

A History of the USS Calvert - Research notes for the period July 22, 1961 to December 31, 1961

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Introduction

This document includes chronologically ordered historical research notes for the period July 22, 1961 to December 31, 1961.

Chronological highlights for this period include:

- * Moored U.S. Naval Station, San Diego - July 22nd to August 20th
- * Explorer Scouts Cruise of the coast of Southern California - August 21st
- * Dependents Cruise of the coast of Southern California - August 22nd
- * Amphibious training exercises - Coronado Roads and the Silver Strand - August 23rd - August 25th
- * Moored San Diego Bay - August 26th - August 27th
- * Underway off the coast of Southern California for convoy formation exercises and landing exercises - August 28th - August 29th
- * Moored U.S. Naval Station, San Diego - August 30th to September 4th
- * Underway to Tacoma, Washington - Heavy seas and damage to the Calvert - September 5th to September 10th
- * Moored, Tacoma, WA. - September 11th - September 12th
- * Underway to San Juan Island - September 13th
- * Anchored off the southern coast of San Juan Island - Operation Sea Wall - September 14th - September 17th
- * Reprieve to Seattle - September 17th to September 20th
- * Anchored off the southern coast of San Juan Island - Operation Sea Wall - September 21st - September 22nd
- * Tacoma, WA to return U.S. Army Troops - September 22nd
- * Underway to San Diego - September 23rd - September 25th
- * Moored, U.S. Naval Station, San Diego - September 26th - October 4th
- * Underway for Seattle, WA - October 5th to October 10th
- * Overhaul at Todd Shipyard, Harbor Island, Seattle - October 11th to December 11th
- * Sea Trials, Elliot Bay, WA - December 12th
- * Naval Supply Depot - December 13th
- * Naval Ammunition Depot, Bango, WA - December 14th
- * Underway for San Diego - Heavy weather conditions - December 15th to December 23rd
- * U.S. Naval Station, San Diego - December 24th - December 31st

Primary sources for this document:

- * A History of the USS Calvert (APA-32), David B. Cullen
- * Calversion, various relevant editions
- * Archival materials, Calvert Marine Museum
- * Interviews, emails, and miscellaneous conversations with former crew members and family members
- * Deck Log Books, USS Calvert. When available online at the National Archives Online Catalog:
 - * July 1961. Online: <https://catalog.archives.gov/id/174030252>
 - * August 1961. Online: <https://catalog.archives.gov/id/174030384>
 - * September 1961. Online: <https://catalog.archives.gov/id/174030512>
 - * October 1961. Online: <https://catalog.archives.gov/id/174030636>
 - * November 1961. Online: <https://catalog.archives.gov/id/174030764>
 - * December 1961. Online: <https://catalog.archives.gov/id/174030888>

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Selected maps and charts:

- * NOAA Historic Map Locator: <https://www.historicalcharts.noaa.gov/search.php>
- * USGS Historic Map Locator: <https://store.usgs.gov/map-locator>
- * UC San Diego Digital Collection, Pacific Basin Nautical Charts: <https://library.ucsd.edu/dc/collection/bb0786509m>

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.

Condition One-Alfa refers to active amphibious activities by the crew of the Calvert and the employment of the ship's landing craft in these exercises. This condition is represented by a variety of uses of "one alpha" including: One-Alfa, One-Alpha, 1-Alfa, 1-Alpha, and similar. For the most part this document reflects these variations as written in the Calvert's official deck log book.

Material Conditions: "The US Navy uses three "material conditions", which dictate which doors and other fittings can be opened, balancing ease of use with the need to protect the ship. Each of these objects is labeled with an X, Y or Z, as appropriate to the condition it has to be closed under. Condition X-Ray is set during the day while in port or at anchor, and involves the least restrictions. Condition Yoke is typical while a ship is at sea, or at night while in port, while Condition Zebra is used during General Quarters, or at other times when flooding is a serious concern." Source: <https://www.navalgazing.net/Battle-Stations>

Accuracy: When possible the details are corroborated, and in some cases corrected, by official Naval records. However, not all personal recollections captured in this document are corroborated by official Naval records.

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1961 July 22nd to August 20: A month in home port, U.S. Naval Station, San Diego, following completion of her Western Pacific Cruise and arrival in San Deigo on July 21st, 1961.

Cullen, Page 28

Chart of Piers, U.S. Naval Station, San Diego

Moored Starboard side to Pier 4, Berth 5, U.S. Naval Station, San Diego

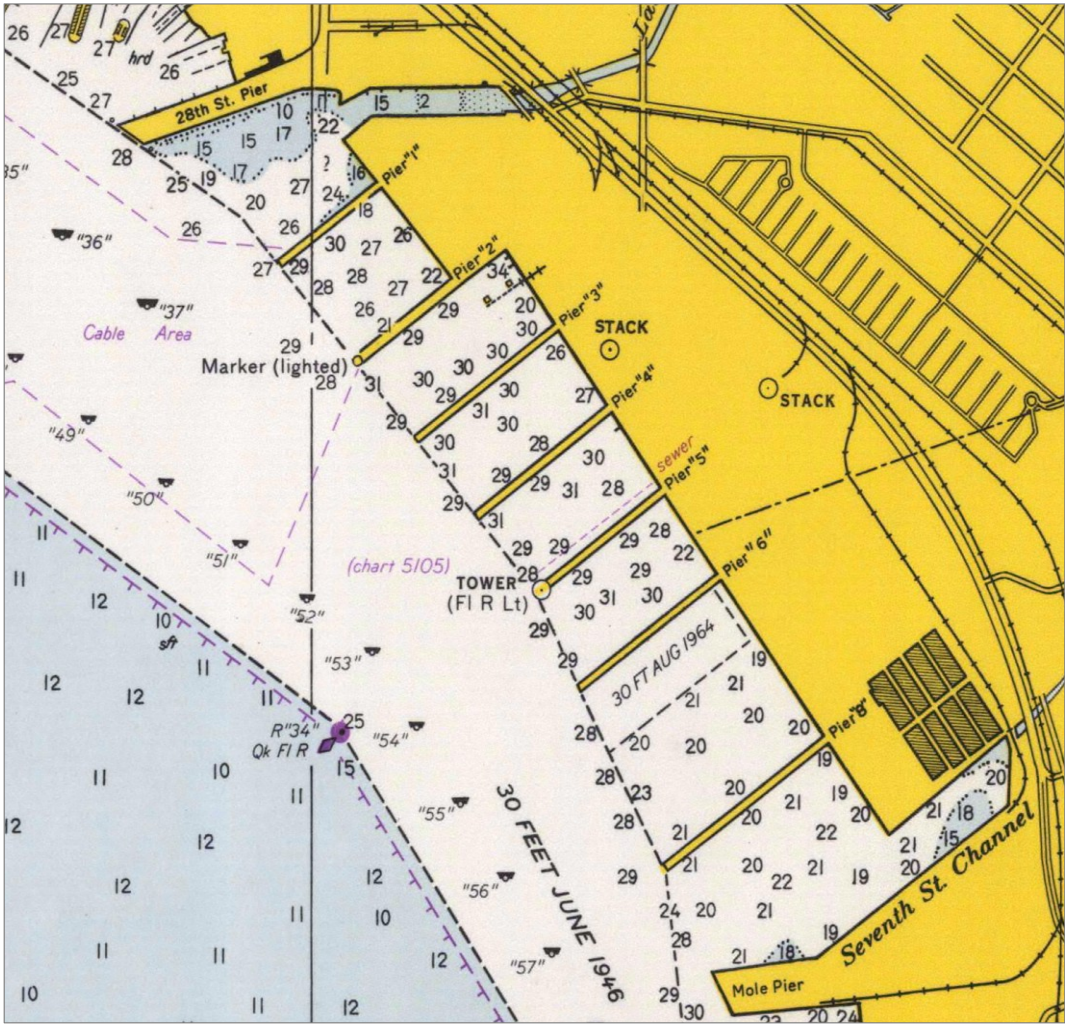


Chart is an extract of:
North San Diego Harbor, #5105,
1:12,000. Soundings in feet.
12th Edition, October 1966.
US Coastal and Geodetic Survey

Online at:
<https://www.historicalcharts.noaa.gov/ima ge.php?filename=5105-10-1966>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	July	22 - 31	Moored, U.S. Naval Station, San Diego	Moored Starboard side to Pier 4, Berth 5, U.S. Naval Station, San Diego. The engine room is in a cold iron status. The ship is in condition of Readiness Six with Material Condition Yoke (Modified) set. July 28: Moored as before. Disbursing Officer left ship with \$14,000; Returned ship with \$14,000.	Deck Log, USS Calvert, July 1961. Selected entries
1961	August	1 - 20	Moored, U.S. Naval Station, San Diego	August 1: Moored as before. The engine room is in a cold iron status. August 7: Electrical fire reported in LCM-4 on #4 hatch, called away duty fire party and fire was extinguished. August 9: Pier end of the after brow slid off from the pier platform, brow hanging suspended over ship's side secured on ship's end. Yard crane removed from ship by order of the Command Duty Officer, damage to the ship caused by falling brow consisted of one lifeline station being bent. August 11: Naval Repair Facility Divers commenced inspection of hull and screw. August 16: Starboard cargo boom #1 hatch slipped and dropped on to Mount 41 Director. Damage to Director was heavy. No personnel were injured. Casualty was caused by brake failure on #2 winch. August 17: Paymaster left ship with \$9,000 to turn in to bank. August 20: Floating crane alongside to pick up LCM-1 and cast-off from alongside. Lit fires under No. 1 boiler.	Deck Log, USS Calvert, August 1961. Selected entries
1961	August	21	Moored, U.S. Naval Station, San Diego Underway off the Southern Coast of California Moored, U.S. Naval Station, San Diego	Explorer Scouts Cruise 0900 Embarked Explorer Scouts for indoctrination cruise. 1000 Commenced making all preparations for getting underway. 1043 Commenced jacking over the main engine with steam. 1045 The Captain and Navigator are on the Bridge. 1108 Underway. 1138 All engines stopped due to loss of Main Feed Water Pressure. Shifted to auxiliary feed pump, able to maintain 5 knots. 1157 The casualty to the Main Feed Pump restored. Speed 10 knots. 1225 Commenced using International Rules of the Nautical Road. Secured the anchor for sea. 1600 Using various courses and speeds returning to Pier Four, Berth 45, U.S. Naval Station, San Diego.	Deck Log, USS Calvert, August 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	August	22	Moored, U.S. Naval Station, San Diego	0000 Moored starboard side to Pier Four, Berth 45, U.S. Naval Station. Dependents Cruise	Deck Log, USS Calvert, August 1961. Selected entries
			Underway off the Southern Coast of California	0800 Making all preparations to get underway. 0852 Underway, standing out from San Diego on Dependents Cruise. 1102 Stopping ship to put LCM in water. 1148 LCM is back aboard.	
1961	August	23	Moored, U.S. Naval Station, San Diego	1200 - 1445 Underway off the coast of Southern California. 1449 Commenced using Inland Rules of the Road. 1644 Moored, Pier 4, Berth 45, U.S. Naval Station, San Diego.	Deck Log, USS Calvert, August 1961. Selected entries
			Underway, Coronado Roads	0000 Moored as before. Amphibious Training Exercises, Coronado Roads & Silver Strand 0926 Underway to anchor right flank beach lane three (red beach one) for exercises. 1120 Anchored right flank beach lane three (red beach one). 1200 Exercised the crew at General Quarters. 1205 Condition Zebra set throughout the ship. 1209 Set Condition 1-Alfa. 1232 Commenced ship to shore movement. 1515 Set Condition Yoke aboard ship.	
1961	August	23	Anchored, Coronado Roads	1521 Completed ship to shore movement. All boats aboard. 1530 Secured from Condition 1-Alfa. 1549 Anchors aweigh. Underway for anchorage on left flank yellow two. 1617 Anchored left flank Boat Lane 2, Yellow Beach 2. 1629 Secured main and steering engines. Secured fires under Boiler No. 2. Set Condition Four (Modified) watch.	Deck Log, USS Calvert, August 1961. Selected entries

