

A History of the USS Calvert. Research notes for the period November 16, 1945 to August 1950

Year	Month	Day	Location	Historical Details	Sources, Notes
Introduction					
This document contains chronological research notes covering the details for the period November 16, 1945 to August 1950.					
During the period covered in this document, the USS Calvert:					
* Return to San Francisco upon completing service in the Occupation of Japan.					
* Participaton in Operation Magic Carpet					
* Return to Norfolk, VA					
* Decommissioning, February 2, 1947, Norfolk, VA					
* Assigned to Inactive Reserve Status, Norfolk Group, Atlantic Reserve Fleet - February 1947 to August 1950					
Primary sources for this volume, November 16, 1945 to February 26, 1947, include:					
* A History of the USS Calvert (APA-32), David B. Cullen					
* Calversion editions, published by John Cole					
* War Diary, USS Calvert, via the National Archives					
* Muster Rolls, USS Calvert, via the National Archives					
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.					
* No official USS Calvert war diaries are available after November 30, 1945. When possible the details are corroborated, and in some cases corrected, by official Navy records.					
1945	November	7 - 15	Moored in Yokohama Harbor Steaming to Pearl Harbor	<p>End of the Calvert's participation in the Occupation of Japan</p> <p>On November 7, 1945 the Calvert and crew departed Yokohama Harbor, Japan, enroute to Pearl Harbor, Hawaii. This ended the ship's and crew's participation in the Occupation of Japan.</p> <p>The Calvert arrived at Pearl Harbor on November 15, 1945.</p>	War diary, USS Calvert, November 1945
1945	November	16	Pearl Harbor	<p>The start of the Calvert's participation in Operation Magic Carpet, Task Group 16.12</p> <p>1) Upon arrival at Pearl Harbor on 16 November the Calvert reported to Commander Task Group 16.12 for duty in the "Magic Carpet" Operation.</p> <p>2) Operation Magic Carpet was the post-World War II operation by the War Shipping Administration to repatriate over eight million American military personnel from the European, Pacific, and Asian theaters.</p> <p>3) Moored at Pearl Harbor, T.H. This vessel is assigned to Task Group 16.12 (Magic Carpet TG) and is taking on additional passengers destined for San Francisco. A total of nine (9) officers and 167 men were embarked during this day, making a grand total of 116 officers and 1427 men.</p> <p>1408 Underway in accordance with letter from Commodore Hawaiian Sea Frontier, from Pearl Harbor to San Francisco. Standard speed 16 knots.</p>	<p>1) Cullen, p19</p> <p>2) Operation Magic Carpet, Wikipedia https://en.wikipedia.org/wiki/Operation_Magic_Carpet</p> <p>3) War diary, USS Calvert, November 1945</p>
1945	November	17	Steaming to San Francisco	<p>Steaming as before.</p> <p>Weather: Sea is slight with a long low swell, wind varying from east to south with cloudy skies.</p>	1) War diary, USS Calvert, November 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	November	18	Steaming to San Francisco	Steaming as before. Weather: Sky from cloudy to overcast with intermittent squalls, winds variable, sea moderate with long swell.	War diary, USS Calvert, November 1945
1945	November	19	Steaming to San Francisco	Steaming as before. Weather: Sky overcast with southerly fresh breeze.	War diary, USS Calvert, November 1945
1945	November	20	Steaming to San Francisco	Steaming as before. Weather: Sky overcast with southerly winds.	War diary, USS Calvert, November 1945
1945	November	21	Steaming to San Francisco	Steaming as before. Reduced standard speed to 12 knots. Weather: Cloudy to overcast with southerly winds, sea moderate with a long swell.	War diary, USS Calvert, November 1945
