, strong breeze, moderate seas, ship riding easily.</p>	<p>USS Calvert Deck Log - September, 1954</p>

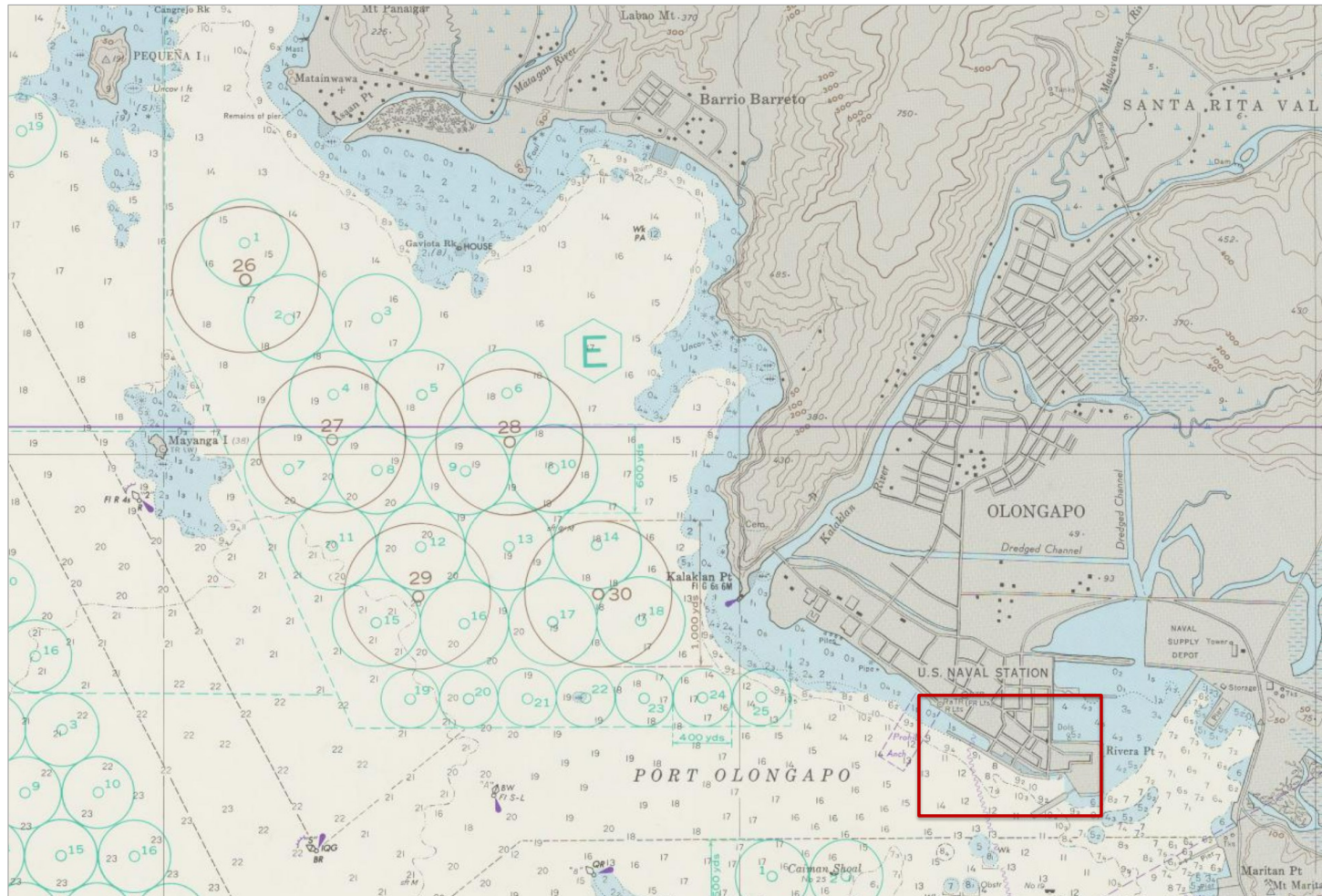
Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	18	Tourane Bay, F.I.C. (aka, Da Nang) to Henriette Passe, Haiphong, F.I.C.	<p>0000 Steaming singly enroute from Tourane to Henriette Pass, speed 16 knots (96 RPM). Boilers 1 and 2, generators 1 and 3 in use. In condition of readiness IIII (Modified) with material condition Baker set. Weather: Cloudy with occasional squalls, fresh breeze, slight sea, ship riding easily.</p> <p>0800 Weather: Cloudy, occasional squalls, moderate breeze, slight sea, ship riding easily.</p> <p>0854 Changed speed to 15 knots (90 RPM).</p> <p>0855 Set the anchor detail, made all preparations for entering port.</p> <p>0907 Steering various courses at various speeds to conform with Henriette Passe.</p> <p>0927 Anchored in 7 fathoms of water. 0930 Anchor aweigh. Maneuvering to anchorage.</p> <p>0938 Anchored in Henriette Passe in 7 fathoms of water.</p> <p>0947 Secured the anchor detail. Set the in port watch.</p> <p>0950 Placed main engines on 30 minute stand-by. Let fires die under number 1 boiler.</p> <p>2005 Commenced spinning main engines with steam.</p> <p>2310 Anchor appears to be dragging.</p> <p>2323 Commenced maneuvering to remain in anchorage.</p> <p>2324 Stationed the special sea detail.</p> <p>2336 Commenced heaving in the anchor.</p> <p>2351 On station in anchorage, commenced veering to 45 fathoms of 1-1/4" wire to the stream anchor.</p>	USS Calvert Deck Log - September, 1954
Typhoon Conditions					
1954	September	19	Henriette Passe, Haiphong, F.I.C.	<p>0000 Anchored in Henriette Passe in 7 fathoms of water. Boilers number 1 and 2, generators 1 and 2 in use. Ships present: Various ships of the US Pacific Fleet.</p> <p>The special sea detail is stationed, all preparations are made for getting underway. Maneuvering with main engines to prevent dragging anchor. Anchor is dragging.</p> <p>0010 Commenced heaving in.</p> <p>0045 Underway in accordance with verbal orders of the Commanding Officer to stand out of and steam off of Henriette Passe. Captain at the Conn, Executive Officer and Navigator on the bridge. Steering various courses at various speeds to conform with Henriette Passe. Weather: Overcast with steady rain, strong breeze, rough sea, ship rolling easily.</p> <p>0400 Weather: Squally, fresh breeze, rough sea, ship rolling slightly.</p> <p>2) "We had to steam all night out of Haiphong because we had trouble anchoring."</p>	<p>1) USS Calvert Deck Log - September, 1954</p> <p>2) Ed Ruth. Calversion V24, p</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	19	Henriette Passe, Haiphong, F.I.C.	0800 Mustered the crew to stations. Various course changes. Weather: Partly cloudy, fresh breeze, moderate sea, ship rolling and pitching easily.	USS Calvert Deck Log - September, 1954
				0933 Commenced fog signals. 0936 Changed speed to 5 knots (30 RPM). 0938 Changed speed to 10 knots (60 RPM). 1005 Changed speed to 5 knots (30 RPM).	
1954	September	19	Underway to Subic Bay, Philippines	Departure for Subic Bay, PI.	USS Calvert Deck Log - September, 1954
				1014 In accordance with CTG 90.8 dispatch 1813435Z, with Isle Norway Light House bearing 088 deg T, distance 4.8 miles, took departure for Subic P.I. Set course 166 deg T.	
				1018 Changed speed to 10 knots (60RPM). 1019 Changed speed to 15 knots (90 RPM), ceased fog signals. 1200 Changed speed to 14 knots (84 RPM). Weather: Cloudy, fresh breeze, moderate sea, ship rolling and pitching easily.	
				1600 Weather: Cloudy with light rain, moderate breeze, moderate sea, ship rolling and pitching easily.	
1954	September	20	Underway to Subic Bay, Philippines	1912 Experienced steering casualty on hand electric steering, shifted control to steering engine room. Weather: Cloudy, gentle breeze, moderate sea, ship riding easily.	USS Calvert Deck Log - September, 1954
