

A History of the USS Calvert. Research notes for the period June 8, 1943 to August 31, 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction
This document is a chronologically ordered set of research notes covering historical details for the USS Calvert and crew during the period June 8, 1943 to August 31, 1943. When possible personal accounts are corroborated, and in some cases corrected, by official Navy records.

- Notes:
- * Times: All times are in "24-hour" time. For example, 0000 is midnight, 0400 is 4am, ... 1200 is noon, 2000 is 8pm ..., and so on.
 - * Chronological research notes for the period January 1, 1943 to June 8, 1943, are available here:
<https://www.usscalvert.com/2022/05/24/uss-calvert-chronological-research-notes-1943-01-01-to-1943-06-08/>

Primary Sources for the period June 8, 1943 to August 31, 1943

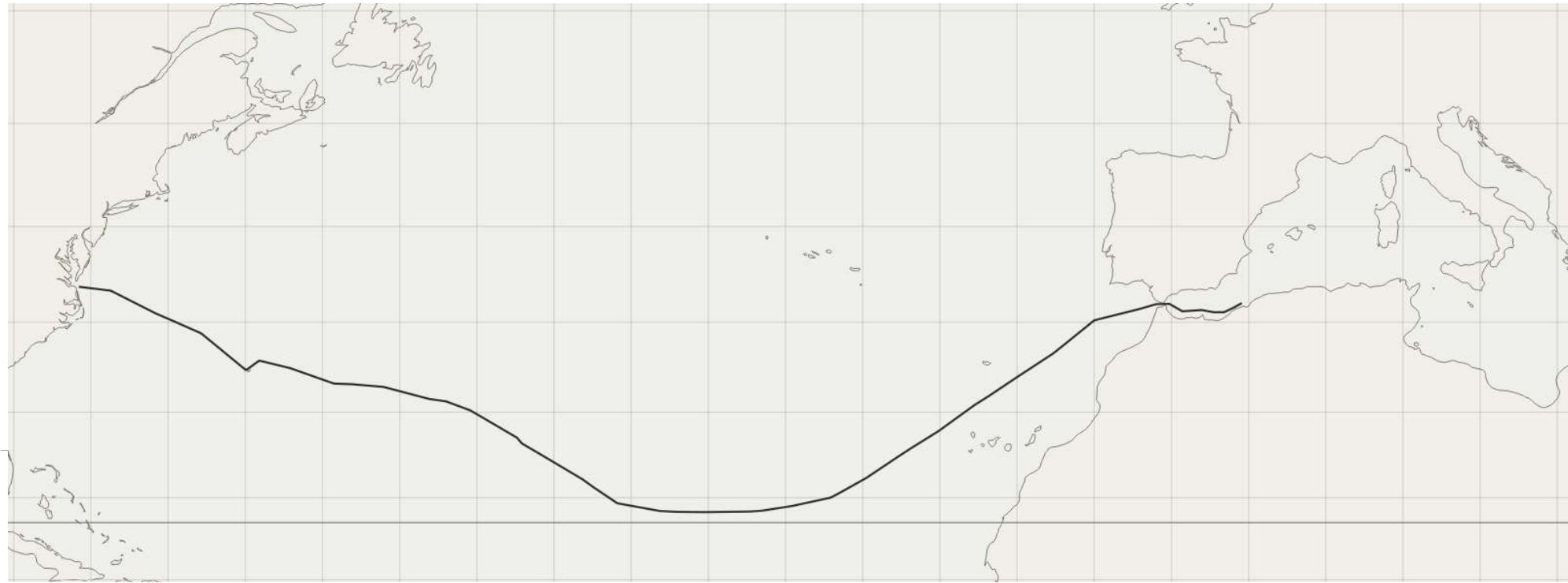
- * A History of the USS Calvert (APA-32), David B. Cullen
- * Calversion newsletter, various editions, published by John Cole
- * Adventures of a Landing Craft Coxswain, Christian Funck.
- * War Diary, USS Calvert, via the National Archives: June 1943 - <https://catalog.archives.gov/id/135916698> | July 1943 - <https://catalog.archives.gov/id/135908788>
August 1943 - <https://catalog.archives.gov/id/78151313>
- * Muster Roll and Report of Changes, USS Calvert, via the National Archives: June 1943 - <https://catalog.archives.gov/id/125656395?objectPage=269-301>
July 1943 - <https://catalog.archives.gov/id/125656395?objectPage=306-334> | August 1943 - <https://catalog.archives.gov/id/125656395?objectPage=338-371>
- * War Diary, Action Report - Operation Husky - Commander Transport Division Seven (COMTRANSDIV 7): June 4, 1943 to August 3, 1943 - <https://catalog.archives.gov/id/78155321>
- * War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet: June 1943 (COMTRANSAMPFORLANT) - <https://catalog.archives.gov/id/134260696>
July 1943 (COMTRANSAMP-FORLANT) - <https://catalog.archives.gov/id/134291291>
- * To All Hands - An Amphibious Adventure. Lt. John Mason Brown, USNR. 1943. Whittlesey House, McGraw-Hill Company
Selected chapters online: <https://www.usscalvert.com/2014/09/01/to-all-hands-an-amphibious-adventure-invasion-of-sicily-july-1943/>

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1943	June			The beginning of June found the Calvert combat loaded and boat crews practicing landing exercises in the Chesapeake Bay. On June 4th the 1st Battalion, 180th Regimental Combat Team 45th Infantry Division, US Army embarked on the Calvert.	
				On the morning of June 8th, the Calvert departed in company with Task Group 65, enroute to Mers El Kebir, Algeria and Oran, Algeria.	
		June 22		Arrival, Mers El Kebir, Algeria	
		June 24 - 25		Landing Exercises, Gulf of Arzeu, Algeria	
		June 26 - 30		Preparations for the Invasion of Sicily	

Additional sources for June 1943:

* War Diary, Commander Transport Division Seven (COMTRANSDIV 7)
June: <https://catalog.archives.gov/id/134260696>

Chart of convoy route. Norfolk, Virginia to Mers El Kebir, Algeria
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



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1943	June	8	Anchored, Old Plantation Flats	Departure for the Mers El Kebir, Algeria, in company with Task Group 65. 1) Anchored as before. Running picket boat. 0545 Secured the armed picket boat. 0745 Preparing the ship for getting underway in accordance with Sortie Plan No 2 43 of Task Group 65. 0841 Underway with Task Group 65. Destination: Mers El Kebir, Algeria. Left security of Chesapeake Bay via mine swept channel from 1200 to 1600. Zig-Zag course with column of ships, 15 knots, 90 RPM.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
			Underway for Mers El Kebir, Algeria	2) Commander Transports, Convoy Commander in the USS Leonard Wood. Commander Task Force 65, in the USS Ancon. 1806 The convoy began zig-zagging. 2029, the convoy ceased zig-zagging and resumed mean course. Note: Task Group 65 was a twenty-four ship convoy, formed in six columns.	
1943	June	9 - 13	Steaming, destination Mers El Kebir, Algeria	June 9: Steaming as before in convoy formation. USS Leonard Wood is convoy guide. Calvert is guide for column 5. Convoy speed: 14.5 knots. Zig-zagging. June 10: Steaming as before. Debarkation drill for troops. Tested boat machine guns. ComTransAmpForLant: 0544 began zig-zagging. 2343, the USS Calvert fell out of formation, due to steering gear trouble, resuming her station shortly thereafter.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
				June 11: Steaming as before. Continued drills. June 12: Steaming as before. Weather fine. Clear, bright moon ComTransAmpForLant: 2315 a sound contact was made to starboard by one of the screening destroyers and the convoy made an emergency turn. 2330 the convoy resumed the mean course and began zig-zagging. June 13: Steaming as before. ComTransAmpForLant: 1930, the USS Boise reported sighting a periscope and the convoy executed a series of emergency turns to avoid a submarine. 2042 the contact having proved false, the convoy resumed course.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	June	14 - 16	Steaming, destination Mers El Kebir, Algeria	June 14: Steaming as before. ComTransAmpForLant: The vessels of the convoy tested their automatic anti-aircraft weapons. June 15: Steaming as before. ComTransAmpForLant: 1200 noon, convoy time, a distance of 2155.8 miles had been made good from point of departure. 1) 1311 Executed emergency turn to port. Destroyer escort dropped depth charges on site of contact inside screen in sector "E". 2) Several emergency turns were executed on report of sound and radar contacts at 0940, 1312, 1937, 1954 and 2328. June 16: Steaming as before. 1) Night: Darkened ship; Pumped bilge and sumps; Dispose of trash. 2) Zig-zagging continued at night due to the bright moonlight. 3) "Men are sleeping on deck. The troops are sea sick and the ship is a mess. Sailors seldom took off clothing or bathed."	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. (ComTransAmpForLant) 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014
				June 17: 1) Steaming as before. June 18: 1) Steaming as before. 1715 Destroyer escort dropped three charges on contact. 2) Zig-zagging. Several emergency turns made during the day due to sound contacts made by destroyer screen. Commander Task Force 65 gave the following instructions to Task Force 65 for operations in Oran, French Morocco: "Be prepared to get underway on 4 hours notice. Stand watch on bridge. Keep TBS cut in. Man one half anti-aircraft battery dawn to dusk.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. (ComTransAmpForLant)
				"We had several submarine scares with destroyer escorts dropping depth charges. No ships were torpedoed." - M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)	Calversion Vol 38, P2.