1945	November	22	San Francisco	<p>Thanksgiving Day.</p> <p>1) Steaming as before. 0719 Passed under Golden Gate Bridge. 0810 Moored starboard side to dock #7, San Francisco, California with 6 manila lines to the dock. 0830 Commenced debarking all passengers. 1130 Finished debarking all passengers.</p> <p>1140 Commodore P.P. Powell, USN in command of the Third Amphibious Force, left the ship and his personal flag hauled down. The staff of the Third Amphibious Force also debarked and was dissolved. 1145 Underway for anchorage 12, berth 13. 1213 Anchored in anchorage 12 berth #13.</p> <p>2) More than 15,000 high-point veterans will arrive in San Francisco Bay today in time to join servicemen at local posts at Thanksgiving dinner. ... Other troopships scheduled to arrive today include ... Calvert, 7 a.m. Pier 7, 1648.</p> <p>3) On 22 November, the Calvert arrived in San Francisco and Commodore Powell and his staff were debarked, as were the troops returned for separation.</p> <p>4) "Upon arrival in Frisco I and many others left the Calvert for the last time." - John L. Rhea</p> <p>5) "The Calvert did bring me safely home from Japan arriving on Thanksgiving day of 1946." Larry Rickert</p>	<p>1) War diary, USS Calvert, November 1945</p> <p>2) Calversion, Vol 47, P3 - San Francisco Chronicle</p> <p>3) Cullen, page 19</p> <p>4) Calversion, Vol 14, P3 - John L. Rhea</p> <p>5) Calversion V59, P2 - Larry Rickert - Newberg, OR - US Army</p>
1945	11	23 - 29	San Francisco	Anchored as before.	War diary, USS Calvert, November 1945
1945	11	30	Steaming to Pearl Harbor	<p>1) Anchored as before. 1100 Made all preparations for getting underway. 1134 Underway for pier 38 for the purpose of loading passengers. 1245 Secured starboard side to pier 38, San Francisco, California. 1400 Commenced embarking passengers 1625 Completed embarking passengers, having taken on board 109 officers and 673 enlisted men. 1645 Made all preparations for getting underway.</p> <p>1700 Underway for Pearl Harbor. Proceeding at standard speed of 16 knots on various courses conforming to the channel. 1734 Passed under Golden Gate Bridge.</p>	<p>1) War diary, USS Calvert, November 1945</p> <p>2) Cullen, p19</p>
1945	11	30		Note: End of the USS Calvert's WWII-era war diary entries. Muster Roll entries continue through 1947.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1945-December					
1945	December	1 - 8	Steaming to Peal Harbor		
1945	December	7 - 9	Pearl Harbor	USS Calvert, cargo loaded at Pearl Harbor December 7th to 9th 1945 Pier K-10, 198 General Cargo Destination: West Coast	War diary, Pearl Harbor Navy Yard, COM14, p112
1945	December	10 - 14	Steaming to San Francisco		
1945	December	14	San Francisco	1) <u>10,000 Vets Arriving, Military Fears Jam As Vets Pour In</u> Some 10,000 returnees were due from the Pacific today on 23 ships beginning a new influx of veterans which the Army and Navy officials fear may grow to an unprecedented backlog in the next six days. ... The Calvert brought 1,341 passengers.	1) Calversion, Vol 17, P5 - Newspaper clipping provided William N. Gowdy, likely San Francisco area newspaper
1945	December	17 - 25	San Francisco Steaming to Yokohama	"This is just a few lines to thank you for the Christmas package I received through the red cross ... I am a chief electrician's mate on duty aboard a transport USS Calvert engaged in transporting men back to the States. ... We left San Francisco on Dec 17 and that is when all the Christmas gifts were brought aboard. They were given to us on Christmas morning about 2800 miles at sea, so you can see what a pleasant surprise they were and how much more like Christmas it seemed."	Pampa Daily News. Pampa, TX. January 11, 1946.
1945	December	mid-to-end	Steaming to Yokohama	The end of December found the Calvert enroute to Sasebo, Japan, to participate in the redeployment of the Fifth Amphibious Force. While enroute, she was reassigned to Servdiv One Hundred Two, and rerouted to Yokohama for "Magic Carpet" duty.	Cullen, page 19
1946-January					
1946	January	2-4	Yokohama, Japan	1) The Calvert was in Yokohama, Japan for the period January 2nd to 4th, 1946 and earned the Navy Occupation Service Medal during this time. 2) On 3 January 1946, with 1,468 passengers embarked.	1) USS Calvert page, Navsource online: http://www.navsource.org/archives/10/03/03032.htm 2) <u>Cullen, page 19</u>
1946	January	4-16	Yokohama, Japan Steaming to Portland, OR	1) The then Calvert sailed for the West Coast, arriving at Portland, Oregon on 16 January, where her passengers landed. 2) Editor's note: The Calvert's initial destination was Seattle, WA. No further information is available on the reason for the change.	1) Cullen, page 19 2) USS Calvert, Muster Roll, Report of Changes, January 1946