				2000 Changed speed to 12 knots (72 RPM). Weather: Dark cloudy night, moderate breeze, moderate sea, ship riding easily.	
				0000 Steaming singly to Subic Bay, Philippine Island. Speed 12 knots (72 RPM). Boilers number 1 and 2, generators 1 and 2 in use. In condition readiness III (modified) with material condition Baker set. Weather: Frequent rain squalls, moderate breeze, moderate sea, ship riding easily.	
				0400 Steaming as before. 0613 Changed speed to 15 knots (90 RPM). 0615 Stationed the anchor detail; Made all preparations for entering port. 0632 Commenced steering various courses at various speeds to enter Tourane Bay to receive mail and passengers. 0720 Completed loading mail and passengers. 0750 Secured the anchor detail. 0750 Mustered the crew at quarters. Weather: Light drizzling rain, gentle breeze, slight sea, ship riding easily.	
1954	September	20	Underway to Subic Bay, Philippines	0807 Took departure. Speed 16 knots (96 RPM). Energized number 3 generator.	USS Calvert Deck Log - September, 1954
				1050 shifted load from number 2 to number 3 generator. Secured number 2 generator. Weather: Cloudy, light air, smooth sea, ship riding easily.	
				1200 Weather: Cloudy, light breeze, slight sea, ship riding easily.	
				2000 Weather: Frequent rain squalls, gentle breeze, slight sea, ship riding easily. 2400 Weather: Cloudy with occasional light rain, gentle breeze, slight sea, ship riding easily.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	21	Underway to Subic Bay, Philippines	<p>0000 Steaming singly enroute from Henriette Passe to Subic Bay. Speed 16 knots (96 RPM). Boilers 1 and 2, generators 1 and 2 in use. In condition of readiness IV with material condition Baker set. Weather: Cloudy with slight drizzle, gentle breeze, slight sea, ship riding easily.</p> <p>0400 to 0800 Weather: Cloudy, gentle breeze, slight sea, ship riding easily.</p> <p>0800 to 1200 Weather: Cloudy with intermittent squalls, gentle breeze, slight sea, ship rolling easily. 1115 Captain held mast and awarded non-judicial punishments to two crew members.</p> <p>1200 to 1600 Weather: Partly cloudy, moderate breeze, moderate sea, ship rolling easily. 1300 The Captain inspected the lower decks, holds and storerooms. 1455 Secured from inspection.</p> <p>1600 to 1800 Weather: Partly cloudy, moderate breeze, slight sea, ship riding easily.</p> <p>1800 to 2000 Weather: Partly cloudy, with distant lightning, gentle breeze, slight sea, ship riding easily.</p>	USS Calvert Deck Log - September, 1954
1954	September	22	Underway to Subic Bay, Philippines Anchored port side to Berth A-3, Alava Dock, Olangapo, Philippine Islands	<p>0000 Steaming singly enroute from Henriette Passe to Subic Bay, Philippine Islands. In condition of readiness IV with material condition Baker set. Weather: Partly cloudy, gentle breeze, slight sea, ship riding easily.</p> <p>0400 Changed speed to 9 knots (54 RPM). 0525 Sighted Subic Bay Light. 0705 Stationed the special sea detail; Made all preparations for entering port. Steering various courses at various speeds to conform with Subic Bay. 0829 - Moored port side to berth A-3, Alava Dock, Olangapo, Philippine Islands, with standard mooring lines. 0845 Mustered the crew on stations. 0854 Secured the special sea detail, set the regular in port watch. 0857 Secured the main engines. 1131 Reported to CTG 92.2 for restricted availability.</p>	<p>USS Calvert Deck Log - September, 1954</p> <p><u>Restricted Availability (RAV)</u>: An availability assigned for the accomplishment of specific items of work by an industrial activity during which the ship is rendered incapable of fully performing its assigned missions and tasks. https://fas.org/man/dod-101/sys/ship/docs/rept21a.htm</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Area of Alavana Dock, Subic Bay, indicated by red rectangle