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	June	19 - 21	Steaming, destination Mers El Kebir, Algeria Straight of Gibraltar	1) June 19: Steaming as before.	
				1) June 20: Steaming as before.	
				June 21:	
				1) Steaming as before.	
				2) 1135 Entrance to swept channel. 1200 Straits of Gibraltar. 1409 Convoy speed reduced to 8 knots. Great Europa Point, Gibraltar, abeam to port at 1437.	1) War Diary, USS Calvert, June 1943
1943	June	19 - 21	Steaming, destination Mers El Kebir, Algeria Straight of Gibraltar	1) 1442 Gibraltar (Europa point), port 4 miles. DD618 alongside for mail transfer	2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
				2) Convoy speed increased to 14.5 knots. 2327 an emergency turn was made on reported submarine contact.	
				3) "The Calvert arrived at the Rock of Gibraltar on June 21st. While sailing through the straight of Gibraltar, in columns of twos, Allied planes kept circling overhead ready to pounce on anything wrong in appearance (enemy submarines, etc.). Gibraltar's guns were practice firing at a plane towed sleeve as they sailed past. The smell of land came in the air and all the men who were able to, crowded on the decks to catch a sight of Gibraltar. Calvert and company didn't stop at Gibraltar but sailed on to Oran, Algiers. The crews of the ships in the convoy weren't told that they were headed to Oran until they had all passed Gibraltar. Most of the trip from the time they left Gibraltar to Oran was during the night."	3) Matt - A Fond Appreciation of Matthew S. Fountain . Mark Fountain, 1999 - Pg. 47, 48
				4) "On June 21st, the convoy cleared the Strait of Gibraltar and entered the Mediterranean. Sterling was impressed at seeing the Rock of Gibraltar. He was also surprised by the phosphorescence in the Mediterranean waters at night: "it looked like there were spot lights shining up from under the water, it really lit up."	4) Funck, p28 Adventures of a Landing Craft Coxswain

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	June	21	Steaming, Straight of Gibraltar	"This morning the smell of land was in the air. Even in moonlight the air was warmer. The chill of the ocean winds had gone. A lazy, gentle breeze was blowing; a breeze land-based and fragrant. We have had a long, memorable view of Gibraltar. We have seen that rock of empire rising from the sea with its series of Great Stone Faces seemingly superimposed one above the other. Gibraltar has today resisted the siege of our curious naked eyes, and of our binoculars, too. She has kept her secrets and kept us guessing as to the series of hidden fortifications which eat like termites into her limestone body to give it power. Gibraltar has risen to our port side, a British sphinx at the base of Spain; the Mediterranean's open sesame; a guarantee of our safe passage into the new-old waters and the new-old world which for most of us lie ahead. At Gibraltar we had a hard time distinguishing the gun emplacements and the hideaways of those vigilant and well-armed cliff dwellers who keep the Rock impregnable. We have watched friendly planes circling above us. We have seen battleships clustered in the distant harbor, huddled to the rear of the fortress's Atlantic face."	John Mason Brown, <i>To All Hands</i> . P53-54

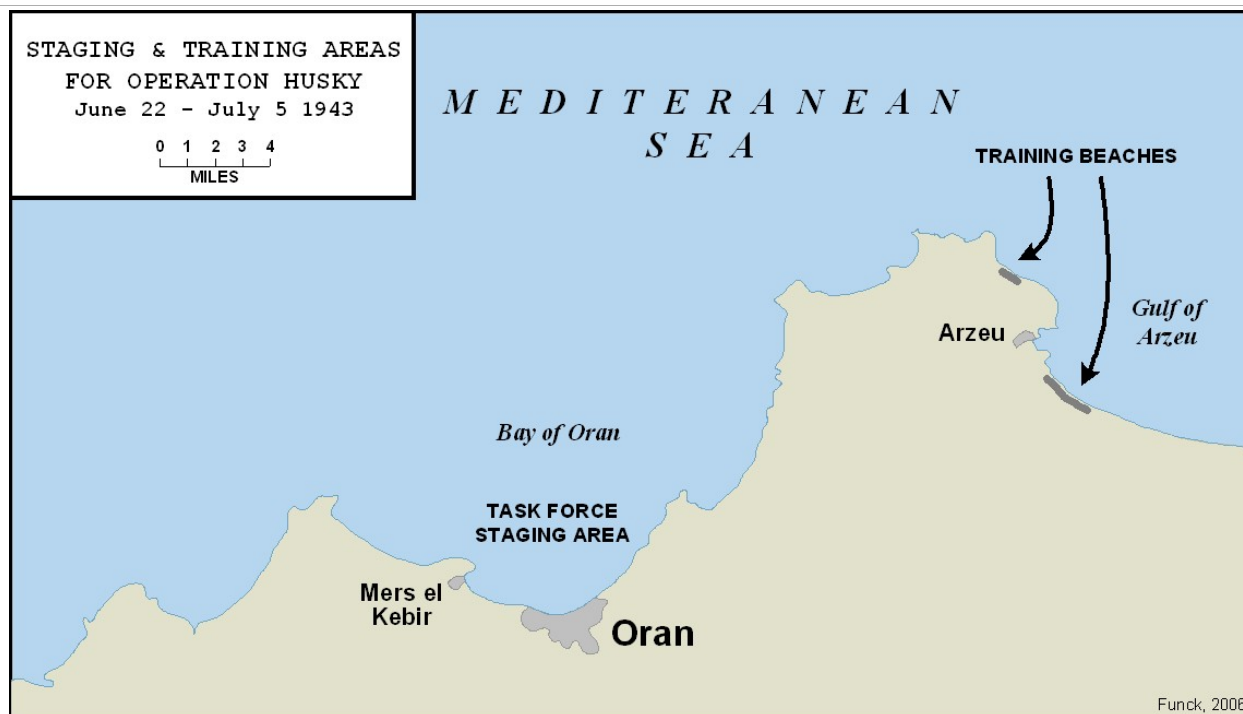
Crewmen of the USS Calvert filming the Rock of Gibraltar, 21 June 1943



Sterling Funck's personal photograph collection

Funck, p28
Adventures of a Landing Craft Coxswain

Year	Month	Day	Location	Historical Details	Sources, Notes
Arrival, Mers El Kebir, Algeria - Staging location for the upcoming invasion of Sicily, Operation Husky					
1943	June	22	Steaming, destination Mers El Kebir, Algeria	1) "The Calvert's group arrived at Mers El Kebir, Algeria on 22 June and immediately started the many last minute checks and routines required for an operation of this size." 2) Approaching Oran and Mers El K�bir, French Morocco Calvert directed to Mers El K�bir (Not Oran) Commander Task Force 65 directed that liberty for Naval Personnel be granted, to expire at 2100. Liberty parties to be cautioned not to discuss military or naval matters.	1) David B. Cullen - Pg2 - A History of the USS Calvert (APA-32) 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
			Moored, Mers El Kebir, Algeria	3) Passed through anti-submarine net inbound; Secured delousing equipment. 1500 Moored in Mers El K�bir, Berth 8, "North Male" 4) "Oran was the staging port for the combat-loaded Forty-fifth Division because that port was under the operating control of American Naval Command, the combat loaders, which brought this Division from the United States, could be accommodated there, and because it was farthest removed from possible air attack."	3) War Diary, USS Calvert, June 1943 4) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part I -

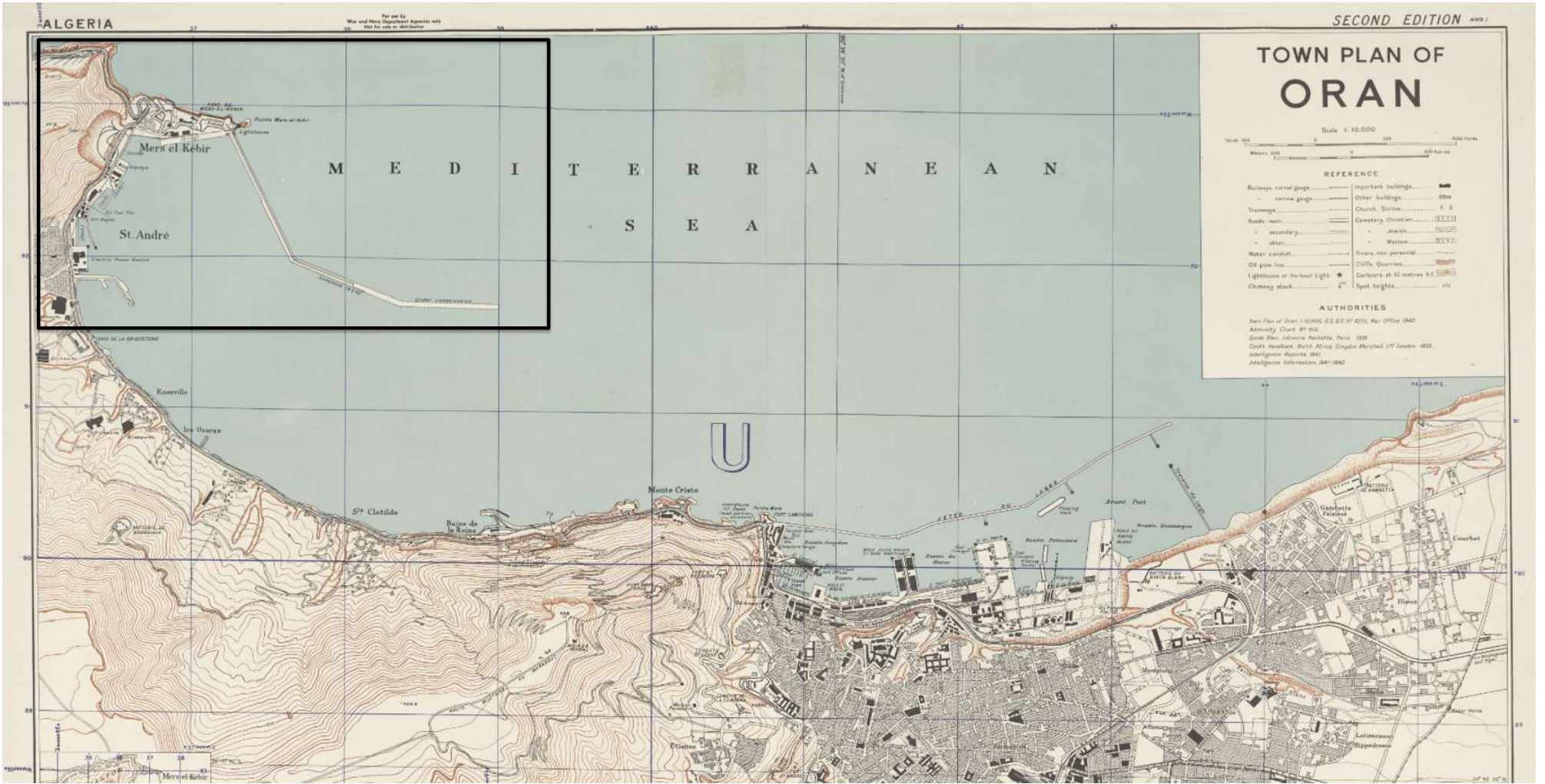


Funck, p29
Adventures of a Landing Craft Coxswain

Year	Month	Day	Location	Historical Details	Sources, Notes
Formation of Task Group 85 - Operation Husky - Invasion of Sicily					
1943	June	22	Moored, Mers El Kebir, Algeria	1) "Upon arrival into Northwest African Territorial Waters, Task Force 65 dissolved; Reformed as Task Force 85."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. 2) David B. Cullen - Pg2 - A History of the USS Calvert (APA-32) 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky; Part IV Execution of the Plan
				2) "The USS Calvert was assigned to TG 85.1, Attack Group One, of the Scoglitti (Cent) Attack Force, composed of the Transport Divisions One and Seven, and commanded by Rear Admiral Alan G. Kirk, USN. This group was assigned to assault the "Wood's Hole" sector of the objective area. The Calvert's specific assignment was the landing of the 1st Battalion, 180th Regimental Combat Team 45th Infantry Division, commanded by Lieutenant Colonel William H. Schaefer, USA." Task Group 85 was comprised of the following ships: 85. CENT Attack Force, Rear Admiral Kirk, U.S.N. aboard the USS Ancon (F) TransDiv One, Five, and Seven, comprised of 18 18 APAs and AKAs Fire support: USS Philadelphia (1 CL) and H.M.S. Abercrombie, Destroyers: DESRON Fifteen, comprised of 16 destroyers.	
1943	June	23	Moored, Mers El Kebir, Algeria	1) Moored as before, Berth 8, North Male. Maintaining gun watch.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
				2) Transports were provisioned and replenished stores. Transports carried on general upkeep and repair work.	

