

A History of the USS Calvert: Research notes for the period November 15, 1941 to December 31, 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction

This document contains chronological research notes for the period November 15, 1941 to December 31, 1942. During this period:

- * The USS Calvert was built, launched, trialed, and placed into commission.
- * She was converted to transport by the U.S. Navy and underwent her shakedown cruise.
- * Exchanged boat crews and officers with the USS Harry Lee and readied for emergency departure to participate in the Invasion of North Africa.
- * Sailed to Safi, French Morocco and participated in the landings and unloading at Safi, French Morocco as part of Operation Torch.
- * Returned to Norfolk, VA and underwent repair, upkeep, and yard work.

November 15, 1941 to September 30, 1942 - The build, launch, dock trials, and sea trials of the USS Calvert

Abbreviated origin story and the Calvert's role in World War II

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

In April of 1942, while still under construction, the ship was acquired by the U.S. Government and work began to convert her to standards of the Navy's troop transport specifications (AP designation).

Dictionary of American Naval Fighting Ships, Volume 4, p490

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

Among other sources.

For additional details on the origin of USS Calvert, and for related historical background, please see:

A History of the USS Calvert - Introduction, Origin Story and Original Design Details
Available online: <https://www.usscalvert.com/history/1919-1941-uss-calvert-origin-story/>

Primary sources for the period November 15, 1941 to September 30, 1942

- * Dictionary of American Naval Fighting Ships, Volume 4
- * A History of the USS Calvert (APA-32), David B. Cullen
- * Calversion editions, published by John Cole

Notes:

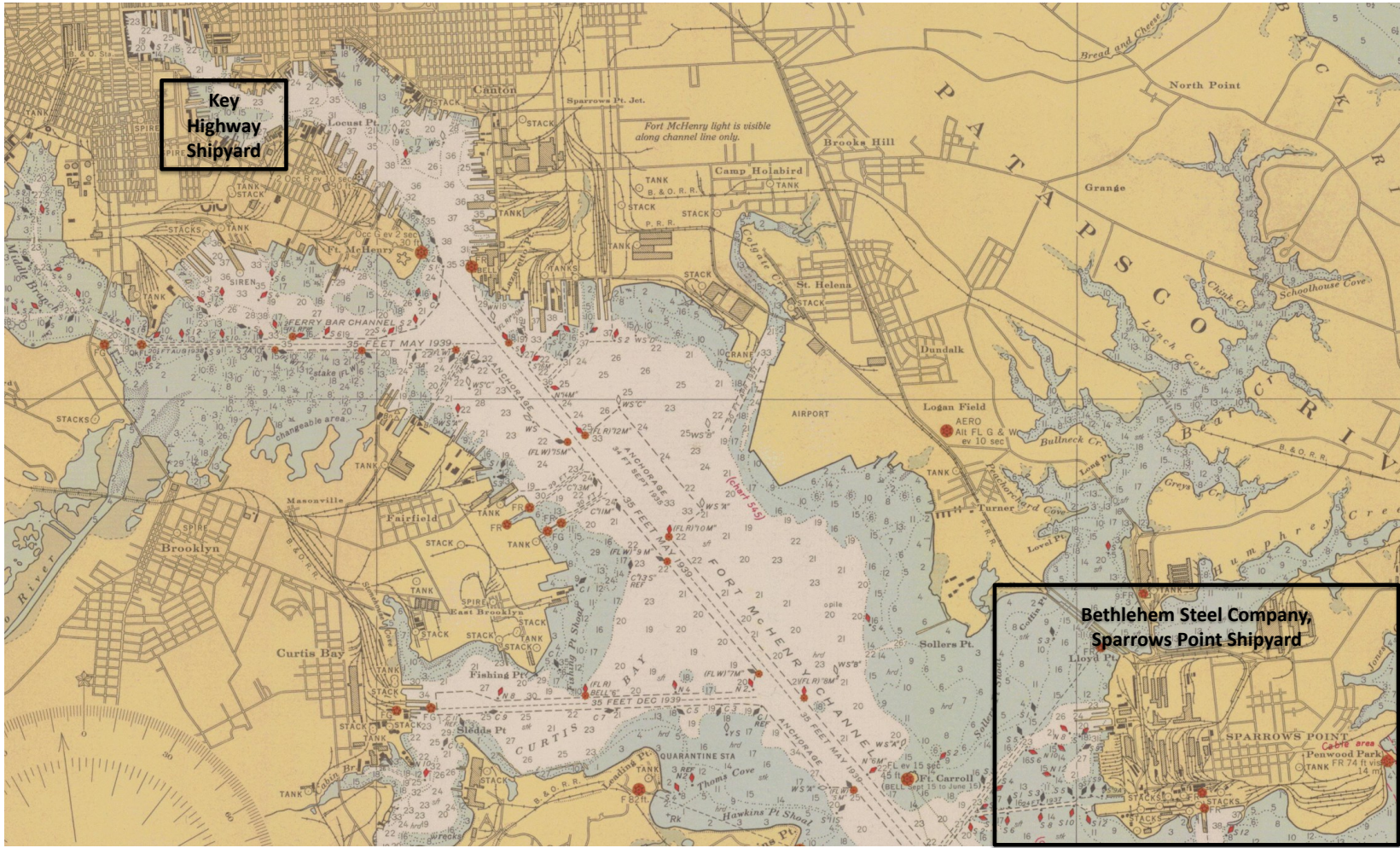
- * Certain details are corroborated, and in some cases corrected, by official Navy records

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USS Calvert AP-65 (later APA-32) ex-DelOrleans (II), Mississippi Shipping Company Maritime Commission - Contract number: MCC-810 Contract date: 1940-04-30 Maritime Commission - Hull number: MC-151 Bethlehem Steel Sparrows Point Shipyard - Yard number: #4363 Total Cost: \$4,864,777 Shipyard cost plus fee: \$4,651,873 Commission procurement: \$0 Facilities: \$165,172 Administration: \$47,732. Note on costs: * The inflation-adjusted cost to build, as of mid-2022, is estimated at \$104 million. * "Reflects payments for shipbuilders cost plus fee, the cost of Commission Procurement including the surplus materials which was distributed on a dollar basis, facility cost, and the Maritime Commission's administrative cost. The 'Total Cost' reflects the Commission for the war-built vessels." - Frank A. Gerhardt, Saulheim, Germany, September 3rd 2004 Cost of War-Built Vessels, From Inception, From October 25, 1936 to June 30, 1946					Shipbuilding History, Bethlehem Sparrows Point. http://shipbuildinghistory.com/shipyards/large/bethsparrowspoint.htm Cost of War-Built Vessels, From Inception, From October 25, 1936 to June 30, 1946 http://appendix.usmaritimecommission.de Crescent City Class. Shipscribe. http://www.shipscribe.com/usnaux/APA/APA21.html
1941	November	15	Bethlehem Steel Company, Sparrows Point, MD	Keel laid down The keel of the USS Calvert was laid down on November 15, 1941 at the Sparrows Point Shipyard, Maryland by Bethlehem Shipbuilding Corporation.	Dictionary of American Naval Fighting Ships, Volume 4, p490.
1941	December	17	Bethlehem Steel Company, Sparrows Point, MD	"Authorized 12/17/1941, MC Contract 4/30/1940." Editor's note: Presumption that the War Shipping Administration authorized requisition of the SS DelOrleans, Maritime Commission contract 4/30/1940, on December 17, 1941.	2) Dictionary of American Naval Fighting Ships, Volume 4, p490.
			Bethlehem Steel Company, Sparrows Point, MD	"I was not only a passenger on your ship. I made my first beach head from it, and also helped build it in Sparrows Pt. Md. before I enlisted in the Marine Corps. " M.P. (Mac) McIntyre. USMC Editor's note: More details on Mac's time aboard the Calvert is available for the period December 25, 1943 to February 1, 1944.	Calversion, V12, P4
			Bethlehem Steel Company, Sparrows Point, MD	Video footage of a 2015 narrated bus tour of the former Bethlehem Steel Shipyard, Sparrows Point, Maryland, with commentary on WWII-era ship-building operations, is available at the USS Calvert website: Videos and photos, Online at: http://www.usscalvert.com/2016/01/11/video-tour-of-the-former-sparrows-point-shipyard-md-birthplace-of-the-uss-calvert/ or Video part 1: https://www.youtube.com/watch?v=AD3IBYhFvHs Video part 2: https://www.youtube.com/watch?v=LVpeLRGlzaA Video part 3: https://www.youtube.com/watch?v=-fYxsWz7fDI	2015 Calvert Associates Reunion, Interview & bus tour with Ed Poturalski. October 3rd, 2015
1941	April		Bethlehem Steel Company, Sparrows Point, MD	Acquired by the U.S. Government In April of 1942, while still under construction, the ship was acquired by the U.S. Government and work began to convert her to standards of the Navy's troop transport specifications (AP designation).	Dictionary of American Naval Fighting Ships, Volume 4, p490

Year	Month	Day	Location	Historical Details	Sources, Notes
Bethlehem Steel Company, Sparrows Point, MD (lower right) and Key Highway Shipyard, MD (upper left) Baltimore, MD and surrounding area					

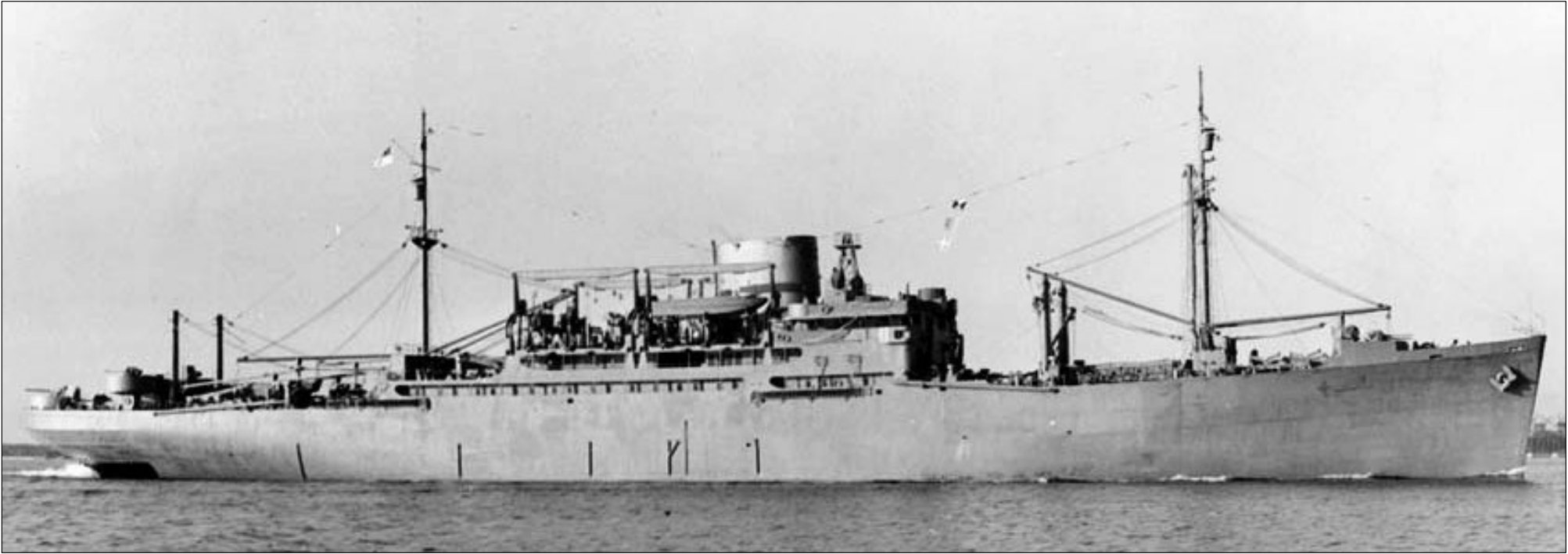


Extract of: Approaches to Baltimore. Chart 549-12-1940
1:40,000 scale. Soundings in Feet.
US Coast & Geodetic Survey. 1940
Online:
<https://www.historicalcharts.noaa.gov/image.php?filename=549-12-1940>

Year	Month	Day	Location	Historical Details	Sources, Notes
USS Calvert, Launched					
1942	May	22	Bethlehem Steel Company, Sparrows Point, MD	1,2) On 22 May 1942, sponsored by Mrs. Marguerite G. Fitch, wife of a Maritime Commission General Counsel staff member, the USS Calvert was launched. Editor's notes: Although the ship had not yet been officially commissioned by the United States Navy, by this time the ship had been renamed as the USS Calvert. Substantiating this assertion is the original USS Calvert U.S. Navy Christening Champagne Bottle sold at auction in 2018, as per details below. At this time, troop transports were designated as "AP-###" and the Calvert was designated AP-65. The Attack Transport designation, i.e., "APA", had not yet been established by the US Navy. The Calvert's redesignation from AP-65 to APA-32 occurred in February, 1943.	1) Dictionary of American Naval Fighting Ships, Volume 4, p490. 2) A History of the USS Calvert (APA-32). Foreword. Cullen, David B.
1942	May	22	Bethlehem Steel Company, Sparrows Point, MD	USS Calvert's Christening Champagne Bottle Morphy Auctions: LOT #529: 1942 U.S. NAVY CHRISTENING CHAMPAGNE BOTTLE FROM THE U.S.S. CALVERT. "Silk ribbon and flag wrapped bottle mounted on a walnut plaque with carved decorative elements surmounted by a spread wing American eagle sitting atop a draped flag and shield, carved into the plaque and highlighted with gilded letters is: "U.S.S. Calvert", "Launched May 22 1942/ Mrs. Marguerite G. Fitch/ Sponsor". The plaque measures 13-1/2" by 23", displays a deep even finish and is housed in a walnut case measuring 15" by 24-1/2" by 7" high. From the Ray Bentley collection."	Morphy Auctions: https://auctions.morphyauctions.com/LotDetail.aspx?inventoryid=444924
					

Year	Month	Day	Location	Historical Details	Sources, Notes
During August and September officers and enlisted crew reported for duty:					
1942	August & September		Bethlehem Steel Company, Sparrows Point, MD	1) "To the USS Calvert in Aug & Sept 1942 at Sparrows Point, Maryland." - C.J. "Mitch" Mitchell Editor's note: C.J. Mitchell was aboard the USS Yorktown when it was sunk during the Battle of Midway, June 4-6, 1942. 2) "I was with the original crew when the ship was commissioned. Most of us came down from Philadelphia to go aboard the ship before it was even commissioned" - Glen E. Malin	1) Calversion, Vol 15, p2. C.J. "Mitch" Mitchell 2) Calversion Vol 2, p3. Glen E. Malin
Trials					
1) "Dock trials were conducted on 1 September 1942"					
2) "Launched, 19 September 1942"					
1) "Official trials were conducted on 20 September 1942."					
1942	September	1 - 20	Key Highway Yard, Baltimore, MD (presumed)	Editor's notes: A) Dock trials likely occurred at the Key Highway Yard, Baltimore (south of present day Inner Harbor). This assertion is based on interview an with Ed Poturalski at the Sparrows Point Shipyard, Complex 5, on Saturday, October 3, 2015. B) Key Highway location: "The southern shores of the Inner Harbor were the home of Bethlehem's Key Highway yard. ... The Baltimore Yards refer to two separate shipyards. The Key Highway yard was located on the northeast side of Federal Hill near Baltimore's Inner Harbor, and the Fort McHenry yard was just downriver on the Locust Point peninsula adjacent to Fort McHenry. " C) The September 19, 1942 launch date and event would have been the USS Calvert's second launch following her first launch, after slipping down the ways, on May 22, 1942 at the Sparrows Point Shipyard, as mentioned above.	1) Cullen, Foreword 2) Navsource Online: http://www.navsource.org/archives/10/03/03032.htm A) Interview, Ed Poturalski, Sparrows Point Shipyard complex 5, October 3, 2015. B) Online: https://www.thebmi.org/bethlehem-baltimore-shipyards/

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	September	30	Bethlehem Steel Company, Sparrows Point, MD	Photograph of the USS Calvert on September 30, 1942 the day prior to commissioning. Photo at: http://www.navsource.org/archives/10/03/03032.htm "Near Baltimore, Md. off Sparrows Point on 30 September 1942 after conversion. Note the plain appearance of the ship as initially converted, with no raised gun positions forward, the two 3"/50 guns there being on deck, and a single level position aft for the two 3"/50 guns there. The gun on the stern is a 5"/38 dual purpose weapon."	U.S. National Archives, RG-19-LCM. Photo No. 19-N-35762 Online, Navsource: http://www.navsource.org/archives/10/03/03032.htm



The United States Navy acquires the Calvert for completion and conversion to a transport.

1942	September	30	Bethlehem Steel Company, Sparrows Point, MD	1) "It began on 30 Sep 1942, when the Navy acquired SS Delorleans, then abuilding at Sparrows Point, Md. She was commissioned the following day (1 Oct) as USS Calvert (AP 65). She was named for George Calvert, First Lord of Baltimore." 2) On September 30 the Calvert was delivered to the Maritime Commission and was sailed to Norfolk, Virginia for commissioning. Editor's note: There may be an error above regarding who acquired the Calvert (ex-SS Delorleans) on September 30, 1942. It was either the War Shipping Administration, or the Maritime Commission, who then transferred her to the Navy for commissioning the next day, October 1, 1942.	1) Calversion, Vol 31, P5 - All Hands, October 1959 - T.W. Glickman, LTJG, USN. 2) A History of the USS Calvert (APA-32). Foreword. Cullen, David B.
			Norfolk, Virginia		

Year	Month	Day	Location	Historical Details	Sources, Notes
October 1, 1942 to December 31, 1942					

Sources for the period October 1, 1942 to December 31, 1942.

Primary sources:

- * War Diary, United States Atlantic Fleet, October 1942 (CINCLANT): <https://catalog.archives.gov/id/134004879>
- * War Diary, Commander Transports, Amphibious Force, United States Atlantic Fleet, October 1942. (COMAMPHFORLANT): <https://catalog.archives.gov/id/133993814>
- * War Diary, USS Harry Lee, October 1942: <https://catalog.archives.gov/id/140075130>
- * War Diary, USS Ericsson, October 1942: <https://catalog.archives.gov/id/134012250> | November 1942: <https://catalog.archives.gov/id/134055379>
- * War Diary, USS Boyle, October 1942: <https://catalog.archives.gov/id/134012328> | November 1942: <https://catalog.archives.gov/id/134013016>
- * War Diary, Commander Cruiser Division Eight (COMCRUDIV 8), USS Philadelphia, Flagship, October 1942: <https://catalog.archives.gov/id/134007558>
- * War Diary, Commander Cruiser Division Eight (COMCRUDIV 8), USS Philadelphia, Flagship, November 1942: <https://catalog.archives.gov/id/134013517>
- * Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. (COMTASK): <https://catalog.archives.gov/id/134002814>
- * Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942 (COMTASKFOR 34): <https://catalog.archives.gov/id/134021382>
- * Report on Material and Logistics, Commander Task Force Thirty-Four, November 27, 1942 (COMTASKFOR 34): <https://catalog.archives.gov/id/134006852>
- * War Diary, Commander Transport Division Seven, Amphibious Force. United States Atlantic Fleet. USS Harris, Flagship. November 1942 (COMTRANSDIV 7): <https://catalog.archives.gov/id/134023429>
- * Safi Adventure: The First Operation of a Famous Regimental Combat Team, Edwin Hubert Randle, Brigadier General, United States Army, Retired. The Eldnar Press, Belleair, Clearwater, Florida. Second Edition, Limited to 750 copies. 1965. Printed in the U.S.A. (by the author).
- * A History of the USS Calvert (APA-32), David B. Cullen
- * Calversion editions, published by John Cole

Note: The USS Calvert's war diary is not unavailable, or does not exist, for the period Oct 1, 1942 to Dec 31, 1942. Instead, research notes from several US Naval command units, US Naval bases, and US Naval ships associated during this time period are referenced to assist in filling in key historical details.

The relevance and importance of the USS Harry Lee

Also of note, because many of the officers and enlisted crew of the USS Calvert were aboard the USS Harry Lee prior to October 22nd, details regarding the Harry Lee are included for this same period. On this point, the crew of the Harry Lee had spent August and September in the vicinity of Norfolk, the lower Chesapeake Bay, and the middle Chesapeake Bay, in preparation, training, and exercises for the planned invasion of North Africa scheduled for mid-November, 1942. However, the crew did not know any of the details of the upcoming invasion. They were informed only after departing the Norfolk area in late October, 1941. By this time the transfer of crew, troops, landing boats, and cargo had taken place from the Harry Lee to the Calvert. This ship transfer is explained later in this document.