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The USS Calvert, arrival at Portland, Oregon, January 16, 1946



Milton Hartman collection

Online:
<http://www.usscalvert.com/2018/07/22/milton-hartman-momm2ct-1943-1946/>

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The USS Calvert, arrival at Portland, Oregon, January 16, 1946



Milton Hartman collection

Online:
<http://www.usscalvert.com/2018/07/22/milton-hartman-momm2ct-1943-1946/>

Year	Month	Day	Location	Historical Details
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Sources, Notes

The USS Calvert, arrival at Portland, Oregon, January 16, 1946



Hilmer Anderson collection

Online:
<http://www.usscalvert.com/2015/07/27/hilmer-anderson-s1c-44-46-freedom-honor-flight-newspaper-article/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1946	January	mid-to-end	Portland, Oregon	1,2) " joined Calvert in January in Portland. When I reported aboard as a LTJG she was looking just like that picture. She had come back across the north Pacific and had rough passage that crushed the front of the gun tub. So I suspect these two pictures were taken on arrival as part of the "Magic Carpet" program to bring the boys home when WW2 ended."	1) Calversion, Vol 49, p5 2) Calversion, Vol 50, p2 S. - Allen Henninger - LTJG
1946	January	21 - 22	Portland, Oregon	1) While in Portland, on 21 January 1946, Captain Phillip S. Reynolds, USN, relieved Captain John F. Warris, USN, as Commanding Officer. 2) "Maintenance Inspections and Tests: Columbia River Area - USS Calvert - Jan 22, 1946"	1) Cullen, page 19 2) War history, COM 13, January 1946
1946	Late January to Mid February	Early	Portland, Oregon	In late January the Calvert entered the Swan Island Shipyard, Portland, Oregon for a brief overhaul.	Cullen, page 19
1946	Mid February to Early March		Puget Sound to Guam	1) With her overhaul completed, the Calvert resumed her duties with the Magic Carpet Fleet. Departing from Portland, the Calvert sailed for Guam. 2) The Calvert (APA 32) departed Puget Sound this date (February 18, 1946) for Guam.	1) Cullen, p19 2) War history, COM 13, February 1946
1946	March	8-10	Guam	Approximately 30 enlisted crew members, those who had earned enough service points, were transferred off the Calvert while the ship was in Guam, including Billy Trout. Billie Frank Trout Interview - Veterans History Project, National Archives. ~42 minute mark of the interview Online: https://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.29515/	Muster Roll, USS Calvert, March 1946 Billy Trout Interview, Veterans History Project, National Archives
1946	March	11 - 17	Guam M.I. to Nagasaki, Japan	Steaming to Nagasaki-Sasebo area, Japan	USS Calvert, Muster Roll, Report of Changes, March 1946
1946	March	17-19	Nagasaki-Sasebo area, Japan	The Calvert and crew earned the Navy Occupation Service Medal (Japan) for the period March 17th to 19th, 1946 for time in the Nagasaki-Sasebo area, Japan, as part of Operation Magic Carpet.	1) USS Calvert page, Navsource online: http://www.navsource.org/archives/10/03/03032.htm 2) Cullen, p19 3) USS Calvert, Muster Roll, Report of Changes, March 1946
1946	March	19	Sailing to Shanghai, China	Departed Sasebo, Japan for Shanghai, China "Report upon sailing, to Port Director, Sasebo, Japan"	USS Calvert, Muster Roll, Report of Changes, March 1946
1946	Late-March to early-April		Shanghai, China	2) "While in Shanghai: "the weather has been pretty bad ... We will be here for a few days maybe as long as a week. ... The water here is in the river is so muddy that it clogs up the evaporators on the ship and makes it very difficult to make fresh water. We therefore have water hours. We are not allowed to take a shower or wash clothes. So far I have gone three days without a bath and don't know how much longer I will have to go around smelling like a billy goat."	1) Calversion, V65, P1 - Eugene Hanson '43 - '46 2) Calversion Vol 37, pp6, 7 - George E Rapier, RdM 3c, '45 - '46 3)Cullen, page 19

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Shanghai, China - March 23, 1946