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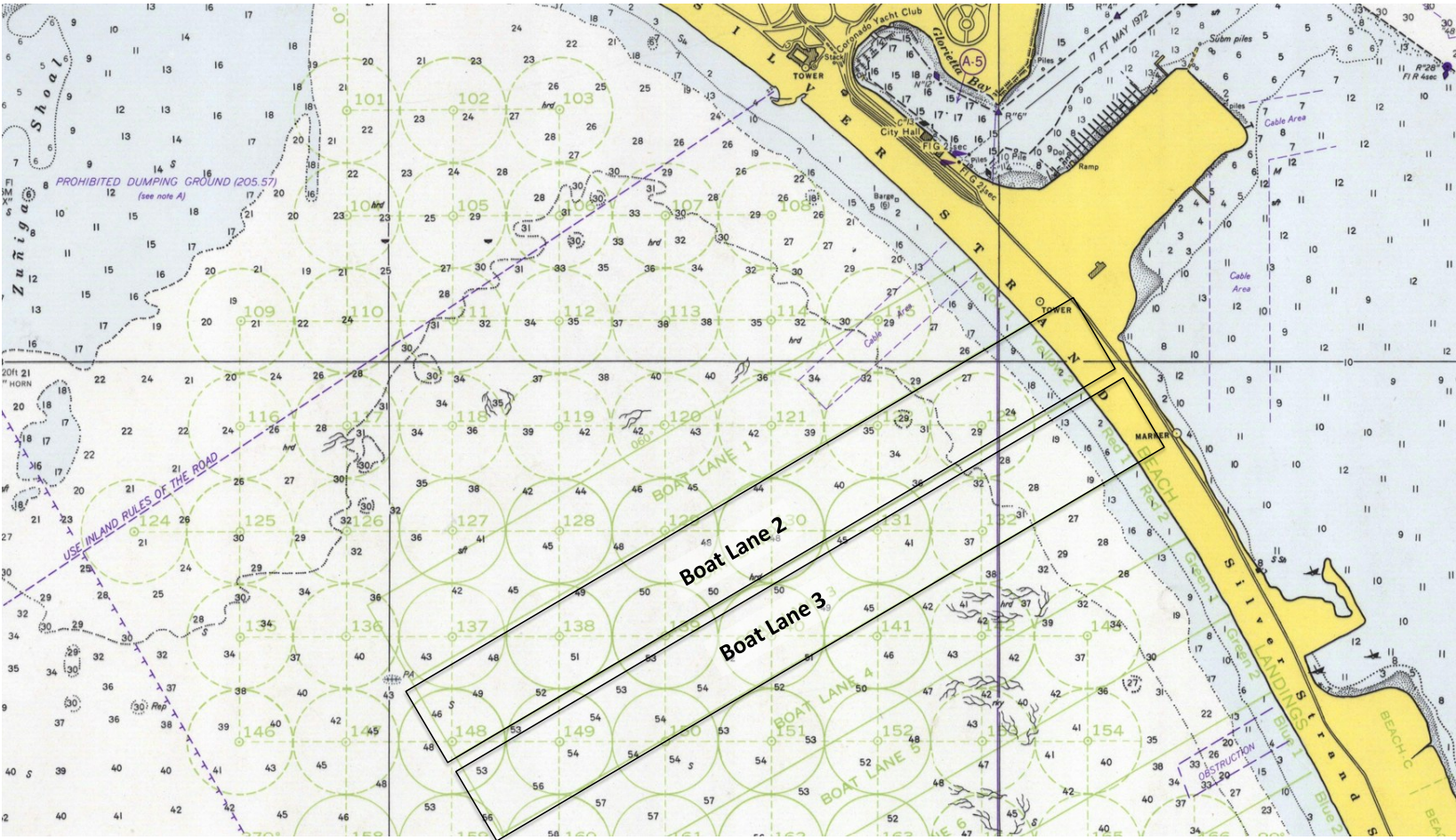
Boat Lane 2 (Yellow Beach 2) and Boat Lane 3 (Red Beach 1), Coronado Roads indicated by black rectangles.

Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.

Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.

Extract of: San Diego Bay, #5107. 1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Online at:
<https://www.historicalcharts.noaa.gov/ima ge.php?filename=5107-5-1974>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	August	24	Anchored, Coronado Roads	0000 Anchored on left flank of Boat Lane 2, Yellow Beach 2. 0600 Exercised the crew at General Quarters. Set Material Condition Zebra throughout the ship. 0611 Exercised the crew at Condition 1-Alfa. 0625 Commenced ship to shore movement. 0707 Secured from Condition 1-Alfa. 1300 Set Condition 1-Alfa.	Deck Log, USS Calvert, August 1961. Selected entries
			Underway off the coast of Southern California	1400 Embarked 58 Officers and 675 Enlisted men of the U.S. Marine Corps for Amphibious Operations. 1400 Lit fires under number two boiler. 1540 All boats returned to ship. 1555 Secured from Condition 1-Alfa. 1615 Underway from anchorage. 1630 Set speed to 8 knots. 1927 Commenced engineering casualty drills. Changing speed as necessary to simulate casualty control. Base speed 8 knots. 2022 Secured from engineering casualty drills.	
1961	August	25	Underway off the coast of Southern California	0000 Steaming independently in OpArea VV-5 off San Diego, speed 8 knots. 0504 Let go anchor off the right flank of Red Beach, Lane One, Coronado. 0605 Set Condition One Alfa. Condition Zebra set throughout the ship. 0705 Commenced ship to shore movement and offloading of 47 officers and 675 enlisted USMC personnel. 0946 Secured from Condition 1-Alfa, all boats aboard. 1028 Underway.	Deck Log, USS Calvert, August 1961. Selected entries
			Moored, San Diego Bay	1034 Practiced manning the rail to starboard. 1239 Moored fore and aft to Buoys 30 and 31, San Diego Bay. Let fires die under No. 2 boiler.	
1961	August	26 - 27	Moored, San Diego Bay	Moored as before.	Deck Log, USS Calvert, August 1961. Selected entries
1961	August	28	Moored, San Diego Bay	0000 Moored as before. 0815 Set the Special Sea and Anchor Detail. The Officer of the Deck shifted his watch to the Open Bridge. 0820 Commenced spinning main engines.	Deck Log, USS Calvert, August 1961. Selected entries
			Underway off the Southern coast of California	0900 Underway to join convoy for exercises off the coast of San Diego. 1052 Commenced forming Formation I with USS Paul Revere, USS Catamount, USS Magoffin, USS Monticello. Formation speed 10 knots. 1150 Commenced formation 51, speed 12 knots. 1200 Changed speed to 14 knots. 1350 to 2300 Exercised at various tactical formation exercises, including several zig zagging plans and movements. Break from tactical exercises at 1725 to 1625 for evening meal.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	August	29	Underway off the coast of Southern California	0000 Steaming as before as a unit of C.T.U. 53.6.1 off the coast of San Diego. Speed 8 knots. 0542 Set Condition Zebra set throughout the ship. 0549 Anchored in anchorage 136, Coronado Roads, Silver Strand. 0530 General Quarters drill. 0553 Exercised the crew at Condition 1-Alfa. 0605 Commenced the ship to shore movement. 1300 Commenced hoisting boats aboard. 1341 Secured from Condition 1-Alfa, Condition IV set. 1524 Set Condition Yoke aboard the ship.	Deck Log, USS Calvert, August 1961. Selected entries
1961	August	29	Anchored, Coronado Roads Underway off the coast of Southern California	1555 Underway from anchorage. 1556 Steering various courses and speeds to maneuver in Column Formation. Speed 10 knots. 1615 to 2255 Exercised at formation tactical exercises. 2303 Formed column open order, speed 16 knots.	Deck Log, USS Calvert, August 1961. Selected entries
1961	August	30	Underway off the coast of Southern California Moored, U.S. Naval Station, San Diego	0000 Steaming in formation, as before. 0520 Entering port. 0832 Moored port side to Berth 55, Pier 5, U.S. Naval Station	Deck Log, USS Calvert, August 1961. Selected entries
1961	August	31	Moored, U.S. Naval Station, San Diego	Moored to Berth 55, Pier 5, U.S. Naval Station. The engine is in a cold iron status.	Deck Log, USS Calvert, August 1961. Selected entries
1961	September	1 - 4	Moored, U.S. Naval Station, San Diego	Moored to Berth 55, Pier 5, U.S. Naval Station. The engine is in a cold iron status. September 4th: Between 1300 and 1400 wind speed increased from 5 knots to 20 knots. Top sustained wind speed of 35 knots occurred 2200 to 2400.	Deck Log, USS Calvert, September 1961. Selected entries
On September 5th the Calvert sailed north to Washington with units of Phibron Five, for a joint exercise with Army and Air Force units known as Operation Seawall held on San Juan Island, Washington.					Cullen, Page 28
Departing on September 5th to and arriving on September 10th, the convoy experienced severe weather conditions and heavy seas for most of the voyage. During the storm the Calvert experienced compartment flooding and damage in the bow areas of the ship.					Deck Log, USS Calvert, September 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	5		0000 Moored to Berth 55, Pier 5, U.S. Naval Station.	
			Moored, U.S. Naval Station, San Diego	0946 Underway. 1155 Formed Formation 50 with USS Estes, USS Paul Revere, USS Monticello, USS Catamount, USS Fort Marion, USS Gunston Hall, USS Montrose, USS Skagit, USS Seminole, USS Magoffin. Base speed 10 knots.	Deck Log, USS Calvert, September 1961. Selected entries
			Underway to Tacoma, WA	1346 Formation changed speed to 16 knots. Weather conditions: Wind speeds ranged from 3 knots to 35 knots between 0000 and 2400. Sea conditions: Wave height 1 foot during this same time period.	
1961	September	6		0000 Steaming as before, in formation. Speed 16 knots. Proceeding to Anti-Air Warfare exercise picket station.	
			Underway to Tacoma, WA	0351 Arrived on assigned picket station for exercise. 0510 Changed speed to 10 knots. 0826 Changed speed to 15 knots. 1710 Detached from picket station to rejoin main body. Weather conditions: Wind speeds ranged from 13 knots to 31 knots between 0000 and 2400. Sea conditions: Wave height ranged from 3 feet to 4 feet during this same time period.	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	7		0000 Steaming as before, as a unit of CTU 19.1.1 off the coast of Monterey, California. Formation speed 13.6 knots	
			Underway to Tacoma, WA	The heavy weather begins to take its toll on the ship 0803 Set Condition Zebra. 0835 Set Condition Yoke. 0844 Set Condition of Readiness III throughout the ship except CIC which remains in Condition One. 1104 Set Condition of Readiness III throughout the ship. Due to heavy weather, placed all gun crews on Condition Three below decks with phones manned below decks. All hands ordered to remain clear of all weather decks. 1315 LCVP 11 in No. 3 davit slid ahead, causing skid to bend. No other damage was apparent. Surge gripes were placed on all davit boats gripping them to the deck. 2220 Main Control reported they had no power to the anchor windlass of #1 Control Room. 2223 Hole reported in #1 hatch, water leaking in when deck awash. Slight amount of water leaking up through rudder casing. Sent repair party to check number 1 hatch. Weather conditions: Wind speeds ranged from 24 knots to 51 knots between 0000 and 2400. Sea conditions: Wave height ranged from 5 feet to 9 feet during this same time period.	Deck Log, USS Calvert, September 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	8 0000 to 0800	Underway to Tacoma, WA	<p>0000 Steaming to Tacoma, Washington with elements of Task Unit 19.2.1. In Condition of Readiness Three (Modified) with Material Condition Yoke and the heavy weather bill set. The Calvert is at darken ship. The ship is taking water over the forecastle and the canvas cover for No. 1 hatch, main deck, is torn and a small amount of water is coming in No. 1 hold. This leak is in control and imposes little hazard to the watertight integrity.</p> <p>0225 Discovered about two feet of water in the Bosun Locker (A-201-AC). Damage control party is investigating. 0325 Damage Control Party reports that attempts to pump the water out of the Chain Locker (A-401-E) is not causing any noticeable change in the water level. It is supposed that the water is entering the Chain Locker through the Chain Pipe.</p> <p>0700 Due to heavy weather LCVP 23 and LCVP 18 on No. 1 hatch have been damaged. Observed from Pilot House after sunrise. Extent of damage unknown.</p> <p>0741 Hauled out of formation to secure damaged boats.</p> <p>Weather conditions: Wind speeds ranged from 37 knots to 30 knots between 0000 and 0800. Sea conditions: Wave height 9 feet during this same time period.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	8 0800 to 1200	Underway to Tacoma, WA	<p>0925 Made daily inspection of all magazines and smokeless powder samples. Conditions normal, Pyrotechnic Locker is flooded. Changed speed to 5 knots to work on damage forward.</p> <p>0946 Full report on damage forward as follows: 1. LCVP 18 a total loss, LCVP 23 severely damaged. 2. Deck of Mount 31 buckled and gun shield smashed. Mount 31 will point but will not train. 3. Flooding in Bosn Locker, anchor windlass control panel, winch rooms. 4. Two control stands knocked loose from foundation.</p> <p>0946 All power forward has been secured.</p> <p>1000 Photographs were taken of damage and are in the custody of the Commanding Officer.</p> <p>1018 Commenced pumping water out of Bosn Locker and winch control compartments.</p> <p>1137 Changed speed to 8 knots.</p> <p>Weather conditions: Wind speeds ranged from 39 knots to 30 knots between 0800 and 1200. Sea conditions: Wave height ranged from 7 feet to 8 feet during this same time period.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	8 1200 to 1600	Underway to Tacoma, WA	<p>1322 Completed dewatering of Chain and Bosun lockers. All forward compartments secured for sea to maximum allowable due to damage.</p> <p>1331 Changed speed to 10 knots. Commenced increasing speed slowly, going slow enough so that water does not break over the bow which could cause reflooding of damaged lockers.</p> <p>1339 Changed speed to 12 knots.</p> <p>1345 Changed speed to 13 knots.</p> <p>1413 Changed speed to 12 knots.</p> <p>1345 Changed speed to 13 knots.</p> <p>1720 Changing speeds to synchronize the ship to the waves. Varying speed between 12 and 13 knots.</p>	Deck Log, USS Calvert, September 1961. Selected entries