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

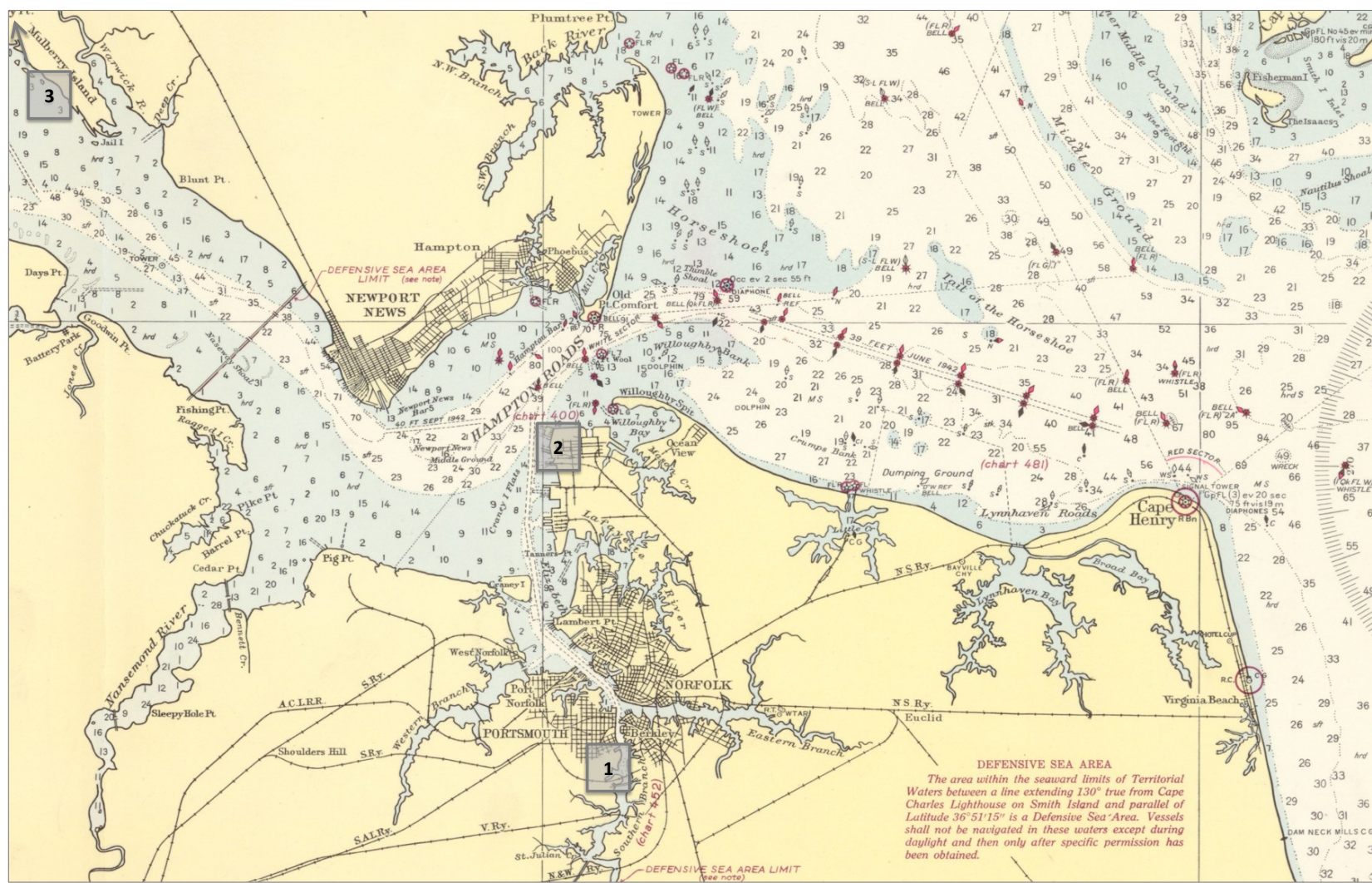
Year	Month	Day	Location	Historical Details	Sources, Notes
USS Calvert AP-65, Placed In Commission					
1942	October	1	Portsmouth Shipyard, Norfolk, VA	On October 1, 1942 the USS Calvert was commissioned with Captain Donald W. Loomis as the Commanding Officer. 2) "Delivered to the Navy Department and commissioned as USS Calvert (APA-65), named in honor of George Calvert, First Lord Baltimore, and for Calvert County, Maryland." Editor's Notes: At this time the Calvert was designated as Transport, PA-65. In February of 1943 the Calvert was reclassified as Attack Transport, APA-32. Commissioning: The commissioning ceremony marks the acceptance of a ship as a unit of the operating forces of the United States Navy. Thereafter the ship is officially referred to as a United States Ship (USS).	1) War Diary, United States Atlantic Fleet, Amphibious Force, Administrative Command, October 1942 2) Wikipedia entry for the USS Calvert https://en.wikipedia.org/wiki/USS_Calvert_(APA-32)
Crew arrivals; Conversion to Transport					
1942	October	Early	Portsmouth Shipyard, Norfolk, VA	1) In early October the Calvert received aboard additional crew members while also undergoing conversion to the US Navy's specifications as a transport. The Calvert's muster roll indicates that 315 enlisted crew were aboard the Calvert on October 1 when the ship was commissioned. The men aboard at the time of commissioning are considered "plank holders." An additional 210 enlisted men reported aboard between the 2nd and the 9th, with most of them reporting aboard on the 8th and 9th. 1, 2) "When he stepped onto his first Navy ship, McKinnon said, "I looked at it and said, 'Good God, what a whopper.'" Though he didn't yet know what awaited him, he trusted that he was exactly where he needed to be. "I was proud to serve," he said. "Still am." He said it wasn't until a white officer addressed his unit before deployment that he truly understood the risks of war. "He said, 'Men, you're going to face the enemy, and some of you might not come back.' I had never been called a man by a white person before. That gave me courage." - Lee O. McKinnon, Naval Steward MA3C	1) USS Calvert, Muster Roll, Report of Changes, October, 1942. 2) Battles, Blessings, & A Century: Lee McKinnon's Story of Service and Strength. By Wyatt Anthony, Public Affairs Specialist, Veterans Administration - August 12, 2025 Online: https://www.va.gov/columbia-south-carolina-health-care/stories/battles-blessings-a-century-lee-mckinnons-story-of-service-and-strength/ Note: Mr. Lee O. McKinnon embarked on the Calvert on October 8th.
1942	October	Early	Portsmouth Shipyard, Norfolk, VA	1) "Wearing her company colors of Buff and Cream she was taken over by the Navy immediately after her shakedown and sea trials. She was taken to Norfolk, Virginia and moored at the Army base piers for a lengthy and detailed conversion to APA 32, U.S.S. Calvert." 3) "Immediately the final outfitting commenced."	1) Calversion, Vol 7, P2 - C.L. Schooler, Cdr. USN Ret. 2) A History of the USS Calvert (APA-32). p1. Cullen, David B.

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1942	October	Early	Portsmouth Shipyard, Norfolk, VA	2) "On October the 3rd, 1942, Pharmacist's Mate First Class G.W. Richards welcomed a handful of Hospital Corpsmen aboard the USS Calvert at the Naval Shipyards at Portsmouth, Virginia. Since the ship had already been commissioned only a few days earlier we were not plank owners. We were immediately put to work un-crating and stowing hospital supplies. The Calvert was docked behind the USS Kearsarge. It was said that the Kearsarge had not moved in so long that she was aground on her own coffee grounds. In front of her was the USS Harry Lee. The Lee was later to play an important part of our lives. I was asked if I would like to go on a beach party. I sure would. I was tired of carrying stores and supplies and putting them here and there. G.W. Richards was the leader of our section. I don't remember if we did any training at that time or not. I think that it was mainly talk. The overall training was mainly combat related and mostly under the direction of Chief Baxter. It was during this period that I made Hospital Apprentice First Class." 3) Editor's note: USS Kearsarge (BB-5) was launched in 1898. In late 1941 she was converted to a crane ship and renamed as Crane Ship No 1.	2) Calversion, Vol 51, p2 - James E. Samsell, PhM2c - Leesburg FL 3) Wikipedia entry for USS Kearsarge Online: https://en.wikipedia.org/wiki/USS_Kearsarge_(BB-5)

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Maps of Hampton Roads, Virginia area: Norfolk, Portsmouth, and Newport News

Norfolk Naval Shipyard, Portsmouth (1) | Naval Operating Base (NOB) Norfolk (2) | Army Base, Newport News (3)



Extract of Chesapeake Bay, Southern Part. United States - East Coast Maryland and Virginia. No. 78.
1:2000,000 scale. Sounds in Feet.
U.S. Coast and Geodetic Survey, 1943
Online:
https://www.historicalcharts.noaa.gov/image.php?filename=LC00078_03_1942

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Norfolk and Portsmouth area: Norfolk Naval Shipyard, Portsmouth



Extract of Norfolk South Quadrangle
1:25,000 scale.
War Department, Corps of Engineers,
U.S. Army. 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
USS Harry Lee war diary					
1942	October	1	Rappahannock Spit, Chesapeake Bay	0000 - Anchored in berth H-1 Rappahannock Spit, Chesapeake Bay. This vessel attached to TransDiv 7, Captain Phillips, USN, Commander Transports, Amphibious Forces, Atlantic Fleet and staff aboard. Ships present: USS Harry Lee (SOPA), Titania, Ann Arundel, Dorothea Dix. Note: Future references to the USS Dorothea Dix may be shortened to "Dix"	War Diary, USS Harry Lee, October 1942
USS Harry Lee war diary					
1942	October	2	Chesapeake Bay	1) Underway at 0700 to conduct AA practice on towed sleeves. Proceeded to Plantation Flats on completion of AA practice, anchoring in Berth K-3 at 2123. 2) October 1-2, 1942 - Training exercises in Chesapeake Bay.	1) War Diary, USS Harry Lee, October 1942 2) War Diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. October 1942.
USS Ericsson war diary					
1942	October	2	Naval Operating Base, Norfolk, VA	Ships present: USS Calvert, et. al. Editor's note: The Ericsson's war diary lists roughly 130 ships listed as present at Naval Operating Base (NOB), Norfolk on this day, in addition to the Calvert.	War Diary, USS Ericsson, October 1942
USS Harry Lee - Hard Work and Promotions					
1942	October	Early	Chesapeake Bay Army Base, Newport News	"The frequency and intensity of training exercises had increased during the summer of 1942. In early October many among the ship's company were promoted forward one rate. Tom Poe was promoted and assigned to assist Tom Sawyer in the leadership and administration of the 2nd Division. Sterling, having just earned SC1 a few months earlier, was given all of the responsibilities as Coxswain of the Gig even though he hadn't yet formally qualified as a Coxswain." Editor's note: Relates to the crew of the Harry Lee. The Harry Lee's October "Muster Roll, Report of Changes" report shows the promotions became effective October 1, 1942.	Adventures of a Landing Craft Coxswain. Funck, p13 War Diary, USS Harry Lee, October 1942
USS Harry Lee					
1942	October	3 - 15	Chesapeake Bay Army Base, Newport News	2) Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. War Diary, September 1942. p5 October 3rd: Underway at 0600 for Hampton Roads, anchoring in Berth 18 at 0905. Underway at 1352; docked at Craney Island at 1518; fueled ship. Underway at 1816. Docked at Pier #6 Army Port of Embarkation, Newport News, Virginia at 1918. October 4 - 15: Loaded cargo and embarked troops of the 2nd Armored Division, USA and attached units. Total cargo approximately 800 tons. Total enlisted personnel of the 2nd Armored Division 1020 and approximately 46 officers. 2) October 4-15: Harry Lee moored to Pier 6, Newport News, Va. Lyon and Dorothea L. Dix moored to Pier 7 and Titania moored to Pier 5. all loading supplies, ammunition and personnel in preparation for forthcoming operation.	War Diary, USS Harry Lee, October 1942 2) War diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. October 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
USS Calvert - crew arrivals, shakedown orders, supplies					
1942	October	8 - 10	Navy Yard, Norfolk	Arrival of boat crews from Little Creek Amphibious Training Base 1) "On October 7, 1942 we left Solomon for Little Creek and on October 8, my biggest thrill, we went aboard a new ship, the USS Calvert PA 32."	1) Calversion V35 (aka 36), p5 - Jerald Benjamin, S1c
				2) Confirmation of embarkation of newly trained boat crews from the Little Creek Amphibious Training Base, October 8th & 9th, USS Calvert's muster roll, "report of changes"	2) Muster Roll, Report of Changes, USS Calvert, October 1942
				Shakedown cruise orders 3) "Ordered Calvert, upon completion of overhaul at Navy Yard, when boats and stores on board, commence a six day shakedown period expiring October 15, 1942 and be ready to embark troops, Convoy Loaded, for training October 16, 1942."	3) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942
Supplies 4) "Work in Upkeep and Supplies of the Fleet Units: Material furnished activities as indicated below." October 8 Activity: USS Calvert Material: Gun Ammunition October 10 Activity: USS Calvert Material: Gun Ammunition, Pyrotechnics, Signal Projector					
USS Calvert - shakedown cruise					
1942	October	10 - 14 Presumed	Chesapeake Bay	1) Shakedown cruise. Presumed, per orders above.	
				2) "As you know a new ship always has to have a shakedown cruise and those of us in the boat crews had to learn how to lower the boats that were over the hatches, using the booms to lower the boats over the side etc. All of this training in the Chesapeake Bay."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942
				3) "Captain Loomis was sick during shakedown cruise in the Chesapeake" (interviewee note: Sick yes, but not "seasick," if I recall correctly)	2) Calversion V35 (aka 36), p5 - Jerald Benjamin, S1c
4) October 14th - "Based on actual experience in battle in the Pacific area, CINCLANT directed commanding officers of surface ships of Atlantic Fleet to take action immediately to reduce fire hazards in their ships. Type Commanders directed to issue detailed directives and arrange to have inspections made to insure that all practicable measures are taken promptly in each ship."					
Editor's note: The Calvert's shakedown cruise likely occurred between October 10 and October 14 based on the Muster Roll, Report of Changes records and the absence of men reporting to the ship between this period.					
US Naval Operating Base, Norfolk, VA. Ships present: Calvert, et. al.					
1942	October	15	US Naval Operating Base, Norfolk, VA.	Editor's note: Many other ships are listed as present in NOB, Norfolk in the USS Ericson's diary for this date, less Harry Lee. As indicated below, the Harry Lee was at the Army Base, Newport News completing embarkation of troops and equipment for the upcoming invasion of North Africa.	War Diary, USS Ericsson, October 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
USS Harry Lee and Transport Division Seven - Landing exercises in the Chesapeake Bay					
1942	October	16 - 19	Cove Point area, Chesapeake Bay	16th: Underway at 1434 for Cove Point, Chesapeake Bay.	1) War Diary, USS Harry Lee, October 1942 2) War diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. October 1942
			Naval Operating Base, Norfolk Virginia	17th: Anchored in Berth #7 Cove Point at 0056. Conducted landing exercises from 0738 to 1058; returning to anchor in Berth T-4, Cove Point. 18th: Conducted landing exercises. 19th: 1) Underway at 0659 to conduct landing exercises; formed column USS Philadelphia (ComCruDiv 8 & OTC), Dorothy Dix, Lyon, Harry Lee, Titania. Returned to berth T-4 at 1451. Captain Phillips and staff shifted his flag to the USS Harris at 1655. Underway at 2125 for NOB, Norfolk, in accordance with visual orders of ComCruDiv 8. 2) Commander Transport Division Seven shifted pennant and administration from Harry Lee to Harris.	
USS Harry Lee and Transport Division Seven - Landing Exercises, Cove Point Area					
1942	October	20-21	Naval Operating Base, Norfolk Virginia	1) 20th: Docked at Pier #5, NOB, Norfolk at 0749 to receive fuel and ammunition. 21st: Underway for Cove Point at 0716. Anchored in Berth T-4 Cove Point at 1810. Underway at 2300 to conduct night landing exercises, formed column USS Dorothy Dix, Harry Lee, Titania.	1) War Diary, USS Harry Lee, October 1942 2) War diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. October 1942
			Cove Point area, Chesapeake Bay	2) Division held night exercises in Cove Point Area and boats landed on Cove Point beaches.	
USS Calvert					
1942	October	~20th presumed	Naval Operating Base, Norfolk, VA. Presumed	1) "One morning I awoke to realize that we (the USS Calvert) and the Kearsarge were the only ships in port. What happened, I did not know. However a day or two later we were steaming up the Chesapeake Bay to be degaussed. To be what? It seems that all ships have built in magnetism that is easily recognized by a submarine and interferes with true compass readings. All of our wrist watches were gathered up and left ashore. We did a figure-eight almost all day. Editor's note: This event is presumed to have occurred around October 20th based on when the Harry Lee and other ships departed the Norfolk area for final pre-departure training exercises in the Chesapeake Bay.	1) Calversion V51, p2, James E. Samsell, PhM2c
1942	October	Mid-to-Late	Cove Point area, Chesapeake Bay	Editor's note: Few of the USS Harry Lee's crew knew the details of the upcoming invasion of North Africa, for which they were training and preparing as described during the period October 3rd to October 22nd. October had been an intense period of time for the crew as they trained and prepared for their eventual participation in an Amphibious Operations.	
			Naval Operating Base, Norfolk, VA	Going into the early morning hours of October 22nd their routine would be replaced with an unexpected, but brief, reprieve. Their work effort and stress would then intensify over the next several days and many of them would be enroute to an unknown destination on a brand new ship and amongst new crew members.	

Year	Month	Day	Location	Historical Details	Sources, Notes
October 22, 1942 to December 31, 1942 - The Invasion of North Africa at Safi, French Morocco.					
1942	October	22	Cove Point area, Chesapeake Bay	The USS Harry Lee's "machinery derangement" The USS Calvert is called into action 1) "On the morning of 22 October, 1942, while exercising off Cove Point Light in the Chesapeake, the USS Harry Lee, combat loaded and prepared to depart for Operation TORCH, suffered a machinery derangement." 2) Harry Lee war diary entry: Anchored off Cove Point at 0026 to conduct exercises. On coming to anchor, the gears in the H.P. Turbine were stripped. Underway at 0815 for Army Base, Norfolk, in tow by Cherokee. 1008 Tug cast off and ship proceeded at 10 knots by by-passing the H.P. Turbine. 2241 Docked at Pier #1, Army Base, Norfolk.	1) A History of the USS Calvert (APA-32). p1. Cullen, David B. - Quote of Task Group Commander's, Admiral Lyal A. Davidson, USN, commentary on the Calvert's action in the North African Campaign. 2) War Diary, USS Harry Lee, October 1942, p2
			& Naval Operating Base, Norfolk, VA	3) COMTRANSAMPFORLANT war diary entry: Harry Lee disabled in upper Chesapeake Bay when main turbine froze while backing. Was towed to Naval Operating Base, Norfolk Virginia by Cherokee and two other tugs dispatched to her. 4) COMCRUDIV8 war diary entry: Days operations: 0300, Calvert ordered to proceed to Base HYPO. Commanding Officer, USS Harry Lee reported his main engine frozen after backing in the transport area during exercise. Cherokee ordered to take Harry Lee in tow for Base Hypo. Calvert ordered to proceed to Base Hypo. Editor's note: The Harry Lee's breakdown was a serious situation given the ship was combat loaded with troops and equipment of the 2nd Armored Division. These personnel and equipment were critical elements of the planned assault on North Africa, as part of the Western Task Force. With departure planned for October 23rd, in company with more than 100 ships, including 30 other troop transports, quick decisions and actions were required by the invasion force senior planners and decision makers. Within three hours from initial report of the Harry Lee's mechanical difficulties, in the very early hours of the 22nd, the Amphibious Group command ordered the Calvert as replacement for the Harry Lee in the upcoming invasion of North Africa.	3) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942 4) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, October 1942
1942	October	22	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	The Harry Lee was towed back to Norfolk and docked opposite to a recently completed and commissioned transport the USS Calvert, designated AP-65. Task force command decided to transfer the troops, cargo, and equipment to the Calvert and send the new ship into action.	Adventures of a Landing Craft Coxswain. Funck, p14
Task Force 34 departs for North Africa, Operation Torch, less the USS Harry Lee, less the USS Calvert					
1942	October	23	Hampton Roads area	1) "0400, Task Force 34 formed. 0900, departed Hampton Roads, less Harry Lee." 2) "Underway with Headquarters Task Force Xray of U.S. Army under General Harmon. Harris, Dorothea L. Dix, Titania, Lakehurst, Cherokee made Sortie with Division, less Harry Lee, from Chesapeake Bay through swept channels and formed up in Convoy with Texas, New York and Transport Division Five." Editor's note: The invasion force departs Norfolk and Chesapeake Bay area, enroute North Africa. At this time the convoy's destination remained a mystery to most ships' crew members.	1) War Diary, United States Atlantic Fleet, October 1942 2) Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. War Diary, October 1942.