Subic Bay, West coast of Luzon, Philippines
 United States Defense Mapping Agency
 Hydrographic/Topographic Center
 From United States surveys to 1974
 "Relief shown by contours and spot heights; depths shown by soundings and isolines; Transverse Mercator projection"
 Online:
<https://library.ucsd.edu/dc/object/bb3345920b>

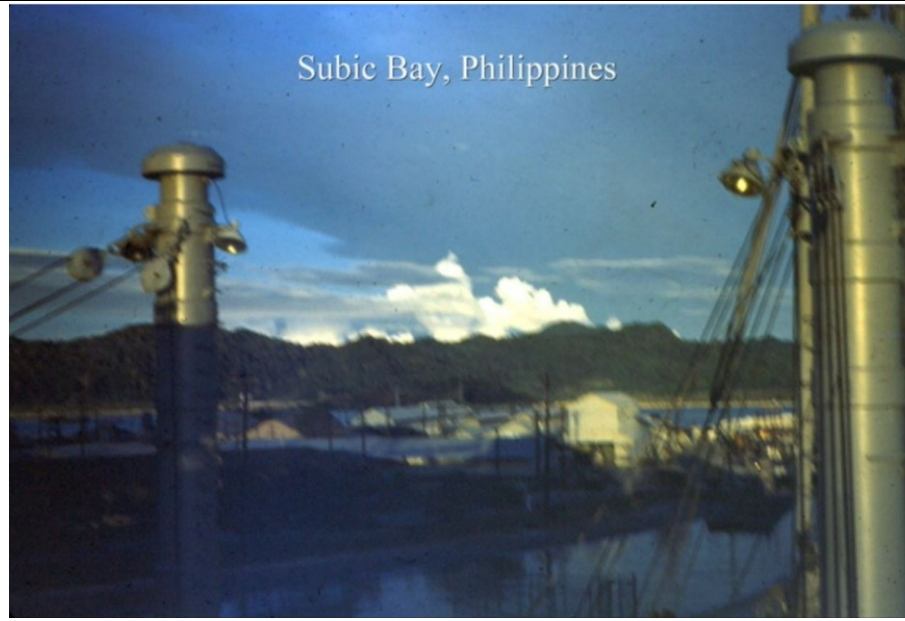
1954	September	23 - 24	Alava Dock, Olanga Bay, Subic Bay, Philippine Islands	Moored port side to Berth A-3, Alava Dock, Olanga Bay, Philippine Islands.	USS Calvert Deck Log - September, 1954
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Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	25	Alava Dock, Olangapo, Subic Bay, Philippine Islands	<p>1300 Commenced repairing telemotor steering system.</p> <p>1330 Secured sprinkler system in compartment A504M for purposes of repairing valves.</p> <p>1330 Removed anchor windlass motor and transferred it to the US Naval Station, Subic Bay, for repair.</p> <p>1835 A sailor from another ship jumped from pier into the bay near the stern of the Calvert.</p> <p>1845 Sailor was forcibly removed from water by a Calvert boat crew.</p> <p>1900 Sailor jumped back into the water after breaking away from 2 USS Hubbard master-at-arms. Sailor retrieved again and placed in custody of Base Security Police.</p>	USS Calvert Deck Log - September, 1954
1954	September	26	Alava Dock, Olangapo, Subic Bay, Philippine Islands	0845 - Placed main engines out of commission indefinitely. In event of emergency, operation can be effected in 2 hours.	USS Calvert Deck Log - September, 1954
1954	September	27	Alava Dock, Olangapo, Subic Bay, Philippine Islands	<p>0055 - Lighted fires under number 1 boiler.</p> <p>0800 - Commenced diving operations for repacking the stern tube and completed at 1015.</p> <p>0935 - Turned on sprinkler system in forward magazine.</p>	USS Calvert Deck Log - September, 1954
1954	September	28	Alava Dock, Olangapo, Subic Bay, Philippine Islands	0920 to 1306 - Special Court-Martial in the case of <redacted>. Adjourned, to reconvene on 29 September, 1954.	USS Calvert Deck Log - September, 1954
1954	September	29	Alava Dock, Olangapo, Subic Bay, Philippine Islands	<p>1100 The Captain held Meritorious Mast and presented the following awards.</p> <p>1) Wilhem, Neal H., BM2, USN, letter of commendation for outstanding duty in supervising the clean up work of the evacuees after each debarkation, during the time the ship was engaged in extremely strenuous operations in evacuating refugees from Haiphong to Saigon, FIC.</p> <p>2) Schroeder, Robert J., DC3, USN, letter of commendation for constant attention to the water closets, drains, showers, toilet facilities and drinking fountains, and for using initiative in the building of ladders, partitioning holds and recruiting water systems for the convenience and safeguard against contamination of water for the evacuees, during this time the ship was engaged in extremely strenuous operations in evacuating refugees from Haiphong to Saigon.</p> <p>3) Hayes, William J., FF3, USN, letter of commendation for constant attention to the water closets, drains, showers, toilet facilities and drinking fountains, and for using initiative in the building of ladders, partitioning holds and recruiting water systems for the convenience and safeguard against contamination of water for the evacuees, during the time the ship was engaged in extremely strenuous operations in evacuating refugees from Haiphong to Saigon.</p>	USS Calvert Deck Log - September, 1954