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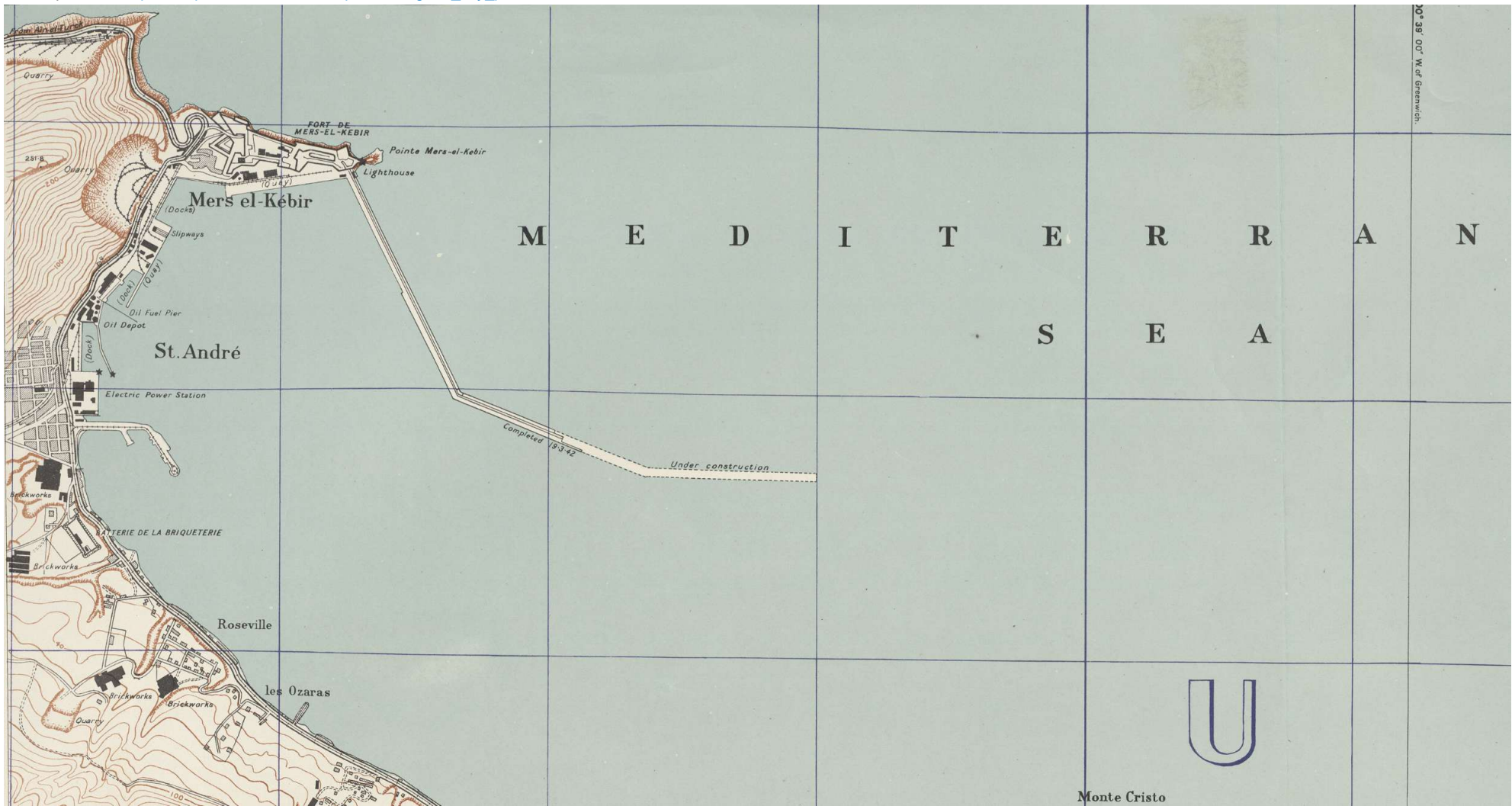
Extract of Town Plan of Oran, U.S. Army Map Service, 1942-1943 | Port of Mers El Kebir is located in the upper left corner of this image.
Full map online: https://maps.lib.utexas.edu/maps/ams/algeria_city_plans/



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Mers El Kebir | Extract of Town Plan of Oran, U.S. Army Map Service, 1942-1943

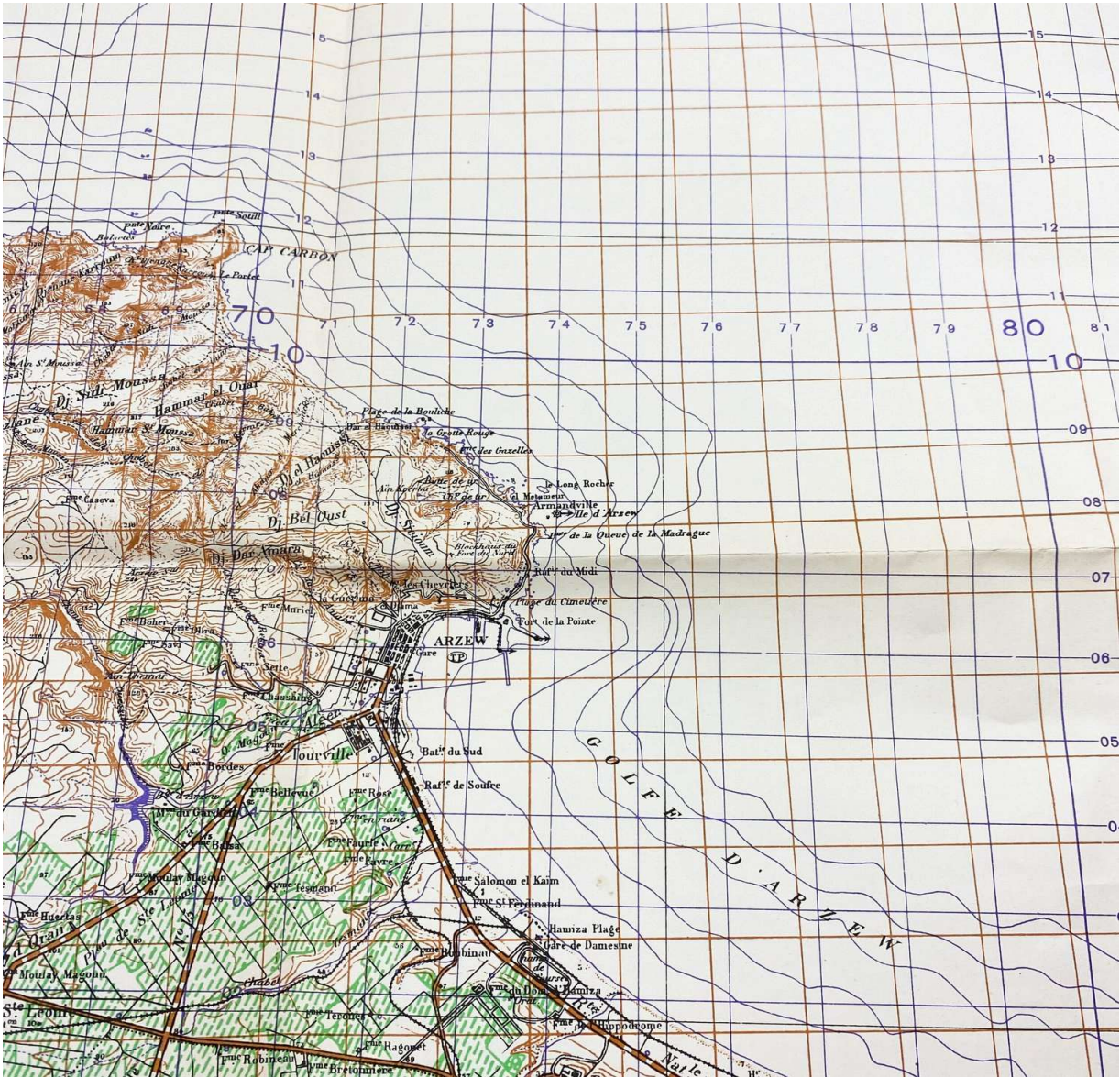
Full map online: https://maps.lib.utexas.edu/maps/ams/algeria_city_plans/



Year	Month	Day	Location	Historical Details	Sources, Notes
Underway for Landing Exercises, Gulf of Arzeu, Algeria					
1943	June	24	Moored, Mers El Kebir, Algeria Underway for Gulf of Arzeu, Algeria	June 24 1) 0000 - 0400 Receiving stores aboard. Ship in material condition Baker, modified to one-half the anti-aircraft battery. Ship in state of darkness. Picket boat maintained in vicinity of USS Leonard Wood and Calvert. Weather fine and clear, light variable air. 0300 Completed loading stores. 1200 Preparing ship for getting underway. Hoisting in remaining landing craft. 1315 Underway for Gulf of Arzeu, Algeria for training operation. 1515 Ship conducting debarkation drill for troops. Weather partly cloudy. Small sea and swell. Fresh northeasterly breezes. 2) Ships of the Task Unit carried on general upkeep and repair work. Preparations for Operation Camberwell. At 1300, vessels got underway. The convoy proceeded on various courses to the Gulf of Arzeu, Algeria, and completed preparations for Operation Camberwell.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
Landing Exercises, Gulf of Arzeu, Algeria					
1943	June	25	Underway for Gulf of Arzeu, Algeria. Landing exercises, Gulf of Arzeu, Algeria	June 25 1) 0000 Steaming in column formation, speed 10 knots in company with Transport Division 1-5-7. 0055 Ship arrived at Transport area. 0130 Lowered boat group commander and scout boats. 0146 Commenced lowering port boats commencing exercise. 0153 Commenced lowering starboard boats. 0308 All boats in the water. Commenced debarkation of troops and light equipment. 0315 First boat alongside nets for troops. Weather fine and clear. Small swell, smooth sea. Light variable winds. 0400 - 0800 - Maneuvering as before in transport area. 0545 Finished disembarking assault troops. 0550 Primary control and waves headed for beach. 0720 Let go port anchor. 0730 Boats returning. 1157 All boats aboard, heaved anchor. 1159 Anchor aweigh, underway. Cool, clear, small sea and swell during exercise. 2) The vessels reached the Transport Area. Troops debarked and equipment was loaded into landing boats. The ships proceeded to the beach in accordance with the ship-to-shore movement. H-Hour was fixed at 0342. At 0612, the transports closed in toward the beach and continued debarkation and unloading.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
1943	June	25	Underway for Gulf of Arzeu, Algeria. Landing exercises, Gulf of Arzeu, Algeria	1) "Operation Camberwell is to be conducted for the purpose of a training exercise to improve present state of training of Task Force 85 and is to be conducted in the Bay of Arzeu, Algeria, and upon the beaches of that bay." 3) "The beaches of Arzeu had been used during Operation Torch the previous autumn and debris still littered the beach. This made training maneuvers dangerous, however Sterling does not recall that any of the Calvert's boats or boat crews encountering problems during these practice landings"	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. 3) Funck, p28 Adventures of a Landing Craft Coxswain