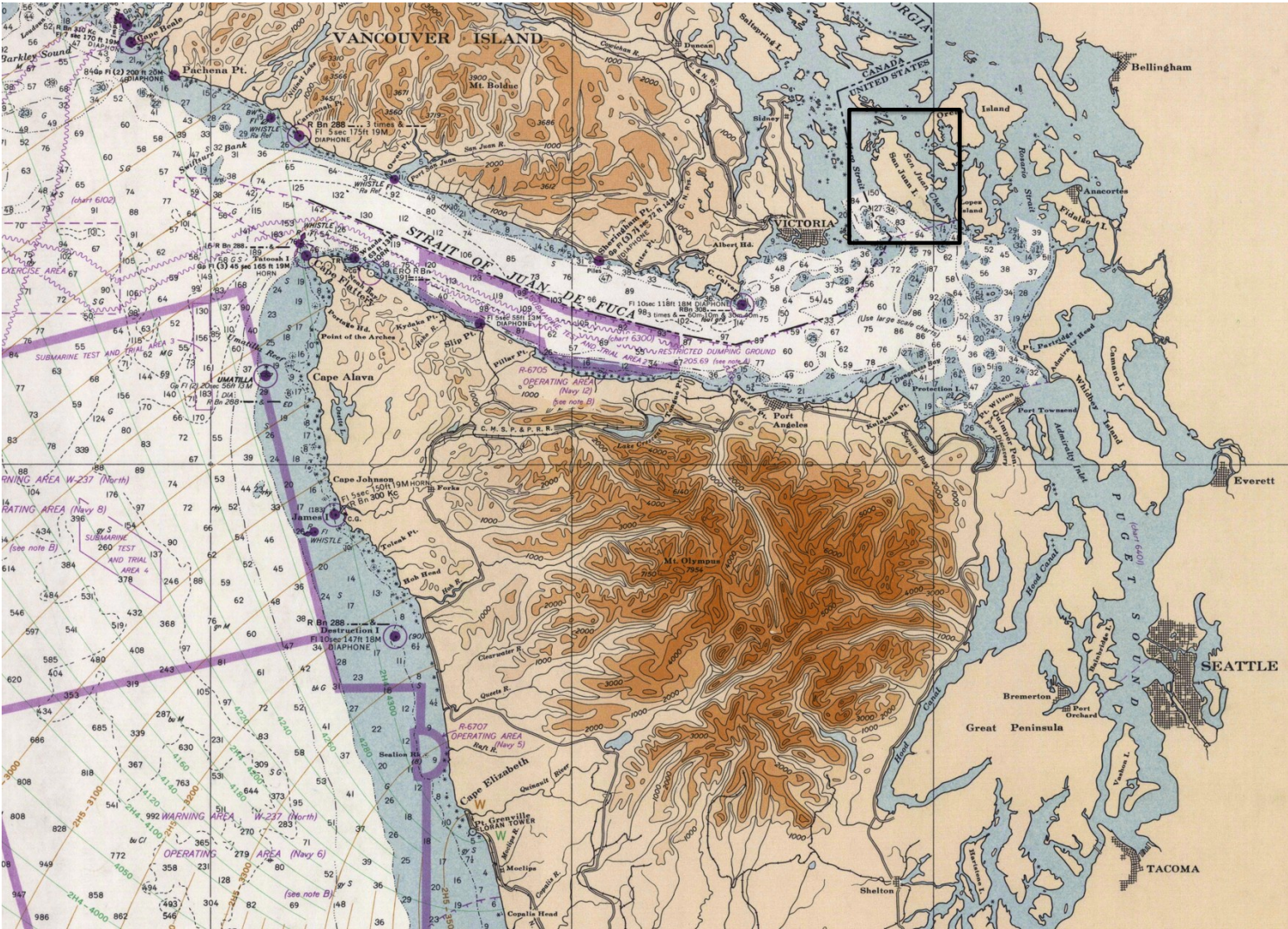
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1961	September	8 1600 to 2400	Underway to Tacoma, WA	<p>2000 Made 2000 reports to the Captain. 2016 Darkened ship. 2055 Inspected forecastle; 2140 Made report to the Captain. Changed speed to 11 knots. 2158 Changed speed to 10 knots. 2235 Inspected forecastle, conditions normal. Inspected all top side spaces, conditions normal. Damage Control Central reported all conditions normal. 2320 Water was found in the Chain and Bosn locker, commenced pumping chain locker. 2311 Damage Control Central reported conditions normal.</p> <p>Weather conditions: Wind speeds ranged from 45 knots to 23 knots between 1200 and 2400. Sea conditions: Wave height ranged from 8 feet to 6 feet during this same time period.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	9 0000 to 0400	Underway to Tacoma, WA	<p>0000 Steaming independently as a unit of TU 19.1.1 enroute to Tacoma, Washington for the loading phase of Operation Seawall. Speed 10 knots. The ship is in Modified Condition of Readiness III and darken ship is in effect with frequent repair and Damage Control Party inspections using forward hatch lights. Heavy Weather Bill is set. Heavy seas with waves ranging from 8 feet to 13 feet from 355 degrees True. The barometer has been rising slowly and is now at 29.94.</p> <p>0030 Changed speed to 8 knots. 0051 Changed speed to 11 knots. 0100 After steering reports approximately 2 inches of water on deck. 0110 Changed speed to 12 knots. 0121 Trouble test alarm system indicated trouble in diesel oil tanks, port. 0130 Repair party reported diesel tank, port, all secure and conditions normal in after steering.</p> <p>Weather conditions: Wind speeds ranged from 40 knots to 17 knots between 0000 and 0400. Sea conditions: Wave height 8 feet during this same time period.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	9 0400 to 2400	Underway to Tacoma, WA	<p>0601 Changed speed to 14 knots. 0606 Changed speed to 15 knots. 0610 Changed speed to 16 knots. 0625 Ship is riding well. 0857 Discovered 16 inches water in the cofferdam in No. 1 hold. Water is being bailed out. 1000 All water is out of the cofferdam in No. 1 hold. 1410 Damage Control Central reported chain locker flooded and is being dewatered. 1531 Changed speed to 16 knots. 1630 The chain locker has been pumped free of water as much as possible. 1812 Conducting emergency shifting of steering drills.</p> <p>Weather conditions: Wind speeds ranged from 40 knots to 16 knots between 0400 and 2400. Sea conditions: Wave height ranged from 7 feet to 4 feet during this same time period.</p>	Deck Log, USS Calvert, September 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	10	Underway to Tacoma, WA	0000 Steaming independently as a unit of TU 19.1.1, speed 16 knots. Enroute to Tacoma, Washington. The Heavy Weather Bill is set. Heavy seas with waves ranging from 5 to 6 feet from 350 degrees True. 0033 Damage Control Central reports conditions normal. 0133 Made inspection of lower decks, conditions normal. 0156 Turned on forward boom lights to check forward, all secure.	Deck Log, USS Calvert, September 1961. Selected entries
			Moored, Tacoma, WA	0400 to 0800 periods of dense fog. Exercised at various speeds, fog signally, and fog lookouts. Exercised at periodic stops due to reports of motor sounds and fog signals by fog lookouts. Engine room reported throttle varying speeds between 30 and 52 knots. Came to 52 knots to remedy the situation. 0800 Commenced transit through strait of Juan de Fuca. 0800 to 0915 Heavy fog persisted, with frequent reports of near contacts, fog signals from waterborne craft. 0915 Visibility increased to 5 miles. Haze on the horizon. Changed speed to 16 knots. Arrival, Tacoma, Washington 1853 Moored port side to Pier 24, Berth Alfa, Tacoma, Washington. Weather conditions: Wind speeds ranged from 30 knots to 2 knots between 0000 and 2400. Sea conditions: Wave height ranged from 5 feet to 1 feet during this same time period.	
1961	September	11 - 12	Moored, Tacoma, WA	Moored port side to Pier 24, Berth Alfa, Tacoma, Washington. Sept 12th: Loaded vehicles and troops of the 4th Infantry Battalion, U.S. Army.	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	13	Moored, Tacoma, WA	0000 Moored as before.	Deck Log, USS Calvert, September 1961. Selected entries
			Underway to San Juan Island, WA	Underway for San Juan Island for Operation Sea Wall 1015 Underway for San Juan Island. 1159 Formed column formation with USS Paul Revere, USS Magoffin, USS Skagit, USS Seminole, USS Estes, USS Fort Marion, USS Montrose, USS Catamount, and USS Monticello. 1500 Exercised the crew General Quarters. 1511 to 1531 Exercised at Abandon Ship drill for crew and embarked troops. 1800 Commenced transit of the Strait of Juan de Fuca.	