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	September	29	Alava Dock, Olangapo, Subic Bay, Philippine Islands	Continued from above: 4) Ecusquet, Albert L., HM2, USN, letter of commendation for working tirelessly as assistant to the Medical Officer for treating the Vietnamese refugees who arrived on board with many varied and contagious illnesses, during the time the ship was engaged in extremely strenuous operations in evacuating refugees from Haiphong to Saigon. 5) Mill, Ira D., DM, USN, letter of commendation for working tirelessly as assistant to the Medical Officer for treating the Vietnamese refugees who arrived on board with many varied and contagious illnesses, during the time the ship was engaged in extremely strenuous operations in evacuating refugees from Haiphong to Saigon. 6, 7, 8) Illegible.	USS Calvert Deck Log - September, 1954
1954	September	30	Alava Dock, Olangapo, Subic Bay, Philippine Islands	0805 Commenced pumping bilges, transferring sludge to YSR-4.	1) USS Calvert Deck Log - September, 1954
Amphibious Squadron Five - Formed The USS Calvert Designated as Flagship					
1954	October	1	Alava Dock, Olangapo, Subic Bay, Philippine Islands	1, 2) On 1 October 1954, the Pacific Fleet's Amphibious Force was reorganized. This resulted in the disestablishment of Transdiv Thirteen and The Establishment of Amphibious Squadron Five (PHIBRON 5) , of which the Calvert was designated flagship. Prior to this re-organization the Calvert was designated flagship Transport Division 13. 3) The Amphibious Force, Pacific, changed its organization radically, regrouping all the ships into Amphibious Squadrons of 22 ships each, 4 APAs, 2 AKAs, 2 LSDs, 2 APDs, and 12 LSTs. 4) PHIBRON 5 was established with the purpose to assist with tactical planning strategies and operations. 5) "In October 1954, when Commander Amphibious Force, U.S. Pacific Fleet was reorganized, Commander Transport Division 13 was redesignated Commander Amphibious Squadron FIVE (Comphibron 5), thus becoming one of the four amphibious squadrons of the Pacific Fleet. The majority of ships in the squadron were built during World War II and have seen war time action throughout the world. In the cold war struggle Amphibious Squadron FIVE has played an active role in preserving peace throughout the globe. One of the largest and most important of these Cold War operations was the evacuation of Indo China in 1954."	1) Calversion, Vol 45, P8 2) Cullen, Page 22 3) Calversion Vol 9, P7 - Kemp Tolley 4) Official U.S. Navy article on Phibron 5 (#NNS141216-10) https://www.navy.mil/submit/display.asp?story_id=84915 5) USS Calvert 1960 - 1961 Far East Cruise Book, "Amphib Squadron Five" section.
1954	October	1	Alava Dock, Olangapo, Subic Bay, Philippine Islands	0000 Moored port side to berth A3, Alava Dock, Olongapo, Philippine Islands. 0001 In accordance with COMPHIBAC Notice 05201 of 26 August 1954, Calvert became a unit of Transport Division 51 in Amphibious Squadron 5. 0650 Mustered the crew to quarters. 1130 Made daily inspection of magazines and smokeless powder samples, conditions normal. 1256 Off-loaded 400 rounds 40mm ammunition into MBP LCM-1 to be jettisoned at sea.	USS Calvert - Deck Log - October, 1954
1954	October	2 - 9	Alava Dock, Olangapo, Subic Bay, Philippine Islands	Missing Deck Logs for this period	1954 Fourth Far East Cruise Book - last page

Year	Month	Day	Location	Historical Details	Sources, Notes
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1954	October	2 - 9	Subic Bay, Philippine Islands Alava Dock (presumed)		
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Al Bradbury collection
 Online:
<https://www.usscalvert.com/2016/04/10/al-bradbury-rdm-53-56-54-far-east-cruise-photographs/>

Touring the mountains near Bagnio, Philippines while the ship underwent repairs at Subic Bay



Al Bradbury collection
 Online:
<https://www.usscalvert.com/2016/04/10/al-bradbury-rdm-53-56-54-far-east-cruise-photographs/>

Bob Upton, Signalman, '52-'55, second from right.
 Page, third from right.
 Trott, fourth from right.
 Rowland, last on left.