Calversion, V65, P1 - Eugene Hanson '43 - '46

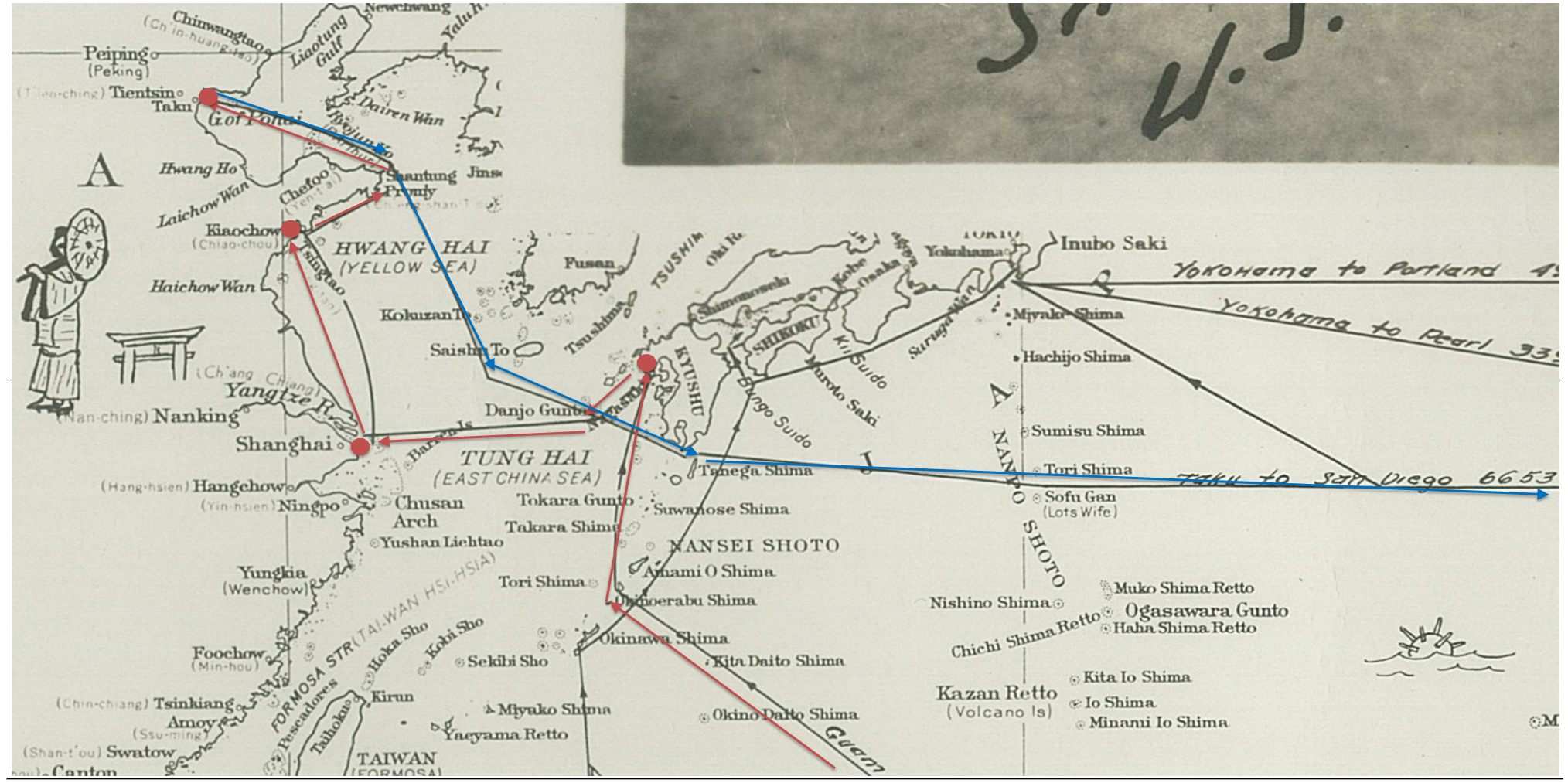


1946	Late-March to early-April		Shanghai, China to Tsingtao, China	<p>1) "As we left Shanghai in March of 1946 the majority of the crew had developed a short timer's attitude which grew as we got closer to CONUS. We were carrying troops that were all headed for discharge and a sizable portion of the crew were also ready to leave. Most of the crew who had been on board in September 1945 and had gone and there was a large turnover of personnel."</p> <p>3) From Shanghai, North to Tsingtao and then north to Taku, China.</p>	<p>1) Calversion Vol 37, pp6, 7 - George E Rapier, RdM 3c, '45 - '46</p> <p>3)Cullen, page 19</p>
1946	March	27	Shanghai, China to Tsingtao, China	Departure for Tsingtao, China	USS Calvert, Muster Roll, Report of Changes, March 1946

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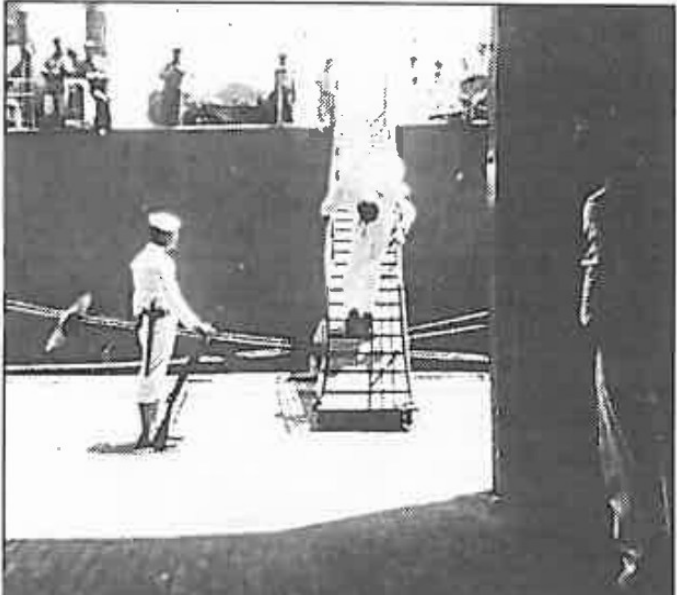
Chart of the USS Calvert's China Service Voyages. Route to destinations in Japan and China are in red; Route to the West Coast, U.S. in blue
 1) Guam to Nagasaki, Japan; 2) To Shanghai China; 3) To Tsingtao, China; 4) To Taku, China; 5) To San Diego

Source: Cruise of the USS Calvert APA 32 November 1943 to April 1946 | Online: <http://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>