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Exercise SEA WALL					
1961	September	13 - 21	San Juan Island, Washington	1) "Exercise SEA WALL, COMEU OPLAN 301-61, was a major multi-unit amphibious training exercise involving infantry, armor, and naval forces.	
				With infantry elements they boarded WW-II era troop ships that proceeded out into Puget Sound. In full combat gear they had to climb down the rope ladders from the ships into the waiting landing craft below. Their landing craft departed the ships side proceeding out into the sound where they circled in very rough seas for what seemed hours until receiving orders to proceed to the beach on the southern coast of San Juan Island for the landing.	1) 720th Military Police Battalion - Reunion Association & History Project http://720mpreunion.org/history/time_line/1961/1961_tl.html
				When the ramps of the landing crafts dropped, they charged across the black ash colored sand to their designated positions. Other waves of larger landing craft transported the armored vehicles to the beach. The exercise lasted approximately three weeks. During the exercise there were many injuries and a few fatalities. Some occurring during the landings, but most from vehicle accidents during the night maneuvers."	2) With The Armed Forces, The Carroll Record, Taneytown, Maryland, p5, May 10, 1962
2) "A six-day amphibious maneuver conducted on San Juan Island, Puget Sound, Wash. Participating in the exercise were over 12,000 Army, Navy and Air Force personnel of the Tactical Air Command, amphibious units of the Navy and elements of the 4th Infantry Division, Fort Lewis, Wash. The mission of the unified force during the exercise was to establish a beachhead on San Juan and then to dislodge and destroy 'enemy' forces entrenched on the island."					
0000 Steaming in formation, as before.					
1005 Commenced proceeding independently to Anchorage R-12, San Juan Island, Washington.					
1961	September	14	Underway to San Juan Island, WA	Anchored, South of the coast of San Juan Island - Commencement of Operation Sea Wall	
			Anchored, South of coast of San Juan Island	1034 Anchored, Anchorage R-12. Salmon Bank Buoy 351 degrees True, Cattle Point 5,350 yards, Iceberg Point 6,460 yards. 1048 The engineering plant is on a four hour standby. 1055 Commenced scheduled exercises and wet net training. Away all boats. 1630 Lit fires under Number 2 Boiler. 1736 All boats aboard. 1740 Making ready to get underway. 1745 Secured from Condition 1-Alfa. 1755 Received message instructions from COMPHIBRON ONE that formation will not get underway this night. 1840 Secured No. 2 boiler.	Deck Log, USS Calvert, September 1961. Selected entries

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San Juan Island, location of Operation Sea Wall, indicated by black rectangle.

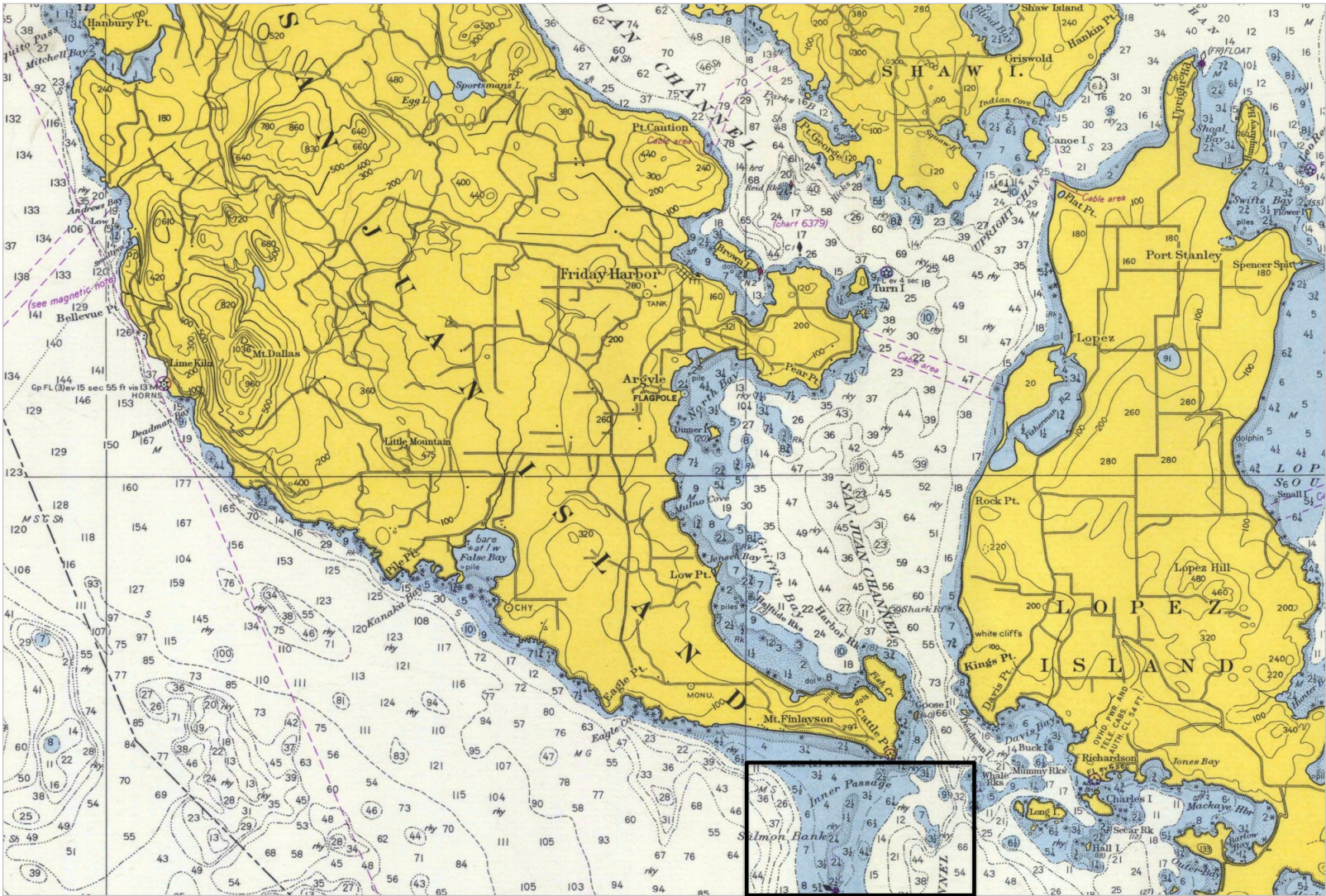


Extract of Chart #5022-5-1966, Cape Blanco to Cape Flattery
1:736,560 scale
US Coast & Geodetic Survey, 1966

Full chart available online:
<https://www.historicalcharts.noaa.gov/ima/ge.php?filename=5022-5-1966>

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San Juan Island, Washington. Calvert's approximate anchorage indicated by black rectangle.

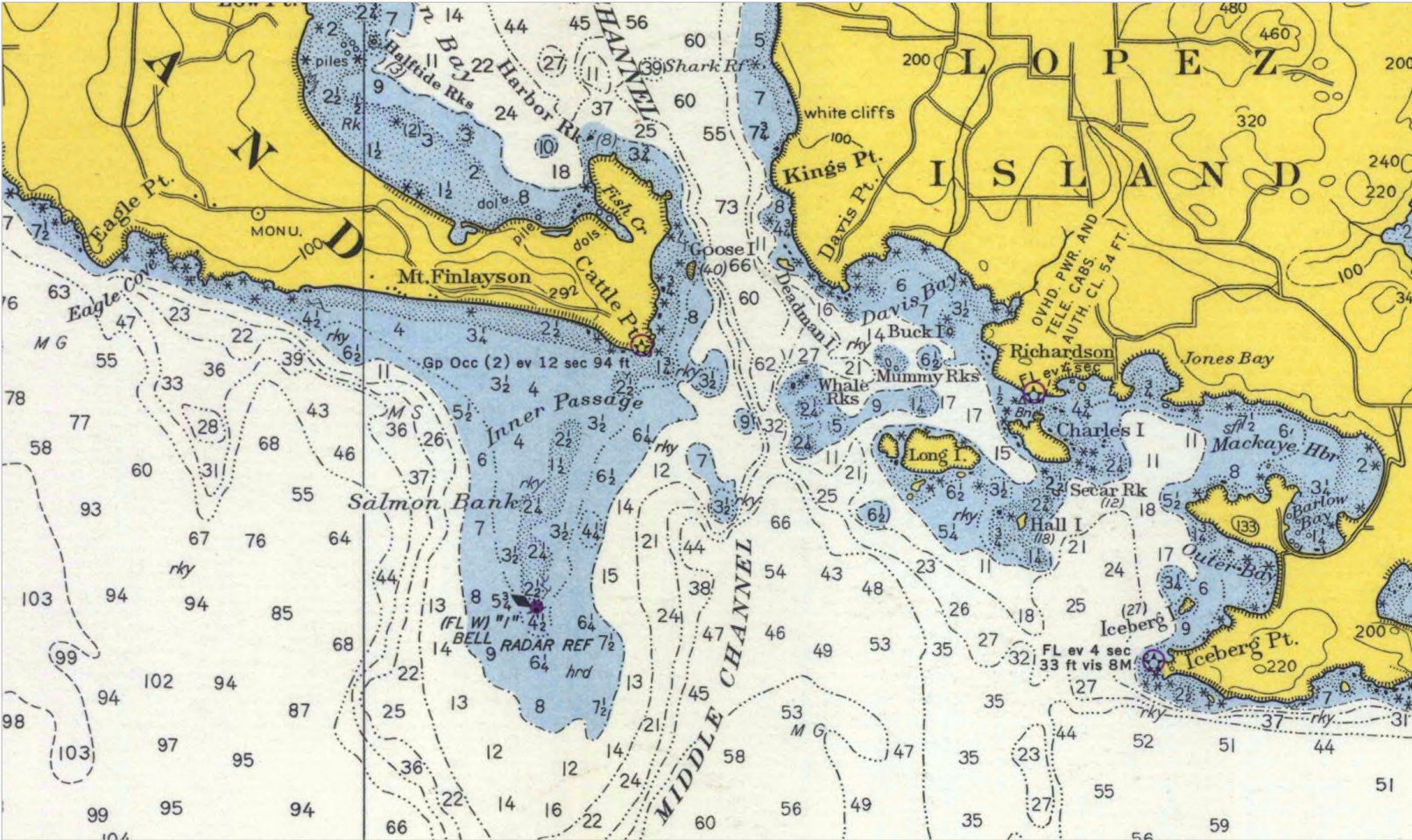


Extract of Chart #6380-10-1958, Strait of Juan de Fuca to Strait of Georgia
1:80,000 scale
US Coast & Geodetic Survey, 1958

Full chart online:
<https://www.historicalcharts.noaa.gov/imagetile.php?filename=6380-10-1958>

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Closer-view of southern coast of San Juan Island and general location of the Calvert's anchorage.