Year	Month	Day	Location	Historical Details	Sources, Notes
Task Group 34.15 Formed: Calvert, Boyle, Eberle					
1942	October	23	Hampton Roads area	"Calvert, Boyle and Eberle designated as Task Group 34.15 under Captain Whitfield and ordered to join Task Force 34 when Calvert is ready. Captain Whitfield, having embarked, ordered to command Calvert and authorized to transfer any personnel, troops, supplies and equipment considered necessary for successful operation of Calvert, from Harry Lee."	War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942
1942	October	23	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	1) "On our return it was discovered that the Harry Lee was back and we were being invaded by her crew and taking on her load and troops."	1) Calversion V51, p2, James E. Samsell, PhM2c
				2) "As I recall, October 23, 1942 we returned to Norfolk and that's when we learned the transferring of some of the USS Harry Lee's crew and boat crews."	2) Calversion V36 (Winter), p5, Jerald Benjamin, S1c
				3) USS Harry Lee: "USS Calvert moored to pier #1 forward of the USS HARRY LEE. On orders of Commander Amphibious Forces, Atlantic Fleet, the cargo and personnel of the LEE were transferred to the CALVERT."	3) War Diary, USS Harry Lee, October 1942
				4) "It was there (NOB at Norfolk) that the intruders from the Harry Lee came aboard and brought "the Hat" Whitfield with them."	4) Calversion V7, P2, 3 - C.L. Schooler, Cdr. USN Ret.
				5) Abe Weinberg, one of the original crewmembers of the Calvert, remembers the arrival of Captain Whitfield just prior to the start of transfer of equipment from the Harry Lee: "When Capt. Whitfield first came aboard his first words were 'All liberty is cancelled'."	5) Calversion, Vol 44, P2, Abe Brian Weinberg (Oleary), Ltjg
1942	October	23 - 25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	1) "... the USS CALVERT, a newly commissioned vessel, undergoing organization, untrained and untried in amphibious operations. Captain J.W. Whitfield, USN, with twenty-three of his officers and the crews of his landing craft exchanged ships and completed the transfer of troops, eighteen landing boats, cargo and combat equipment, combat-loaded the USS Calvert."	Cullen, p1 Quote of Task Group Commander's, Admiral Lyal A. Davidson, USN, commentary on the Calvert's action in the North African Campaign.
				2) "The Harry Lee was in Norfolk and they called the U.S.S. Calvert in from the Chesapeake Bay. They switched the Captain, crew and all the cargo from one ship to the other in 48 hours painted it from the water line to the top of the mast. There were only a few left of the crew I was one of them." - Lawrence C. Wagner	2) Calversion Vol 43, P 2
1942	October	23 - 25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	With the transfer of crew members between the two ships, approximately 245 members of the Harry Lee's enlisted crew transferred to the Calvert and 230 of the Calvert's crew transferred to the Harry Lee.	Report of Changes. Muster Roll. USS Harry Lee. October 1942
				An additional 25 U.S. Coast Guard enlisted men also joined the Calvert on the 25th.	Report of Changes. Muster Roll of the Crew. USS Calvert. October 1942.
1942	October	23-25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	The transfers, including the Harry Lee's boat crews, helped to augment the Calvert's crew with more experienced and trained personnel.	Adventures of a Landing Craft Coxswain. Funck, p14
				"Sterling went along over to the Calvert with the rest of the Harry Lee's boat crews. Guys that Sterling had served with on the Harry Lee, such as Sawyer, Zdanowicz, Del Gaizo, Dougan, and Pottiger, were transferred to the Calvert at that time. Tom Poe, one of Sterling's mentors, remained with the Harry Lee. Captain Whitfield, and a number of his officers, also transferred to the new ship."	

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	October	23-25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	Over the course of the next twenty-four hours Sterling participated in the massive effort of transferring troops, combat equipment, and cargo to the Calvert. Eighteen of the Harry Lee's landing craft, including the Gig, were also transferred to the Calvert. The crews of the two ships were responsible for transferring the Harry Lee's supplies and the troops' equipment to the Calvert. The troops themselves were responsible for transferring their ammunition. One of Sterling's specific duties was to help rig the Harry Lee's 'yard and stay', which was used to transfer equipment from the Harry Lee's holds to the dock where it was picked back up and then placed in the Calvert's holds. Progress was slowed however, as the rigging had not yet been run completely on the Calvert.	Adventures of a Landing Craft Coxswain. Funck, p15
1942	October	23	1) Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk) 2) Norfolk, VA - Vicinity (USS Boyle)	1) Commander Transports, Amphibious Force, US Atlantic Fleet, war diary: Calvert, Boyle and Eberle designated by Commander Task Force 34 as Task Group 34.15 under Captain Whitfield and ordered to join Task Force 34 when Calvert is ready. Captain Whitfield, having embarked, ordered to command Calvert and authorized to transfer any personnel, troops, supplies and equipment considered necessary for successful operation of Calvert, from Harry Lee. 2) "Everything was taken off Harry Lee and transferred to the Calvert." 3) USS Boyle war diary: Ordered on special search mission by Comamphforlant. Boyle's departure delayed approximately 24 hours to escort USS Calvert. 2217 - Underway on special anti-submarine sound search beyond Xray-Mike until passage of convoy.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942 2) Interview - Bill Habrat or John Regan - 2015 reunion. 3) War Diary, USS Boyle, October 1942
1942	October	24	1) Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk) 2) Norfolk, VA - Vicinity (USS Boyle)	1) Harry Lee war diary: Captain Whitfield, USN, commanding officer of the LEE, seventy-five percent of the officers, and approximately twenty-five percent of his crew were transferred to the USS Calvert. Captain Loomis, USN, commanding officer of the CALVERT, officers, and men, were transferred to the LEE in the same proportion. 2) USS Boyle war diary: USS Boyle on special anti-submarine search off Norfolk Xray-Mike. 2023 Returned to NOB, Norfolk for fuel and provisions, to await departure of USS Calvert. Commanding officer of USS Calvert directed escorts (Boyle and Eberly) be prepared to get underway at 0800 (25th).	1) War Diary, USS Harry Lee, October 1942 2) War Diary, USS Boyle, October 1942
1942	October	25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	The transfer of cargo and personnel was completed in the early morning and the CALVERT got underway at 1005. This vessel (Harry Lee) proceeded to the Portsmouth Navy Yard to effect repairs on the main engine. Editor's note: Per the Harry Lee's war diary, the ship reported to the Portsmouth Navy Yard on October 26th and remained there until early December while repairs were made on the main engine. The Harry Lee held dock trials on December 7th, 1942, with post-repair sea trials occurring December 8th to 10th. By December 10th the Harry Lee had regained full operational status and began amphibious training exercises.	War Diary, USS Harry Lee, October 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
Commendations					
1942	October	23-25	Naval Operating Base, Norfolk, VA (Pier #1, Army Base, Norfolk)	1) "The speed of which this transfer was effected and early joining up of the Calvert warrants special commendation for the personnel of both ships and for the personnel of the Fifth Naval District concerned, particularly Lieutenant Commander Costello and Lieutenant Davis who were in charge of loading at the Army Base." 2) "On the morning of 22 October 1942 while exercising off Cove Point Light in the Chesapeake the USS Harry Lee, combat loaded and prepared to leave in Operation Torch, suffered a machinery derangement which necessitated the transfer of the embarked troops and the entire cargo to the Calvert, a newly commissioned vessel, undergoing organization, untrained and untried in amphibious operations. Captain J.W. Whitfield, USN, with twenty-three of his officers and the crew of his landing craft exchanged ships and completed the transfer of troops, eighteen landing boats, cargo and combat equipment, combat loaded the Calvert and sailed from base HYPO to join the overseas expedition on 25 October 1942.	1) Report on Material and Logistics, Commander Task Force Thirty-Four, November 27, 1942 2) Action report, USS Calvert. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. November 1942. p214

The Calvert's landing craft embarked for the landings at Safi, French Morocco

As indicated previously, 18 of the Harry Lee's landing craft were transferred to the Calvert. Based on the landing attack order for the upcoming invasion of Safi, North Africa, the Calvert had aboard 27 landing craft aboard when it arrived at the transport area off the coast of Safi, French Morocco. Here are the counts of each type aboard the Calvert at that time:
15 LCV - Landing Craft, Vehicle | 06 LCP(L) - Landing Craft Personnel (Large) | 03 LCP(R) - Landing Craft, Personnel (Ramp)
02 LCM(3) - Landing Craft, Mechanized (Mark 3) | 01 LCS(S) - Landing Craft, Support (Small)

Master Boat List. Landing Attack Order. Commander Task Unit 34.10.2. Enclosure A. Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

LCP(L) - Landing Craft, Personnel (Large) aka "T" boats, Higgins Eureka model

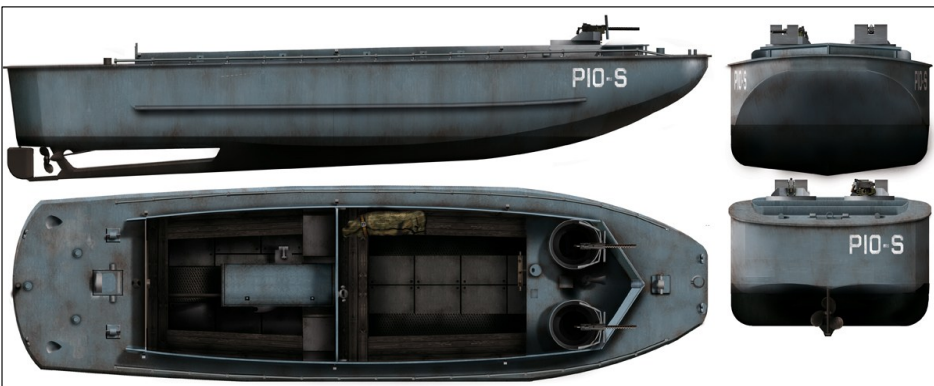
In 1941 the Higgins "Eureka" landing craft was introduced and it was accepted by the Navy as the standard craft for troop and equipment transport.

Officially designated Landing Craft, Personnel (LCP), the Eureka boat was a shallow-draft craft capable of transporting 36 fully equipped troops, or up to 8,100 pounds of cargo. When fully loaded it had a draft of only 3'6" that allowed it to operate in very shallow water. Most LCPs were powered by a diesel engine, although there were a few that were run with gasoline engines. Diesel was preferred for craft engaged in action given that it was less susceptible to detonation compared to gasoline. When fully loaded the LCP could cruise at 10 knots at full throttle.

HyperWar:
Landing Craft Personnel (Large)
<http://www.ibiblio.org/hyperwar/USN/ships/ships-lcpl.html>

The LCP was a rugged craft constructed primarily of marine plywood. With a solid block of pine at the bow it had considerable bow strength. The craft could move at flank speed over obstacles with little or no damage. The least favorable design element was the method for debarkation. Troops, often times heavily equipped, had to jump over the side of the craft. This method slowed debarkation, which exposed the troops, the craft, and the boat crew a greater chance of receiving enemy fire. The troops also ran a greater risk dropping into water over their heads. The coxswain, who conned the craft in front of the troop area, was exposed as well.

Year	Month	Day	Location	Historical Details	Sources, Notes
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LCP(L)
WW2 US assault ships, landing ships and landing craft
Online: <https://naval-encyclopedia.com/ww2/us/assault-ships-landing-crafts.php>

LCP(R) - The Landing Craft, Personnel (Ramp)

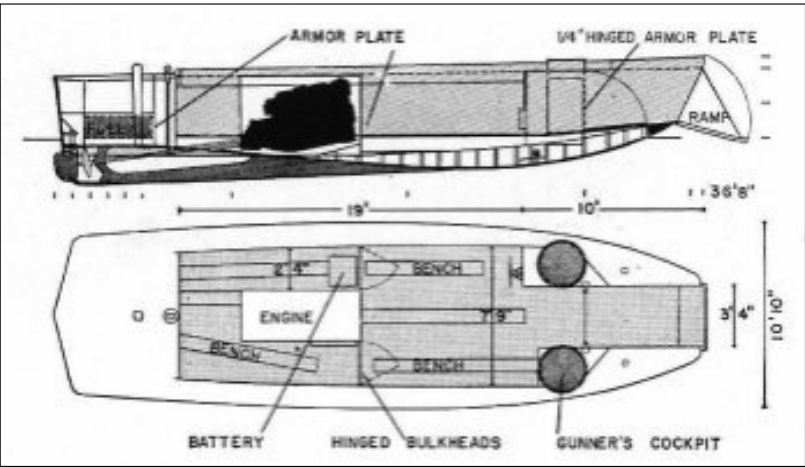
The Landing Craft Personnel Ramp (LCPR) was introduced in late 1942. Retrofitted with a bow ramp this craft afforded easier and quicker debarkation for troops and equipment. The LCP(R) was developed to solve the biggest problem with the basic LCP(L) – the difficulties encountered in disembarking over the sides of the craft, and was the first version of the Higgins Boat to feature a bow ramp.

Small Landing Craft, WWII
<http://shipbuildinghistory.com/smallships/cother.htm>

The LCP(R) was of fully wooden construction, with a wooden frame, plywood sides and a double plank bottom with a pine block outer layer and plywood inner. Most were powered by the same Gray Marine 225hp diesel engine as the LCP(L) although some were given less powerful gasoline engines. It could carry 36 (or 39) fully loaded troops, up to 8,000lb of cargo or a light vehicle. It was sturdy enough to be lowered fully loaded on davits, or empty by crane.

Rickard, J (8 May 2009), Landing Craft, Personnel (Ramp) (LCP(R))
http://www.historyofwar.org/articles/weapons_landing_craft_personnel_ramp.html

The LCP(R) was used in North Africa and on Guadalcanal, Salerno and Tarawa. Like the LCP(L) its wooden construction meant that it was vulnerable to damage by beach obstacles.



LCP(R)s
Left - Online: <https://naval-encyclopedia.com/ww2/us/assault-ships-landing-crafts.php>
Right - Online: <https://www.ibiblio.org/hyperwar/USN/ships/ships-lcpr.html>

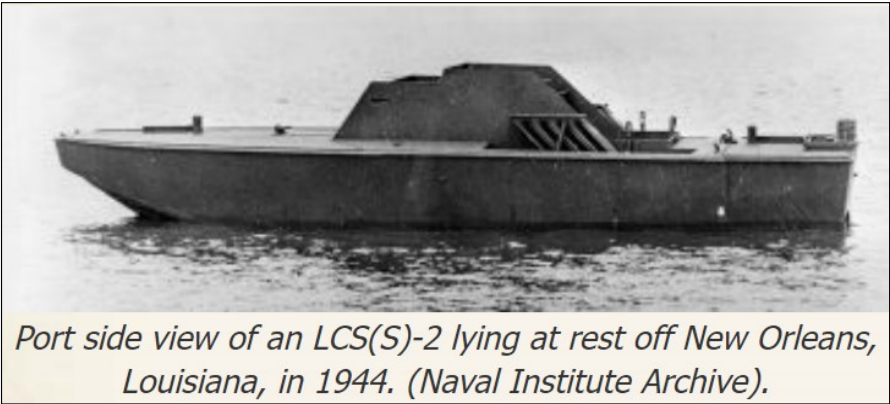
Year	Month	Day	Location	Historical Details	Sources, Notes
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LCS(S) - Landing Craft, Support (Small)

- 1) The rocket support boat was formally designated Landing Craft, Support (Small) (Mark 1). It was similar to an LCP in length and shape, however that is where the similarities ended. The steerage area of the craft was enclosed in a permanent steel cabin, with thin slits cut into the plating for visibility. A rack of 24 rocket tubes was mounted on each side of the cabin. The craft also had a shallower draft than a typical LCP/LCVP, which afforded the coxswain fewer worries about running aground on coral and sand bars. As the pre-landing air and sea bombardment ceased, and just prior to the landing of the first wave, the support craft would stand ready to engage enemy defensive positions on the beaches. A Support Boat officer augmented the standard crew of three enlisted men. This officer was qualified to load and fire the rockets and commanded the support craft.

2) The support boat hung off of major boom in the Calvert's 1st division, and was slung outboard on starboard side.
- 1) Adventures of a Landing Craft Coxswain. Funck, p57

2) Calversion, Volume 21, 4



Left - Naval History and Heritage Command
<https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/80-G-264000/80-G-264461.html>

Right - US Naval Institute. Naval History Blog
<https://www.navalhistory.org/2018/03/01/rocket-ships-a-pictorial-overview>

LCV - Landing Craft, Vehicle

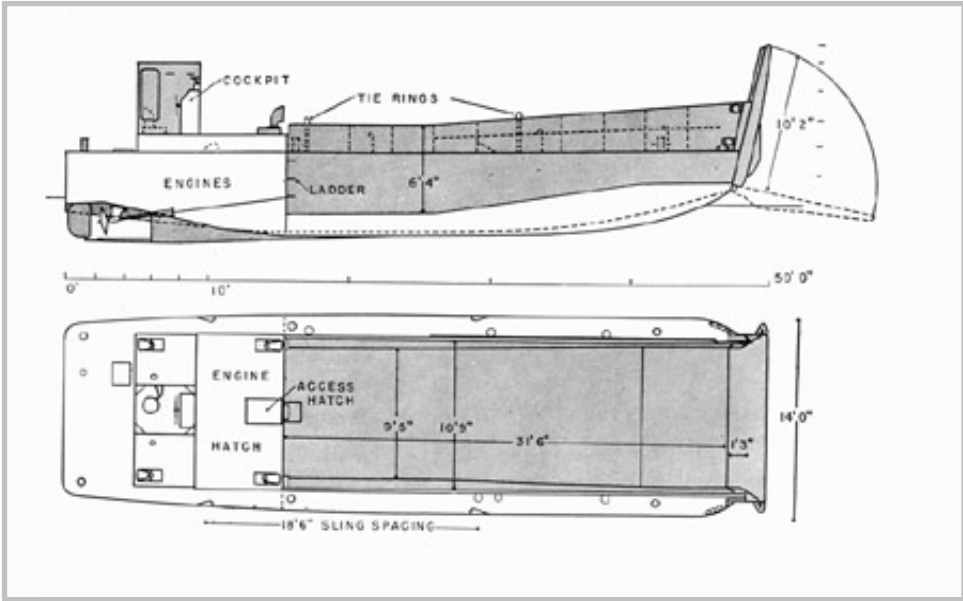
The LCV was the next design of the American landing craft, following the LCP(L) and the LCP(R). It had a ramp across the entire bow and was used to land vehicles and troops. For example, it could carry a jeep trailer or a 37mm anti-tank gun. However, the coxswain's position on top of the stern left him in a precarious position exposed to enemy fire while landing on a hostile beach. Also, there was no dedicated positions for .30 caliber machine guns for self-defense.

Year	Month	Day	Location	Historical Details	Sources, Notes
					1) http://shipbuildinghistory.com/smallships/lother.htm 2) http://content.time.com/time/subscriber/article/0,33009,850439,00.html 3) Chris-Craft in World War Two http://usautoindustryworldwartwo.com/chris-craft.htm

LCM(3) - Landing Craft, Mechanized, Mark 3

"The LCM(3) was a twin-screw, twin-rudder, all steel craft. The coxswain's conning area was an enclosed steel box aft of the troop/equipment area. It could carry sixty men or a thirty-ton tank. Given its size and shape the LCM was a rather clumsy boat to handle, but it was considerably sturdier which allowed it to be driven harder during landings. The boat crews typically referred to these craft as 'Mike Boats' or 'Tank Lighters'."

Adventures of a Landing Craft Coxswain. Funck, p27

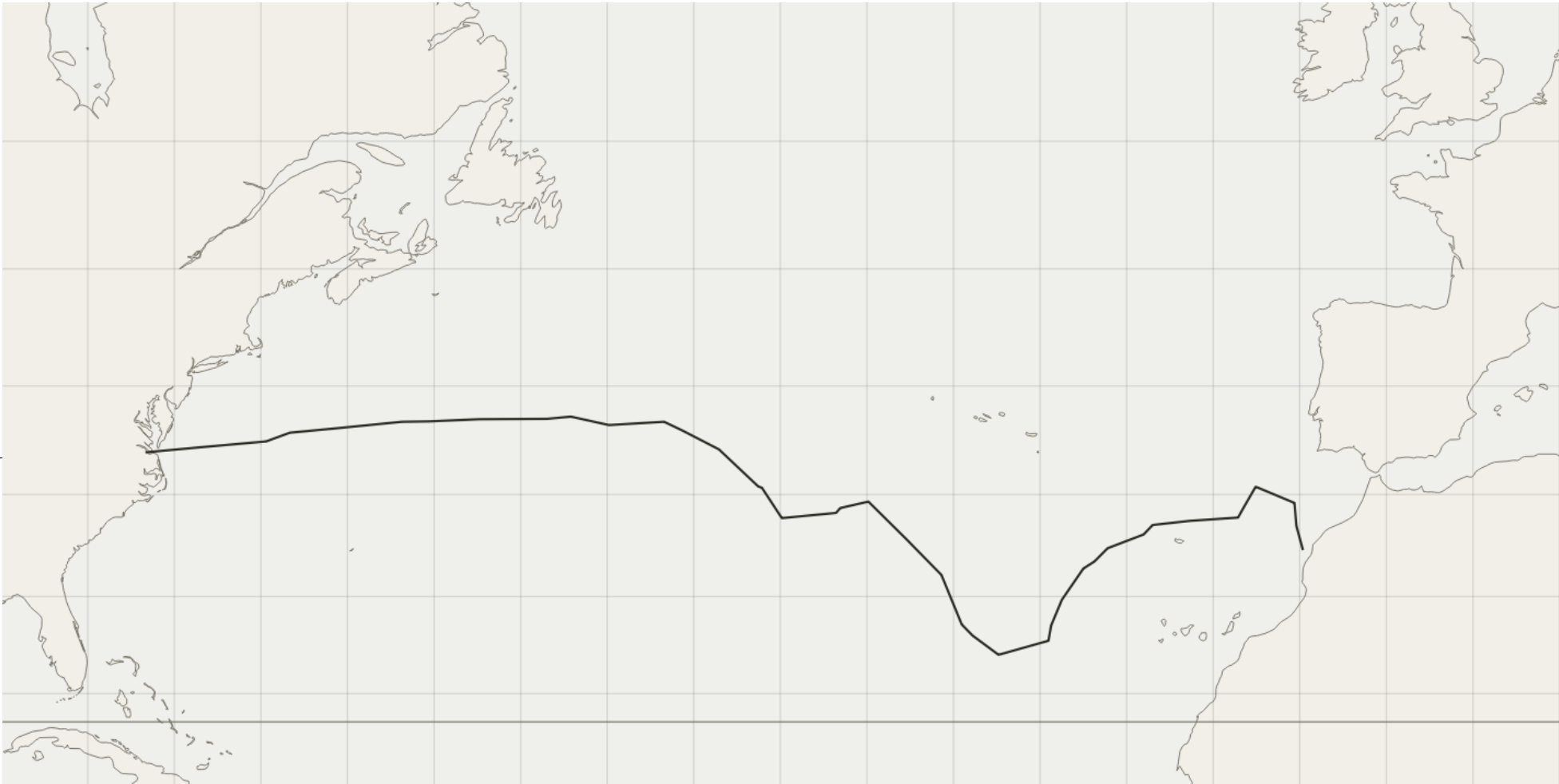


Original source:
<http://www.ibiblio.org/hyperwar/USN/ships/ships-lcm2.html>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Departure for North Africa, Task Group 34.15:
USS Calvert (AP-65), USS Eberle (DD 430), USS Boyle (DD 600)