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Gulf of Arzew



Extract of Operation Torch 1st
Rangers Amphibious Landing -
'Arzew' Invasion Map, 1942

Full map online:
<https://premierrelics.com/new-products-96/9smd5djv35r63h3awasgg1ry3w0iu8>

Year	Month	Day	Location	Historical Details	Sources, Notes
Underway for Mers El Kebir.					
1943	June	25	Underway for Mers El Kebir.	1) 1200 Underway on various courses and speeds in transport area. 1400 Commenced forming convoy formation. 1405 Commenced streaming barrage balloon. Air alert. 1420 Barrage balloon secured at 1800 feet altitude. Weather clear, scattered clouds. Small sea and swell. Fresh northeasterly breezes. 2000 Entered submarine nets. Lowered boats with mooring parties. 2040 Moored at Mers El Kebir, Algiers. 2) 1403, the Calvert among other ships formed in a convoy in the Gulf of Arzeu, Algeria. The convoy maneuvered and proceeded to Oran and Mers-El-Kebir, Algeria. The Calvert, and others, were berthed in Mers-El-Kebir.	1) War Diary, USS Calvert, June 1943 2) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943.
1943	June	26 - 28	Moored at Mers El Kebir.	June 26 1) The vessels carried on general upkeep and repair work. 2) Running liberty boats; Receiving supplies. June 27 1) Vessels carried on general upkeep and repair work. 2) All boats in the water; shifting cargo in all holds (1, 2, 3, 4) vehicles and field pieces, ammunition. June 28 1) Vessels carried on general upkeep and repair work.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. 2) War Diary, USS Calvert, June 1943
Resupply, readiness, and liberty					
"The crew kept busy loading the ship with supplies at Mers el Kebir during daylight hours. The Navy used locals from Mers El Kebir to help unload and reload the ships. These stevedores were paid around twenty-five cents for a day's work. They were nicknamed "seven-day pants people" by the sailors aboard the ships, given that they showed up at the docks each morning in what appeared to be the same pants from the previous days of work. There were a few dock workers who attempted to sneak aboard to try to steal supplies. Constant lookouts were in place.					
			Moored at Mers El Kebir.	While some of the crew from the 1st and 3rd Deck Divisions made it to the docks to assist in loading, the sailors in the 2nd Deck Division spent nearly all of their time rigging the booms and loading materials into the 2nd Division's holds. Sterling never even made it onto the dock. The few sailors from the Calvert who were allowed off of the ship were prohibited from leaving the dock area. Those who managed to sneak away from the docks during the day ran the risk of various un-pleasantries at the hands of the locals. Petty crime was the standard fare. However, rumors of men being castrated circulated through the ship's company. The fleet was also under threat of air raids from German bombers the entire time. Each night the Calvert anchored at sea, fully darkened. It was a tenuous time for the crew.	Funck, p28-29 Adventures of a Landing Craft Coxswain

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				Editor's notes: 1) Sterling Funck indicated that he, and the Calvert's 2nd division boat crews, were not allowed liberty while in Mers El Kebir. 1) An interview with Bill Habrat at the 2015 and 2016 Calvert reunions verified that some crew members, himself included, did spend time in Mers El Kebir. 2) "We were told to not drink the water in the city. It was hot during the day and cold at night. Little water available, and no showers allowed."	1) Notes. Funck, Christian 2) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014
1943	June	29	Moored at Mers El Kebir.	Ships sealed 1) Ships sealed and communications with shore cease except to urgent mail and hospital trips. Commander Task Force 85 directed that beach parties be paid and accounts closed out; that pay accounts, service records, and health records be delivered to N.O.B., Oran, for safe keeping. 2) Continued shifting ammunition from hold 1 to hold 6; eight boats dispatched for training operation with PC 542. Boats returned. 3) "No one, except the highest ranking officers, were allowed off of the ship. It was just prior to the invasion of Sicily, and they didn't want any leaks or anything else happening to mess up the plans. During a three-hour liberty saw many different uniforms: Dutch, French, Belgium, etc. And a city ruined by war."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. 2) War Diary, USS Calvert, June 1943 3) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999 - Pg. 48
1943	June	30	Moored at Mers El Kebir.	June 30 1) The vessels carried on general upkeep and repair work. 2) Continued shifting ammunition from hold 1 to hold 6; completed shifting and hatches secured. 3) "We were given anti-malaria pills."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. June 1943. 2) War Diary, USS Calvert, June 1943 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014

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1943	July			During the month of July the Calvert and crew readied for the invasion of Sicily, participated in the invasion, returned to Mers-El-Kebir, and began the return voyage to Norfolk, VA.	
				July 1 - 5 - Mers-El-Kebir, Algeria	
				July 5 - 9 - Steaming to Scoglitti, Sicily	
				July 10 - 12 - Invasion of Sicily, Woods Hole Sector, Scoglitti, Red Beach	
				July 12 - 15 - Steaming to Mers-El-Kebir, Algeria	
				July 15 - 22 - Mers-El-Kebir, Algeria	
				July 22 - 31 - Steaming to Norfolk, VA	

Additional sources for July 1943:

Action Report, Invasion of Sicily (Operation Husky), USS Calvert

Online: <https://catalog.archives.gov/id/134307467>

War Diary, Amphibious Force, US Atlantic Fleet, July 1943

Online: <https://catalog.archives.gov/id/134291291>

Report of Activities "HUSKY", War Diary, Commander Transport Division Seven (COMTRANSDIV 7)

Online: <https://catalog.archives.gov/id/78148971>

Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events

Online: <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/s/the-sicilian-campaign-operation-husky.html>

United States Army in World War II. Mediterranean Theater of Operations. Sicily and the Surrender of Italy - Chapter VI - The Assault.

Online: <https://www.ibiblio.org/hyperwar/USA/USA-MTO-Sicily/USA-MTO-Sicily-6.html>

Weather conditions at Pantelleria Airport, Italian island of Pantelleria (a proxy for Scoglitti, Sicily)

Online: <https://weatherspark.com/h/d/148213/1943/7/10/Historical-Weather-on-Saturday-July-10-1943-at-Pantelleria-Airport-Italy>

Embarkation of the First Battalion, 180th RCT, 45th Division, U.S. Army (Thunderbird Division)					
1943	July	1	Moored at Mers El Kebir.	1) Task Group 85.1.2, Transport Division 7: Calvert, Neville, Anne Arundel, Frederick Funston, Bellatrix, Ancon Commenced embarkation of troops from Bivouac Area, Oran.	
				2) Moored to buoys R and S at Mers el Kebir, Algeria. Engines secured on four hours notice. 0002 Secured from receiving diesel oil aboard. Received 3225 gallons at 60 degrees Fahrenheit. Running picket boat. 0649 Secured from darkened ship. Secured picket boat. 1200 Refuge barge alongside, commenced disposing of trash and garbage. 1245 Barge away. Streamed barrage balloon, 800 feet. 1800 Commenced hoisting LCM(3). 2030 Started support boat patrol. 2111 Fire alarm sound from #1 hold. Secured deck. Fire started by a smoke grenade damaged in handling, which ignited itself and others in same box. 2117 Box of smoke grenades was lowered into water by haul line. 2130 Secured from fire condition. 2155 Commenced embarking troops from Beach 3, Mers El Kebir.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	1	Moored at Mers El Kebir.	Fire, Hold #1, Commendations for meritorious conduct "While making these preparations and while fully combat loaded, a fire occurred in #1 hold in which several hundred tons of ammunition were stored. Brotherton, Donald Earl, BM1c, USN, descended into the hold, from which heavy smoke was pouring, and with courageous disregard for his own safety, assisted in hoisting to the upper deck, a box of smoking chemical grenades, which by the heat they generated would soon have ignited the ammunition surrounding them. For his courageous action and devotion to duty, Brotherton was recommended by the Commanding Officer for the degree of Legionnaire in the Legion of Merit, subsequently being awarded the Navy and Marine Corps Medal for his heroism during the fire. Lee, Marshall William, then Shipfitter 1c, USNR, distinguished himself. Lee, with no regard for his own safety, was one of the first on the scene, quickly and coolly brought hoses to bear on the burning material. For his courageous action and subsequent splendid devotion to duty and hard work in the amphibious invasion upon the Island of Sicily, 10-12 July 1943, Lee was recommended by the Commanding Officer for advancement to Chief Shipfitter, for meritorious conduct. This promotion was effected pursuant to authority granted by Admiral A.G. Kirk, Amphibious Force, U.S. Atlantic Fleet."	David B. Cullen - Pg2 - A History of the USS Calvert (APA-32) Note: Cullen indicates this fire occurred on July 2, where official Navy records indicate July 1.
				1) Continued preparations for departure and Landing Operations. 2) Moored as before. Ships engines on 4 hours standby and in state of darkness. Maintaining picket boat patrol. Ship continuing to load Army personnel 45th Division via landing craft from beach. Weather fine and clear with moderate westerly winds. Small sea. 0700 Completed embarking Army Personnel via landing craft. Weather fine and clear. Slight alterations on hull, ship has a 7 degree ort list to facilitate alterations.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943
				July 3 1) Continued preparations for departure and Landing Operations. 2) Debarkation drill at 2140 July 4 1) Continued preparations for departure and Landing Operations. 2) Debarkation drills at 1245 and 2140 2) "The ships spent a very quiet 4th of July in the harbor with all the men on the ships. This must have made for more than a few disgruntled sailors."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943 3) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999 - Pg. 48

Year	Month	Day	Location	Historical Details	Sources, Notes
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1943	July	1-4	Moored at Mers El Kebir.	Inspection of the Task Force	John Mason Brown, To All Hands. P80-81
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During this general timeframe, July 1-4, and prior to departure for Sicily, Rear Admiral Kirk, General Patton, General Alexander, and General McLain visited the Calvert, and other ships of the Task Force, and held inspections of troops, ships, and materials.