Extract of Chart #6380-10-1958, Strait of Juan de Fuca to Strait of Georgia
1:80,000 scale
US Coast & Geodetic Survey, 1958

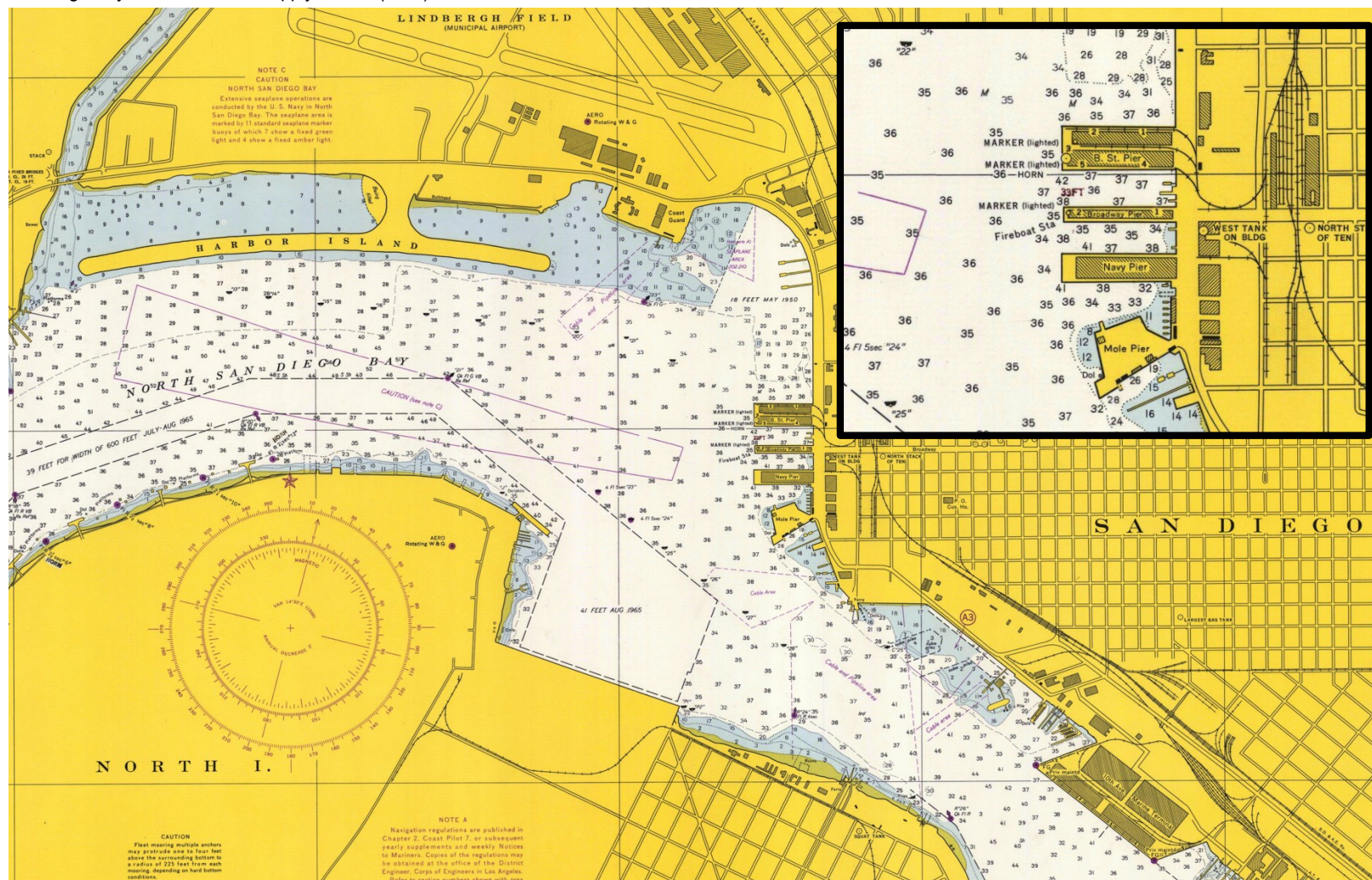
Full chart online:
<https://www.historicalcharts.noaa.gov/ima.ge.php?filename=6380-10-1958>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	15	Anchored, South of coast of San Juan Island	<p>0000 Anchored, Anchorage R-12. Salmon Bank Buoy 351 degrees True, Cattle Point 5,350 yards, Iceberg Point 6,460 yards. The main plant is on 4 hours notice.</p> <p>0035 Received boat from USS Estes at Yellow 8 with photographs for Major Colby, U.S.A. 0055 Estes boat departed. 0355 Dispatched LCM to the USS Magoffin. 0800 Exercised the crew at General Quarters. Set Material Condition Zebra. 0405 Set Material Condition Yoke.</p> <p>0407 Exercised crew at Condition 1-Alfa. 1352 LCVP-9 of USS Magoffin arrived with two casualties for medical treatment. 1630 Visibility 200 yards in rain. 1650 Visibility increased to 3 miles. 1927 The Anti-Sneak Attack Bill is in effect, the picket boat is on station. 1946 Commenced off-loading equipment into small boats for movement to the assault area.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	15	South of coast of San Juan Island	<p><u>San Juan 'Liberated'.</u> 2,000 Spectators See War Games "Friday, Harbor, Wash. (AP) - Five thousand troops crashed ashore in a joint Army-Navy-Air Force amphibious assault to "liberate" San Juan Island. The maneuvers in "Exercise Sea Wall" were viewed by some 2,000 spectators, armed with cameras, binoculars and cushions. Schools were dismissed and most businesses were closed in the biggest event - in a military way - since the "Pig War" 102 years ago. ... The "liberators" were members of the 4th Infantry Division, one of three elements of the Strategic Army Corps, led by Maj. Gen. William F. Train, Ft. Lewis commander. They went ashore from landing craft of the Pacific Fleet Amphibious Force, with air support by units of the Tactical Air Command."</p>	Oregonian. Saturday, September 16, 1961. p16
1961	September	16	Anchored, South of coast of San Juan Island	<p>0000 Anchored as before, off the Southern Coast of San Juan Island. The ship is taking part in General Offloading for the Assault Phase of Operation Seawall.</p> <p>0530 Visibility has decreased to 1 mile. The low visibility plan for boats has been put into effect. 0545 Visibility reduced to 100 yards. 0625 Commenced sounding special fog signal. 1551 Visibility increased to 2 miles. 1622 Visibility increased to 4 miles in fog. 1730 Visibility decreased to 400 yards in heavy fog, resumed sounding fog signals. 1750 Visibility increased to 2000 yards, and slowly improving. 1910 Visibility decreased to 500 yards, resumed sounding fog signals. 2000 Visibility 1 mile in fog, sounding special fog signal assigned by OTC. 2005 Commenced brining boats aboard.</p>	Deck Log, USS Calvert, September 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	17		0000 Anchored as before, off the Southern Coast of San Juan Island. The ship is at darken ship with anti-sneak attack watch set.	Deck Log, USS Calvert, September 1961. Selected entries
			Anchored, South of coast of San Juan Island, WA	0651 Observed sunrise. Lighted ship. Secured the anti-sneak attack watch. Set fog watch. 1002 Engineering plant is on 30 minutes standby for getting underway. Lit off No. 2 boiler. 1203 Set Condition Yoke throughout the ship. 1204 Making preparations for getting underway. 1259 Visibility increased to two miles.	
			Underway to Seattle, WA	Reprieve to Seattle 1303 Underway, enroute to Seattle, WA. Speed 10 knots. 1450 Changed speed to 15 knots. Steering various courses to conform with Admiralty Inlet and give wide berth to various small craft and commercial fishing boats. 1525 Changed speed to 16 knots. 1558 Standing into Puget Sound. 1600 Captain and Navigator are on the bridge. Speed 16 knots. 1744 Moored port side to Pier 91, Berth F, U.S. Naval Supply Depot, Seattle.	
1961	September	18	Moored, U.S. Naval Supply Depot, Seattle		Deck Log, USS Calvert, September 1961. Selected entries
			Moored, Seattle, WA	0000 Moored as before, port side to Pier 91, Berth Delta, Seattle, WA. 0900 Received fuel and water report. 415,766 gallons of fuel on hand. 22,833 gallons of diesel oil on hand. 68,032 gallons of fresh water. 1440 to 1545 Received 53,377.8 gallons of fuel oil.	
1961	September	19	Moored, Seattle, WA	Moored as before. 1645 to 1740 Received 34,188 N.S. Fuel Oil. 1835 Fire reported in fan in Legal Office. Fire extinguished.	Deck Log, USS Calvert, September 1961. Selected entries
			Moored, Seattle, WA	0000 Moored as before, port side to Pier 91, Berth Delta, Seattle, WA.	
1961	September	20	Underway to San Juan Island	Return to San Juan Island 1750 The Captain and Navigator are on the Bridge. 1812 Underway from Naval Supply Depot. 1825 Commenced transit of Admiralty Inlet, enroute to the Straits of Juan de Fuca. Speed 15 knots.	Deck Log, USS Calvert, September 1961. Selected entries
			Anchored, Port Protection Island	2000 Maneuvering at various speeds on various courses to proceed to assigned anchorage which bears 298 degrees True, distant 5.65 miles from New Dungeness Point Light. 2204 Anchored off Protection Island, WA. Port Williams Point 4.1 miles; Rock Point 2.5 miles; Kanem Point 1.8 miles; Middle Point 6.85 miles; New Dungeness Point 5.65 miles.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	21	<p>Anchored, Port Protection Island</p> <p>Underway to San Juan Island</p> <p>Anchored, San Juan Island</p>	<p>0000 Anchored as before.</p> <p>0530 Lighted off boiler No. 2.</p> <p>0645 Set the Special Sea and Anchor Detail.</p> <p>0708 Heaved in anchor to short stay.</p> <p>0710 Commenced spinning engines with steam.</p> <p>0721 Underway, enroute to San Juan Island. Set speed 15 knots.</p> <p>0759 Visibility decreased to about 50 yards due to heavy fog. Commenced sounding fog signals.</p> <p>0839 a/e stop. 0844 a/e/b Full.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	21	<p>Anchored, San Juan Island</p> <p>Underway to Tacoma, WA</p>	<p>0844 Anchored in Anchorage B-3, San Juan Island. Eagle Point 3.5 miles; Cattle Point 2.15 miles; Iceberg Point 3.6 miles.</p> <p>0845 Set General Quarters.</p> <p>0850 Set Condition 1-Alfa.</p> <p>0905 Away all boats. Sent boats to Primary Control Ship to commenced backloading of troops and equipment from Operation Sea Wall.</p> <p>1827 Completed loading all troops and vehicles.</p> <p>Underway to Tacoma, WA</p> <p>1858 Underway, enroute to Tacoma, WA.</p> <p>1908 Set speed 16 knots.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	22	<p>Underway to Tacoma, WA</p> <p>Moored, Tacoma</p> <p>Underway to San Diego</p>	<p>0000 Steaming independently enroute Tacoma, WA.</p> <p>0137 Moored port side to Pier 24, Tacoma, WA.</p> <p>0149 Secured the Main and Steering engines. The engineering plant is on a two hour standby for getting underway.</p> <p>0215 Commenced offloading all embarked troops and vehicles.</p> <p>Underway to San Diego</p> <p>0800 Commenced making preparations for getting underway. The Captain and Navigator are on the bridge.</p> <p>1518 Entered International Waters. Speed 16 knots.</p>	Deck Log, USS Calvert, September 1961. Selected entries
1961	September	23 - 25	<p>Underway to San Diego</p> <p>Moored, U.S. Naval Supply Center, San Diego</p>	<p>Steaming independently enroute to San Diego. Speed set between 15 and 16 knots. In Condition of Readiness IV with Material Condition Yoke set.</p> <p>September 24th: Throughout the day there were periods of dense fog, with visibility reduced to 500 yards.</p> <p>Arrival, San Diego</p> <p>September 25th: 1655 Moored port side to Navy Pier, Naval Supply Center, San Diego.</p>	Deck Log, USS Calvert, September 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
San Diego Bay and U.S. Naval Supply Center (inset)					