Chart of convoy route. The Calvert, Eberle, and Boyle joined with Task Group 34 approximately half-way through the voyage.
Source: Positions from Eberle and Boyle War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
1942	October	25	Norfolk, VA Underway to rendezvous with Task Group 34	1) The Calvert departed Norfolk the morning of October 25th, escorted by the USS Boyle (Destroyer) and USS Eberle (Destroyer Escort), to rendezvous with the invasion group, Task Group 34.10, already enroute to North Africa. 3) 0700 - Underway from pier #7, N.O.B. to sea to test effects of propellor damage. <i>Editor's note: The previous day the Eberle was relieved from patrol duty in the Atlantic east of Norfolk. While enroute back to Norfolk the Eberle "struck Thimble Shoal Channel entrance buoy #1 with possible damage to port propellor."</i> 2) 0710 - Anchored in Hampton Roads awaiting Calvert. 3) 0835 commenced varying speed to test propellor. 0950 tests proved satisfactory for speed up to 23 knots. Commenced patrolling swept channel awaiting sortie of Calvert and Boyle. 2) 1044 - Calvert standing out from Army Base.	1) Various, including: Calversion V10, Page 6; Vol 36, P5-6 David B. Cullen - Foreword - A History of the USS Calvert (APA-32) 2) War Diary, USS Boyle, October 1942 3) War Diary, USS Eberle, October 1942 4) Army report - First Armored Landing Team - October 25, 1942
1942	October	25	Underway to rendezvous with Task Group 34	5) 1225 - Calvert, escorted by Eberle and Boyle, departed Cape Henry to join H-2 movement. 4) 1300 - Passed upper end Virginia Beach 3) 1315 Boyle and Calvert completed sortie. Took station 3,000 to 4,000 yards on starboard bow of Calvert, Boyle on port bow. Formation designated Task Group 34.15 to proceed to ocean rendezvous with Task Force 34, speed 15 knots. 2) 1637 - Passed Xray-Mike. Stationed on Calvert's port bow 4000 yards. Enroute to rendezvous with task force. 3) 1652 - Cleared swept channel, speed at 15 knots, and set course 083 T, commenced zigzagging plan #10. 3) 2000 - position L-37-09-45 N L-73-42-30W. 3) 2105 - speed increased to 16 knots.	2) War Diary, USS Boyle, October 1942 3) War Diary, USS Eberle, October 1942 4) Army report - First Armored Landing Team - October 25, 1942 5) War Diary, Commandant, Fifth Naval District, District Operations Office, October 1942
1942	October	25	At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	Task Group 34.15: USS Calvert, USS Eberle, USS Boyle 1) "We were headed out through Hampton Roads escorted by two destroyer escorts. Rumors were flying but that facts were that the Harry Lee had broken down and we were to take her place in a convoy headed to North Africa to make a landing in French Morocco." 2) We left with two destroyers as escorts to catch the convoy that was heading for North Africa, of course we didn't know that at that time." - Jerald Benjamin, S1c 3) All we had was two destroyers until we caught up to the convoy.	1) Calversion V51, P2, James E. Samsell, PhM2c 2) Calversion V36 (Winter), p5, Jerald Benjamin, S1c 3) Calversion Vol 43, P 2, Lawrence C. Wagner
1942	October		At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	The hard work continues: "A tremendous amount of work was necessary to make the ship combat ready and to make it as safe as possible. The deck crews worked diligently. The first major effort was to paint the ship to protect it from the elements at sea. Sterling kept busy helping to paint the ship through most of the voyage. He also spent a great deal of his time readying the landing craft in the 2nd division. The landing craft brought over from the Harry Lee had their designations re-painted to match the Calvert. Sterling spent some of his time re-painting numbers on the landing craft cradled in the 2nd division."	1) Adventures of a Landing Craft Coxswain. Funck, p15

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	October		At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	"Other work also kept the crew busy. Countless hours were spent removing flammable materials that posed a fire hazard. Much of the material removed from within the ship remained on-deck until the appointed time to dump trash overboard. Another safety concern addressed was the placement of gun stops on the appropriate armament. If so inclined, the gun crews could have positioned their guns to fire point blank into the ship. Precautions were necessary to minimize the risk of unintended or accidental mishaps in the heat of battle."	1) Adventures of a Landing Craft Coxswain. Funck, p15
1942	October	26	At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	1) "With a very short shakedown period prior to joining the invasion force the Calvert was bound to have problems during her first ocean-going voyage. Prior to catching up with the convoy the Calvert experienced a breakdown. Apparently, the situation was due to human error when a water tank was mistakenly switched over as an oil tank. For several hours the Calvert lay dead in the water while repairs were made. The Eberle and Boyle circled round watchful for U-boats." 2) "Second day out we broke down they switched to a water tank instead of oil tank. We lay dead in the water for about two hours the destroyers circled us. ... That was our shakedown cruise. The first few days at sea all we did was throw things overboard to clear the 5 in. gun on the fantail." - Lawrence C. Wagner" - Lawrence C. Wagner	1) Adventures of a Landing Craft Coxswain. Funck, p15 2) Calversion Vol 43, P 2, Lawrence C. Wagner
Modern Accommodations and Life Aboard Ship					
1942	October		At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	"The Calvert had several amenities that made life somewhat easier on the crew. Sterling finally had a bunk and he happily folded up his hammock and used it as extra padding under his mattress. The boat crews and deck crews enjoyed electrically driven davits, versus the manual davits that the crew had manned on the Harry Lee. These davits made handling boats a much quicker and easier job." Troop accommodations weren't much different than they had been aboard the Harry Lee. With nearly 1200 troops onboard, quarters were close. Berthing quarters were tight and very uncomfortable. The mess hall was similar in function as it was on the Harry Lee, which was simply a place to pick up food, so the crew and troops continued to eat their chow standing up. As was the case on most transports, much of the time below deck was spent playing cards in between constant drills, standing in line for meals, and calisthenics."	Adventures of a Landing Craft Coxswain. Funck, p16
Encountering Rough Seas - Task Group 34.15: USS Calvert, USS Eberle, USS Boyle					
1942	October	25 - 2?	At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	"It was great to be up on deck at our quarters and see the ocean slipping by and our escorts on the points. But this was not to last. Even though we were on a zig zag course, we were headed north east and the sea was getting heavier and the skies darker. For the next few days we rocked and rolled and got sea sick and sea sicker. The mess hall was just forward of Sick Bay. And it was a mess. It was the only place that you had six meals a day. Three going down and three coming up. Life lines were up on the main deck and all watertight doors were closed. Our bunking area was in the aft quarters. As she would pitch, the screws would come out of the water with a roar and then groan as she again settled in the water. The pitch and roll was so bad, we had to strap ourselves in our bunks to keep from falling out. Waves were breaking over our bow and spraying up on the bridge. At times our escorts would disappear completely, only to reappear high on a wave. it was also very cold and we were taking on ice as far up on the bridge. It was necessary that the deck hands, dressed in foul weather gear, go up on deck and chip the ice away so that we did not accumulate more weight and become too heavy. They were a sight to see wearing their masks with only eye holes and a slit for their mouths. Fortunately we lost no one over board even though to move fore and aft, we had to traverse only on the main in order to maintain water tight integrity. Thank God for the life lines."	Calversion V51, P2, James E. Samsell, PhM2c

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	October	26 - 29	At sea, Atlantic Ocean, underway to rendezvous with Task Group 34	Task Group 34.15: USS Calvert, USS Eberle, USS Boyle	1) Army report - First Armored Landing Team - Dated October 26, 1942 2) War Diary, USS Boyle, October 1942 3) Calversion, Vol 44, P2 - Abe Brian Weinberg (Oleary), Ltjg
				1) "At sea, many men seasick. Full speed ahead, trying to catch up with convoy."	
				2) Average speed 17.5 knots on October 26 15.5 knots on the 27th 16.5 knots on the 28th 13 knots on the 29th	
				3)"While zig zagging across the Atlantic Ocean from Norfolk, Va. to Safi, Morocco the ship was darkened every night and the smoking lamp was out."	
1942	October	29	At sea, Atlantic Ocean, enroute to North Africa	The Calvert, Eberle, and Boyle join the main invasion force, Task Force 34	Adventures of a Landing Craft Coxswain. Funkc, p16 War Diary, USS Augusta, October 1942
				The USS Calvert, Eberle, and Boyle joined the formation during the morning and took their assigned stations. Position at 0800 Lat 38-30N, Long 46-18.5W; Position at 1200 Lat 38-01N, Long 45-30W; Position at 2000 Lat 37-13N, Long 43-42 W.'	
				Editor's Note: The Augusta was the flagship for the task force. Rear Admiral H.K. Hewitt, commander of the Western Naval Task Force, and Major General George Patton, commander of the U.S. Army forces for the troops embarked on the ships of the Western Task Force, were both aboard the Augusta."	
1942	October	29	At sea, mid-Atlantic, underway to rendezvous with Task Group 34	1) 0556 - Sighted task force bearing 035 degrees T. Distance 15 miles. 0930 - Calvert joins the convoy	1) War diaries, October 1942: USS Eberle, USS Boyle Commander Transport Division Seven 2) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, October 1942 3) Calversion Vol 43, p2, Lawrence C. Wagner 4) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942.
				2) Weather overcast with intermittent rain squalls. Sea too rough for plane operations.	
				3) "It took all day for us to go to the position in the convoy. All you could see was ships." - Lawrence C. Wagner	
				4a) The Calvert took position in the eight of nine columns, and was designated ship 82 in the convoy. 4b) During the evening made an evasive change of course to southward.	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. The Calvert, Eberle, and Boyle join with Task Group, black dot center of chart (approximate location).
Source: Positions from Eberle and Boyle War Diary latitude and longitude position entries.

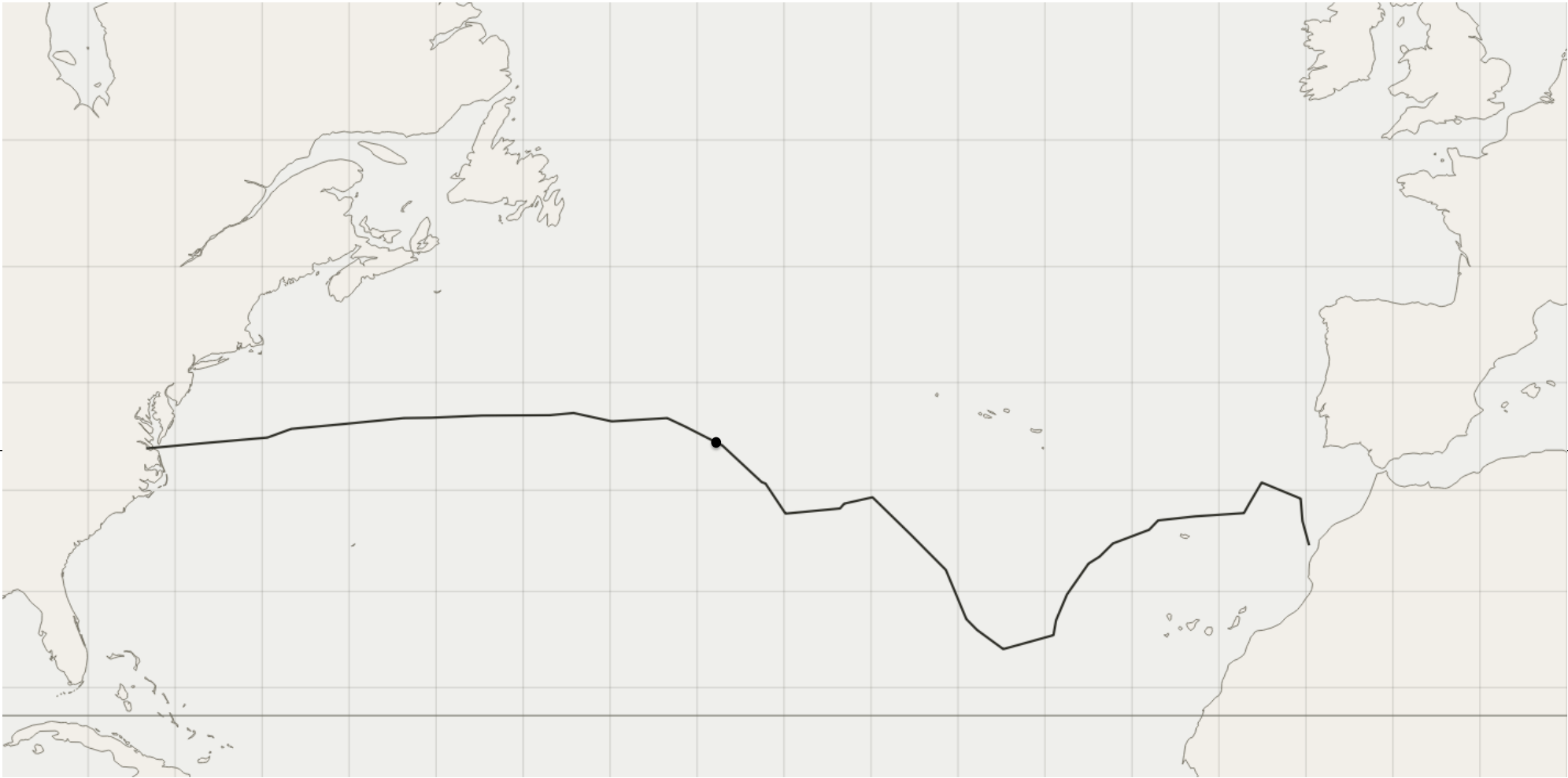
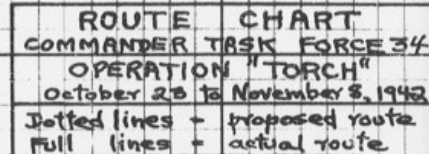


Chart of convoy route. The Calvert, Eberle, and Boyle join with Task Group, black dot center of chart (approximate location). Source: Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942. p22



2) War Diary, Commander Cruiser
Division Eight, USS Philadelphia,
Flagship, October 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	October	30, 31	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 1) 30th - Continued to southeastward until dark, then east till daylight 31st, then northeasterly to complete fueling. 31st - Turned sharply to southward after dark on 31st. 2) On the nights of the 30th and 31st, the diversions were made in an easterly direction. This was done to make the course more nearly normal to the line of submarines which was reported as extending then from just west of the Cape Verdes to the Azores. In the daytime the course was held closely to that toward Dakar.	1) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942. 2) Report on Operation Torch, by Capt. A G Shepard. USN (Enc A). Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	October	31	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 1) Convoy made two emergency turns about 0900. About 1900 gunfire was reported seen and heard by various units of the screen. Upon investigation the "Gunfire" turned out to be lightening. Average speed 9.6 knots. 2) Weather clear visibility excellent. Sea slight swells 3) "Finally the weather became calmer and one morning we were surrounded by more ships than I ever knew existed. This was it and we were part of the first American armada. This was the Torch Landing group. This was General Patton's 3rd Armored Division and we were to land them on French soil in North Africa. I don't recall how many ships we lost to German Wolf Packs, if any. We continued our zig zag maneuver."	1) War diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942 2) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, October 1942 3) Calversion V51, p3 - James E. Samsell, PhM2c - Leesburg FL
1942-November					
1942	November	1	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 1) Steaming with Task Force Thirty-four Convoy bound for North Africa ports. Flagship, USS Harris, Headquarters Task Force X-Ray of the US Army under General Harmon on board Harris. 2) Uneventful cruising. Heading southeast-deception course. Average speed 10.4 knots. 3) A destroyer with starboard flank of the main body made sound contact and the formation made successive emergency turns 45 degrees to port and 45 degrees to starboard. Charges were dropped but there was no verification of the contact. 4) 2100 - base course changed to 075T. The formation was being maneuvered to avoid a picket line of Axis submarines shown by RDF bearing to extend from the Cape Verde Islands to the Canary Islands. 5) Weather: clear, sea smooth, visibility excellent	1) War Diary, Commander Transport Division Seven, USS Harris, Flagship. November 1942 2) War diary, Commander Transports, Amphibious Force, US Atlantic Fleet, October 1942 3) War Diary, USS Eberle, November 1942 4) War Diary, USS Boyle War Diary, November 1942 5) War Diary, Commander Southern Attack Group, USS Philadelphia, Flagship. November 1942
1942	November	1-2		On November 1st and 2nd a large number of the Calvert's lowest-rated enlisted men, then Apprentice Seamen, were promoted up a rate to Seaman 2nd Class. Additionally, several of the more experienced and mid-level and higher-rated enlisted men were also promoted forward at this time.	1) Report of Changes, Muster Roll. USS Calvert. November 1942

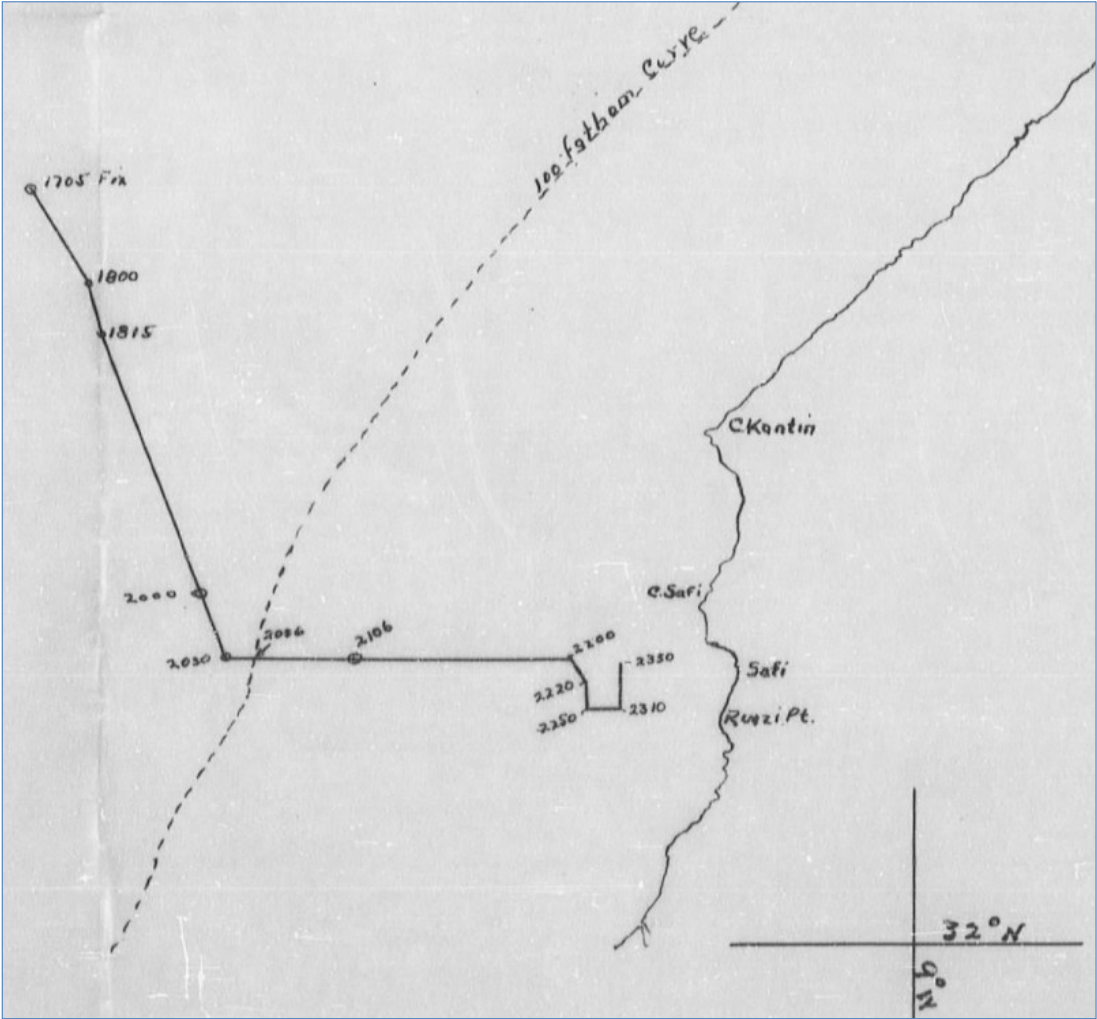
Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	2	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34	
				1) Average 12.7 knots. Cruising uneventful. D minus 1 day orders: "Ordered troops and crews fed a substantial meal at 1600 on D minus 1 day and troops to be landed in initial landing and boat crews turned out at 2200 and fed fruit or tomato juice, hot cooked cereal with sugar and cream and hot coffee."	1) Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942
				2) 2055 a destroyer with starboard flank of the main body screen made a sound contact and the formation made successive emergency turns 45 deg to port and 45 deg to starboard. Charges were dropped but there was no verification of the contact. 2100 base course changed to 075 T. The formation was being maneuvered to avoid a picket line of Axis submarines shown by RDF bearings to extend from Cape Verde Islands to the Canary Islands.	2) War Diary, USS Eberle War Diary, November 1942 3) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942
1942	November	2	At sea, Atlantic Ocean, enroute to North Africa	3) 2058 Executed emergency turn to port. Screening destroyers of Massachusetts had sound contact (Wainwright). 2106 Emergency turn to starboard 45 degrees to resume base course. Weather clear, visibility good.	
				1) On 2 November a dispatch was sent to the whole force reminding them to utilize the last few days of the passage to the best possible effect in training for the operation.	1) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. November 1942
				2) "Training of Boat Crews and Troops was continued during the Ocean passage by lectures and familiarization with Beaches and Beach terrain."	2) Report on Operation Torch, by Capt A G Shepard. USN (Enc A). Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	October 23 to November 8		At sea	Convoy maneuvering technique: Zig zagging by day; Diversive changes at night	
				"The transports were maneuvered by "MERSIGS". These signals are particularly well adapted to the control of large convoys of incompletely trained ships. The practice was to make one or more diversive changes of course at night, and to zigzag in the day time and during moonlight. There was a full moon at the start of the voyage. The landing, 8 November, took place in the dark of the moon. The principal changes for the night were set up in advance on a time basis, and then it was only necessary to make the whistle signal of execution at the proper time. It took about twenty minutes to get a flag hoist signal to the whole force at first; later this was cut in half. According to MERSIGS, in order to signal a course change by flag hoist, for a time when the force would be zigzagging, it was necessary to send three signals, one for ceasing zigzagging, one for the turn, and one giving the time for resuming zigzagging."	Report on Operation Torch, by Capt A G Shepard. USN (Enc A). Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	3	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 1) Average 10 knots 2) Strong winds and heavy seas from the west. 4) Weather overcast with low broken clouds. Sea too rough for plane operations. 5) Shortly after daylight turned to northerly courses to give semblance of approach to Gibraltar and avoid possible air search from the Canary Islands.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) War Diary, USS Eberle War Diary, November 1942 4) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 5) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942.
1942	November	4	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 1) Average 10 knots 2) There was a fresh wind and choppy sea in the morning. The wind and sea kept freshening all day. 3) 0000, 0100, 0200 - Various course changes. 0615 Course change to 015 deg, speed 10 knots. 0728 Course change to 080, speed 15 knots. 1158 USS Rowe had sound contact. Executed emergency turn. 2235 Course change to 060, speed 13 knots. 3) Weather overcast with low broken clouds. Sea too rough for plane operations. 4) At 0800 turned to NE and at noon easterly courses. Turned to the southeastly courses after daylight.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) Report on Operation Torch, by Capt A G Shepard. USN (Enc A). Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 3) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 4) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942.
				Submarine Spotted "Sterling's worst fears on his first trans-Atlantic voyage were the threat of attack from U-boats and the outbreak of fire on the ship. The Calvert encountered both situations in one day. As the convoy continued east toward the coast of North Africa the Calvert's watch spotted a submarine periscope. The Destroyers immediately began depth charging the suspected enemy sub. Sterling joined in the action and fired at the submarine as part of the Calvert's aft 3" gun crew. A heap of trash on the Calvert's fantail caught on fire from the gun's blast. The fire was quickly extinguished and the sub was not spotted again. However, the crew was on edge for quite some time following these events." Note: Unable to corroborate this event, and active firing by ships of the convoy, with official war diary entries.	Adventures of a Landing Craft Coxswain. Funck, p16