Departure for the Invasion of Sicily, Task Unit 85.1 (Unit One), Central Assault Group (CENT), Operation Husky.

1943	July	5	Moored at Mers El Kebir	1) In the Sicilian invasion the Calvert was assigned to Assault Unit One of the Central Assault Group (TG 85.1). The USS Calvert departed from Mers El Kebir, Algeria on 5 July 1943 for the southeast coast of Sicily, with the First Battalion, 180th RCT, 45th Division, U.S. Army embarked.	1) David B. Cullen - Pg 2-3 - A History of the USS Calvert (APA-32)
			Underway with Task Group 85.1	2) The Calvert departed Mers El Kebir on July 5th in company with Attack Group One of the CENT Assault Group. The CENT group was assigned to land along the southeastern coast of Sicily in the vicinity of the town of Scoglitti. Editor's note: CENT was the code name for the beaches at Scoglitti, Sicily. 3) "The USS Calvert was a unit of Assault Unit One of the Cent Assault Group (TG 85.1). With the 1st Battalion, 180th RCT, 45th Division, US Army, (Second Section) from Mers El Kebir, Algeria, on 5 July, 1943, for the southeast coast of Sicily following a predetermined devious route."	2) Funck, p29 Adventures of a Landing Craft Coxswain 3) Action Report, Invasion of Sicily (Operation Husky), USS Calvert

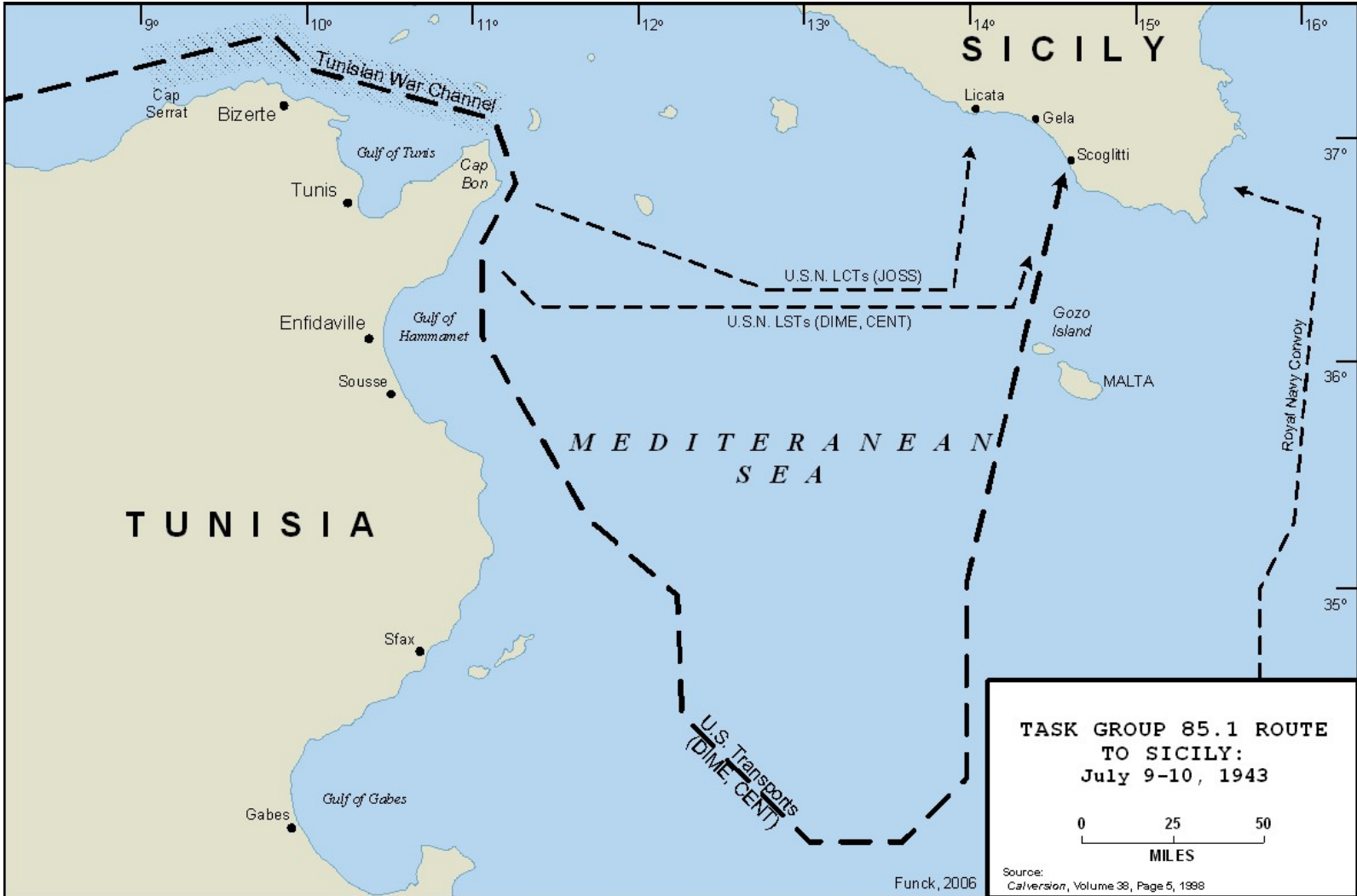
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	5	Moored at Mers El Kebir	1) The Task Unit departed Mers-El-Kebir and Oran, Algeria. At the outer end of the swept channel, the convoy was formed on course 315 degrees, Convoy Formation Two. Leonard Wood assumed formation guide at 1951. The Convoy proceeded on various courses at a speed of 8 knots. 2043, balloons were streamed by the ships of the convoy at 1,000 feet height. Zig-zagging was commenced at 2109. 2) Securing ship for sea; Rigging paravanes; abandon ship drill. 3) The invasion force left Mers El Kebir on July 5th 1943, and sailed past the Galita Strait at 1:45am on July 6th. They sailed very close to shore at Bizerte, and passed the ruins of ancient Carthage. Although they were too far out to see the ruins in the blazing sun, they appeared to be white ruins on white sand.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943
			Underway with Task Group 85.1	4) "When our skipper told ship's company over the squawk box (after the ship had been sealed at Mers-el-Kebir, Africa) that we were headed for Scoglitti on the southern coast of Sicily, sailors all around the ship used that name for a greeting as we passed each other on the weather decks or below decks. The high-fives hadn't been invented yet." - Hal Winter 5) The Task Unit departed Mers-El-Kebir and Oran, Algeria. At outer edge of the swept channel, the Convoy was formed. Leonard Wood assumed formation guide at 1951. The Convoy proceeded on various courses at a speed of 8 knots. 2043, balloons were streamed by the ships of the convoy at 1,000 feet height. Zig-zagging commenced at 2109.	3) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999 - Pg. 48 4) Calversion, Vol 66, P2. 5) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943.
1943	July	6	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	1) Steaming as before, speed of 9.5 knots. 0305, a strange vessel entered convoy on opposite course and passed between columns one and two. Determined to be a civilian tanker. 0310, zig-zagging ceased. 0507, zig-zagging resumed. 0623, two red flares were reported on starboard quarter and bow indicating friendly aircraft. Balloons were streamed at 0643. 1003 ceased zig-zagging and convoy speed increased to 13 knots at 1005. Multiple course changes and speed changes throughout the remainder of the day. 2) Steaming in formation, as before. 0637 Sunrise, lighted ship. 1040 Entered oil slick. Evidence of ships wood and life boats in slick. 1138 Left oil slick, continued seeing floats and life boats. 2107 Sunset, darkened ship. 2111 General quarters, evening twilight. 2157 Secured from general quarters. 2210 Pumped bilges and sumps. Fire room blew tubes. Dispersed of trash and refuse overboard. 2317 Moon set. Dark night, hazy. 3) "On July 6th we saw hundreds of ships of all kinds and we saluted a British battlegwagon."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014

Year	Month	Day	Location	Historical Details	Sources, Notes
Rear Admiral Kirk addresses the Task Force					
1943	July	6	Underway with Task Group 85.1	"To All Hands. We are sailing to Sicily. We are going to land a division of Army troops on the southern coast of the island, on beaches near a small town called Scoglitti. We and our division are only part of the forces involved in this attack, but we have a place of honor. To the west of us will be other American forces, and to our east will be the British. We are at the hinge. Overhead we shall have a very large force of Allied aircraft, although much of the time you will not see them. Ahead of us and to the west there will be parachute troops. Covering the operation at sea will be a strong British battle force. I have asked your officers to explain to you in detail where each of you fits into the coming battle. In its broad outline our plan is very much like the landing exercise we held recently. The transports under Commodore Phillips and Commodore Loomis will land their troops on the beaches west of Scoglitti; Commodore Bailey's ships will use beaches east of the town. The landing will be assisted by control vessels; it will be supported by the fire of destroyers, cruisers, and other craft; it will be screened by more destroyers. At daybreak we shall be joined by our LSTs, LCTs, and LCI(L)s; we shall proceed to unload the Army's equipment as quickly and cleanly as we can. You have been trained for this job. You have been equipped. To the best of their ability your officers have made plans that will work. We are ready. We shall be opposed. The Italians are our enemies, and until we have the unconditional surrender of their misguided leaders our attack must be pressed with the utmost spirit. They will be fighting on their home ground, and they will have German help. We can expect a hard fight. The Army troops have a tough assignment, and a very important one in the overall plan. Our job is to make it less tough for them by doing our part well - we must put them where they want to go, on time, in full force. We must support them by gunfire, unload their supplies and equipment, care for any of their wounded. To this we must also take care of ourselves. We shall be busy. ... We have bad news to deliver, but we are saving it, this trip, for Benito Mussolini. Good luck! A.G. Kirk	John Mason Brown, To All Hands. P83-84
1943	July	7	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	1) 0000 Convoy speed of 9.2 knots, zig-zagging. 0130 convoy speed reduced to 9 knots. 0700 speed reduced to 8 knots. 0930 convoy speed increased to 9.5 knots. 1850 convoy speed reduced to 6 knots. 1935 convoy speed increased to 9.5 knots. Paravanes and balloons were streamed at sunset. 2208 convoy speed increased to 13 knots. 2) Steaming as before. 1850 - Reduced convoy speed to 6 knots (36 R.P.M.). Commenced streaming paravanes. 1901 Paravanes in water and riding properly. 1983 Changed convoy speed to 9.5 knots (57 R.P.M). 3) "We are in the first wave of ships which will land at Sicily. Men aboard are fighting with each other."	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	8	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	Through the Tunisian War Channel, then a "Feint to the South" 1) 0000 - 0215 Varying convoy speed of 8 to 9 knots. 0215 Entered the Tunisian War Channel. Convoy speed varied between 8 to 14.5 knots. 1020, the bearing of Cape Bon Light, Tunisia, was 225 degrees, distance 4 miles. 1405 to 1547 Zig-zagging. 1505, a flight of about 48 Lightnings and Mitchell bombers flew across the convoy headed for the African Mainland. A total of approximately 300 planes, principally bombers, were observed over the Convoy during the afternoon. At 1542 the Convoy ceased zig-zagging, and resumed zig-zagging at 1624. At 1627, the Convoy guide was assumed by the USS Dorothea L. Dix, and at 1710, rubber boats were delivered by destroyers to the Leonard Wood, Florence Nightingale, Calvert, Charles Carroll, and Susan B. Anthony. 1925 Convoy guide assumed by Leonard Wood. 2045 commenced zig-zagging. 2326 Ceased zig-zagging. Important Orders Received and Decisions Reached: Commander Task Force 65 informed Task Force 85 that on nights of D/D plus 1 to D plus 6, inclusive, additional flights of Twin Engine COU 45 Transport Planes carrying airborne troops are expected. Height below one thousand feet, in the early hour of each day. 2) "Tunisian War Channel, a mine-swept channel two-to-three miles in width through the shallows of the Mediterranean between Cape Serrate and Cape Bon.	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) Funck, p29 Adventures of a Landing Craft Coxswain
				1) 0000 - 0400 Passing through Tunisian War Channel. Paravanes streaming and barrage balloons at 1000 ft. altitude. 0500 General quarters. Morning twilight. 0606 Sunrise, lighted ship. 1930 DD-234 approaching starboard quarter to transfer life rafts. 2010 Secured from receiving rubber life rafts by trolley from USS Doran DD-234. Doran cleared ship's side. 2030 General quarters, evening twilight. 2100 Destroyer screen laying down smoke screen to wind ward.	1) War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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July 8 and 9, approach to the southern Shores of Sicily: Tunisian War Channel, then after a feint to the South past Cape Bon the fleet headed for the Sicilian beaches taking a northerly course passing west of Malta. In the late hours of July 9th the task group assembled in the waters near the Isle of Gozo.