Extract of Chart #5101, North San Diego Harbor
1:12,000 scale. Soundings in feet.
US Coastal and Geodetic Survey, 1966

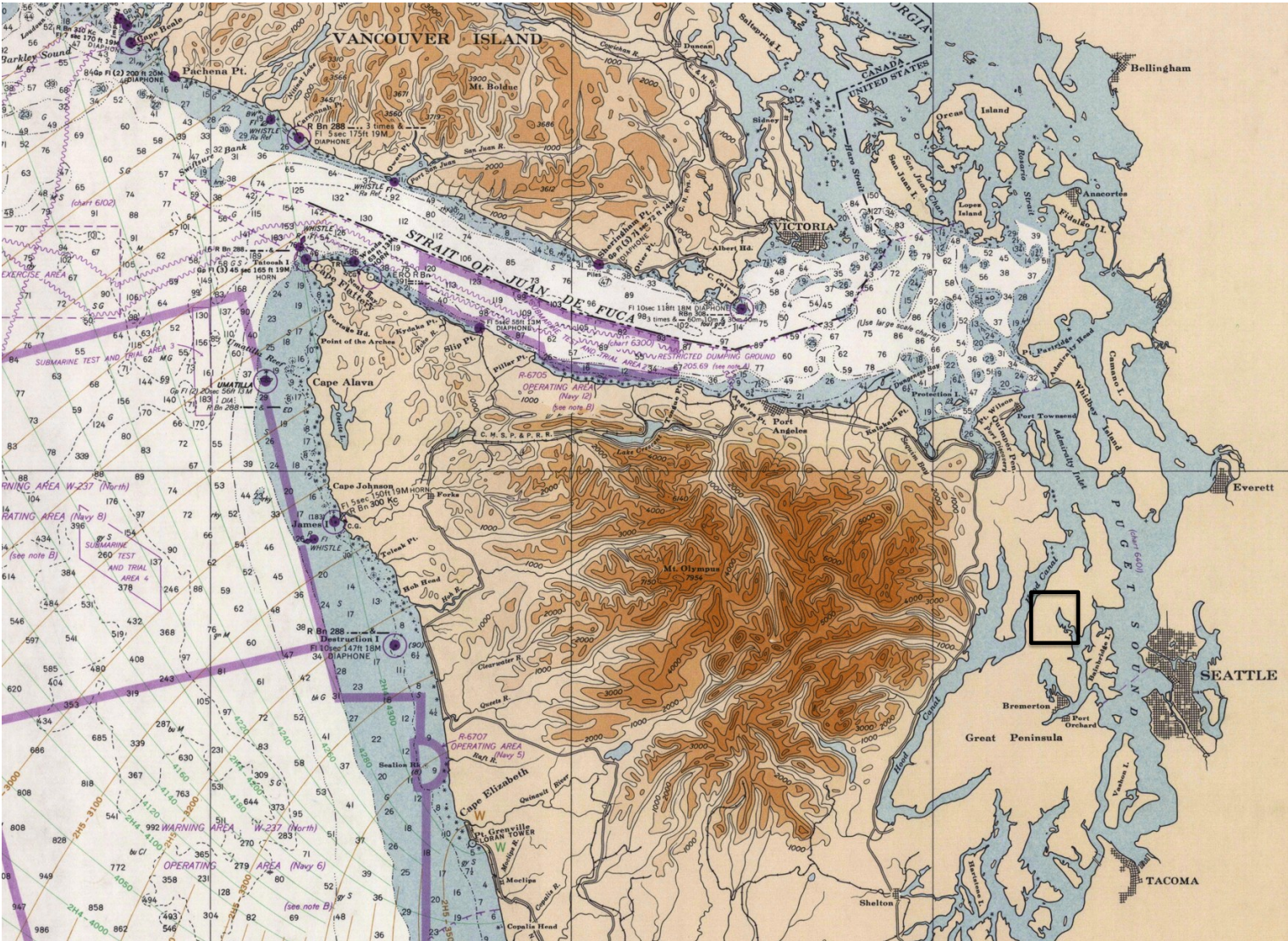
Full chart online:
<https://www.historicalcharts.noaa.gov/image.php?filename=5105-10-1966>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	September	26 - 30	Moored, U.S. Naval Supply Center, San Diego	Moored port side to Broadway Naval Supply Pier, San Diego. Boiler No. 1, 1 A.C. and No. 1 D.C. generators are on the line. In Condition of Readiness V with Material Condition Yoke (Modified) set. September 29th: 0900 to 1155 ComPhibRon Five aboard for an informal working inspection.	Deck Log, USS Calvert, September 1961. Selected entries
1961	October	1	Moored, U.S. Naval Supply Center, San Diego	Moored port side to Broadway Naval Supply Pier, San Diego. Boiler No. 1 and No. 2, 1 A.C. and No. 1 D.C. generators are on the line. In Condition of Readiness V with Material Condition Yoke (Modified) set.	Deck Log, USS Calvert, October 1961. Selected entries
				0000 Moored as before.	
1961	October	2	Moored, U.S. Naval Supply Center, San Diego Moored, San Diego Bay	0645 Commenced loading personal vehicles for transport to yards. 0815 Lit fires under No. 2 boiler. 0821 Commenced jacking over main engines. 1233 Set Special Sea and Anchor Detail. 1318 Underway to shift berths from Naval Supply Center Pier to Buoys 30 & 31. 1335 to 1338 Transited through Coronado ferry lanes. 1403 Moored fore and aft to Buoys 30 & 31.	Deck Log, USS Calvert, October 1961. Selected entries
1961	October	3 - 4	Moored, San Diego Bay	Moored as before.	Deck Log, USS Calvert, October 1961. Selected entries
				0000 Moored as before.	
1961	October	5	Moored, San Diego Bay Underway for Seattle, WA	0215 Visibility decreased to 30 yards, commenced sounding fog signals by bell fore and aft. 0655 to 0715 Fueled LCVP 17. Underway, independently, for Seattle, WA 1013 Underway enroute to Seattle, Washington. 1125 Commenced using international rules of the road. Set speed 13 knots.	Deck Log, USS Calvert, October 1961. Selected entries
				0000 Steaming independently enroute to Banor, Washington, to offload ammunition prior to yard overhaul at Todd Shipyard, Seattle, WA. Steaming off the Southern California coast due west of Begg Rock on course 305 degrees true, speed 13 knots. Steering by gyro pilot.	
1961	October	6	Underway for Seattle, WA	0436 Shifted steering to hand electric. 0856 Changed speed to 11 knots to avoid contact. 0935 Contact clear. Commenced steering sinuous courses. 1142 Completed steering sinuous courses.	Deck Log, USS Calvert, October 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	October	7	Underway for Seattle, WA	<p>0000 Steaming independently off the coast of Southern California. Speed 11 knots. The ship is in Condition of Readiness IV with Material Condition Yoke (Modified) set. At about three minute intervals the ship is experiencing a heavy swell which causes some spray over the forecastle. The height of these swells is from 8 to 12 feet.</p> <p>0328 Changed speed to 13 knots for easier riding in heavy seas.</p> <p>0800 Steaming as before into waves from 8 to 12 feet in height on course 330 degrees true. Wind is from dead ahead gusting to 37 knots.</p> <p>0827 Changes speed to 8 knots to check space A-201-AC (Boatswain's Locker) for possible flooding.</p> <p>0922 Changes speed to 9 knots.</p> <p>1030 Wind increased to 40 knots with gusts to 50 knots.</p> <p>1242 Changed speed to 11 knots.</p> <p>1530 Changed speed to 12 knots.</p> <p>1832 Changed speed to 10 knots.</p> <p>1930 Sighted Point Arena light at 354.5 degrees true, distant 18.9 miles.</p> <p>2000 Steaming as before in heavy seas with gale winds.</p>	Deck Log, USS Calvert, October 1961. Selected entries
1961	October	8	Underway for Seattle, WA	<p>0000 Steaming independently, speed 11 knots. Steaming in heavy seas with winds from 20 to 25 knots.</p> <p>0324 Changed speed to 13 knots.</p> <p>0604 Changed speed to 14 knots.</p> <p>0717 Changed speed to 14.5 knots.</p> <p>1850 Sighted Cape Blanco Light, bearing 025 degrees true, 20 miles.</p> <p>2000 Made 8 "o'clock reports to the Commanding Officer.</p> <p>2200 Made inspection of lower decks, conditions normal.</p> <p>2330 Visibility decreased to about 2 miles. Set the fog watch.</p>	Deck Log, USS Calvert, October 1961. Selected entries
1961	October	9	Underway for Seattle, WA	<p>0000 Steaming independently, speed 14 knots. Visibility is approximately three miles in a drizzling rain.</p> <p>0200 to - Intermittent periods of low visibility due to fog and mist. Employed fog lookouts and fog signals throughout this period of time.</p> <p>0315 Informed the Captain that the barometer dropped 0.04 inches in the past one hour.</p> <p>0900 Barometer indicates a drop of 0.06 inches in last hour.</p> <p>1102 Secured from pumping bilges.</p> <p>1200 to 1800 Brought ammunition topside from magazines and secured on deck.</p> <p>1628 Changed speed to 16 knots.</p> <p>2121 Passed Cape Flattery light abeam to starboard.</p> <p>2228 Changed speed to 13 knots.</p>	Deck Log, USS Calvert, October 1961. Selected entries
1961	October	10	Underway for Seattle, WA Moored, Naval Ammunition Depot, Bangor, WA	<p>0000 Steaming independently in passage through the Straits of Juan de Fuca enroute to Naval Ammunition Depot Bangor, WA.</p> <p>0200 Commenced using Inland Rules of the Road.</p> <p>0344 Commenced transit of Admiralty Inlet.</p> <p>0551 Commenced transit through Hood Canal floating bridge.</p> <p>0741 Moored port side to Naval Ammunition Depot, Banor, WA.</p> <p>0745 Engaged jacking gear. Main engines on 2 hour notice for getting underway.</p> <p>0811 to 1104 Unloaded all ammunition.</p>	Deck Log, USS Calvert, October 1961. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Approximate location of the Bangor Naval Ammunition Depot indicated by black rectangle