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	October	9 - 11	Underway to Haiphong, F.I.C.	Steaming to Haiphong	1954 Fourth Far East Cruise Book - last page
1954	October	12	Subic Bay, Philippines to Haiphong, F.I.C.	<p>0000 Steaming singly enroute from Subic Bay, Philippine Islands to Henriette Passe. Speed 9 knots (54 RPM). Typhoon "NANCY" bearing 320 deg, 240 miles has wind of 70 knots. Weather: Cloudy with moon occasionally visible, gentle breeze, slight sea ship riding easily.</p> <p>0750 Mustered the crew at quarters. Weather: Cloudy, gentle breeze, slight sea with a light northeasterly swell, ship rolling easily.</p> <p>0816 Changed speed to 15 knots (90 RPM).</p> <p>1018 Changed speed to 12 knots (72 RPM).</p> <p>1019 Exercised crew at General Quarters. Set Material Condition Baker. Commenced Gunnery Exercises.</p> <p>1102 Changed speed to 10 knots (60 RPM).</p> <p>1107 Completed Gunnery Exercises: 8 rounds 5" AA common, 14 rounds 3" AA common and 225 rounds of 40mm.</p> <p>Weather: Clear with clouds at the horizon, moderate breeze, moderate sea, ship riding easily.</p> <p>1328 to 1415 - Sinuous Course. Weather: Cloudy, moderate breeze, moderate sea and swell, ship pitching and rolling easily.</p> <p>1627 Commenced fog signals and ceased at 1642.</p> <p>1741 Commenced fog signals.</p> <p>1739 Changed speed to 10 knots (60 RPM). Weather: Heavy rain, moderate breeze, moderate sea, ship rolling and pitching easily.</p> <p>1942 Weather: Steady rain, gentle breeze, moderate sea, ship pitching easily.</p> <p>2250 Ceased fog signal. Weather: Steady driving rain, moderate breeze, moderate sea, ship pitching easily.</p>	USS Calvert - Deck Log - October, 1954
1954	October	13	Subic Bay to Haiphong Anchored in Berth Easy 14, Henriette Passe	<p>0000 Steaming singly enroute from Subic Bay, Philippine Islands to Henriette Passe. Speed 10 knots (60 RPM). Weather: Haze with steady rain, fresh breeze, rough sea, ship pitching easily.</p> <p>0455 Changed speed to 9 knots (54 RPM).</p> <p>0708 Changed speed to 10 knots (60 RPM).</p> <p>0725 changed speed to 11 knots (66 RPM).</p> <p>0750 Mustered the crew to quarters. Weather: Hazy with light steady rain, fresh breeze, rough sea with moderate swells, ship pitching easily.</p> <p>0800 to 1200 Several court martial hearings.</p> <p>1345 Set the special sea detail and anchor detail and made all preparations for entering port.</p> <p>1420 Anchored in berth Easy 14, Henriette Passe in 7 fathoms of water.</p> <p>1430 Secured the Special Sea Detail, set the regular in-port watch.</p> <p>1548 Receive USS Derrick (YO-59) alongside to port.</p> <p>Weather: Cloudy, moderate breeze, moderate sea, ship rolling and pitching easily.</p>	USS Calvert - Deck Log - October, 1954
1954	October	14	Anchored in Berth Easy 14, Henriette Passe	<p>Anchored as before.</p> <p>1100 Made daily inspection of magazines and smokeless powder samples; conditions normal. Made weekly inspection of test of magazine sprinklers; conditions satisfactory.</p>	USS Calvert - Deck Log - October, 1954

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	October	15	Anchored in Berth Easy 14, Henriette Passe	Anchored as before. 1521 Secured from Captain's lower deck inspection.	USS Calvert - Deck Log - October, 1954
1954	October	16	Anchored in Berth Easy 14, Henriette Passe	Anchored as before. 0945 Held quarters for muster followed by Captain's Inspection of crew, upper decks and living spaces and secured at 1150.	USS Calvert - Deck Log - October, 1954
1954	October	18	Anchored in Berth Easy 14, Henriette Passe	0000 Anchored as before. 1600 to 2000 1730 While raising the port accommodation ladder, the jigger slipped away from the cleat and the accommodation ladder fell into the water. No personnel casualties. Material casualties: One handrail and two stanchions carried away.	USS Calvert - Deck Log - October, 1954
1954	October	24	Anchored in Berth Easy 14, Henriette Passe	Anchored as before. 1313 Received LCU 1421 alongside starboard to transfer personnel and equipment of PHIBRON 5 Staff. 1345 cast off LCU 1421.	USS Calvert - Deck Log - October, 1954
1954	October	25	Anchored in Berth Easy 14, Henriette Passe	Anchored as before. 1200 Two USN personnel aboard for transfer for medical treatment at Naval Hospital, Yokosuka, Japan.	USS Calvert - Deck Log - October, 1954
1954	October	26	Anchored in Berth Easy 14, Henriette Passe Underway to Yokosuka, Japan	0000 Anchored as before. 1245 Captain Walter C. Winn, US Navy, ComPhibRon 5, broke his pennant in this vessel. Commission pennant hauled down. 1257 Commenced spinning main engines with steam. 1445 Set the special Sea Detail and made all preparations for getting underway. 1506 Steering various courses at various speeds to depart Henriette Passe. 1535 With Orange Island abeam to port, distance 500 yards, took departure. Speed 16 knots (96 RPM). Weather: Partly cloudy, light breeze, slight sea, ship riding easily.	1) USS Calvert - Deck Log - October, 1954 2) 1954 Fourth Far East Cruise Book
1954	October	26	Henriette Passe, Haiphong to Yokosuka, Japan	2000 Steaming as before. Weather: Partly cloudy, starlight night, gentle breeze, slight sea, ship riding easily. 2136 Commenced blowing tubes on steaming boilers and completed at 2147.	1) USS Calvert - Deck Log - October, 1954 2) 1954 Fourth Far East Cruise Book