Funck, p30
Adventures of a Landing Craft Coxswain

Year	Month	Day	Location	Historical Details	Sources, Notes																																																																					
1943	July	9	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	1) Zig-zagging was resumed at 0447. Convoy speeds varied from 9 to 14. 5 knots. 2) "On the morning of July 9th the weather was quite pleasant." 3) "By mid-day the weather took a turn for the worse." Weather and sea conditions the first-half of the day, July 9th (b) <u>Meteorological Information which directly effected Operations</u> <table><thead><tr><th rowspan="2">Hour</th><th colspan="2"><u>WIND</u></th><th colspan="2"><u>SEA</u></th></tr><tr><th><u>Direction</u></th><th><u>Force</u></th><th><u>Condition</u></th><th><u>Swells from</u></th></tr></thead><tbody><tr><td>0100</td><td>ESE</td><td>3</td><td>Calm</td><td>-</td></tr><tr><td>0200</td><td>SE</td><td>3</td><td>"</td><td>-</td></tr><tr><td>0300</td><td>SE</td><td>3</td><td>"</td><td>-</td></tr><tr><td>0400</td><td>SE</td><td>3</td><td>"</td><td>-</td></tr><tr><td>0500</td><td>E</td><td>3</td><td>"</td><td>E</td></tr><tr><td>0600</td><td>NE</td><td>3</td><td>"</td><td>NE</td></tr><tr><td>0700</td><td>NE</td><td>4</td><td>"</td><td>NE</td></tr><tr><td>0800</td><td>NE</td><td>4</td><td>"</td><td>NE</td></tr><tr><td>0900</td><td>N x E</td><td>4</td><td>"</td><td>NE</td></tr><tr><td>1000</td><td>N</td><td>6</td><td>Moderate Swell-Slight Sea</td><td>N</td></tr><tr><td>1100</td><td>N</td><td>6</td><td>Moderate Swell-Slight Sea</td><td>NW</td></tr><tr><td>1200</td><td>N</td><td>6</td><td>Moderate Swell-Slight Sea</td><td>NW</td></tr></tbody></table>	Hour	<u>WIND</u>		<u>SEA</u>		<u>Direction</u>	<u>Force</u>	<u>Condition</u>	<u>Swells from</u>	0100	ESE	3	Calm	-	0200	SE	3	"	-	0300	SE	3	"	-	0400	SE	3	"	-	0500	E	3	"	E	0600	NE	3	"	NE	0700	NE	4	"	NE	0800	NE	4	"	NE	0900	N x E	4	"	NE	1000	N	6	Moderate Swell-Slight Sea	N	1100	N	6	Moderate Swell-Slight Sea	NW	1200	N	6	Moderate Swell-Slight Sea	NW	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) War Diary, USS Calvert, July 1943 3) Funck, p29 Adventures of a Landing Craft Coxswain
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1943	July	9	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	1) 1227 Gyro compass out of order due to power failure. 1) 1354 Barrage balloon carried away due to parting of wire. 3) 1640 Zig-zagging ceased. 5) 1645 Wind is judged to be force 6/7. 3) 1816 the convoy reconfigured to the Approach Plan. PC 542 took station on Calvert's port beam. AM 115 took station on Calvert's starboard beam. 1) 1950 Master gyro compass repaired. 2) The final approach to the transport area was scheduled to start at 1600 on 9 July 1943 from point Lamp Post, bearing 220 deg T, distant 5 miles from Gozo Island Light. The ship did not actually leave Lamp Post abeam until 2001. 4) 1915 Gozo Island light abeam to starboard, distance five miles. Note, Gozo Island is part of the Malta group of Islands. 3) Balloons were streamed all day, many of which were carried away by the strong winds.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report, Husky Operation 3) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943 4) War Diary, Commander Mine Division Seventeen, July 1943 5) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events																																																																					

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1943	July	9	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	"There had been such a heavy sea running all day, white caps made the surface look like a snow covered terrain. Such a high wind caused grave doubt. Boats might swamp. The wind had abated however. The sea was somewhat calmer but waves still running high. Earlier in the day anxious inquiries came to the Commodore from regimental commanders asking when D-day would be announced. Here we were having circled Tunis arrived off Tripoli, moved North just west of Malta and were within a few hours from Sicily and no D Day. Many thought it would be postponed and we would circle Malta and return the following night. In fact a turn of about 60° was ordered; but it was only a routine maneuver. The sheer walls of Malta were only dimly visible through the fog and clouds. But its view was an inspiration, reminding us of the grim purpose of our present business. Finally Phillips signaled Kirk asking when D Day would be announced. The reply, "Nothing official, but D Day will be tomorrow". Worsening weather and sea conditions the last-half of the day, July 9th	Diary of the Scillian Campaign, Brigadier General Raymond S. McLain 45th Infantry Division Artillery Commander Online: https://www.45thdivision.org/Veterans/McLain_Sicily.htm Editors Note: BG McLain was likely aboard the Leonard Wood.																																																																																				
1943	July	9	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	July 9, 1943. <table><tr><th colspan="3"><u>WIND</u></th><th colspan="3"><u>SEA</u></th></tr><tr><th>Hour</th><th>Direction</th><th>Force</th><th colspan="2">Condition</th><th>Swells From</th></tr><tr><td>1300</td><td>NW</td><td>6</td><td>Moderate</td><td>Swell-Slight Sea</td><td>NW</td></tr><tr><td>1400</td><td>N x W</td><td>6</td><td>Moderate</td><td>Swell-Slight Sea</td><td>NNW</td></tr><tr><td>1500</td><td>N x W</td><td>7</td><td>Moderate</td><td>Swell-Slight Sea</td><td>NNW</td></tr><tr><td>1600</td><td>N x W</td><td>6</td><td>Moderate</td><td>Swell-Slight Sea</td><td>NNW</td></tr><tr><td>1700</td><td>NW</td><td>6</td><td>Moderate</td><td>Sea</td><td>N x W</td></tr><tr><td>1800</td><td>WNW</td><td>7</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>Nx W</td></tr><tr><td>1900</td><td>NW x W</td><td>8</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>NW x N</td></tr><tr><td>2000</td><td>NW</td><td>8</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>NW</td></tr><tr><td>2100</td><td>NW</td><td>8</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>NW</td></tr><tr><td>2200</td><td>NW</td><td>8</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>NW</td></tr><tr><td>2300</td><td>NW</td><td>6</td><td>Moderate</td><td>Swell-Moderate Sea</td><td>NW</td></tr><tr><td>2400</td><td>NW</td><td>5</td><td>Moderate</td><td>Sea</td><td>NW</td></tr></table>	<u>WIND</u>			<u>SEA</u>			Hour	Direction	Force	Condition		Swells From	1300	NW	6	Moderate	Swell-Slight Sea	NW	1400	N x W	6	Moderate	Swell-Slight Sea	NNW	1500	N x W	7	Moderate	Swell-Slight Sea	NNW	1600	N x W	6	Moderate	Swell-Slight Sea	NNW	1700	NW	6	Moderate	Sea	N x W	1800	WNW	7	Moderate	Swell-Moderate Sea	Nx W	1900	NW x W	8	Moderate	Swell-Moderate Sea	NW x N	2000	NW	8	Moderate	Swell-Moderate Sea	NW	2100	NW	8	Moderate	Swell-Moderate Sea	NW	2200	NW	8	Moderate	Swell-Moderate Sea	NW	2300	NW	6	Moderate	Swell-Moderate Sea	NW	2400	NW	5	Moderate	Sea	NW	1) War Diary, Commander Transports, Amphibious Force, US Atlantic Fleet. July 1943. 2) John Mason Brown. To All Hands. P114
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				2) "By 2:30 p.m. the Mediterranean was being swept by a 30-knot wind. The waves rose under sullen skies."																																																																																					