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	5	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942
				1) Average 9.16 knots 2) Formation speed increased to 12.5 knots. The wind and sea continued strong from the North. During the evening watch several neutral ships were encountered and the formation was diverted to pass clear during investigation by destroyers of the screen. 3) 0730, 0920, 1330, 1530, 1730 and evening hours course changes and speed changes due to merchant ships in vicinity. Weather overcast, visibility poor. Sea too rough for plane operations. 4) At 0800 turned to NE and at noon easterly courses.	2) War Diary, USS Eberle, November 1942 3) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 4) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942.
1942	November	Early	At sea, Atlantic Ocean, enroute to North Africa	Weather conditions deteriorate The convoy had to bear the brunt of severe weather and heavy seas for the latter half of the four thousand mile voyage. The roll was so bad that the captain of the Charles Carroll, a transport assigned to the Center Attack Group, made the comment "I can't believe a ship can roll so far without turning over." The weather situation, with surf pounding the Moroccan coast with eighteen-foot breakers, threatened the entire operation. Even with the passing of the gale a few days prior to scheduled landings, the forecast for landing conditions from the War Department were "Very Poor". Delaying the landings meant the risk of running short on fuel the ever-growing risk that the enemy would discover the fleet at sea. Admiral Hewitt was committed to the assault. The convoy "forged ahead at fourteen knots, zigzagging by day and steaming direct courses at night."	Adventures of a Landing Craft Coxswain. Funck, p16 Original Source: Rick Atkinson, An Army At Dawn: The War in North Africa, 1942-1943 (Henry Holt and Company, 2002). p103
				Task Force 34 1) Average 11.25 knots Heavy seas reported off Moroccan Coast gave rise to considerable doubt as to the possibility of success in executing Landing Attack Plan #1-42. Commander Task Force 34 ordered call list #2 placed in effect at 1800 November 7, 1942. 2) Received Landing Attack Plan #2-42 providing for an alternating attack by Task Force 34 on Mediterranean Coast of French Morocco, and Algeria. Prepared plans for it's execution. 3) Shortly after daylight turned to northerly courses.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 3) Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942.
1942	November	6	At sea, Atlantic Ocean, enroute to North Africa	Task Force 34 3) 0225 emergency turn to starboard to clear contact (friendly merchantman & small vessel). 3) Fueling exercise late morning and afternoon. 1) 1517 - Mail delivery to Calvert 1) 1847 - What appeared to be a green flare burst overhead. All ships seemed to think it burst right above them. 3) Evening course changes. 2) Rough weather 3) Weather clear with low broken clouds. Sea slight swells.	1) War Diary, USS Ericsson, November 1942 2) War Diary, USS Macomb, Flagship, Commander Destroyer Division Nineteen, November 1942 3) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	7	At sea, Atlantic Ocean, approach to Safi, Morocco	Formation of Taskgroup 34.10, Southern Attack Group, Western Task Force The Western Task Force, Task Force 34, as part of the invasion of North Africa, was comprised of three taskgroups: 1) Northern - Landing at Mehdiya-Port Lyautey, French Morocco. aka, Operation Goalpost 2) Central - Landing at Fedala, French Morocco. aka, Operation Brushwood 3) Southern - Landing at Safi, French Morocco. aka, Operation Blackstone The Calvert was assigned as part of this task group, designated Taskgroup 34.10, Southern Attack Group. The Southern Attack Group's objective was the port city of Safi, French Morocco. Safi was 150 miles south of the landings to take place at Fedala, near Casablanca. An excellent booklet published by the Naval History and Heritage Command, Department of the Navy, <u><i>Operation Torch: The American Amphibious Assault on French Morocco</i></u> is available for free viewing and download at: https://www.history.navy.mil/content/dam/nhhc/research/publications/Operation-Torch-booklet-508.pdf	Operation Torch: The American Amphibious Assault on French Morocco Alexandra Lohse and Jon Middaugh. 2018. Naval History and Heritage Command, Department of the Navy, Washington, DC
				The primary objective of the Southern Attack Group at Safi was to secure the use of the port at Safi as an unloading point for the armored unit of heavy tanks, carried in the seatrian Lakehurst, for use in the attack on Casablanca 120 miles to the North. This objective was to be accomplished by simultaneous landing assaults on the harbor and on beaches Red, Blue and Yellow. "H" hour on "D" day was set at 0400 November 8, 1942."	
				Taskgroup 34.10 organization: 34.10.2: Transports, Antisubmarine screen, Antimine sweepers 34.10.3: Task Group Xray (code named Blackstone) - Comprised of the two armored combat teams of the US Army's Second Armored Division and one regimental combat team of the Ninth Infantry Division.	Preliminary report of Torch Operation, Commander Task Force Thirty-Four. Enc A-H. November 28, 1942. p28
1942	November	7	At sea, Atlantic Ocean, approach to Safi, Morocco	Taskgroup 34.10, Southern Attack Group 2) Southern Attack Group 34.10 detached from main body at 0600 enroute to Safi, French Morocco. 3) The Southern Attack Group formed and stood southward toward Safi: Philadelphia (center); Cherokee (rear, center) Lyon, New York, Merrimack (1st row) Calvert, Harris, Monadnock (2nd row) Titania, Dix, Lakehurst (3rd row) Anti-submarine screen: Hamilton, Howard, Knight, Mervine, Bernadou, Beatty, Cole, Cowie, Quick, Doran	1) War Diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. November 1942. 2) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 3) War Diary, USS New York, November 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	7	At sea, Atlantic Ocean, approach to Safi, French Morocco	Taskgroup 34.10, Southern Attack Group 2) 0648 Signaled ships of TG 34.10 to form in 3 columns on course 156 deg, speed 10 knots. 0743 Changed speed to 14 knots. 1020 Changed course to South. 1300 Task Group speed 8 knots zigzagging. 1457 Rearranged formation at request of CTU 34.10.2 to facilitate boat work in Transport area. 1502 Ceased zigzagging and resumed base course. 1711 Formed convoy in single column for the approach to Safi: Philadelphia, Harris, Lyon, Calvert, Dix, Titania, Merrimack and Lakehurst. 1) Ordered troops and crews fed a substantial meal at 1600 on D minus 1. (i.e., November 7th) 2) 1615, 1637, 1705 Multiple course changes. Changed speed to 10 knots. Sea smooth, moderate swell. Clear dark night. Scattered city lights were visible during the latter part of the approach.	1) Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942
				Approach - Taskgroup 34.10, Southern Attack Group 1) 1800 Formed approach formation 2) The approach formation was taken before sundown with USS New York and USS Philadelphia leading column of transports USS Harris, USS Lyon, USS Calvert, USS Dorothea L. Dix and USS Titania, USS Merrimack and USS Lakehurst in the above named order. The approach was made from the Northwest changing course to South off Safi, Morocco and then reversing and coming up on course North to the Transport Area. 3) Routed the Safi Force on a more westerly track, which kept their approach further off the Northeast-Southwest shore line of north of Cape Kantin. Thus it gave better protection against casual aerial reconnaissance on the afternoon of Dminus 1.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) War Diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. November 1942. 3) Report on Operation Torch, by Capt A G Shepard. USN (Enc A). Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	7	Atlantic Ocean, east of Safi, French Morocco	Chart of convoy approach to Transport Area, Safi, November 7th	United States Atlantic Fleet, Cruiser Division Eight, U.S.S. Philadelphia, Flagship, Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
					
Taskgroup 34.10, Southern Attack Group					
1942	November	7	At sea, Atlantic Ocean, approach to Safi, French Morocco	1) 2100 Went to General Quarters. Steering various courses and speeds from 5 to 10 knots on approach to Safi. Sea smooth, moderate swell. Clear dark night. Scattered city lights were visible during the latter part of the approach. 2) 2200 Troops to be landed in initial landing and boat crews turned out at and fed fruit or tomato juice, hot cooked cereal with sugar and cream and hot coffee.	1) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	7	Transport area, Safi, French Morocco	Taskgroup 34.10, Southern Attack Group 1) 2130 Sighted lights on shore, began maneuvering at slow speeds on various courses. 2) 2155 USS Eberle sent to investigate green flare. Also investigated two lighted ships which were determined to be neutral and were allowed to proceed since their course.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, November 1942 2) War Diary, USS Eberle War Diary, November 1942
1942	November	7	At sea, Atlantic Ocean, approach to Safi, French Morocco	"There were dim lights burning in the town and harbor of Safi which were used for bearings of Transport Area. ...The navigation after dark was done by the Group Commander, as none of the transports were fitted with proper type of Radar. The Transport Group were stopped and began operations in Area as planned. In the Transport Area, 8 miles 243 degrees from Safi, there was no wind and the sea was smooth with only a slight swell."	Transport Division Seven, USS Harris, Flagship, P3. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	7	Transport area, Safi, French Morocco	1) "Arrived in the transport area off Safi at 2355 November 7. Outline of French Morocco, to the Eastward approximately seven miles, could be seen indistinctly." 2) "The weather at time of arrival: No moon, very dark night. 65 deg F; temp of sea water 68 deg F; Wind NNW, force 2; Sea, slight swell from NW."	1) USS Calvert's Executive Officer Report. J.W. Whitfield. 2) USS Harris. Report on Attack on Safi, Morocco. Both from: Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

November 8 to November 13, 1942 - Operation Torch, The Invasion of North Africa, Southern Attack Group, Task Force 34.10, Safi, French Morocco

1942	November	7 - 8	Transport area, Safi, French Morocco	Preparations for the pre-dawn landing began immediately. The boat crews readied their boats. The soldiers prepared their equipment, and as best they could themselves, for the upcoming landing. The gun crews manned their guns, ready to defend against enemy attack. Tensions were high. The commanding officers were not sure of how well prepared, or aware, the Axis forces were of the impending assault.	Adventures of a Landing Craft Coxswain. Funck, p17
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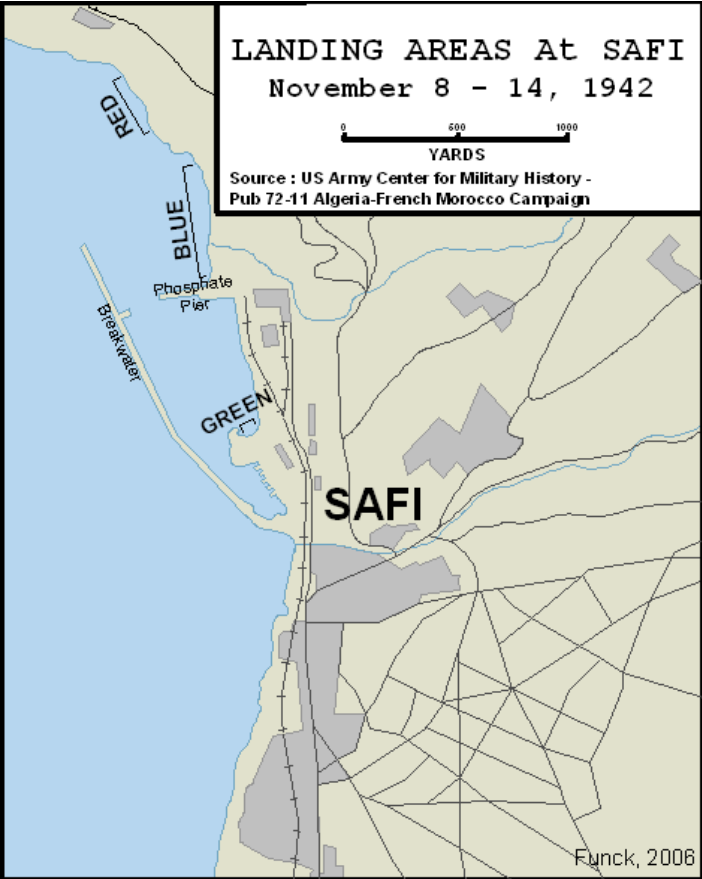
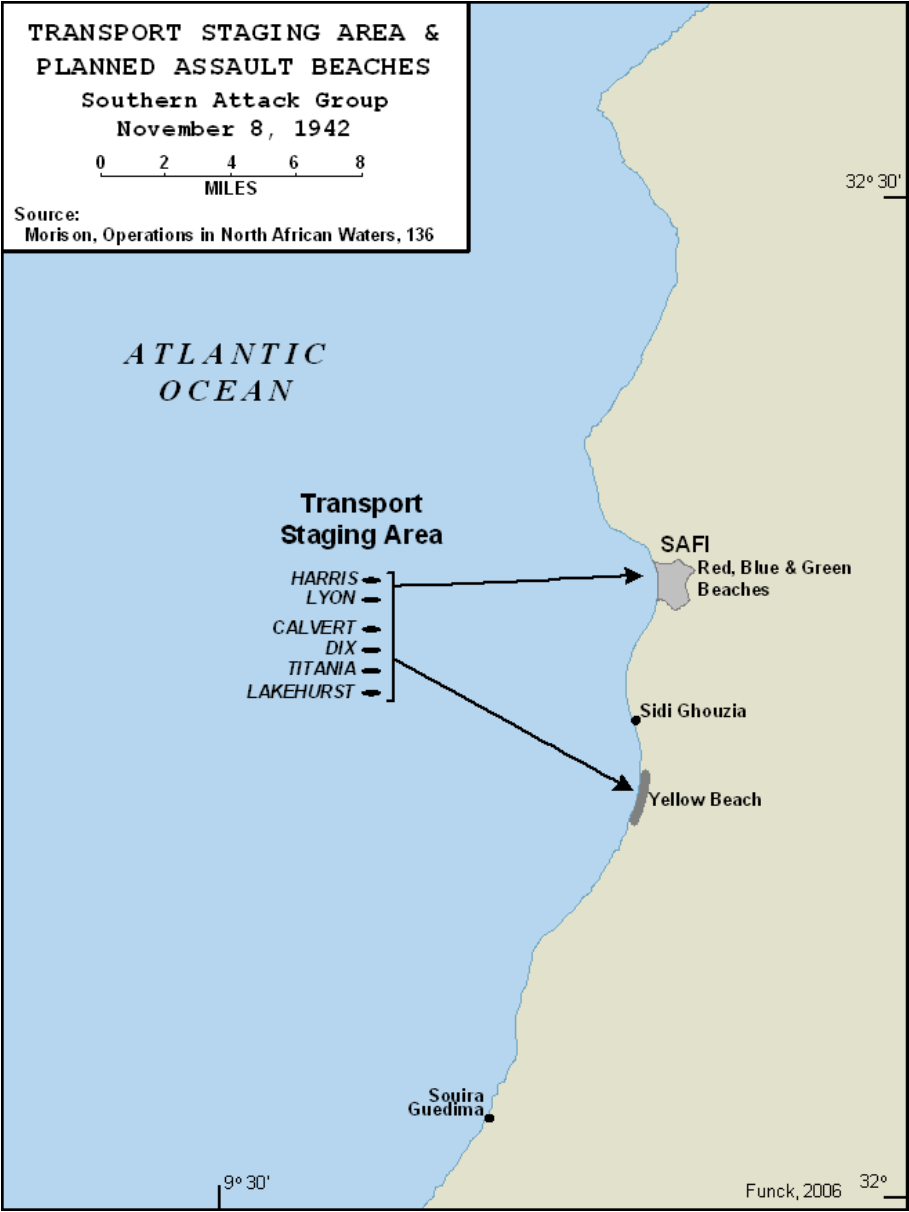
Plan of Attack: Safi Harbor and landing beaches:

- 1) "The plan of assault was based on the employment of two old destroyers, Bernadou and Cole, each carrying a company of assault troops. These two ships would steam into the harbor and debark troops at the docks. Coordinated with these landings, assaults by troops in the transports' landing boats were to be made simultaneously on beaches Red, Blue, and Yellow. The first two named beaches were just North of the breakwater. The area inside the harbor was later referred to as Green beach. Yellow beach was eight miles South."
 - 2) Yellow Beach - "The last of the beaches at which landings might have been made was eight miles south of the harbor, at Jorf el Houdi, below rugged but not insurmountable bluffs and near a road. It was labeled YELLOW Beach and considered during the planning as a possible point of landing from which to march on Safi from the south."
 - 3) The degree of organized resistance during the landings was hoped to be light, and orders were to withhold fire until it was definitely known that the task group was facing resistance. If and when resistance was encountered, the orders were:
- "Any ship, aircraft, or troop unit that meets resistance shall take immediate and vigorous offensive action and shall inform the senior officer present of this fact by the key words "Batter Up" transmitted in plain language. The force commander shall indicate vigorous and offensive action be taken by any or all groups when he transmits the key words "Play Ball."

- 1) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942
- 2) US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi Online at: <https://www.ibiblio.org/hyperwar/USA/USA-MTO-NWA/USA-MTO-NWA-6.html>
- 3) Memorandum: Relative Landing Attack Order for "Southern Attack Group" Calverson, Vol 27, 1992. pp6-7. Provided by Tom Sawyer

Year	Month	Day	Location	Historical Details	Sources, Notes
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Maps and Charts of Safi Landing Areas



Commander Southern Attack Group,
Operation Torch, Assault on Safi, French
Morocco on 8 November 1942, Enclosure
A-T. November 1942

Bottom Left: p19
Bottom Right: p21

Year	Month	Day	Location	Historical Details	Sources, Notes
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Plan for the transports: USS Calvert, USS Titania, USS Dix and USS Harris

1) "On board the Calvert were approximately 460 troops of the 2nd Armored Division. However the majority of their vehicles were in the USS Titania. The plan was for the Calvert's boat crews to transfer the troops to the Titania in the early morning hours of D-Day.

When that task was completed an assignment of the Calvert's boats were to assist the receiving men and equipment from USS Harris and USS Dix and then land at Yellow Beach as part of that element of the landing assault plan.

The Calvert's remaining boats and crews were called to be ready to assist on-call (as part of the "Blackstone boat pool") for transport of the Second Armored Division.

The Calvert's boats assigned to the Dix were under the command of Lt. Taylor. Once loaded with men and material from the Dix these boats were to land and then return to the Calvert for further orders.

The Calvert's boats assigned to the Harris were under the command of Lt. Cain. Included in this boat pool was a Support Boat (LCS-R), a specially fitted landing craft with rockets. This boat crew was ordered to refrain from firing rockets until after daylight."

2) Transports' Landing Attack Order: Calvert, Dix, Harris, Lyon, Titania

"Calvert, Lyon, Titania on arrival in Transport Area, lower boats and tank lighters. Keep clear of Transports and disembarking troops. Boats assigned to Dix at Dix Rendezvous Area ready to depart at H minus thirty.... Dix troops to land on Beach Yellow. Calvert boats and Boat Group and Wave Commanders to be stationed in Dix leading two boat waves if practicable. Dix to provide Traffic Control for Beach Yellow."