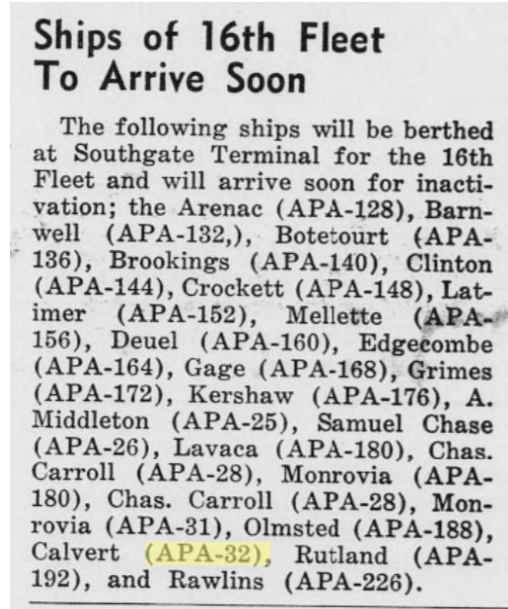
1946	Late-March to Early-April	Shanghai, China Tsingtao, China Taku, China	The Calvert and crew earned the China Service Medal (Extended) for the period March 20, 1946 to April 10, 1946 as part of Operation Magic Carpet.	USS Calvert page, Navsource online: http://www.navsource.org/archives/10/03/03032.htm
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Year	Month	Day	Location	Historical Details	Sources, Notes
1946	April	2	Taku, China	<p>PLAN OF THE DAY U.S.S. CALVERT (APA32) TUESDAY 2 APRIL 1946</p> <p>0000 OOD receive security reports from the C&R sounding watch and security watch hourly.</p> <p>0600 Reveille. Make all preparations for embarking troops.</p> <p>0630 Call All Officers.</p> <p>0630 Breakfast for the crew.</p> <p>0555 Sunrise.</p> <p>0700 Liberty party be ready to leave ship. (Galley prepare sandwiches).</p> <p>0800 Muster on Stations, make division reports to the Ship's Office and the Officer of the Deck prior to 0830.</p> <p>0800 Turn to, Ship's work.</p> <p>1115 Pipe sweepers.</p> <p>1130 Dinner for the crew.</p> <p>1600 Pipe sweepers.</p> <p>1830 Sweep down all lower decks.</p> <p>1900 Movies on #5 and #6 hatches — Name of Movie "Main Street After Dark", with Edward Arnold and Dorothy Morris.</p> <p>10 minutes after movie, pass word, "All Heads of Departments make eight o'clock reports."</p> <p>2100 Taps. Lights out.</p> <p>C. E. SWENSON Lieutenant Commander, USN, Executive Officer.</p>	<p>Plan of the Day..</p> <p>Robert Howard HitchnCollection, Coxswain, 1943-1946</p> <p>Appreciation to Robert Hitch's son, Robert, for providing this document from his father's service aboard the USS Calvert.</p> <p>https://www.usscalvert.com/2024/07/21/robert-howard-hitch-coxswain-1943-1946/</p>
1946	April	3	Taku, China to San Francisco, CA	Departure for San Francisco, CA	USS Calvert, Muster Roll, Report of Changes, April 1946
1946	Early-to-Mid April		Taku, China to San Diego	<p>1) After embarking some 1,200 Marines at Taku, the Calvert sailed for San Diego where the returning personnel were debarked.</p> <p>2, 3) Enroute to San Diego the Calvert encountered Typhoon Barbara and suffered damage warranting repair upon arrival in San Diego.</p>	<p>1) Cullen, page 19</p> <p>2) Calversion V36, P2</p> <p>3) Typhoon Barbara https://en.wikipedia.org/wiki/1946_Pacific_typhoon_season</p>
1946	Mid April		Taku, China to San Diego	<p>1) "Corp. John Bennick ... He reports that sailing on the USS Calvert was rough at times, and that floating mines added to the excitement of the trip."</p> <p>2) "Only Hunky (Bill Habrat) knew how to rig and run the paravanes for mine sweeping during Magic Carpet."</p>	<p>1) Wilkes-Barre Times Leader, The Evening News. April 4, 1946.</p> <p>2) Hoyt Worthington, Interview, 2016 USS Calvert Reunion</p>
1946	April	20	San Diego	<p>1) "I went ashore on April 20, 1946 at San Diego and proceeded home for discharge."</p> <p>2) "The attack transport Calvert docked here ... with 1108 marines and 175 sailors from China. "</p>	<p>1) Calversion, Vol37, p6 - George E Rapier, RM3c</p> <p>2) San Diego Union. Monday, April 22, 1946.</p>
1946	Early May		Long Beach Naval Shipyard, CA	<p>The Calvert sailed to Long Beach for a short availability to accomplish voyage repairs at the Naval Shipyard.</p> <p>May 10th - Departed San Pedro, CA for San Diego.</p>	<p>1) Cullen, page 19</p> <p>2) USS Calvert, Muster Roll, Report of Changes, May 1946</p>