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	9	Underway with Task Group 85.1 Destination: Transport Area, Woods Hole sector, Scoglitti, Sicily (Southern Coast)	The Final Approach to the Transport Area 1) 2014 - Transport Division Seven assumed the final approach formation on course 002, speed 14.5 knots. 2) 2024 - Sunset, darkened ship. 2) 2030 - A very good fix was obtained, using cross bearings from Gozo Island. Flare sighted on port bow. General quarters held. 4) 2230 - Wind lessened to approximately Force 4. 1) 2233 - A yellow flare was sighted, two points on the port bow. It burned for 3 or 4 minutes. 4) 2235 CENT Force sighted flashes, fires and flares toward beaches. 1) 2237 - Two flashes ahead looked like gunfire. 2) 2240 Secured from general quarters. 2) 2245 Hatch and davit stations manned. Commenced hoisting out landing craft to the weather and lee rails. Difficulty encountered in their operation due to heavy swell and rough seas.	1) Report of Activates "HUSKY", War Diary, Commander Transport Division Seven 2) USS Calvert Action Report, Husky Operation 3) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 4) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
				The Final Approach to the Transport Area 3) 2252 - A yellow flare on the starboard bow, and at 2255 gunfire was observed on the same bearing. 4) 2257 CENT Attack Force turned off to approach transport area. 4) 2300 AA fire, flares and fires on beach, as a result of bombing attack, sighted by all Attack Forces. Licata, Gela and Scoglitti afire, great amount of AA clearly visible. 4) 2316 Commander CENT Attack Force reports sighting SS beacon, HMS Seraph. Searchlights off beaches observed. Air beacon ashore sighted. 3) 2323 A searchlight appeared on the beach off port bow. 3) 2343 Gunfire and large fires on shore Northeastward. Large and small caliber guns were heard. 1) 2344 Executed the signal "ZW" to vessels of this division, directing them to proceed to assigned stations in the Transport Area and commence debarkation. 2) 2345 When ships were released to proceed to the transport area, this ship had an accurate knowledge of her position. Radar, in fixing the ship's position, was employed."	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) USS Calvert Action Report, Husky Operation 3) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 4) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
July		9	Underway with Task Group 85.1, steaming in convoy formation, destination: Southern coast of Sicily	Strong winds and rough sea conditions 1) "Due to sea conditions, it soon became apparent that difficulty would be encountered in hoisting out boats and loading them. The division commander noted on board the Calvert that one LCVF, one LCM(3) and one LCS(S) parted their steadying lines and swung as free weights. By expert handling, only one boat was damaged to the extent of being unusable." 3) "The weather became increasingly worse as evening drew on and the convoy neared the point of departure for the transport area. The wind velocity was 28 knots from about 300 degrees; a moderately-heavy swell from about 280 degrees gave the ship considerable roll and a deep pitch. As the convoy neared the land, the wind abated and the sea subsided. As the sea subsided, an attempt was made to place (two) boats at the rail. With great difficulty and after damage to their rudders and propellers, caused by the roll of the ship. No others were moved until after anchoring." 3) "As the convoy neared the transport area, the ship was undergoing considerable roll and pitch because of the wind velocity."	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report, Husky Operation 3) David B. Cullen - Pg 2-3 - A History of the USS Calvert (APA-32)

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	Arrival, Transport Area: Woods Hole sector, Scoglitti, Sicily 1) "The anchorage area was approximately 8 miles south of the landing area (Red Beach), Wood's Hole sector. The Calvert's specific assignment was to land the 1st Battalion, 180th Regimental Combat Team, 45th Infantry Division, US Army, at Red Beach. Red Beach was located approximately 10 miles northwest of the town of Scoglitti." 2) 0010 Arrived in transport area. 0017 Stopped engines. Let go port anchor, turned on standby lights. 3) "At 0020 the USS Calvert anchored. From information available, it was decided that the Calvert was somewhat to the Northwestward of the assigned berth." 4) "The ship anchored a short distance to the northwest of her assigned position at 0020." 5) 0020 - A very powerful searchlight illuminated the skies over the Transports and was noted to be using all of its power at 0020. 6) Temperature at midnight was approximately 66 degrees F.	1) Funck, p29 Adventures of a Landing Craft Coxswain and USS Calvert Action Report, Husky Operation 2) War Diary, USS Calvert, July 1943 3) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 4) USS Calvert Action Report, Husky Operation 5) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 6) Weatherspark.com
				Enemy air harassment 1) "The arrival of the CENT Force at Scoglitti was not a surprise to the enemy. The previous day one of the assault groups had been sighted by enemy reconnaissance aircraft. Super Aero, the Italian Airforce Command (the Italians then commanded all Axis forces in the region), had correctly estimated the situation and for nearly an hour after boating operations had commenced, by flare light, a squadron of torpedo bombers and a group of high level bombers harassed the transport area. All ships and many of their boats joined in an effort to repel this attack. Fortunately, all the transports came through unscathed, although a few screening ships suffered near misses. About ten miles up the coast the ships of DIME Force were not so fortunate. A German JU-87 "Stuka" dropped a bomb on USS Maddox DD-622 which detonated the after magazine group, sinking the ship in three minutes." 2) 0025 - Anti-aircraft fire was heard at 0025. Anti-aircraft fire was thick during the early phase of the Transports' unloading. 3) "An enemy plane dropped a long burning flare about two miles off shore. This was followed progressively seaward about every 15 minutes until it had passed over the transports and beyond the destroyers screen seaward. At frequent intervals as the destroyers and cruisers continued their fire toward the shore, air alarms sent AA fire streaming into the sky. Red tracers searched the air for probing enemy aircraft, bombs fell here and there."	1) Calversion, Volume 38, p6 Captain Thomas W. Glickman, United States Navy, Retired 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 3) Diary of the Scillian Campaign, Brigadier General Raymond S. McLain 45th Infantry Division Artillery Commander

Year	Month	Day	Location	Historical Details	Sources, Notes
Boats in the water					
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	1) 0025 - The Scout Boat/Beach Marking Boat (PA32-21) was put in the water and left for operations: "The Beach Marking Boat, PA32-21, Ensigns Glennon and Freeland commanding, with an Army Scout team and rubber boat aboard, was put over the side of the USS Calvert at 0025. Scout Boat proceeded immediately to assigned area close aboard port side of the Calvert's control vessel (PC542), arriving there at approximately 0035." 2) 0040 - Support boats (PA-32-27 and PA-32-28) reported to rendezvous area. 6) 0040 - Searchlights from shore occasionally seek out our movements. 3) 0043 - Commenced lowering boats. 6) 0044 - Moonset. 4) 0045 - One plane fell near Scoglitti light. 3) 0046 - First hatch boat in water. 3) 0050 - Commenced lowering davit boats. 5) 1st Wave - Boats were lowered at approximately 0050. Immediately upon loading our boat #11 first wave proceeded off the Calvert's starboard beam a distance of about 800 yards where we started our circle off primary control vessel.	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) Action Report, Husky Operation, USS Calvert 3) War Diary, USS Calvert, July 1943 4) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 5) USS Calvert Action Report - Husky Operation Wave Commander Report - Wave 1 - Ensign Myron J. Latimer, Wave Commander
Unloading under clear skies and with good visibility, but very difficult sea conditions					
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	1) "Immediately upon arrival the crews began the process of unloading the landing craft, troops, and supplies for the landings. The Army had requested a pre-dawn landing in an attempt to maximize the element of surprise. However, little surprise was possible. The clouds had cleared, the moon was shining bright, and visibility was excellent. " 2) "Weather conditions upon anchoring were as follows: Clear and dark, visibility 9, wind force estimated 4-to-5 from the NW, sea-swell 4 from the NW. 1) "At the time of anchoring there was little wind, although a swell continued which gave the ship a 'snapping' roll." 3) The lowering of boats was commenced upon anchoring. Due to the roll, which continued, this proved to be a most difficult operation. 4) "Conditions for the landing were very poor. The sea had huge swells. Loading the landing craft alongside the ship was risky with the boats bouncing up and down as much as 12 to 15 feet." - M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)	1) Funk, p29, 30 Adventures of a Landing Craft Coxswain 2) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 3) Action Report, Husky Operation, USS Calvert 4) Calversion Vol 38, P2.
				"The weather reports were encouraging. "The sea will calm before midnight," LCDR John Corry had said from the beginning and kept on saying, even when the seas at hand grew rougher. Then suddenly, a little while ago, the miracle of which I spoke occurred. No matter where you may be stationed, you must have felt it. The wind died down almost as abruptly as it had started. Look over the sides now in the faint light left by the storm-clouded quarter moon, which is nearing the horizon, and you will find the Mediterranean still choppy, still tossed by a heavy surf, but, compared to what it was only a short time back, as quiet as if God had put his hand on it. "	John Mason Brown. To All Hands. P116

Year	Month	Day	Location	Historical Details	Sources, Notes
Difficult and dangerous conditions for boat crews and Army personnel embarking in the assault boats					
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	1) "Very rough seas complicated debarkation. The deck crews, boat crews, and soldiers were having a rough time. One memorable incident was the accidental firing of a .50-caliber machine gun from one of the vehicles being unloaded from one of the close-by transports. A stream of tracers arced into the air, making all involved in the operation uncomfortable knowing that the enemy was sure to have seen the tracers, thus threatening an already tenuous attempt at a surprise landing. The rough seas made debarkation for the troops extremely dangerous task as well. Swells of 12 to 15 feet tossed the landing craft about as the troops attempted to climb down the nets. A few ships tried to load at the rail in an attempt to minimize the risk of troops falling from the net ladders or being crushed between the landing craft and the hull of the transports. The Calvert, not yet having improved davits that could safely hold a boat fully loaded with troops and supplies, required that the troops climb down into the landing craft via nets." 2) "All of the Calvert boats used in the assault, except tank lighters, were preloaded. By the use of proper slings, heavier steadying line and additional men on the steadying lines, no undue difficulty was experienced in placing the boats in the water. It is estimated that at least one hour was saved by preloading."	1) Funk, p30 Adventures of a Landing Craft Coxswain Original Sources: Calversion, Volume 38, 2, Information provided by M. J. "Mike" Latimer 2) USS Calvert Action Report - Husky Operation
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	"The challenges of reaching a landing craft, via net, are explained by W.J. "Bud" Vey, a member of the 1st Beach Battalion who was on board the Calvert for the invasion of Sicily: ... the small boats were subsequently lowered into the water with only the boat crews aboard, (as was done in the North African landings). Then when, (and if), the boats were "safely" in the water and detached from the davits, the assault troops were ordered over the side to make that treacherous trip down the cargo nets to the landing craft, presumed to be down there somewhere in the blackness. This method, of course, as we had learned earlier in the rolling seas off the Atlantic coast of Africa, had serious drawbacks also. Debarking troops, if they managed to make their way safely down the spaghetti-like cargo nets, soaking wet and slippery, ignoring the occasional crushed fingers, and placing the first foot tentatively on the landing craft's gunwales with the other still in the webbing of the cargo net only to find a moment later that the boat had disappeared into a trough 10 or 15 feet below the level at which the frightened soldier had first placed that tentative foot on the boat. The unfortunate troops were left in the air, desperately trying to find a segment of net into which they could place at least one foot, knowing that they must hang on somehow until the boat came back up on the next rise - and then try it all over again."	Funk, p30 Adventures of a Landing Craft Coxswain Original Sources: W.D. Vey, O.J. Elliot, The Beach Boys, A Narrative History of the First Naval Beach Battalion, Amphibious Force, U.S. Atlantic Fleet, World War II, Sicily - Online: http://www.1stbeachbattalion.org/beachhead_2.htm