1) Memorandum: Relative Landing Attack Order for "Southern Attack Group" Calversion, Vol 27, 1992. pp6-7. Provided by Tom Sawyer

2) Landing Attack Order. Transport Division Seven, USS Harris, Flagship. Enclosure A, p2. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Calvert's Boat Employment Plan:
12 LCVs to Dix for one trip to the beach only. Return to Calvert direct from the beach.
1 LCS(S) and 2 LCP(R) to Harris
3 LCV and 5 LCP(L) retained by the Calvert for use of Boat Group Commander.
Remaining four landing craft were to remain on board in reserve: 1 LCP(L), 3 LCM(3)

Transport Division Seven, USS Harris, Flagship. Enclosure A, Landing Attack Order. P111. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Calvert's Boat Landing Instructions:
First Boat Group Commander: Lieut. (jg) Taylor (Calvert)
First Wave Commander: Lieut. (jg) Sweet (Calvert)
Second Wave Commander: Ensign Jackson (Calvert)
... third and fourth waves were non-Calvert boats
Fifth Wave Commander: Ensign Earnest (Calvert)
...
The first two waves, composed of LCVs, will be Calvert boats with Calvert Wave Commanders.

USS Harris - Report on Activities of Ship's Personnel During Action While Debarking Troops and Cargo, November 8 to 11, 1942

Landing Instructions. USS Dorothea L. Dix. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Note: In source documentation the Calvert is code named "AUTO" the Harris is "DUCK" and the Dix is "BODY"

Rocket Support Boat Orders:

"Harris use own and Calvert Support Boats for supporting landings on Beaches Red and Blue. Dix to use own Support Boat for supporting landing on Beach Yellow. Support Boats will not fire rockets at night. ... Calvert Support Boat will be assigned to Regimental Commander on Harris and will operate under his direction in supporting landings until this party lands. ... After supporting landings and completion scout duties Calvert and Harris support boats retire west of breakwater and standby for rocket firing on call after daylight."

Landing Attack Order. Transport Division Seven, USS Harris, Flagship. Enclosure A, p2. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

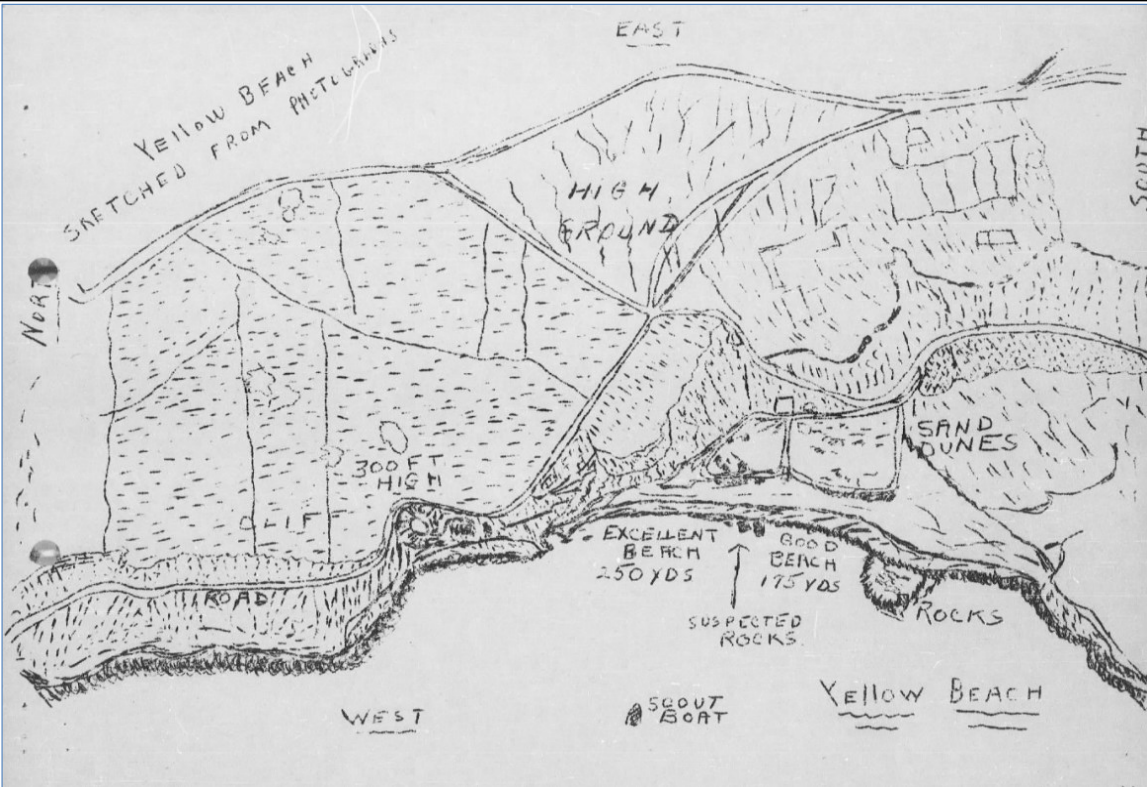
Year	Month	Day	Location	Historical Details	Sources, Notes
Debarkation: USS Calvert, Transport Area					
1942	November	8 D-Day	Transport area, Safi, Morocco	"Commenced lowering landing craft and despatched same properly equipped to the USS Dix, at which ship they were available at the scheduled time. Despatched boats to the USS Harris as scheduled. Stood by to lower additional landing craft, lowered same and loaded them as requested by the Second Armored Division. "	USS Calvert's Executive Officer Report - J.W. Whitfield. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Transport area, Safi, Morocco	The Calvert's boat crews embarked in their boats and were lowered to the water. Then soldiers of the 2nd Armored Division disembarked the Calvert via nets and climbed down into landing craft waiting below. From there they were transferred to the Titania where they were joined with their armored vehicles.	Adventures of a Landing Craft Coxswain. Funck, p17
1942	November	8 D-Day	Transport area, Safi, Morocco	By 0200 the soldiers who had been aboard the Calvert were joined with their vehicles from the Titania. The Calvert's boat crews then headed to the Harris and Dix for loading. Once each craft had received its allotted personnel it broke away from transport staging area and circled with other loaded craft organizing into assault waves to await the signal to cross the line of departure to head to the beaches.	Adventures of a Landing Craft Coxswain. Funck, p18
When "smooth seas" are rough seas; Delays in the transport area					
1942	November	8 D-Day	Transport area, Safi, Morocco	".. in the black darkness, the complicated process of debarkation advanced less rapidly than had been contemplated in the plan of attack and made improvisation necessary." "Debarkation from the transports waiting off Safi proved more difficult than had been anticipated. Matters were complicated by the fact that, even before the men began shifting from the transports to landing craft, events did not go according to plan."	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi.
1942	November	8 D-Day	Transport area, Safi, Morocco	"There were plenty of challenges. The heavy swells hindered the handling and loading of the landing craft. The rough conditions slowed troop and equipment loading. Morison explains the situation: There was quite a roll on, and the soldiers with 60 pounds of equipment hated to go over the rail and down the net ladders until the fellow ahead was safely in the boat. It took some boats a full hour to load 36 men and their equipment at the transport's side. Consequently, H-hour, the time for the rush of landing boats from the departure line, had to be postponed from 0400 to 0430."	Adventures of a Landing Craft Coxswain. Funck, p17 Morison, Samuel E. History of U.S. Naval Operations in WWII. Vol 2: Operations in North African Waters. Edison: Castle Books, 2001. p138
The assault on Safi Harbor begins					
1942	November	8 D-Day		"At 0430 coast artillery began firing on the ships offshore. The availability of naval gunfire support was critical. At 0438 hours Admiral Davidson, Southern Attack Group Commander, signaled "Play Ball" and Navy ships immediately engaged the French. In the first minutes of the exchange the battleship USS New York placed a 1,600 lb. 14-inch projectile on the fire control tower of the main coastal defense battery near Safi, effectively silencing the site." "At 0445 hours two World War I destroyers, USS Bernadou and USS Cole, each loaded with 200 soldiers, sailed directly into the port and debarked troops, thereby preventing damage to the facilities."	Joint Power Projection, Operation Torch: JFQ, Spring 1994. John Gordon, IV Online: https://apps.dtic.mil/dtic/tr/fulltext/u2/a528962.pdf

Year	Month	Day	Location	Historical Details	Sources, Notes
Delays landing at Yellow Beach					
1942	November	8 D-Day	Transport area, Safi, Morocco	"The attempt to send the 2d BLT (Maj. Louis Gershenow) to Yellow Beach had been thwarted until after daylight. The transport Dorothea L. Dix, crowded with approximately 1,450 officers and enlisted men, 5 light tanks, and nearly 1,500 tons of vehicles and other cargo, made hard work of debarkation. Lowering and loading of landing craft in the heavy swell fell considerably behind the schedule. Its scout boat, away in time to take station off Yellow Beach at 0355, waited there for the destroyer Knight to escort the waves of landing craft, but the Knight was not ready until after 0500. The destroyer began the eight-mile movement from the transport area with only five imperfectly organized waves of the ten needed to carry the whole landing team. En route, these five lost contact with the destroyer and returned to the transport area; here they circled about, and did not start for Yellow Beach again until 0800, when La Railleuse had ceased firing."	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi
Rough seas continue to challenge the transports and boat crews - The Dix in a burst of flames					
1942	November	8 D-Day	Transport area, Safi, Morocco	1) "The motion of the ship increased and debarkation continued with a great deal of difficulty and about 3-1/2 hours behind schedule. At about 0530, while hoisting a 1/2-ton truck and lowering it into a LCV boat, the truck swung and struck the side of the ship and ruptured a 5-gallon gasoline tank strapped to its side. The gasoline sprayed the boat where it was ignited by the boat engine. The explosion which followed blew seven men in the boat overboard and ignited the truck and the ship's side. The boat was out adrift and the fire in the truck and onboard was put out by fire hose. As the truck was badly damaged by the fire and was loaded with ammunition it was dropped overboard. The boat which was also loaded with ammunition drifted astern and continued to burn. The ammunition in the boat exploded and the bank sank in about fifteen minutes later. The seven men who were originally in the boat were rescued. No casualties to personnel resulted from this accident and only slight damage to the ship." 2) "a boat alongside the Dorothea L. Dix burst into flames, silhouetting all ships in the transport area."	1) USS Dix Action Report 2) USS Harris - Report on Attack on Safi, Morocco Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Transport area, Safi, Morocco	"On other ships and among troops at the beaches or in landing craft, the belief prevailed that the Dix had been torpedoed. This impression was strengthened by exploding ammunition in the burning LCV, which gave the semblance of combat until the craft sank, the noise subsided, and the flaming truck was dropped overboard."	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi
1942	November	8 D-Day	Transport area, Safi, Morocco	"Sterling had a good view, from his vantage point on deck manning the aft gun, of the challenges the boat crews were facing in the "smooth seas". A short distance away equipment was being off-loaded from the Dix. As a jeep was being lowered into an LCT it hit the side of the ship and one of its gas tanks burst into flames. The Dix was so close that Sterling could read the numbers painted on the side of the vehicle in the light of the fire." Notes: Additional details for this incident are provided further below.	Adventures of a Landing Craft Coxswain. Funck, p18
1942	November	8 D-Day	Transport area, Safi, Morocco	"The first information received regarding the progress of the disembarkation from the USS Dix for Landing on Beach Yellow, due to radio silence, was at 0500. ... At 0530, after conference with the Commanding General, the Knight and Dix were directed to make a daylight landing on Beach Yellow. The inability to make the night landing was due to lack of training of the newly commissioned vessel as well as slightly trained combat teams. It turned out very fortunately that this landing was delayed."	Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
Submarine spotted, possibly an allied submarine					
1942	November	8 D-Day	Transport area, Safi	"Sterling was relieved of the 3-inch gun at 0400 and he joined the crew in the Gig. The crews and troops aboard the landing craft from the Calvert, Dix and Harris awaited orders to land. In the pre-dawn light, while the Gig was circling near the line of departure, Sterling spotted what he thought was a periscope. At first the rest of the Gig's crew disagreed and suggested that the object was piece of floating debris. However, upon circling the object for closer inspection, the consensus was that it was a periscope. The landing officer would not break radio silence to report the sighting. He did, however, give crew the order to attempt to track the sub. The sub wasn't spotted again and there were no ships torpedoed in the vicinity of Safi."	Adventures of a Landing Craft Coxswain. Funck, p18
1942	November	8 D-Day	Transport area, Safi	1, 2) A US submarine was assigned to make a reconnaissance off Safi and Beach Yellow to provide intelligence and navigational reference point (as a floating beacon during darkness) for the transports and boat crews. Transports and boat crews were notified to be on the watch for the submarine in the vicinity of the transport area and landing lanes. 3) "The submarine supposed to be stationed in one of the positions shown in Annex Baker of reference (E) was never seen. The Harris scout boat could not locate the submarine although the officer in charge is positive he went through positions this vessel was supposed to be anchored in. No intelligence report, therefore, was received from submarine." Editor's note: The submarine is not formally named in referenced source materials.	1) Memorandum: Relative Landing Attack Order for "Southern Attack Group" - Calversion, Vol 27, 1992. pp6-7. Provided by Tom Sawyer 2) Landing Attack Order. Transport Division Seven, USS Harris, Flagship. 3) Transport Division Seven, USS Harris, Flagship. 2, 3) United States Atlantic Fleet, Cruiser Division Eight, U.S.S. Philadelphia, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Transport area, Safi	Daylight 1) First light was expected at 0536 and sunrise at 0700.	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi
1942	November	8 D-Day	Transport area, Safi	At daylight the Tentative Transport Area Operating Plan, was placed in effect and Lyon began loading boats with the "reserve" and Titania and Calvert began loading Armored Landing Team into Tank Lighters. Harris and Dix continued unloading as own boats returned to the ship from landing troops.	Transport Division Seven, USS Harris, Flagship. P6. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Transport area, Safi	1) At 0657 commenced firing with anti-aircraft battery at enemy plane. Continued disembarking troops and unloading troop equipment.	1) USS Calvert's Executive Officer Report - J.W. Whitfield. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	8 D-Day	Transport area, Safi	1) "At 0730, Dix was directed to expedite landing on Beach Yellow."	1) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
				2) "First boat from USS Calvert comprised of officers, men, and vehicle of landing area #1 left for Titania at 0800."	
1942	November	8 D-Day	Transport area, Safi	3) "The Armored Landing Team, whose light tanks and other vehicles were on the Titania, while most of its personnel was on the Calvert, was ordered at about 0900 to start sending tanks to the beach in lighters."	2) Army report. First Armored Landing Team. William M. Stokes, Jr. Collection. The George C. Marshall Foundation
				2) 1st vehicle and crew unloaded into lighter about 1000."	
1942	November	8 D-Day	Transport area, Safi	Note: Lighter refers to the one of the Calvert's LCM craft.	3) US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi, p108
1942	November	8 D-Day	Yellow Beach, seven miles south of Safi	1) "Troops landed at Yellow beach at 0920 unopposed except for strafing of the second wave of boats by a French plane which approached the city from the south. "	1) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942
				2) "I led 4 boatloads of soldiers into the beach at Safi while our forces fired over our heads to soften up the beach and the enemy on the beach was firing at us. Brown, Bruce, Kibbie and others led the wave of boats."	
1942	November	8 D-Day	Yellow Beach, seven miles south of Safi		2) Calversion, Vol 44, P2 - Abe Brian Weinberg (Oleary), Ltjg

Map of Yellow Beach, seven miles south of Safi

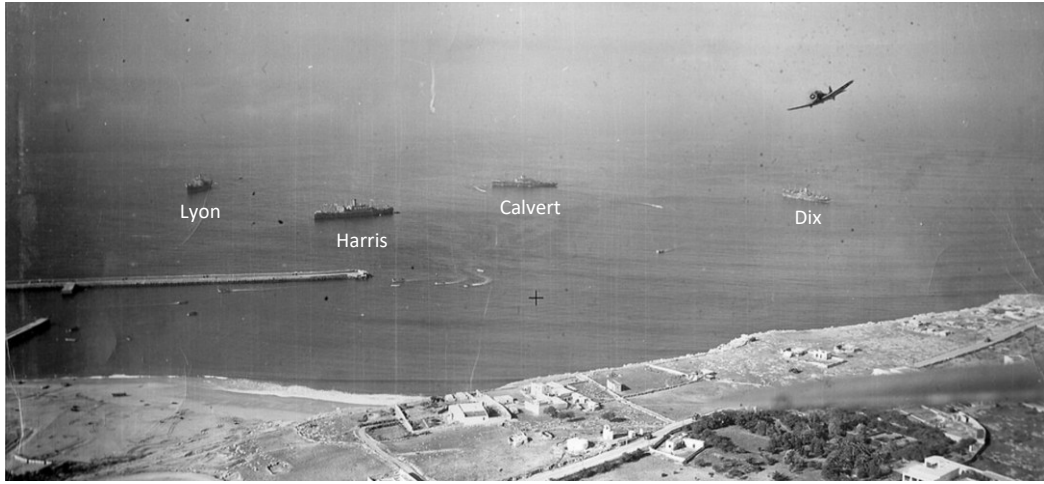


Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	8 D-Day	Yellow Beach, seven miles south of Safi	1) It is noted at this time this is a very poor beach and that the landing could not have been made sooner (five hours earlier was the original landing plan). Landing of stores and equipment on this Beach was abandoned after loss of seven landing boats. ... The sand of Beaches Red, Blue and Yellow was soft and not very good to land vehicles on at any time." 2) The surf at Yellow Beach remained rough and there appeared to be little value in landing at Yellow Beach given the success at Safi. The Calvert's boats returned to the transport staging area and were ordered to land at Safi.	1) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 2) Adventures of a Landing Craft Coxswain. Funck, p18
1942	November	8 D-Day	Yellow Beach, seven miles south of Safi	"A successful daylight landing on Yellow Beach was made at 0900. ... if this landing had been undertaken during the darkness it is not believed the Beach would have been found. It was considered a fortunate delay." "The high percentage of boat losses (seven boats at Yellow Beach) could not be prevented due to the poor condition of Yellow Beach and the high surf pounding the boats to pieces.	Report of Landing Attack, Safi. USS Dorothea L. Dix. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Safi Harbor area	Transports relocate near to Safi harbor After the French shelling ceased, unloading of the tanks was resumed at noon, and when the channel had been swept early in the afternoon, both the seatrian Lakehurst and the Titania moved to dockside moorings. The Calvert and Lyon anchored just outside the harbor.	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi.
1942	November	8 D-Day	Safi Harbor area	"Following their initial landings at Safi the boat crews began the task of transporting supplies and equipment to shore. A few of the Calvert's landing crews were harassed by enemy sniper fire throughout the late morning hours."	Adventures of a Landing Craft Coxswain. Funck, p18
1942	November	8 D-Day	Near Safi Harbor	The remainder of the transports moved into an anchorage close to the port and the landing of stores at Yellow beach was abandoned with the loss of seven landing craft. This speeded up the discharge of cargo and permitted the establishment of a double A/S screen. ... the Harris, Dix, Lyon and Calvert were ordered to anchor in berths previously assigned close in to breakwater and harbor entrance and to continue unloading by own boats to Beaches Blue and Green and Harbor piers and wharfs. By moving in close the Transports were made more vulnerable to air attack, but the submarine menace was greatly reduced.	Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	8 D-Day	Near Safi Harbor	1) At 1550 anchored in Berth #6 off Safi and continued unloading ship for remainder of November 8. 2) "The off-shore transports had moved in much closer. All afternoon landing craft shuttled between them and Blue and Green Beaches, brining trucks, jeeps, anti-tank guns, cans of gasoline, cans of water, ammunition, rations, baggage, equipment, and supplies of every class. The Shore Party engineers were swamped, sorting and forming dumps on the docks and in the empty warehouses. Out beyond the transports the warships cruised slowly back and forth, never stopping completely to be sitting ducks for submarines. Anti-aircraft guns on half tracks were in position to protect the little harbor."	USS Calvert's Executive Officer Report - J.W. Whitfield. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 2) Safi Adventure: The First Operation of a Famous Regimental Combat Team, Edwin Hubert Randle, Brigadier General, United States Army, Retired. Page 62