Year	Month	Day	Location	Historical Details	Sources, Notes	
1946	May		to Manila to Subic Bay	Her repairs completed, the Calvert started her last Pacific run, to Manila and Subic Bay.	Cullen, page 19	
End of duty in Operation Magic Carpet and return to Norfolk, VA						
1946	May	31	Subic Bay, Philippines to Panama Canal	<p>2) On 31 May, with some 1,800 naval personnel embarked, the Calvert left Subic Bay for the Panama Canal.</p> <p>3) "I made the last trip on May 31, 1946 from Subic Bay, Philippines to Norfolk, Virginia."</p> <p>4) "Calvert's last trip for Magic Carpet duty, May 31, 1946. Left Philippines, thru Panama Canal and landed in Norfolk. Had bent screw, trip took 31 days." - See also photo of the Calvert at dock in Vol 36, page 2, Calversion.</p>	<p>1) https://en.wikipedia.org/wiki/USS_Calvert_(APA-32)</p> <p>2) Cullen, page 19</p> <p>3) Calversion Vol 32, P8</p> <p>4) Calversion, Vol 35, P2</p>	
Panama Canal						
				<p>Original photo caption: "Liberty at Panama Canal "Sailor being helped aboard June 1946."</p> <p>2) "The Calvert transited the canal on June 25th."</p>		
1946	June	late	Panama Canal		<p>1) Calversion, Vol 34, P7 Contributor not named.)</p> <p>2) Cullen, page 19</p>	
						
Return to Norfolk, VA, for inactivation						
1946	June	25	Panama Canal to Norfolk, VA	2) After tranisting the Panama Canal the Calvert proceeded to Portsmouth, Virginia and entered the Naval shipyard for inactivation.	Cullen, page 19	
1946	July		Norfolk, VA area	The Calvert's July Muser Roll indicates that many enlisted men departed the ship on July 1st and ony 126 remained aboard at the end of July	USS Calvert, Muster Roll, Report of Changes, July 1946	

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1) Ships of 16th Fleet To Arrive Soon
 "The following ships will be berthed at Southgate Terminal for the 16th Fleet and will arrive soon for inactivation; ... Calvert (APA-32) ..."



Service to the Fleet, Volume 5, Number 16, 19 July 1946. Page 1
 Norfolk Naval Shipyard, Portsmouth, Virginia

Online:
<https://www.virginiachronicle.com/?a=d&d=STTF19460719.1.1>

1946 July Late Norfolk Naval Yard

1947 January and February Norfolk Naval Station During January and February crew members were transferred off the USS Calvert.

USS Calvert personnel diary, February 26 1947

1) On 26 February 1947, the Calvert's commission pennant was hauled down and the remaining crew departed.

1) Cullen, page 19

2) "USS Calvert placed out of commission at 1045 on this date."
 Signed C.E. Swenson, LCDR, US Navy, Executive Officer

2) USS Calvert personnel diary, February 26, 1947

Assigned to Inactive Reserve Status, Norfolk Group, Atlantic Reserve Fleet - February 1947 to August 1950

"The USS Calvert was placed in the Norfolk Group of the Sixteenth Fleet."

Cullen, page 19

Note: The Norfolk Group of the Sixteenth Fleet was known later as the Atlantic Reserve Fleet, James River Fleet, aka, Ghost Fleet.

Year	Month	Day	Location	Historical Details	Sources, Notes
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The USS Calvert in Reserve Status at the South Gate Annex, Norfolk Naval Yard, photograph taken between mid-1946 and to mid-1950