Year	Month	Day	Location	Historical Details	Sources, Notes
Additional recollections from the Calvert's participation in Operation Passage to Freedom					
				Recollection	
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>"I served about the USS Calvert APA-32 during "Passage to Freedom". As an RM2, I stood supervisor of the watch duties, as I remember (watch-on watch-off) during that period. We had two radioman from our ship who did duty on board the USS Weiss, an APD that was sent up the Haiphong River to serve as "Station Ship". She radioed loading reports to the ships in Henrietta Pass at the mouth of the river. The people and all their trappings, including small animals, were sent down river on LCMs, LCUs and other landing craft. When each load was received, a message was drafted to be sent via either NPO (Philippines), NPG (Guam), NBA (Balboa), NKA (Kodiak) or whomever we could raise to relay our traffic, to specified commands(I can't remember exactly who, but am pretty sure it was CINCPACFLT, etal. I do remember that in Henrietta Pass we had trouble raising NPO during the day, so we were sending traffic to shore stations all over the Pacific area. I took many pictures of the loading process and some of the people who stayed on deck, fearing going below decks. The propagandists had told some of the people we would take them out to sea and open up the ship and they would be dropped out. I guess they were referring to the LSDs which had well decks that were flooded for landing and recovery operations. Another thing was the rice which we had taken on to feed them. They would not eat it because it had been refined too much, so we had to exchange our rice after the first trip to Saigon. Unfortunately, all the pictures I took of this operation as well as ones taken on landings in Korea were lost in a flood in Nebraska in the late 50s. Since I was not one of the RMs to go TAD to the Weiss, my only experiences involved watching the loading in Henrietta Pass and off-loading in Saigon and of course communications involving both." Gerald (Red) Ford.</p>	<p>From: <DAFord3S2@aol.com> To: <rfrankum@TIU.EDU> Sent: Monday, March 18, 2002 12:26 PM The Vietnam Archive, Texas Tech University Special Collections Library, Room 108 Lubbock, TX 79409-1041 RE: PASSAGE TO FREEDOM</p>
1954	Late-August to Mid-September (likely)		,	<p>Recollection</p> <p>"What I remember most was The Passage to Freedom we were involved in August of 1954. A real good buddy of mine, Marvin M. Gales volunteered me to take a LCM and pick up those people from shore, and haul them to the ship for the trip to Saigon (sic). I made one trip than (sic) Marvin, J.E. Bunch from AB Div. and I were there in Haiphong for twenty eight days. Sleeping in our LCM on cots. We carried people, cargo, beer or beach parties. We ate our chow on whatever and had the best movies at night."</p>	<p>3) Calversion V46, P2 - Billy G. Hester (April 52 - 56, Cook and S Division after Op Freedom)</p>
1954	Duration of Passage to Freedom		,	<p>Recollection</p> <p>"During Operation Freedom, we did nothing but eat, sleep and stand watching having to relay all the loading reports to PacFlt, etal." (sic) - Gerald "Red" Ford - 4/52 - 2/55</p>	<p>Calversion, Vol 26, P 6</p>
1954	August	23, 24, 25	Henriette Passe, Berth E-7 Northern section, Ha Long Bay, Gulf of Tonkin	<p>Recollection</p> <p>"I was a part of this endeavor in 1954 as I served aboard the USS Calvert APA 32 and my Commander and one other officer and his boat crew (I was a member of the boat crew) were transferred to the Knudson up the river to Haiphong to assist Dr. Tom Dooley in preparing the refugees to be sent to Saigon. I remember one of the interpreters wore a large Australian hat so he could easily be identified by the refugees. This is an experience I will never forget."</p>	<p>Robert K. Wyatt, http://www.ussskagit.org/optf.html</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>Recollection</p> <p>"Having served as the Assistant First Division Officer aboard the USS Calvert AP A-32 (the flagship) at that time with the responsibility of quartering the Vietnamese in forward holds one, two and three, I can perhaps be of some assistance. I was also on the Special Sea Detail and on the bridge going up the Saigon River to Saigon. While docked alongside in Saigon, one of our boatswain mates jumped ship, ended up in a French Woman's prison and I was sent ashore to retrieve him from the French. I defended this sailor in a court martial held at Subic Bay in the Philippines some months later and this turned out to be my first case."</p> <p>Arthur F. Graham</p>	<p>January 31, 2002 Law Offices, Arthur F. Graham Tiffin, OH 44883 The Vietnam Archive, Texas Tech University Special Collections Library, Room 108 Lubbock, TX 79409-1041 RE: PASSAGE TO FREEDOM</p>
Your Passage To Freedom; Welcome To Freedom					
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>"... The Navy Task Force, under the operation command of RADM L. S. Sabin, shuttles back and forth across the 800 miles of water separating the two Far East cities - a round trip of seven days for each ship. Aboard the vessels are Vietnamese men, women and children who have chosen freedom in preference to living under Communist rule in Northern Vietnam.</p> <p>The Vietnamese supply their own food and clothing. They are limited to what personal possessions they can carry in handbags and on their backs. However, officers and men of the Navy ships are giving each refugee a gift package of two pounds of rice plus candy, soap, cigarettes, and chopsticks. A note in each package, written in Vietnamese, reads: "From the officers and men of the United States with best wishes for good luck."</p> <p>...</p> <p>Passengers on the USS Calvert are greeted by multi-colored signs on the side of the ship in English and Vietnamese which read: "Your Passage to Freedom." Navy Chaplain LT Francis J. Fitzpatrick and a Vietnamese priest make short welcome speeches explaining the loading operations and the USN participation ends with "Welcome to Freedom." Below decks in the crew's galley, mess cooks prepare steaming kettles of rice and the feeding commences within an hour after the refugees arrive on board. Families claim their share by extending the number of fingers to indicate the size of the family. Some have more family than fingers.</p> <p>..."</p>	<p>The Indian Citizen Democrat. Dec 9, 1954.</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
Boatswain's Mate 3rd Class Gerald Rose					
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>"Most Americans associate our nation's involvement in Indochina with the decades of the 1960s and 1970s. Gerald Rose knows differently, for he was among the sailors of the U.S. Navy who participated in Operation Passage to Freedom, between Haiphong in North Vietnam and Saigon in South Vietnam in 1954. This nearly forgotten military effort marked the first involvement of the United States of America in the Indochina conflict.</p> <p>After the crushing defeat at Dien Bien Phu, the French and Viet Minh signed an international treaty that arranged for the French withdrawal from Indochina, and the division of the French colony into a community-controlled North Vietnam and a Republican-governed South Vietnam. In accordance with this treaty, the United States agreed to transport residents of South Vietnam who wished to live in North Vietnam from Saigon to Haiphong Harbor and citizens of North Vietnam to the south. The result was Operation Passage to Freedom, initiated in August 1954. Among the U.S. Navy vessels participating was the amphibious attack transport ship APA-32 U.S.S. Calvert, and 18-year-old Gerald Rose of Wyoming was a Boatswain's Mate 3rd Class assigned to Hatch No. 5 onboard the ship.</p> <p>Rose was the son of a hardworking Wyoming coal miner, and like many young men of his time, he tired of high school. He quit before he graduated and enlisted in the U.S. Navy in 1952 at the ripe old age of 17. The U.S.S. Calvert was his first ship. Departing South Korea where she had been cruising, the Calvert was ordered to Vietnam, with no clues about their impending mission provided to her crew. <i>Article continued below ...</i></p>	1) Boatswain's Mate 3rd Class Gerald Rose, Mills - By Douglas R. Cubbison, Casper Star Tribune, Aug 2, 2015
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>...</p> <p>Rose laughed as he related, "All we knew about Vietnam was that rubber came from there!" Upon arrival in Saigon, Rose's first job was to assist in embarking a vessel that was being loaded with vehicles and equipment that the French military was returning home. The process was not going well at all, and the international crew had walked off the job in frustration. Rose shortly discovered that the French vessel utilized obsolete steam-powered, manual-controlled dual winches — Rose and his crewmates had to improvise a system of hand signals to operate them. Thirty-six hours later they finally finished, completing the assignment through the simple expedient of stacking the last of the jeeps atop each other ... after all, they were French!</p> <p>Their assignment completed, the young sailors like Rose discovered that Saigon was much like Paris, with French architecture, food and spectacular sidewalk cafes. He was enamored by his visit to the city, which lasted all too short as the Calvert rapidly prepared for her first trip to North Vietnam.</p> <p>To no one's surprise, there were no takers interested in heading for Communist North Vietnam. Empty except for her crew, the Calvert headed for Haiphong Harbor. Here, the U.S. Navy vessels participating in the operation were swamped by hordes of Vietnamese, mostly Catholic, fleeing the new Communist regime that they feared and despised. The refugees were in poor condition. Rose observed, "They had walked forever ... for days ... so that they could get out of the country. ... No one had very much." <i>Continued below ...</i></p>	1) Boatswain's Mate 3rd Class Gerald Rose, Mills - By Douglas R. Cubbison, Casper Star Tribune, Aug 2, 2015