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	8 D-Day	Near Safi Harbor	By mid-afternoon the city was secured and the 2d Armored Division began to land. The Southern Attack Group had accomplished its mission."	Joint Power Projection, Operation Torch: JFQ, Spring 1994 John Gordon, IV Online: https://apps.dtic.mil/dtic/tr/fulltext/u2/a528962.pdf
1942	November	8 D-Day	Near Safi Harbor	During the afternoon, the natives thronged the beaches, unloading landing craft for the price of a cigarette, a can of food, a piece of cloth, plus whatever they could steal. Pilferage they attempted with tireless energy. Two days later tons of ammunition and rations were to be found loaded on native fishing vessels.	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi. p107, 108
1942	November	8 D-Day	Safi Harbor area	When darkness fell on Safi, the beachhead extended about 5,000 yards from the port.	bid
Unloading continues overnight					
1942	November	8-9	Safi Harbor area	1) When darkness fell on Safi, the beachhead extended about 5,000 yards from the port. 2) "The arduous labor of unloading carried on through the night in complete darkness, and with the beach parties sleeping in fox holes on the beaches, was performed well and generally cheerfully. 2) "The night passed without incident, the speed of unloading was much reduced during darkness and through inability to land supplies on the beaches during low water. 2) "The first two days the beach parties were subject to sniping."	1) US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi, p108 2) War diary, Commander Southern Attack Group, USS Philadelphia, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	9 D+1	Safi Harbor area	1) "The night passed without incident, the speed of unloading was much reduced during darkness and through inability to land supplies on the beaches during low water. 2) "A grey fog, like a water-soaked Navy blanket covered the harbor and the town."	1) War diary, Commander Southern Attack Group, USS Philadelphia, Flagship 2) Safi Adventure: The First Operation of a Famous Regimental Combat Team Edwin Hubert Randle, Brigadier General, United States Army, Retired. Page 69
A failed German air raid amidst the heavy fog					
1942	November	9 D+1	Safi Harbor area	1) "At daylight on the 9th off Safi, warning of a forty plane air raid was received from Army Headquarters. ... A dense fog set in. An enemy plane made an attack through the overcast on the Lakehurst alongside Merchandise Pier. One bomb struck the pier, killing 5 men, wounding ten, and destroyed a light A.A. gun and two vehicles. Plane was shot down by A.A. fire from transports. No air attack in force was made." 2) "0641 ships in harbor began firing and burning plane was seen to fall on Blue Beach. All loading ceases and boats in water had scattered. Plane was French and dropped one bomb on warehouse ahead of Lakehurst. ... A large formation of planes were heard overhead and it is considered the weather again saved the day as they could not locate ships and harbor due to low fog and mist."	1) War diary, Commander Southern Attack Group, USS Philadelphia, Flagship 2) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

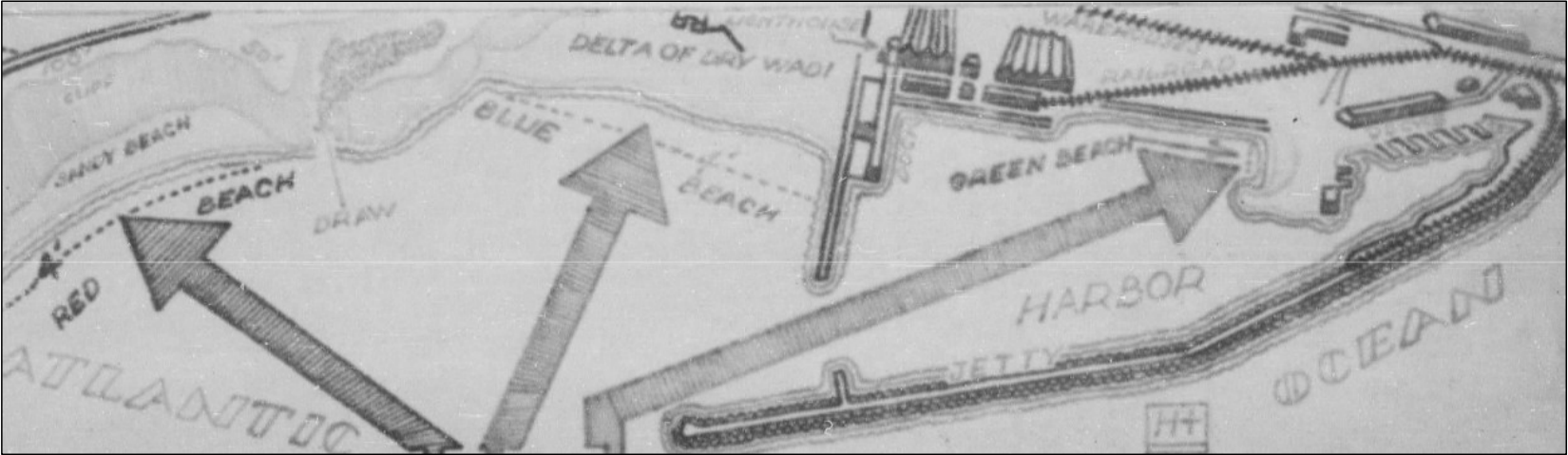
Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	9 D+1	Safi Harbor area	1) "McKinnon operated a 40-millimeter anti-aircraft gun on the ship's starboard side. "I was the pointer, and Doug was the trainer," he said. "We worked together. He had the trigger on the foot." Though he had never seen a German aircraft, he recognized the insignia." 2) "Suddenly through the thinning fog came the sound of a low-flying plane. It was coming from the south, and close. A bomb exploded near the Petit Darsee. Anti-aircraft fire crashed out all around, its fast, staccato rhythm drowned all sound of the plane. ... It was low, just above the warehouse roof. Anti-aircraft guns on the Lakehurst and Titania spewed fire with a deafening roar. The plane was too close to miss. Flames enveloped its tail. On the cliff back of Blue Beach, it crashed." ... "That should be a lesson to him," the Colonel said to himself. Captain Bryant put his head out the CP door, saw the Colonel and walked across the dock to him. "That was a close one," he said. "He had to fly low to find us in this fog. But they can't come that close to our ships and stay in the air. They are jammed with anti-aircraft guns." The Colonel stopped a passing soldier. "Do you know what damage that bomb did?" he asked. "Yes, sir. It landed on the dock just this side of the fishing boats. One man was killed and three wounded. A jeep and a three-quarter ton truck are burning."	1) Battles, Blessings, & A Century: Lee McKinnon's Story of Service and Strength. By Wyatt Anthony, Public Affairs Specialist, Veterans Administration - August 12, 2025 Online: https://www.va.gov/columbia-south-carolina-health-care/stories/battles-blessings-a-century-lee-mckinnons-story-of-service-and-strength/ 2) Safi Adventure: The First Operation of a Famous Regimental Combat Team. Edwin Hubert Randle, Brigadier General, United States Army, Retired. Page 71, 72
1942	November	9 D+1	Safi Harbor area	1) "The fog lifted about 0800." 2) "The Beachmaster from the Calvert cleared the fishing craft from finger piers in South end of the harbor on the 9th and began unloading boats at these small piers. Unloading at Green Beach was discontinued due to soft sand and rocks."	1) War diary, Commander Southern Attack Group, USS Philadelphia, Flagship 2) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	9 D+1	Safi Harbor area	US Army casualties received aboard 2) On 9 Nov (D+1), medical personnel evacuated the remainder of casualties on USS Harris to USS Lyon (AP-71) and USS Calvert (AP-65). To reduce delay, they placed some wounded in returning boats and used a double litter lift raised by a single whip boom, to transfer the casualties from the boats to the ships. Casualties were placed on the port or starboard quarterdeck and were later moved to the main battle station. 3) On D+1 orders were received to evacuate the remaining casualties to Lyon and the Calvert. In compliance, the remaining casualties were evacuated to those ships. It was found expedient to place but few casualties in boats returning to these ships, thus minimizing the delay to the boats. 4) C.T.U. 34.10.2 (Commander Transports) reported estimated time of unloading from 0800 "D" plus 1 day (the 9th) as follows: Lakehurst 24 hours; Calvert 25 hours; Dix 28 hours; Harris 36 hours; Titania 28 hours; Lyon 6 days. Editor's note: See the research notes for November 13 regarding the two wounded men received aboard the Calvert.	1) War Diary, Commander Transport Division Seven, Amphibious Force. United States Atlantic Fleet. USS Harris, Flagship. November 1942 2) Navy Medicine November-December 1942, J. Mitchum, U.S. Navy Medical Department Administrative History, 1941-1945, Vol. I: Narrative History, chap. 14, p10 3) Medical Department Report, USS Harris. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 4) War Diary, Commander Cruiser Division Eight, USS Philadelphia, Flagship, November 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
				Photo of the Calvert, and transports, off the Phosphate Pier at Safi, Morocco	
				Description: U.S. Navy ships off the Phosphate Pier at Safi, Morocco, on 10 November 1942. Beach Red is in the left background. Beach Blue is in the left center, with the harbor in the center and the town of Safi at right. Ships present are, from left: USS Dorothea L. Dix (AP-67), USS Calvert (AP-65), USS Harris (AP-8), USS Lyon (AP-71), USS Housatonic (AO-35).	
1942	November	10 D+2	Safi Harbor area		National Archives Photo: 80-G-31424, Official U.S. Navy Photograph. Photo online at: https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nara-series/80-g/80-G-30000/80-G-31424.html
				Photo of the Calvert, and transports, off the Phosphate Pier at Safi, Morocco	
				Description: "Safi, French Morocco - American transports and landing barges complete operations under the watchful eye of Navy carrier-based planes. An SBD Douglas Scout Bomber can be seen upper right. Safi lies about 130 miles south of Casablanca on Africa's west coast."	
1942	November	10 or 11	Safi Harbor area		Official U.S. Navy Photograph #W-NA-13-13936 Online: https://www.ibiblio.org/hyperwar/USA/USA-MTO-NWA/USA-MTO-NWA-6.html

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	10 D+2	Safi Harbor area	On the 10th the five electric five ton cranes on the Merchandise Wharf were gotten in operation and navy crews started operating a steam crane on this same wharf and the two small harbor tugs.	Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
1942	November	10 D+2	Safi Harbor area	1) "The anticipated congestion and lack of manpower developed but the work was expedited by the employment of Arabs as stevedores after D plus two day." 2) "... the Shore Party engineers, aided by prisoners of war, fought around the clock to clear the beaches and keep supplies moving to the dumps. In spite of their best efforts, cargo piled up faster than they could move it."	1) Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 2) Safi Adventure: The First Operation of a Famous Regimental Combat Team. Edwin Hubert Randle, Brigadier General, United States Army, Retired. Page 83
1942	November	8 - 11	Safi Harbor area	Unloading "Unloading of cargo at Safi was completed as rapidly as possible, but with such insufficient provision for setting up inland dumps that the docks and beaches became congested. The transports, moored at the wharves or anchored off the end of the jetty, continued unloading throughout the first night after the landings. They were screened against submarines and air attack by a close semicircle of seven supporting warships while the cruiser, the escort carrier, and their respective destroyer screens moved out to sea." "The Titania's landing craft were released to the Calvert as the former's cargo was swung by booms down to the phosphate pier. To unload, the Calvert first used BLUE and GREEN Beaches, then slips of the Petite Darse, and finally a berth vacated by the Titania on the evening of 11 November."	US Army In World War II. Mediterranean Theater of Operations. Northwest Africa: Seizing the Initiative in the West. Chapter VI: Taking Safi. p111
1942	November	9 - 11	Safi Harbor area	1) "Continued unloading as before on 9th, 10th, and 11th without serious interruption except during hours of darkness when loading would almost come to a standstill due to no lights on wharves and only screened lights in holds of ships." "The majority of Moslems (sic) hired by Army would not work at night and the prisoners could not be worked after dark. The labor situation became the bottleneck of the unloading. The Army part of Shore Party Organization appeared to have broken down due to defense demands so at times the unloading was done only by Navy Beach Parties and Boat Crews. ... It is not intended to be critical of the Army in this report as they were faced with many problems. It was the old question of the ships unloading being left holding the bag on labor to get stores out of the ships and off the dock." == 2) November 10: [The Colonel] ... "returning to his desk he resumed his seat and said to the Pasha, "I need laborers to help unload these ships. Tomorrow morning can you send me a thousand men?" "Yes. At what hour?" "Seven o'clock." "They will come." "Fine. And how much shall I pay them?" "Five francs a day. Five francs is standard for labor." The Colonel did some fast mental arithmetic. At fifteen Moroccan francs to the dollar, five francs was thirty-three and a third cents for a day's labor. "Fifteen francs is not very much," he said. "It will be hard work. I want to be fair. I will pay whatever you say is right." "Five francs is right." "Very well." November 11: "This morning the Pasha sent a thousand men to work on the docks. He said I should pay them five francs a day. That seems quite small, but the Pasha insisted five francs was enough."	1) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 2) Safi Adventure: The First Operation of a Famous Regimental Combat Team. Edwin Hubert Randle, Brigadier General, United States Army, Retired. Page 107, 120, 121

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	12	Sulphate Dock, Safi Harbor, Morocco	1) USS Calvert stood in and moored to Sulphate Dock at 0655, discharged remaining cargo and stood out of the harbor at 1800.	1) USS Lakehurst, Report to Chief of Naval Operations, November 12, 1942
		D+4		2) "I do recall that we pulled into harbor and began unloading as fast as possible. All hands working party was called for. We were in number two hold unloading ammunition until Chief Baxter appeared and ordered us out. According to the Geneva Conference we, Hospital Corpsmen could not handle ammunition. During the unloading we were sent to G.C. An observation plane appeared over our stern. After a few shots from our five inch the plane decided to leave.	2) Calversion V51, p3 - James E. Samsell, PhM2c - Leesburg FL

Safi Harbor, designated landing beaches/areas



Commander Southern Attack Group,
Operation Torch, Assault on Safi, French
Morocco on 8 November 1942, Enclosure
A-T. November 1942
Top: p185
Bottom Left: p19
Bottom Right: p21

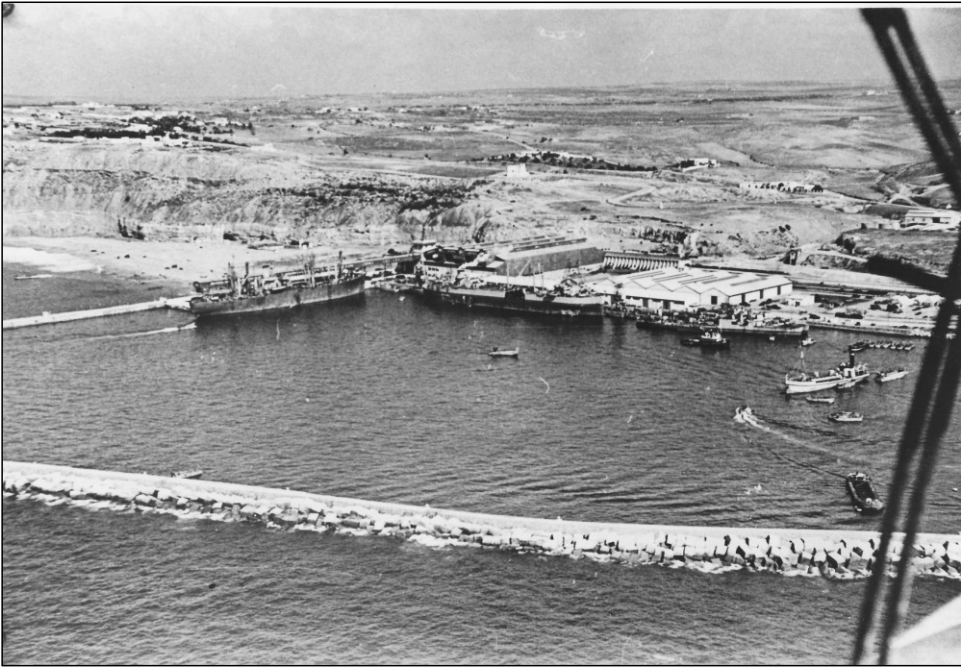
Year	Month	Day	Location	Historical Details	Sources, Notes
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Sulphate Dock, Safi Harbor, Morocco: Photograph from the deck of the USS Calvert, moored to Sulphate Dock, Safi Harbor.



Sterling Funck's personal photograph collection.

Harbor at Safi



Source: Acquired on eBay, March 2024.

Note on back of photograph states: "A view of the harbor at Safi, French Morocco taken during the occupation of the North African coast by Anglo-American Forces. Note the tank carrier (center) tied up alongside the dock." Additional notes on back of the photograph: "LF 670339. New York Bureau. December 12, 1942 (ML). Credit Line (ACME). Full DGH."

Note: The ship at the dock appears to be the USS Lyon, AP-71. Photo presumed to be taken mid-November 1942. More on the Lyon, at: https://en.wikipedia.org/wiki/USS_Lyon

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	12 D+4	Sulphate Dock, Safi Harbor, Morocco	"Yes, Ole Pete Whitfield was the skipper and I remember Chief Bowstan (sic) Mate Sweeney very well. They went ashore at Safi (sic), & when they were coming back aboard ship from a dock we were tied up to, Capt. Whitfield looked down & saw Sweeney with a red Arab hat on tassel & all bombed to the hilt & yelled from the bridge that mans not coming aboard my ship, well Sweeney looked up and aid (sic), "Who's not coming aboard" & up the gang plank he came. I'll never forget that as long as I live." Editor's note: Could the named "Chief Bowstan Mate Sweeney" have instead been Executive Officer, Captain Edward Sweeney? i.e., there is no record of a enlisted crew member with the last name of Sweeney in the USS Calvert's muster rolls for the month of October or November 1942.	Calversion, V14, P4 - Sam Mc Avoy S1C, 42-43
1942	November	13 D+5	Near Safi Harbor Sailing, enroute to Norfolk, Virginia	1) In the afternoon, the USS Calvert and other ships of the task group had completed the off-loading of their troops; 47th Regimental Combat Team, 9th Infantry Division, and 3rd Battalion's 67th Armored Regiment, 2nd Armored Division and other cargo and departed for Norfolk, Virginia. 2) 1730 November 13 a convoy composed of all the ships remaining at Safi was formed up and departed for the United States. Transport Group composed of Harris, Dix, Lakehurst, Calvert, Lyon, and Merrimack. 3) "... as we were leaving, I saw off our starboard side, the most ugliest trees I have ever seen. I was told than that the trees were an olive grove. I guess so." 4) Two enlisted passengers are listed in the Calvert's Muster Roll Report of Changes for November 13th: One US Army Private and one US Coast Guard MA1c. It is possible these were men wounded at Safi and brought aboard the Calvert for transport back to the United States.	1) A History of the USS Calvert (APA-32). p1. Cullen, David B. 2) Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T. 3) Calversion V51, p3 - James E. Samsell, PhM2c - Leesburg FL 4) Report of Changes. Muster Roll of the Crew. USS Calvert. November 1942
1942	November	13 D+5	Near Safi Harbor Convoy underway from Safi to Norfolk, Virginia	1) At 1730 a convoy composed of all the ships remaining at Safi, Morocco was formed up and departed for the United States. Transport Group composed of Harris #11 in convoy, Dorothea L. Dix #12, Calvert #21, Lyon #22, Merrimack #23 and Lakehurst #13. The escort group was composed of the Philadelphia (Flagship), Mervine (CDS-15), Quick, Beatty, Cowie (CDD-30), Doran, Knight, and Bernadou. 2) Weather: Overcast with heavy swells. Editor's note: Cullen, in History of the USS Calvert, states completion of off-loading the afternoon of the 14th, but all related unit war diaries indicate completion and departure on November 13th.	1) War diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. November 1942 2) War diary, USS Philadelphia, November 1942

After-Action Report Commentary for Operation Torch, Southern Attack Group; Commendations

Overall Success:

- 1) "That the Southern Attack Group was able to land at Safi with but two naval casualties, wounded, and no material damage other than the "loss of eight landing craft stranded and one burned with comparatively light casualties among the Army assault Troops ... is attributed to Diving Provenance, good weather, surprise, retention of the initiative and accurate and overpowering gunnery.
- 2) "The landing at Safi, although against only light opposition, illustrates another mission for which an armored division might be used as an assault landing force to land on a lightly held beach several miles from the main landing, and after landing, to move parallel to the coast and attack the enemy defending the main beachhead from the rear."