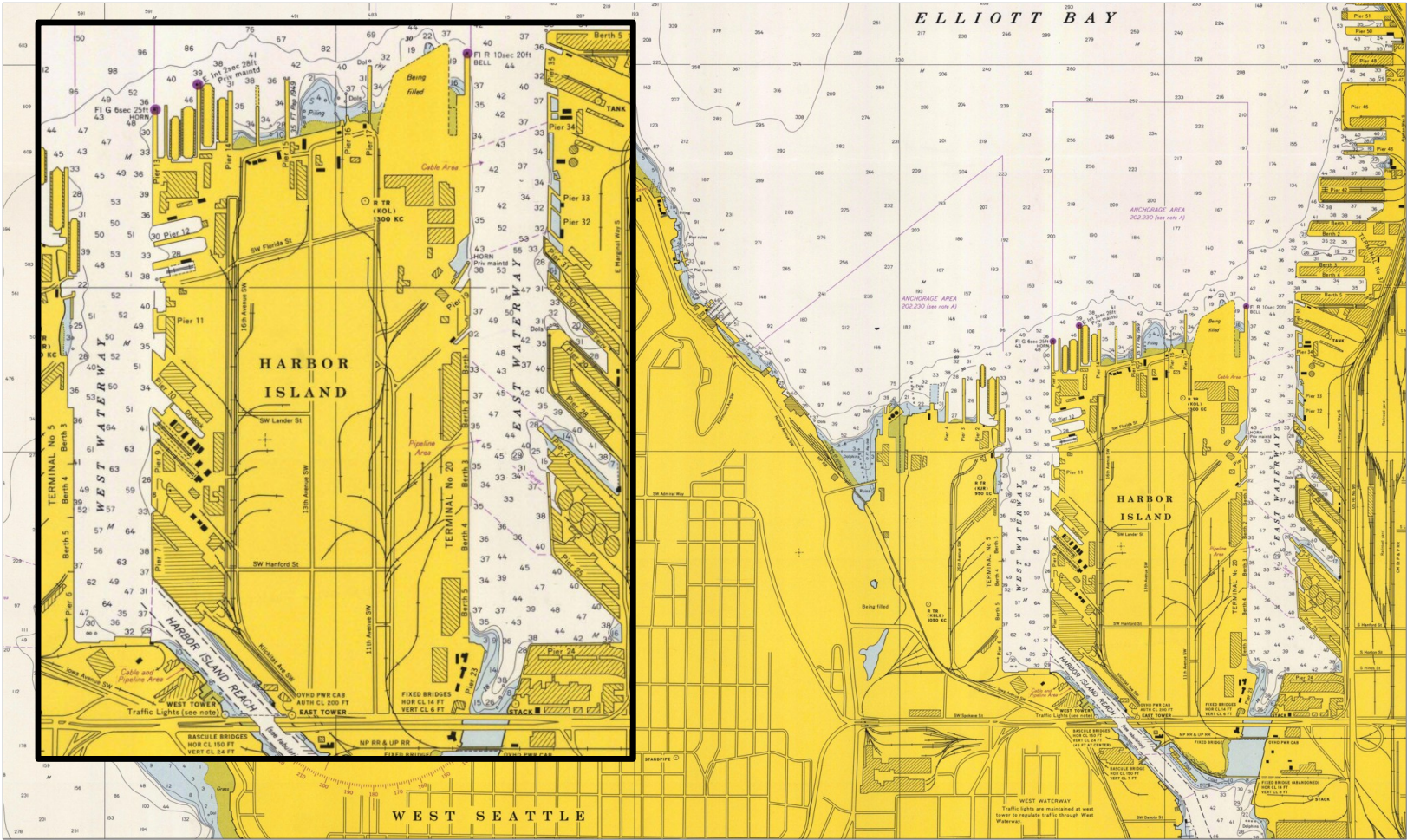
Extract of Chart #5022-5-1966, Cape Blanco to Cape Flattery
1:736,560 scale
US Coast & Geodetic Survey, 1966

Full chart available online:
<https://www.historicalcharts.noaa.gov/ima/ge.php?filename=5022-5-1966>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	October	10	Moored, Naval Ammunition Depot, Bangor, WA	1200 Moored as before, Naval Ammunition Depot, Bangor, WA.	Deck Log, USS Calvert, October 1961. Selected entries
			Underway for Seattle, WA	1222 Underway for Seattle, WA.	
			Moored, Todd Shipyards, Seattle, WA	1625 Moored starboard side to Pier Delta, Todd Shipyards, Seattle, WA. Secured No. 1 and No. 2 boilers.	
<hr/>					
1961	October 11 to December 11			Overhaul, Todd Shipyard, Harbor Island, Seattle, WA	1) Cullen, Page 28
			Moored Todd Shipyard, Seattle, Washington (berthed at the Todd Shipyards on Harbor Island)	1) On 11 October 1961 the Calvert arrived at Todd Shipyard, Seattle, Washington for interim overhaul period and concluded overhaul on 11 December 1961. 2) The Calvert underwent major overhaul at the naval shipyards in Bremerton Washington. She received upgrades to her sonar and radar as well as diesel generators and boiler replacement. Her hull was blasted and repainted making Calvert battle-ready for assignment with Comphibron 5, and 7th Fleet assignment in the Vietnam Conflict. 3) "Todd was successful bidder at \$274,026 for the interim overhaul of the USS Calver (APA-32), attack transport, a job awarded by the assistant industrial manager." (p181); Todd has taken delivery of the USS Calvert (APA-32) attack transport on an interim overhaul job at \$273,026." (p37); "Work continues on the USS Calvert (APA 32) attack transport on an interim overhaul at \$273,026." (p44)	2) Online: https://en.wikipedia.org/wiki/USS_Calvert_(APA-32) 3) Marine Digest, 1961, p 37 Google Books: Online: https://www.google.com/books/edition/Marine_Digest/g41DAQAAIAAJ?hl=en&qbpv=1&bsq=calvert

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Todd Shipyard, Harbor Island, Seattle, WA



Extract of chart #: 6449, Seattle Harbor & Lake Washington
1:25,000 scale
US Coast & Geodetic Survey, 1958

Full chart online:
<https://www.historicalcharts.noaa.gov/imag.php?filename=6449-10-1958>