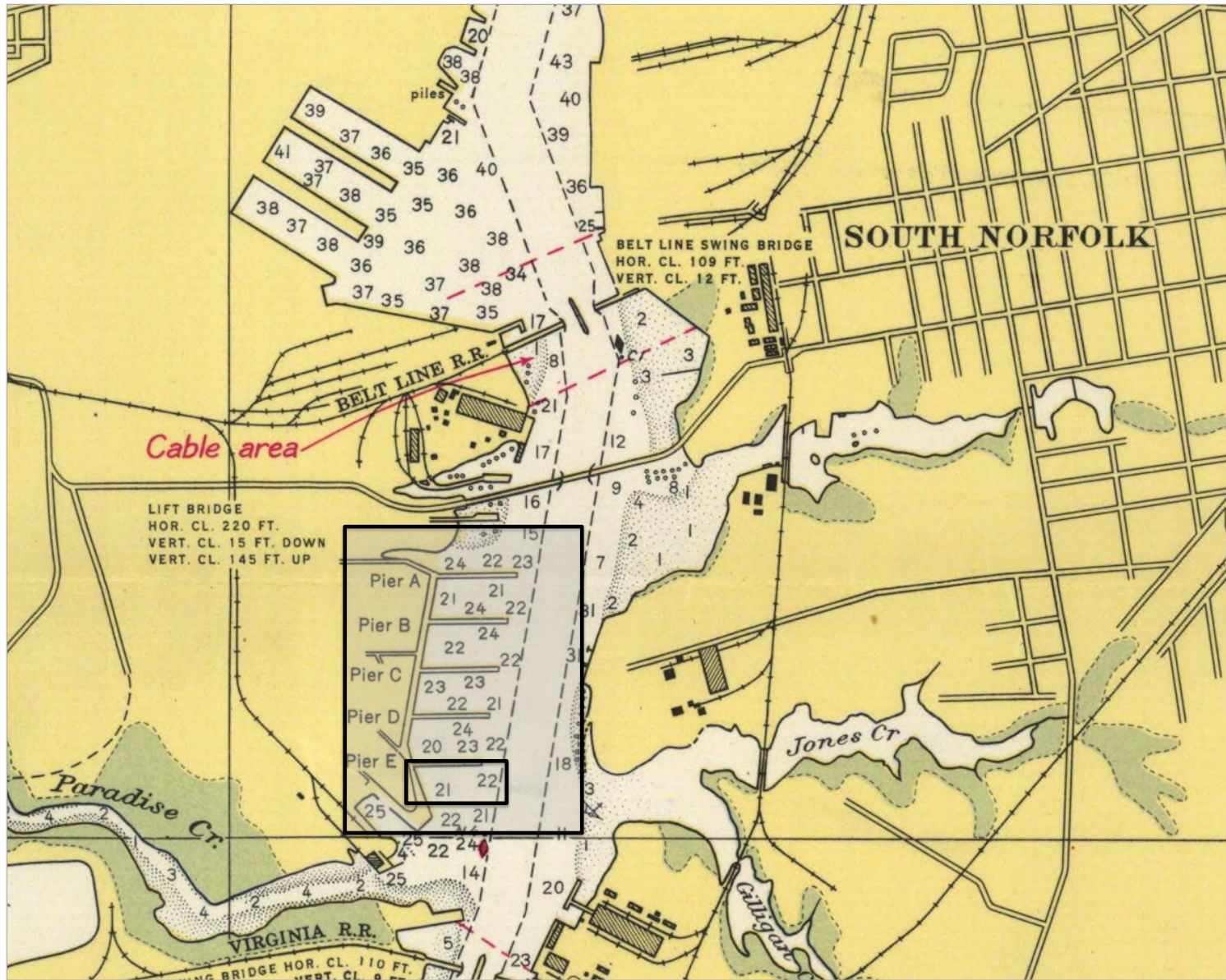
Photo of the USS Calvert listed on Ebay, 2025.

Confirmation of location of the photograph taken at the Southgate Annex. Referencing the water tower shown on the left of the photograph with the water tower shown in the bottom central section here: <https://catalog.archives.gov/id/6490854> - "An aerial view of the Norfolk Naval Shipyard located on the Elizabeth River. At the bottom right is the South Gate Annex where ships of the mothball fleet are stored." Circa 1995



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Southgate Annex, Norfolk Naval Yard indicated by large black rectangle. USS Calvert's location indicated by small black rectangle.



Extract of Chart No.452-9: Norfolk Harbor and Elizabeth River | Scale 1:20,000; Soundings in Feet at mean low water. US Coast & Geodetic Survey, 1948

Confirmation of location of the Southgate Annex:
<https://catalog.archives.gov/id/6490854>
 "An aerial view of the Norfolk Naval Shipyard located on the Elizabeth River. At the bottom right is the South Gate Annex where ships of the mothball fleet are stored. - 1995"

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Research notes: Methods of ship preservation for U.S. Naval ships in reserve fleets

Mothball Fleet: Readiness and Care of Vessels in Inactive Status

"After victory in World War II, the United States Navy initiated a complex process to migrate portions of its massive armada into inactive status. This 1945 documentary explains the proper methodology for preparing a warship for the Reserve Fleet.

Originally a public domain film from the US Navy, slightly cropped to remove uneven edges, with the aspect ratio corrected, and one-pass brightness-contrast-color correction & mild video noise reduction applied. The soundtrack was also processed with volume normalization, noise reduction, clipping reduction, and/or equalization (the resulting sound, though not perfect, is far less noisy than the original)."

Source: en.wikipedia.org/wiki/United_States_Navy_reserve_fleets | Wikipedia license: creativecommons.org/licenses/by-sa/3.0/

"The United States Navy maintains a number of its ships as part of a reserve fleet, often called the "Mothball Fleet". While the details of the maintenance activity have changed several times, the basics are constant: keep the ships afloat and sufficiently working as to be reactivated quickly in an emergency.

In some cases (for instance, at the outset of the Korean War), many ships were successfully reactivated at a considerable savings in time and money. The usual fate of ships in the reserve fleet, though, is to become too old and obsolete to be of any use, at which point they are sold for scrapping or are scuttled in weapons tests."

Note: The USS Calvert was re-activated and re-commissioned in October 1950 shortly following the start of the Korean conflict. She escaped the "usual fate" as described above.