Year	Month	Day	Location	Historical Details	Sources, Notes
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>...</p> <p>"The escaping Vietnamese were usually accompanied by their priests, a great advantage as most of their religious leaders spoke at least some English. One shipmate of Rose's came from Louisiana and spoke Cajun French, and he could make himself understood to the Vietnamese. The relatively uneducated Vietnamese, used to Catholic priests, initially thought that the uniformed sailors were American priests, and the showers onboard the ships were an intriguing form of "American baptism." The nearly destitute refugees were fed, received medical care and were given desperately needed clothing and personal hygiene items while they were onboard. The introduction of coffee to the Vietnamese was initially unsuccessful, as the traditional Navy coffee was far too strong and bitter for their taste. However, young sailors like Rose shortly discovered that a liberal infusion of cream and sugar made coffee considerably more palatable to their guests! Rose and his fellow sailors had to actually show the Vietnamese children how to eat candy bars.</p> <p>Disliking the American food prepared for them, the hungry refugees simply started to build fires on the decks of the Calvert to cook their staple food of rice. In order to avert this potentially dangerous situation, galleys were turned over to Vietnamese cooks, and both the sailors and the refugees were happy. The voyage from north to south took about four days, and Rose recalled that all of their trips went relatively smoothly.</p> <p><i>Continued below ...</i></p>	<p>1) Boatswain's Mate 3rd Class Gerald Rose, Mills - By Douglas R. Cubbison Aug 2, 2015 Casper Star Tribune</p>
1954	Mid-August to End-October		Passage to Freedom French Indo China / Vietnam	<p>...</p> <p>Between August 22, 1954, and October 26, 1954, the U.S.S. Calvert officially transported no less than 6,000 Vietnamese from Haiphong to Saigon — Rose believes the actual numbers to be considerably higher. The South Vietnamese had resettlement camps established on the banks of the Mekong River to receive the refugees and to move them to their new homes in an extremely well-organized and successful program. These primarily Catholic, transplanted South Vietnamese proved to be among the most loyal to the South Vietnamese government, were entirely resistant to the entreaties of the Viet Cong, and provided tens of thousands of their young men to become the toughest, most reliable fighters in the Army of the Republic of Vietnam. Operation Passage to Freedom continued through 1955, and to this date remains the "greatest mass evacuation by sea in world history."</p> <p>The number of refugees carried from South Vietnam to North Vietnam by the Calvert on all of its trips over three months was a very small number indeed ... zero to be precise."</p>	<p>1) Boatswain's Mate 3rd Class Gerald Rose, Mills - By Douglas R. Cubbison Aug 2, 2015 Casper Star Tribune</p>