1961	October	11 - 31	Todd Shipyard, Seattle, Washington	Moored starboard side to Pier Delta, Todd Shipyard, Seattle, WA. The engineering plant is in a cold iron status.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
			(berthed at the Todd Shipyards on Harbor Island)	October 22: Due to foul weather, one additional wire breast line running parallel to #1 line was added as a safety measure.	
				During this time Commanding Officer took 10 days personal leave and upon his return the Executive Officer took 12 days personal leave.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	November	1 - 22	Todd Shipyard, Seattle, Washington (berthed at the Todd Shipyards on Harbor Island)	Moored starboard side to Pier Delta, Todd Shipyard, Seattle, Washington. The Engine room is in a cold iron status. The ship is in Condition of Readiness IV with Material Condition Yoke (modified) set.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
				November 14: 1422 During static 100 percent overload test of forward jumbo boom forestay rod snapped allowing foremast to bend aft and slightly starboard. The following casualties were sustained: Broken forestay rod and permanent set to foremast; foremast bent at first junction about 30 feet above main deck; there were no personnel casualties. The casualty was caused by possible defective material in 1.75 inch forestay rod. No. 1 an No. 2 hatches are unworkable.	
				November 20th: 1400 Commenced cutting top of foremost cut on foremast (24') twenty-four feet above main deck. Security guards were put on duty to keep all personnel aft of frame 70 on main and 2nd deck. All safety precautions have been taken. 1424 Completed cutting on foremast at (24') twenty-four feet above main deck. 1430 Cut No. 1 and No. 3 shrouds every thing above 24 of main deck on foremast was removed.	
				November 22nd: 1600 lit fires under #1 boiler for backing out purposes.	
Thanksgiving Day.					
				<u>Roast Turkey For 300 On Transport.</u> Put down that carving knife, Mother, there IS cause for thanksgiving today.	
1961	November	23	Todd Shipyard, Seattle, Washington (berthed at the Todd Shipyards on Harbor Island)	Just be thankful you did not have to prepare: 300 pounds of turkey, 140 pounds of ham, 100 pounds of Irish potatoes, 60 gallons of turkey-noodle soup, 120 pounds of celery, 75 pounds of candied yams, 60 pounds of lettuce, 40 pounds of corn, 40 pounds of peas, 30 pounds of shrimp cocktail, and 50 pies.	Seattle Daily Times. Thursday, November 23, 1961. Seattle, WA. P16 by Don D. Wright
				That is only part of the victuals on the Thanksgiving Day menu aboard the Navy attack Transport Calvert berthed at the Todd Shipyards on Harbor Island. Trained to be able to make decisions instantly, the Calvert's crew of 300 had to make several important choices today: Fruit cocktail or sea food. Turkey or ham. Potatoes or yams. Peas or corn. Pickles or olives (if olives, green or ripe). Pumpkin pie or mincemeat pie. Candy or nuts.	
				Overseeing the dinner preparations was Thomas A. Sheldon, chief commissary man, of San Diego, the Calvert's home port. The transport is being overhauled here. The crew is not too unhappy about being in Seattle for the holiday. Last year the transport was in Okinawa for both Thanksgiving Day and Christmas. With a little bit of luck the men will spend this Christmas in their home port. The ranking officer aboard the Calvert for Thanksgiving Day is Comdr. Arthur Major, executive officer, Capt. J. N. Renfro, is on leave.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	November	24 - 30	Todd Shipyard, Seattle, Washington (berthed at the Todd Shipyards on Harbor Island)	<p>Moored starboard side to Pier Delta, Todd Shipyard, Seattle, Washington. The Engine room is in a cold iron status. The ship is in Condition of Readiness IV with Material Condition Yoke (modified) set.</p> <p>November 27th: 1825 to 1845 Held fire drill.</p> <p>November 28th: 1012 Secure #1 boiler. 1055 Lit fires in #2 boiler. 1919 to 1920 Held fire drill.</p> <p>November 29th: 1830 to 1840 Fire drill.</p> <p>November 30th: 0926 Lit fires under #2 boiler for test purposes of pumps. 1040 Commenced testing #1 Welin davit with 39,750 pounds static test. 1122 Secured from static test #1 Welin davit.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1961	December	1 - 11	Todd Shipyard, Seattle, Washington (berthed at the Todd Shipyards on Harbor Island)	<p>Moored starboard side to Pier Delta, Todd Shipyard, Seattle, Washington. The Engine room is in a cold iron status. The ship is in Condition of Readiness IV with Material Condition Yoke (modified) set.</p> <p>December 6th: 1000 Lighted fires under No. 2 boiler. 1730 Received casualty report on #3 ship's service generator. Fractured bull gear shaft in reduction gear section; governor yoke broken; governor drive gears chewed, burred section; pilot valve stem broken; lube oil pump coupling stripped along with splines on governor shaft. Damage to lube oil pump not yet determined, but anticipated. No personnel casualties. Operational readiness not impaired if Nos. 1 and 2 Generators satisfactory upon completion of overhaul. Casualty occurred when generator was being tested after assembly and completion of overhaul work under supervision of Allis-Chalmers factory representative, however, cause of failure not within scope of work accomplished. Estimated time of completion of repair unknown and will depend upon feasibility of repairing main shaft or replacement of main shaft and availability of repair parts for governor and lube oil pump. Investigation ordered.</p> <p>Dock Trials December 8th: 0900 Commenced testing steering engine and rudder. 0950 Completed testing steering engine and rudder. 1045 Energized air search radar. 1330 Commenced Captain's Lower Deck inspection. 1500 Secured from Captain's Lower Deck inspection.</p> <p>December 9th: 1025 Lighted fires under #1 boiler.</p> <p>December 11th: 1405 Manned all Sea Detail Stations for Dock Trials. 1425 Secured from Sea Detail Stations, Dock Trials proved satisfactory.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	December	12	Moored, Pier Delta, Todd Shipyard, Seattle, Washington	Moored as before. 0530 Lighted fires under number two boiler. 0815 Underway from pier "Delta" Todd Shipyard, Seattle, Washington for local operations (sea trials). Numerous civilian workers and technicians from Todd Shipyard and various sub-contractors are embarked.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
			Underway in Elliott Bay Moored, Naval Supply Depot, Seattle	0820 Clear of berth. Maneuvering to stand into Elliott Bay. Captain and Navigator are on the Bridge. 1315 Changed speed A/E/A 2/3, 12 knots. 1322 Exercised the Crew at General Quarters. 1333 A/E/Stop. 1344 Exercised the Crew at Condition 1-ALPHA. 1422 Secured from Condition 1-ALPHA. 1423 Changed speed A/E/A Full steaming on various courses at various speeds returning to port. 1543 Lost steering power. 1548 Regained steering control. 1612 Moored port side to Pier 91 at Naval Supply Depot. 1928 Ship went on Cold Iron.	
1961	December	13	Moored, Naval Supply Depot, Seattle	Moored port side to Pier 91 at Naval Supply Depot.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	December	14	Moored, Naval Supply Depot, Seattle	0000 Moored port side to Pier 91 at Naval Supply Depot. 1200 Making preparations for getting underway. 1300 Underway enroute to NAD Bangor. 1301 Maneuvering at various speeds on various courses to conform with Puget Sound. 1529 Passed through Hood Canal Bridge.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
			Underway for Naval Ammunition Depot, Bangor, WA	1600 Maneuvering at various speeds on various courses to conform with Hoods Canal for mooring to NAD Bangor, Washington. 1625 Moored port side to Naval Ammunition Depot, Bangor, Washington.	
1961	December	15	Underway for Naval Ammunition Depot, Bangor, WA	Moored port side to ammunition pier, Naval Ammunition Depot, Bangor, Washington. 1200 Smoking lamp is out throughout the ship while loading ammunition. All radar and power is secured aloft. 1400 Commenced making all preparations for getting underway.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
			Underway for San Diego	1523 Underway. 2110 Commenced using International Rules of the Road. Speed 8 knots.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	December	16 0000 to 1200	Underway for San Diego	<p>0000 Steaming independently in the Straits of Juan de Fuca enroute to rendezvous west of Cape Flattery with an aircraft for radar calibration and tracking drills. Speed 8 knots.</p> <p>0805 Made rendezvous with S2F aircraft from NAS, Whidbey Island for radar tracking exercise.</p> <p>0800 Observed sunrise; turned off running lights.</p> <p>0859 Exercised the crew at General Quarters for damage control drills.</p> <p>0904 Material Condition Zebra set.</p> <p>0932 Secured from General Quarters with exception of Damage Control Parties.</p> <p>Weather conditions: Wind speeds ranged from 18 knots to 33 knots between 0000 and 1200.</p> <p>Sea conditions: Wave height 1 to 8 feet during this same time period.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	December	16 1300 to 2400	Underway for San Diego	<p>1200 Steaming in heavy seas with barometer dropping rapidly, waves are from 6 to 8 feet with visibility 1 mile, rain with winds from southeast at 30 knots.</p> <p>1225 Visibility decreased to about 1000 yards.</p> <p>1238 Commenced sounding fog signals at 2 minute intervals. Set fog lookouts on the forecastle. Turned on navigation running lights.</p> <p>1309 Secured the fog lookouts on forecastle.</p> <p>1432 Lost steering control in the Pilot House. Shifted steering to aft steering.</p> <p>1435 Visibility decreased to 500 yards.</p> <p>1600 Steaming as before sounding proper fog signals.</p> <p>1613 Shifted steering control to hand electric in the Pilot House.</p> <p>1635 Remanned the forecastle lookouts.</p> <p>1640 Visibility increased to approximately 5 miles. Secured from sounding fog signals.</p> <p>2256 Shifted steering control from hand electric to hydraulic telemotor.</p> <p>2313 Shifted steering control to after steering.</p> <p>2340 Shifted steering control from after steering to the Pilot House.</p> <p>Weather conditions: Wind speeds ranged from 49 knots to 7 knots between 1300 and 2400.</p> <p>Sea conditions: Wave height 6 to 8 feet during this same time period.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	Late December	17	Underway off the northwest coast of Washington, enroute to San Diego	<p>0000 Steaming independently off the Northwest coast of Washington on course 180 degrees true, speed 7 knots. Boilers No. 1 and 2 are on the line.</p> <p>0400 Commenced sounding fog signals due to reduced visibility.</p> <p>0114 Secured from sounding fog signals.</p> <p>0400 Steaming as before in seas and wind in gale proportions.</p> <p>0712 Experienced loos of steerageway. Changed speed to 15 knots.</p> <p>0714 Regained steerageway, changed speed to 8 knots.</p> <p>0800 Steaming as before in heavy seas with the heavy weather bill set.</p> <p>0930 All departments report heavy weather bill set and spaces secure.</p> <p>1015 Condition Zebra is set from main deck up, Condition Yoke set below the main deck.</p> <p>1055 JOOW after tour of ship reports 3 inches of water in compartment A-201-AC.</p> <p>1110 Completed dewatering compartment A-201-AC.</p> <p>1852 Secured from heavy weather conditions.</p> <p>1940 Changed speed to 10 knots.</p> <p>Weather conditions: Wind speeds ranged from 43 knots to 17 knots between 000 and 2400.</p> <p>Sea conditions: Wave height 8 to 12 feet during this same time period.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	Late December	18	Underway off the northwest coast of Washington, enroute to San Diego	<p>0000 Steaming independently off the coast of Washington, having completed Interim Overhaul. The ship is carrying out readiness for sea period. Speed 6 knots in moderate seas with occasional rain and ground fog reducing visibility at times to no less than two miles. The ship is in Condition of Readiness Four with Material Condition Yoke. Boilers one and two are on the line.</p> <p>1236 Changed speed to 10 knots.</p> <p>1600 Steaming as before in fog and light rain; visibility varying 2 to 5 miles.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	Late December	19	Underway off the northwest coast of Washington, enroute to San Diego	<p>0000 Steaming independently from radar tracking area of northwest coast of Washington, enroute to San Diego. Speed 10 knots.</p> <p>0001 Wind force: 7 knots. Wave height: 5 feet.</p> <p>0400 Wind force: 32 knots. Wave height: 5 feet.</p> <p>0700 Wind force: 44 knots. Wave height: 4 feet.</p> <p>0800 Wind force: 27 knots. Wave height: 5 feet.</p> <p>0900 Wind force: 30 knots. Wave height: 9 feet.</p> <p>1200 Wind force: 25 knots. Wave height: 8 feet.</p> <p>1038 to 1122 Conducted Helmsman qualifications.</p> <p>1200 to 1600 Fog conditions. Lookouts and signals set.</p> <p>1952 Changed speed to 14 knots.</p> <p>2000 Wind force: 20 knots. Wave height: 8 feet.</p> <p>2400 Wind force: 25 knots. Wave height: 5 feet.</p>	Deck Log Book, USS Calvert, December, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1961	Late December	20	Underway for San Diego	0000 Steaming independently off the coast of Oregon. 0100 Changed speed to 14.5 knots. 0230 to 1330 Periods of fog, reduced speed, with lookouts and fog signals set. 0844 Changed speed to 5 knots. Commenced transit of the Pacific Sound Surveillance System track Foxtrot. 1822 Captain assumed the Conn. Commenced making preparations for dumping cargo from #4 hatch. 1827 Commenced dumping cargo. 1831 Steering various courses at various speeds dumping cargo from #4 hatch. 2024 Completed dumping cargo.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	Late December	21	Underway for San Diego	0000 Steaming independently for San Diego. 1531 Commenced sinuating with sinuous course clock cam 4 for watch stander drill. 1752 Completed steering sinuous courses.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	Late December	22	Underway for San Diego	0000 Steaming independently for San Diego. Fog conditions throughout the day. Lookouts and signals set.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
1961	Late December	23	Underway for San Diego Moored, U.S. Naval Station, San Diego	0000 Steaming independently in heavy fog for San Diego, speed 6.5 knots. 0848 Moored port side to outboard side of USS Montrose, Pier IV, U.S. Naval Station. 2) On 23 December the Calvert arrived in San Diego and ended the year in home port.	Deck Log Book, USS Calvert, December, 1962. Selected entries. 2) Cullen, Page 28
1961	Late December	24 - 31	Moored, U.S. Naval Station, San Diego	December 29th: Shifted berths from Pier 4, U.S. Naval Station to buoys No. 43 and No. 44 San Diego Harbor.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
End of VOLUME for the period July 22, 1961 to December 31, 1961					