Mothball Fleet: "Readiness and Care of Vessels in Inactive Status" 1945 US Navy Training Film MN-5040a
 Jeff Quitney Channel, Vimeo.com | Quickfound.net

Video originally at online:
<https://vimeo.com/383781896>

Two video stills



Mothball Fleet: "Readiness and Care of Vessels in Inactive Status" 1945 US Navy Training Film MN-5040a
 Jeff Quitney Channel, Vimeo.com | Quickfound.net

Video originally at online:
<https://vimeo.com/383781896>

Year	Month	Day	Location	Historical Details	Sources, Notes
Ship preservation methods, further described					
The following details are from an issue of The Log, 1946, and provides an explanation of the process of preparing U.S. Naval ships going into reserve status and maintaining low humidity conditions while afloat and exposed to varying weather conditions over an extended period of time.					Placing Our Reserve Navy In Mothballs, The Log, Volume 41, June 1946, p69
"With the end of World War II preservation measures to implement the US Navy's "Keep the Fleet" program are not only well defined but are already being applied. ... Some 2,204 vessels of the US Navy will be inactivated and kept in readiness for emergencies.					
The same basic principles of dehumidifying the holds of cargo ships to prevent cargo and hull damage, is now being applied to preserve the Navy's inactive fleet from rust below decks, keeping it ready for immediate action. Ships are being protected by employing scientific means of dehumidification, painting, thin film rust preventative compound application, and tight packaging. The speed at which the ship so preserved can be returned to active status has been a primary consideration in the selection of preservation methods. Through these procedures, both quick and inexpensive, it is certain that our Navy will remain in an excellent condition of readiness for many years.					Placing Our Reserve Navy In Mothballs, The Log, Volume 41, June 1946, p69
Upon receipt of orders to the Inactive Fleet, the ship proceeds immediately with preservation measures. Upon reporting, all urgent repairs will be accomplished and the ship will be dry docked to apply new anti-fouling paint and to have other essential underwater work undertaken. There is an immediate one third reduction of war time complement by detaching the special radar, communications and gunnery ratings.					
Preliminary preservation measures, consisting of cleaning and drying the ship's hull and machinery, will be accomplished and thin film rust preventative compounds applied. The equipment is ready for immediate use without the removal of preservatives. Although there are very few vermin, germs and insects on naval vessels, prior to final closure, the ship is completely fumigated. During these initial preparations the dehumidification equipment is installed according to plan and made ready to operate. The last stage before the ships goes under dehumidification is to seal the envelope from the sea and weather and to open doors and hatches as needed for the dry air flow. However, the water tight integrity of the ship is maintained at all times. Although it is desirable to make the topside as tight as practicable, it is not essential that the ship be made pressure tight to secure good economy of operation; water tightness however is absolutely imperative but easy of attainment.					Placing Our Reserve Navy In Mothballs, The Log, Volume 41, June 1946, p77
The problem presented in preservation of a ship contains the following rather elementary factors:					
1. Moisture and atmospheric conditions cause corrosion of metals, mold, mildew and general deterioration of equipment and materials aboard.					
2. The removal of equipment and materials for storage ashore is expensive and storage offers no protection against deterioration unless adequately treated.					
3 Adequately closing a ship's hull provides an excellent vapor and water barrier and quantities of atmospheric moisture admitted by breathing and infiltration can thus be controlled.					Placing Our Reserve Navy In Mothballs, The Log, Volume 41, June 1946, p77
4. Preservation by means of coatings alone is not sufficient.					
The solution most immediately apparent in analyzing these factors is that of using the ship as a storehouse for all its own required equipment. The ship must be made as tight as economically practicable against the admission of outside air and moisture. The atmosphere within should then be sustained at a relative humidity of 30% or less, since at this point it has been determined that general deterioration is inhibited for an indefinite period."					

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continued (Mothball):

"Mothball ship, rigged against time and wet weather with Cargocaire dehumidification units. Navy ships from tugs to battlewagons will be laid up by a new method using dehumidification machines to stop ruse and general moisture damage. Fire mains will be used as ducts to circulate dry air to the spaces from the dehumidifier. Air returning through the spaces to the Cargocaire unit picks up any moist air pockets and reduces the dew point. Additional flexible tubing covers sections not reached by fire mains. The Recorder-Controller watches over all, averaging humidity in various sections of the ship, and switching dehumidification unit on and off according to humidity levels."

Placing Our Reserve Navy In Mothballs,
The Log, Volume 41, June 1946, p77, p90

"Dehumidification is accomplished both dynamically and statically. The process of dehumidification is divided into two stages, namely: initial drying and maintenance drying."

"In conclusion, it can be said that dehumidification as carried out by the above procedure, is an economical means of preserving a costly investment in valuable ships. The installed equipment cost is less than one cent per cubic foot of ships volume in the majority of cases."

End of research notes for the period November 7, 1946 to August 1950