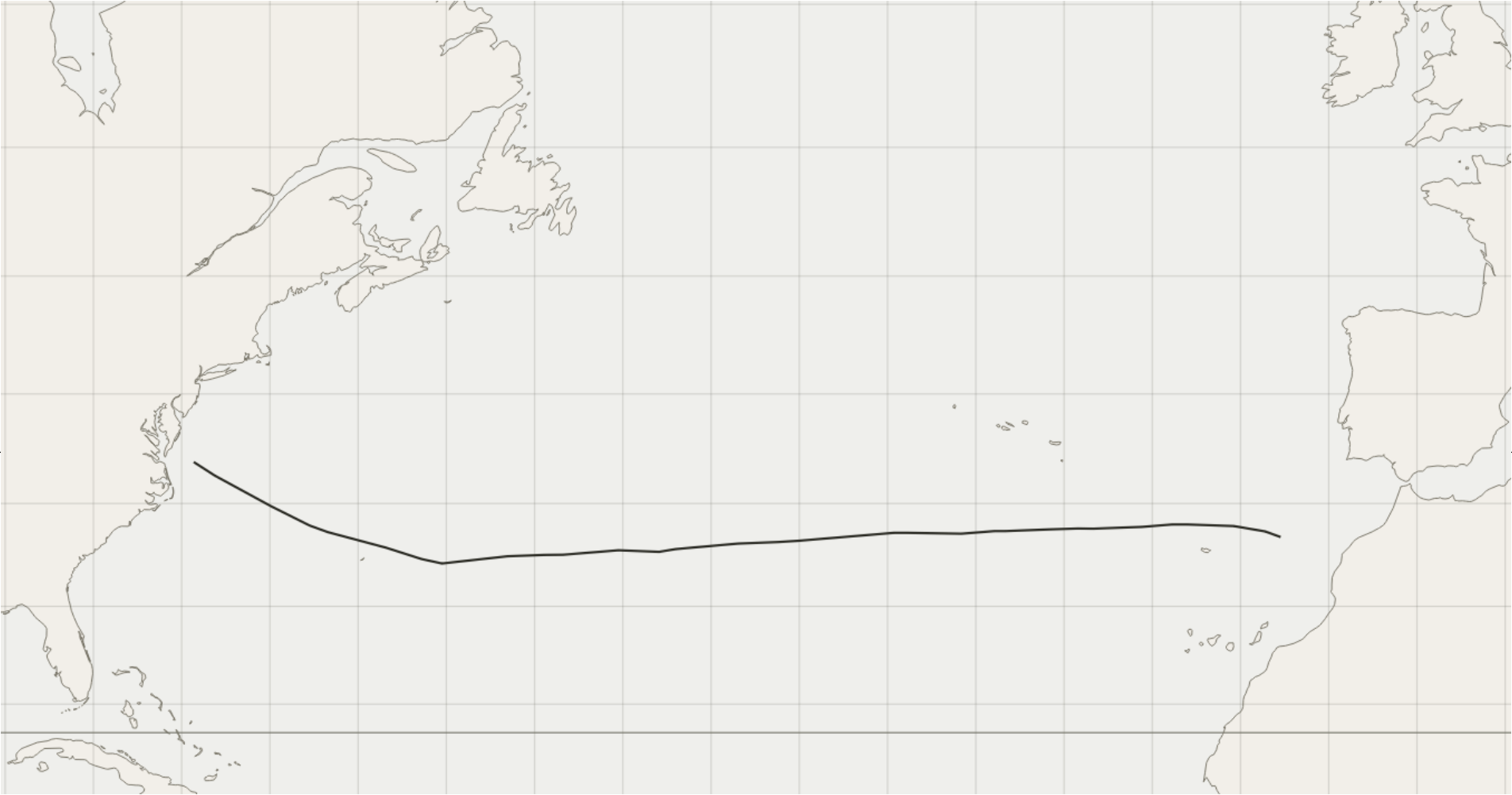
- 1) Narrative account of the operations of the Southern Attack Group. Operation Torch, Assault on Safi, French Morocco on 11/8/42 (Enc A-T)
- 2) The Armored Division as an Assault Landing Force. Assault Landings - World War II. p16. Merriam Press. Bennington, Vermont. 2007 Reprint: Committee 34, The Armored School. Fort Knox, KY. 1952

Year	Month	Day	Location	Historical Details	Sources, Notes
Unloading:					United States Atlantic Fleet, Cruiser Division Eight, U.S.S. Philadelphia, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
"Six ships were completely discharged in five days and eighteen hours after arrival of the attack force in the transport area. ... That the Southern Attack Group was able to land at Safi with but two naval casualties, wounded, and not material damage other than the loss of eight landing craft stranded and one burned with comparatively light casualties among the Army Assault Troops ... is attributed to Divine Providence, good weather, surprise, retention of the initiative and accurate and overpowering gunnery."					
Enemy resistance:					
1) "The landing at Safi was a comparatively easy one as resistance from the enemy was light. Opposition from the shore batteries was effectively countered. A suspected motor torpedo boat attack as proved to be a false alarm, and air assaults against the ships were light."					1) A History of the USS Calvert (APA-32). p1. Cullen, David B.
Weather Conditions:					
"The Landing Attack was favored by good weather and visibility during both the Attack Phase and Unloading Phase. The only time the weather was considered bad in any way was around daylight when a mist and fog would settle over the harbor area. This proved of value in that is most certainly prevented more than one plane attacking the transports on the morning of November 9, 1942. "					Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
Crew Readiness and Effectiveness of Pre-Invasion Training:					
"Calls for more formal training of landing boat crews: a) Hoisting out during both day and at night. B) How to assemble in boat assembly area off disembarking Transports. C) Calling boats alongside for loading - day and night. D) How to recognize Group and Wave Commanders both day and night E) How to proceed to line of departure operating both day and night. F) Beach landings in surf. G) Surf landing day and night. Surf landing training must be with parent ship, not at schools. Calls for training of landing boat crews and embarked combat troops."					Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
"Every opportunity was taken advantage of during the small time available to perfect their training. The army Combat Teams, composed of 1st, 2nd, and 3rd, BLTs of the 47th Infantry and an Armored Landing Team and a Sea Train (Heavy Tank Unit) of the 2nd Armored Division were loaded only a few days ahead of departure and strenuous efforts were made to rehearse the night landings to be made from Harris and Dix. The period available for rehearsal night landings was interrupted by the breakdown of the Harry Lee and substitution of the newly commissioned Calvert without any training and the late loading of the newly commissioned Lyon whose boats never took part in the night rehearsals of the landings."					Transport Division Seven, USS Harris, Flagship. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.
Note: Refers to the time period October 16 to 22, 1942. Location: Chesapeake Bay.					
Commendations: The Calvert and her crew received the following commendations for their accomplishments in their first combat operation:					
"So well and efficiently was the transfer accomplished that upon arrival off Safi, French Morocco on the morning of November 8 1942 the ship to shore movement from the Calvert in coordination with the Harris and the subsequent unloading of the transport was carried out with the expedition and timeliness to the end that the Calvert made her full contribution to the success of our aims in Operation Torch. Captain J.W. Whitfield, USN, commanding first the USS Harry Lee, then the USS Calvert and the officers and men under his command in the USS Calvert are commended to the Task Force Commander for special recognition of the meritorious performance of an arduous, exacting and dangerous task."					Action Report, USS Calvert. Commander Southern Attack Group, Operation Torch, Assault on Safi, French Morocco on 8 November 1942, Enclosure A-T.

Year	Month	Day	Location	Historical Details	Sources, Notes
				1) "The Commanding Officer and Officers of the USS Calvert deserve great credit for the expeditious manner in which the troops and cargo and necessary ship's material and provisions were transferred from the USS Harry Lee to the USS Calvert in a very short period of the unorganized Calvert made ready for Amphibious Operations overseas."	1) Transport Division Seven, USS Harris, Flagship.
				2) "The entire ship's company performed its duty in an exemplary manner and ship was unloaded expeditiously considering the facilities available particularly the handling of equipment at the beach."	2) Action Report. USS Calvert's Executive Officer Report - J.W. Whitfield. Commander Southern Attack Group, Operation Torch Assault on Safi, French

Year	Month	Day	Location	Historical Details	Sources, Notes
Return to Norfolk, Virginia					
1942	November	14 - 23	Convoy underway from Safi to Norfolk, Virginia	Editor's note: As mentioned previously, the USS Calvert war diary does not begin until January 1, 1943. The following section uses war diaries from ships in the vicinity of the Calvert during the return voyage to Norfolk from November 14th to November 23rd. Certain diaries are spartan in detail, such as the USS Dix, which repeats "Nothing of interest" for each day in that ship's war diary. Other diaries, such as the USS Philadelphia (CL-41) and USS Lakehurst (APV-3), help paint a better picture of conditions and events encountered on the voyage.	Primary sources for the return voyage: * War diary, USS Philadelphia, November 1942 * War diary, USS Lakehurst, November 1942 * War diary, Commander Southern Attack Group, TG 34.10, USS Philadelphia, Flagship. November 1942 * War diary, USS Mervine, November 1942

Chart of convoy route. Safi, French Morocco to Norfolk, Virginia
Source: Positions from convoy vessels' War Diary latitude and longitude position entries.



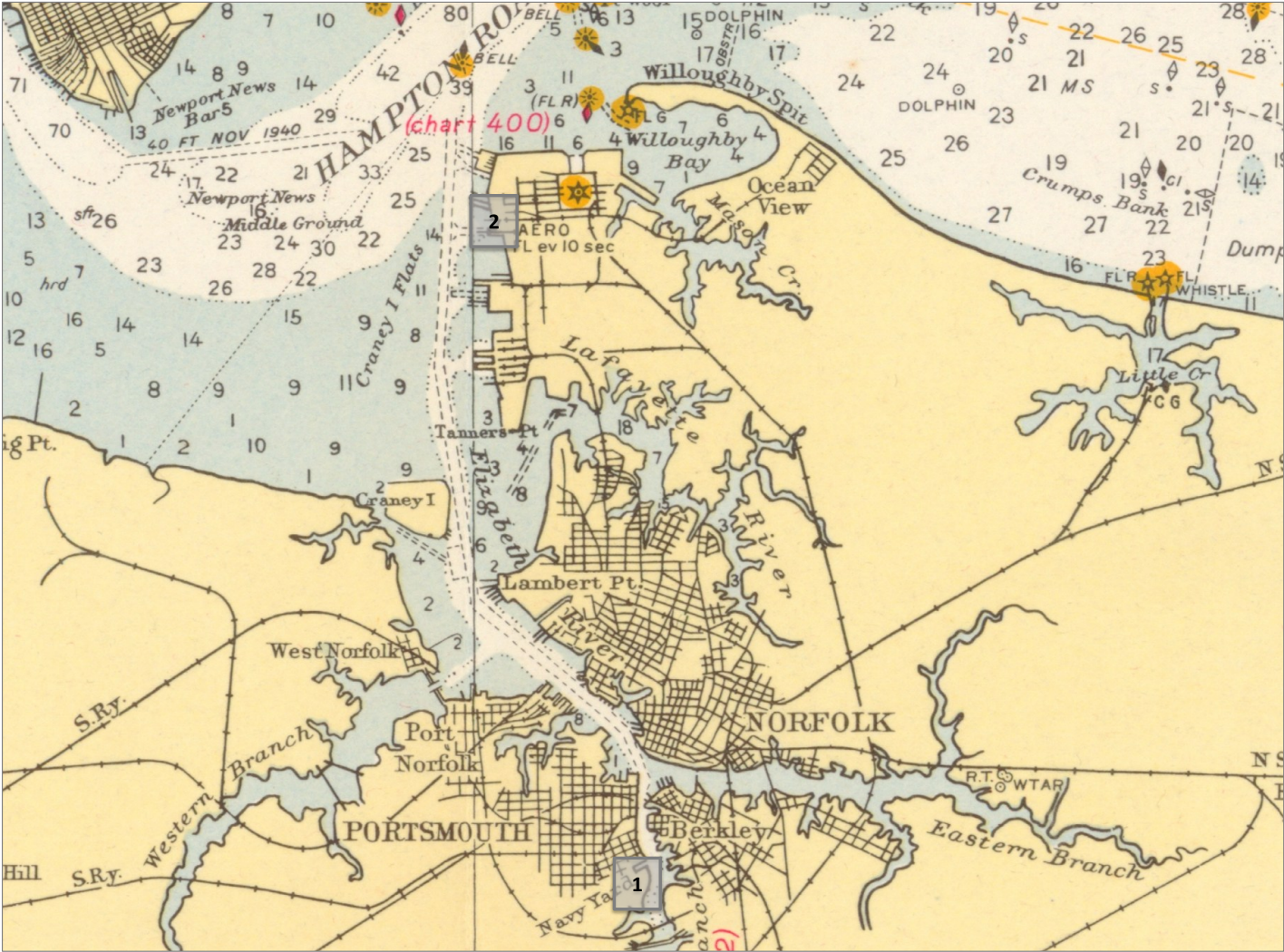
Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	14 - 16	Convoy underway from Safi to Norfolk, Virginia	November 14th: 1) Philadelphia: Launched two planes for dawn A/S patrol. Sea and swell increased to extent that no further plane flights were practicable. 2) Lakehurst: Weather clear, fresh breeze, moderate sea and swell. 3) TG 34.10: Speed 14 knots. Weather: Overcast with heavy swells.	1) War diary, USS Philadelphia, November 1942 Note: A/S refers to anti-submarine patrol
				November 15th: 1) Philadelphia: Weather rough and squally. No aircraft flown. 2) Lakehurst: Clear weather, occasional showers, rough sea. 3) TG 34.10: Speed 12 knots. Weather: Frequent rain squalls, heavy swells.	2) War diary, USS Lakehurst, November 1942
				November 16th: 1) Philadelphia: Weather rough and squally. No aircraft flown. 2) Lakehurst: Weather clear, with passing showers, fresh breeze from the NW, moderate sea, heavy swell.	3) War diary, USS Philadelphia, November 1942
1942	November	17 - 19	Convoy underway from Safi to Norfolk, Virginia	November 17th: 1) Philadelphia: Weather too rough for flight operations. 2) Lakehurst: Weather clear with a fresh breeze from NW, moderate sea and well. 3) TG 34.10: Speed 12 knots, zigzagging.	1) War diary, USS Philadelphia, November 1942
				November 18th: 1) Philadelphia: Conducted airplane flights for A/S patrol from daylight to sunset. 2) Lakehurst: Weather clear with light breeze, calm sea, moderate swell. 3) TG 34.10: Speed 14 knots, zigzagging.	2) War diary, USS Lakehurst, November 1942
				November 19th: 1) Philadelphia: Conducted airplane flights for A/S patrol from 1430 to 1515. 2) Lakehurst: Weather clear with moderate breeze from W, moderate sea, no swell. 3) TG 34.10: Speed 15 knots. Moonlight.	3) War diary, USS Philadelphia, November 1942
1942	November	20 - 21	Convoy underway from Safi to Norfolk, Virginia	November 20th: 1) Philadelphia: Too rough for aircraft operations. 2) Lakehurst: Weather very rough with moderate gale and heavy swell from the NW. All vessels laboring heavily due to being light. 3) TG 34.10: Speed 15.5 knots, zigzagging. 4) Mervin: 1001 to 1038: USS Mervine engaged in main battery AA practice. Mervine fired star and common projectiles whose bursts served as targets for rest of screen.	1) War diary, USS Philadelphia, November 1942
				November 21st: 1) Philadelphia: Too rough for aircraft operations. 2) Lakehurst: Weather clear, with moderate gale and heavy NW seas. Ship pounding heavily and laboring heavily. 3) TG 34.10: Speed 15.5 knots	2) War diary, USS Lakehurst, November 1942
					3) War diary, USS Philadelphia, November 1942 4) War diary, USS Mervine, November 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	22 - 23	Convoy underway from Safi to Norfolk, Virginia	November 22nd: 1) Philadelphia: no entries 2) Lakehurst: Weather moderating, clear with strong breeze, and moderate sea and swell from the W. 0720 USS Oberon (AKA-14) and USS Titania (AKA-13) joined formation from the Northwest. 3) TG 34.10: Speed 15.5 knots. November 23rd: 1) Philadelphia: Flying conditions average 2) Lakehurst: no entries 3) Speed 15.5 knots. Weather overcast, slight swells. No aircraft flown due to bad weather conditions.	1) War diary, USS Philadelphia, November 1942 2) War diary, USS Lakehurst, November 1942 3) War diary, USS Philadelphia, November 1942
1942	November	24	Convoy underway from Safi to Norfolk, Virginia	1) Commander Transport Division Seven assumed Tactical Command of Convoy at 1200 composed of Harris, Dix, Lakehurst, Calvert, Lyon, Merrimack, Oberon and Titania, plus DD screener (Beatty, Doran, Mervine, Knight). Flagship followed by convoy in column entered swept channel at 1406 On arrival Convoy and Screen Base HYPO Task Group 34.10 dissolved. Calvert (and other selected vessels) assigned as part of Transport Group reporting to Task Force 30. 2) Arrived off entrance to mine swept channel, proceeded in column, through reduced visibility, into the Hampton Roads. 3) Calvert arrived at Chesapeake Capes, 1825 4) Calvert arrival at Cape Henry, VA, 1845 5) Weather overcast, with rain squalls.	1) War diary, Commander Transport Division Seven, Amphibious Force, United States Atlantic Fleet, USS Harris, Flagship. November 1942 2) War diary, USS Lakehurst, November 1942 3) War diary, Chesapeake Capes, November 1942 4) War Diary, Commander Transport Division Three, December 1942 5) War diary, USS Philadelphia, November 1942
1942	November	14 - 24	Convoy underway from Safi to Norfolk, Virginia	1) "After Safi, the Calvert returned <to Norfolk>, enroute Captain Whitfield ordered a seaman who was wearing army shoes to dump overboard all the souvenirs he bought in Safi. Everyone may remember Capt. Whitfield as a real sweetheart." - Abe Brian Weinberg (Oleary), Ltjg.	1) Calversion, Vol 44, P2
				Arrival, Norfolk, VA The Calvert arrived in Norfolk on November 24th.	War Diary, Commander Transport Division Three, December 1942
1942	November	26	Naval Operating Base, Norfolk, VA (Army Base, Norfolk)	Thanksgiving Day 1) Movements of Naval Vessels through Chesapeake Capes from 0000 Nov 26 1942 to 0000 Nov 27 1942 Vessel: Calvert, 1043 "roads to bay" 2) "On Thanksgiving Day we were back in N.O.B. and Liberty was declared and I got to go ashore."	1) War diary, Commander, Chesapeake Group, Eastern Sea Frontier. Task Group 90.5. November 1942. 2) Calversion V51, P3 - James E. Samsell, PhM2c - Leesburg, FL

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	November	27 - 30	Naval Operating Base, Norfolk, VA (Army Base, Norfolk)	1) 27th - 30th: Transport Division Three moored to Piers 1 and 2, Army Base, Norfolk, VA. Calvert (and other ships) present. 2) "Minor repairs were effected and additional training commenced." 3) 29th: At 1500 a 15-ton motor crane fell from dock at Pier 2, NSD Annex, Army Base, while hoisting a boat from USS Calvert. Minor injuries to two sailors treated by USS Calvert medical officer.	1) War Diary, Commander Transport Division Three, December 1942 2) A History of the USS Calvert (APA-32). p1. Cullen, David B. 3) War diary, Norfolk Naval Operations Base, December 1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	December			The month of December found the Calvert undergoing maintenance and repairs following the recent invasion of North Africa. At the same time many of the crew were granted leave from the ship and also participated in training programs. Additionally, a selection of more experienced enlisted men were also promoted forward one rate.	

Norfolk Naval Shipyard, Portsmouth (1) | Naval Operating Base (NOB) Norfolk (2)



Extract of Chesapeake Bay, Southern Part. United States - East Coast Maryland and Virginia. No. 78. 1:2000,000 scale. Sounds in Feet. U.S. Coast and Geodetic Survey, 1943 Online: https://www.historicalcharts.noaa.gov/ima ge.php?filename=LC00078_03_1942

Year	Month	Day	Location	Historical Details	Sources, Notes
1942	December	1-5	Naval Operating Base, Norfolk, VA (Army Base, Norfolk)	1) Transport Division Three moored at Army Base. Other ships present: Leonard Wood, Calvert, Arcturus, William P. Biddle, Procyn Calvert -- Operating with Transport Division Three, but not formally assigned to a Division 2) Transport Division Three moored at Army Base. Other ships present, including Calvert (not part of DivThree) 3) Norfolk area: December 1, Wind rose to strong gale in the evening hours; December 2, Strong gale blowing.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, December 1942 2) War Diary, Commander Transport Division Three, December 1942 3) War Diary, USS Pecos, December 1942
1942	December	8	Naval Operating Base, Norfolk, VA (Army Base, Norfolk)	"Harry Lee, Leonard Wood, Monrovia, Calvert, Procyon, Electra, recommended as composition of Transport Division One, the single transport division to remain in Atlantic Fleet." Editor's note: Around this time many of the Navy transports in the Atlantic Fleet were planned for redeployment to the Pacific given the need for increased Amphibious operational capabilities to execute the "Island Hopping" strategy for the fight against the Japanese.	War Diary, United States Atlantic Fleet, December 1942
1942	December	9	Naval Operating Base, Norfolk, VA (Army Base, Norfolk) to Norfolk Navy Yard	1) Calvert departed Army Base for Navy Yard for 14 day availability. 2) 1240 Calvert arrived (Norfolk Navy Yard) Editor's note: 'Availability' means "Scheduled assignment of a ship to an industrial activity for the purpose of accomplishing repairs or performing maintenance." - https://man.fas.org/dod-101/sys/ship/docs/rept21a.htm	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, December 1942 2) War Diary, Norfolk Navy Yard, December 1942
1942	December	10	Norfolk Navy Yard	1530 Capt. J.W. Whitfield USN from USS Calvert and Lt. Comd. B.A. Hart USN from USS Procyn came on board (USS Pecos) to investigate the circumstances of the collision between the USS Procyn and the USS Pecos on Dec 2, 1942. 1720 Capt J.W. Whitfield left the ship. Editor's note: The USS Procyn collided with the USS Pecos in the early morning of December 2 as a result of strong wind conditions. Presumed that the Calvert was in the vicinity when that collision occurred.	War diary, USS Pecos, December 1942
1942	December	14	Norfolk Navy Yard	"Monday, December 14, 1942: The following work in upkeep of fleet units was performed during the past week: USS Calvert, AP-65: * Installed one MK 50 gun director and six additional 20 mm guns and 3" loading machine. * Provided troop ammunition stowage. Installed additional berthing. * Replaced all fire hazardous material with fireproof insulation. * Installed out-out valves on distilling plant. Relocated incinerator. * Installed bag stowage and projector racks. * Rearranged laundry and installed life raft stowage. * Modified and repaired boat stowage. * Installed wooden hatch boards, W.V. covers on escape trunks and battle lookout alidades. * Provided access to troop ammunition space and installed emergency water tanks. * Repaired auxiliary machinery and rearranged lighting."	War diary, Norfolk Navy Yard, December 1942

A History of the USS Calvert and Crew				Chronological Research Notes for the Period November 15, 1941 to December 31, 1942		v2026.09.12
Year	Month	Day	Location	Historical Details	Sources, Notes	
1942	December	21	Norfolk Navy Yard	"Work was continued on the USS Calvert."	War diary, Norfolk Navy Yard, December 1942	
1942	December	24	Norfolk Navy Yard	USS Calvert marked as departing at 1335	War diary, Norfolk Navy Yard, December 1942	
Formation of Transport Division One						
1942	December	27	Norfolk Navy Yard	"Upon departure of unit (various ships, to the Pacific), the ships remaining under the immediate jurisdiction of Commander Transports and organized as Transport Division One are: Leonard Wood, Procyon, Harry Lee, Calvert, Monrovia."	War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet, December 1942	
1942	December	30	Norfolk Navy Yard	USS Calvert recorded as arriving at 1330.	War diary, Norfolk Navy Yard, December 1942	
End of research notes for the period November 15, 1941 to December 31, 1942						