Year	Month	Day	Location	Historical Details	Sources, Notes
Letter of Commendation, Operation Passage to Freedom					
The Calvert's crew members received a Letter of Commendation regarding their participation in Operation Passage to Freedom, placed in each sailor's personnel file.					
BE IT KNOWN THAT <name> Participated in the evacuation of loyal Vietnamese and Chinese refugees escaping from Communist-controlled Viet Minh while attached to and serving on board the U.S.S. Calvert (APA 32) one of the first U.S. Navy Ships to enter Haiphong, French Indo-China during "Operation Passage to Freedom". <signed, ship's Personnel Officer> "In the current operations of our task force an amphibious group (a prime offensive combat component of the fleet) has been called suddenly to a unique and arduous task foreign to its normal offensive combat role and one of great national importance. You are carrying on despite many difficulties with highest effectiveness and with great credit to our Nav and Nation. The rest of PHIBPAC is part of TF90, COMPHIBPAC says "Well Done" to you, your subordinate commanders, captains, staffs and ship companions." /s/ L.S. SABIN Rear Admiral, U.S. Navy					
					The Vietnam Archive, Texas Tech University. Online: Ray D. Franklin - letter to Frankum
End of the Calvert's participation in the Passage to Freedom					
The Calvert steamed for Yokosuka, Japan					1954 Fourth Far East Cruise Book
1954	October	26 - 31	Haiphong, F.I.C. to Yokosuka, Japan	Return to Japan The Calvert steamed for Yokosuka, Japan	1) USS Calvert - Deck Log - October, 1954 2) 1954 Fourth Far East Cruise Book
1954	November	1 - 4		November 1 - 4: Yokosuka, Japan The Calvert embarked Marines at Yokosuka (or at Kobe on the 5th & 6th?). November 4 & 5: Yokosuka, Japan to Kobe, Japan November 5 & 6: Kobe, Japan	1954 Fourth Far East Cruise Book
Underway to the West Coast, USA					
1954	November	6 - 19	Kobe, Japan to San Francisco	4) Four ships carrying 4,500 Marines from Korea and Japan will dock at Treasure Island at 7:15am Friday (19th of Nov). The Marines are veterans of the First Air Wing and the First Division, Korea, and the Third Division, Japan. The ships and the piers at which they will dock are: USS Telfair, Pier 16 north; USS Montrose, Pier 16 south; USS Calvert, Pier 17, and USS Magoffin, Pier 21. 5) They belong to Amphibious Squadron Five and have just returned from taking part in the "Passage to Freedom" an amphibious effort in which American vessels carried 100,000 civilian refugees from Communism in northern Viet Nam to safety in the south. The ships paused at Pacific bases to pick up their American passengers. ... The Calvert, with 810 Marines and 59 Navy men, will tie up at Pier 17.	1) 1954 Fourth Far East Cruise Book 2) Calversion, Vol 45, P 8 3) Cullen, Page 22 4) Four Ships Due With 4,500 Marines. Oakland Tribune, Oakland CA. Nov 17 (Wed), 1954. P39 5) The San Francisco Examiner. November 18, 1954. p12

Year	Month	Day	Location	Historical Details	Sources, Notes
San Diego and San Francisco					
1954	November	19 - 21	San Francisco to San Diego	<p>2) Ships of Amphibious Squadron Five returned home last weekend, all veterans of Indochina duty with Task Force 90. Five of the ships, Calvert, Magoffin, Telfair, Montrose and Skagit, off-loaded returning troops in San Francisco before arriving in San Diego on Sunday. All of these ships completed their fourth tour of duty in the Far East since Korean War (except for the Telfair and Skagit, completing their fifth and third respectively). These vessels were among the first to arrive in Indochina for the historic civilian evacuation. Captain W.C. Winn, Commander Amphibious Squadron Five, returned on his flagship, the USS Calvert.</p> <p>3,4) Upon arrival, the Marines were debarked.</p> <p>5) The Calvert, commanded by Capt. F.V.H. Hiles, San Francisco, docked at Pier Four, Naval Station, tying up opposite the USS Mount McKinley, flagship of Rear Adm. John M. Will, Commander Amphibious Group Three, Pacific Fleet. Will had declared open house of the Calvert and other ships. The return to San Diego marked completion of the fourth tour of Far East Duty since the start of the Korean War for the Calvert, the USS Magoffin, and the USS Montrose, all of which returned yesterday.</p>	<p>1) 1954 Fourth Far East Cruise Book</p> <p>2) Indochina Vets Return, Thanksgiving at Home - unknown newspaper, USS Skagit website</p> <p>3) Calversion, Vol 45, P 8</p> <p>4) Cullen, Page 22</p> <p>5) Ships Dock Here Ending Viet Nam Exodus Duty, San Diego Union, November 22, 1954, p1</p>
1954	November (late) & December		San Diego	<p>1, 2) The Calvert returned to San Diego for leave and upkeep. The ship then resumed a routine schedule of leave, upkeep and local operations.</p>	<p>1) Calversion, Vol 45, P 8</p> <p>2) Cullen, Page 22</p>

End of research notes for the period January 1, 1954 to December 31, 1954

Year	Month	Day	Location	Historical Details	Sources, Notes
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