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Transport Area, Woods Hole sector, Scogliitti, Sicily	continued from above (as per W.J. "Bud" Vey, a member of the 1st Beach Battalion) "Compounding the situation was the roll and pitch of the transports, which terrorized the troops on the nets with their heavy outward, rolls over nothing but ocean and then the smashing counter roll against the rough, barnacle-encrusted sides of the ships. Farther down the side, many soldiers were caught on this counter-swing and crushed between the landing craft and the transports' hull as both vessels gyrated in the churning seas. It was not a night to remember. Until, and unless you have inched your way down a wet, slimy, slippery network of rope which is constantly in vertical and horizontal motion as its occupants try to take one more step to their destiny down there in the blackness, with 40 to 50 pounds of food, ammunition and weapons fastened somewhere on their bodies, sliding, grasping, slipping into that ridiculous little boat wallowing around in the monstrous and remorseless seas, it would be difficult to envision what a terrifying experience it could be. Finally, the knowing that once the first stage - a standing room only space in the landing craft - had been reached, they were to be transported somehow in this bucking, rolling piece of lumber with a ramp, through the pounding surf which would turn out to be just as ugly as they were imagining, onto a stretch of enemy beach, reported to be heavily mined, with the enemy lying in wait behind the dunes, cross-hairs zeroing in on their boats as they made the final approach, did absolutely nothing to erase the terror of the cargo net descent a short time before."	Funck, p30 Adventures of a Landing Craft Coxswain Original Sources: W.D. Vey, O.J. Elliot, The Beach Boys, A Narrative History of the First Naval Beach Battalion, Amphibious Force, U.S. Atlantic Fleet, World War II, Sicily - Online: http://www.1stbeachbattalion.org/beachhead_2.htm
1943	July	10	Transport Area, Woods Hole sector, Scogliitti, Sicily	Boats organize in the Rendezvous Area, under command of two control vessels 1) 0100 - Scout and beach marking boats, of Calvert, Neville, and Frederick Funston, proceeded toward the mouth of the River Acate, Course 30, speed 1000 (RPM). 5) 0100 - Sea gone down, wind now recorded at Force 3/4 2) 0125 - Primary Control Vessel took station in the Rendezvous Area. The wind and sea made the task quite difficult; however, this was greatly facilitated by I.R. Beacons, radar, and silhouette. The latter being the greatest aid. While in the Rendezvous Area, and at various other times, the Boat Group Commander reported that our screened beach lights were rarely seen. This was due in many cases by the swinging of the Control Vessel, but much of it could be remedied by having a suitable arrangement in the yardarms. 3) 0128 - All davit boats in water, continuing lowering other boats and debarkation of troops. 2) 0130 - Secondary Control Boat at station. 4) 0130 - All 8 boats of the first wave were in the circle directly astern of P.C. 542. Some difficulty was had in keeping circle tight due to heavy swell of sea, but under the circumstances the circle was well kept. 5) 0100 - 0130 - A powerful searchlight illuminated the skies over the Transports continually on and off.	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) Action Report, Husky Operation, USS Calvert 3) War Diary, USS Calvert, July 1943 4) USS Calvert Action Report - Husky Operation Wave Commander Report - Wave 1 - Ensign Myron J. Latimer, Wave Commander 5) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)

Year	Month	Day	Location	Historical Details	Sources, Notes
Control vessel designations and roles In an amphibious operation, a control vessel guided and acted as a headquarters for the control of waterborne traffic to and from the beach. Primary Control Vessel: Vessel used by central control, transport squadron control, and transport division control officers. Vessel used by the senior naval officer in control of landing craft for a transport squadron or transport division. Secondary Control Vessel: Vessel used by boat group commanders and wave guide officers.					
1943	July	10	Woods Hole sector, Scoglitti, Sicily	Scout Boat Orders Scout boats were to find and mark sand bars, 50-to-70 yards off the beach, which would impede landing on the beach. If waves encounter these bars, drop man with flashlight and buoy to mark bar, retract, and try again where other boats pass. If grounding again, debark troops to wade ashore, floating light equipment in their rubber boat and again marking bar. Third and succeeding waves must find spot close to beach or shallow water in order to debark vehicles.	Over the Beach. US Army Amphibious Operations in the Korean War. Colonel (Retired) Donald W. Boose, Jr. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, Kansas.
1943	July	10	Woods Hole sector, Scoglitti, Sicily	0145 - Scout Boat: A powerful green searchlight, apparently located at of near Gela swept out area. We estimated that it was too far away to show us up, and proceeded accordingly. 0155 - Scout Boat: A very bright blue searchlight dead ahead of us, located at or near the mouth of the River Acate, was turned on. This light kept traversing our immediate vicinity, and, at one time, fixed us in the center of its beam for a minute and a half or more. Each time this light swept toward us we were forced to lie to, and, when we got underway again we had to proceed at a reduced speed (500 - 700 RPM) to keep from throwing a visible bow wave. In view of the possibility of enemy picket boats operating in the area we kept changing course after the blue search light had been turned on us to lead any such picket boat away from the Transport Area. In general our course was east and north. The outline of the hills marking the east bank of the River Acate was clearly visible against the glow of several fires burning further inland. The blue searchlight hampered our movements until it was finally destroyed by naval gunfire at approximately 0330.	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
1943	July	10	Woods Hole sector, Scoglitti, Sicily		Report of Activities "HUSKY", War Diary, Commander Transport Division Seven

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scogliitti, Sicily	1) 0200 - Transports were spotted (enemy search light), the USS Leonard Wood being directly in its beam. Gunfire from a destroyer seemed to have extinguished it at 0300. A beacon light believed to emanate from Scogliitti flashed throughout the night. 2) 0200 - All boats in the first four waves had formed circles in the rendezvous area, with the exception of four boats. The Primary Control Vessel and the Boat Group Commander were told to proceed to the line of departure." 3) 0210 - All remaining boats were in the water, except the two previously damaged which were under repair. Time to get all boats in water: One hour, fifty minutes. 2) 0210 - Primary Control Vessel received word from Boat Group Commander that three waves were totally formed and two boats of the fourth wave were missing. Received orders at this time to leave the Rendezvous Area for Line of Departure. Steered course 041 deg True in proceeding which it is believed was the correct course to Red Beach East.	1) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 2) Action Report, Husky Operation, USS Calvert 3) Action Report, Husky Operation, USS Calvert
1943	July	10	Woods Hole sector, Scogliitti, Sicily	"About 0200 the storm abated. It was ghostly. We went about the decks whispering although land was several miles away. At that moment - with our nerves taut - a soldier getting into a landing craft leaned back and touched the trigger of a 50-calibre machine gun! A stream of tracers sped upwards and we were certain that the enemy had seen us!"	Calversion, Vol 39, P6 L.D. Copeland
1943	July	10	Woods Hole sector, Scogliitti, Sicily	1) 0215 - Scout Boat: A white searchlight or spotlight was turned in our direction, we believe from a picket boat, and one shot was fired. Since we heard no noise of a projectile, it was possible that this shot was not fired at us. Our movements were not hindered by the white searchlight which swept the area from the neighborhood of Point Zafaglione, except on two occasions when it swept over us and then back to our immediate area. When this took place we lay to. 2) 0215 - Gunfire from the beach.	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
1943	July	10	Woods Hole sector, Scogliitti, Sicily	0240 - Scout Boat: Received word on our TBY that all boats were to return to the Calvert immediately. Since this message was addressed to the Boat Group Commander we could not be sure it applied to us. On the other hand, we could not be sure it did not. We proceeded toward our beach seeking landmarks until HOW Hour plus 10, at which time we called the Calvert to ascertain if the message applied to us. Received a negative, so we increased our speed and headed inshore as rapidly as possible between searchlight illumination.	Report of Activities "HUSKY", War Diary, Commander Transport Division Seven

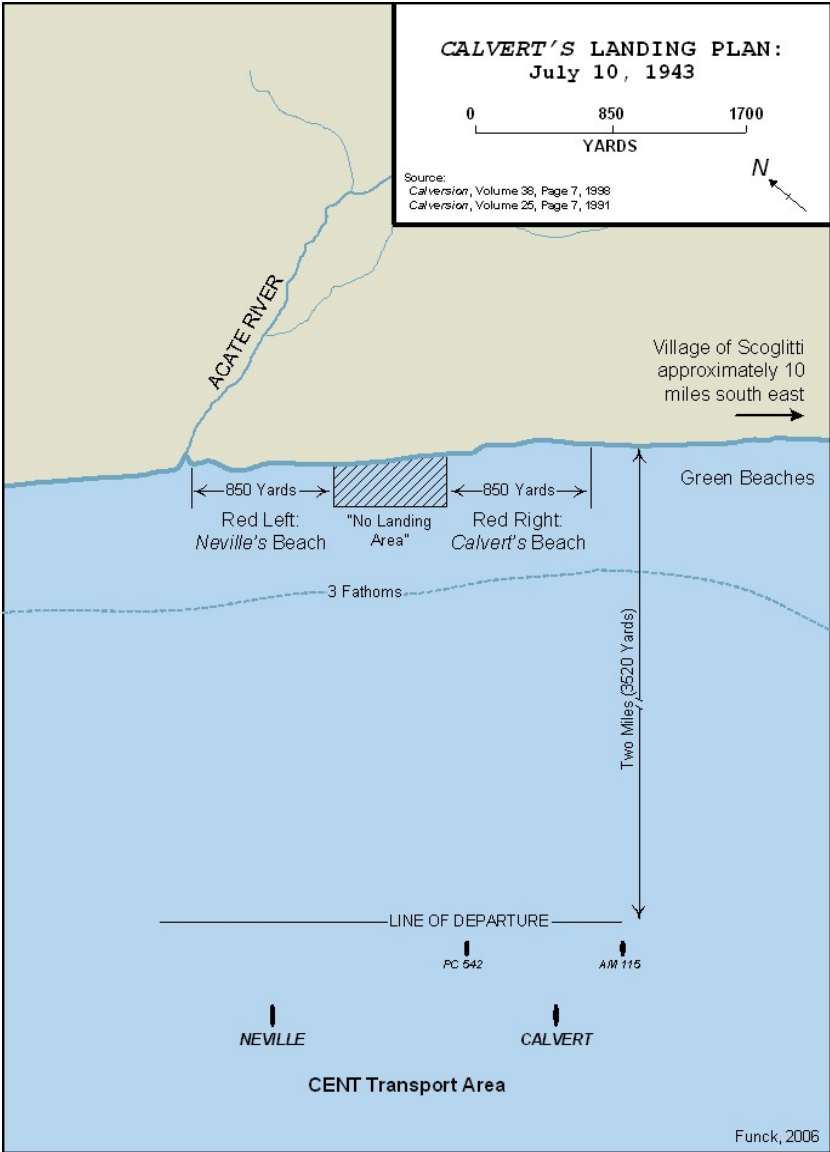
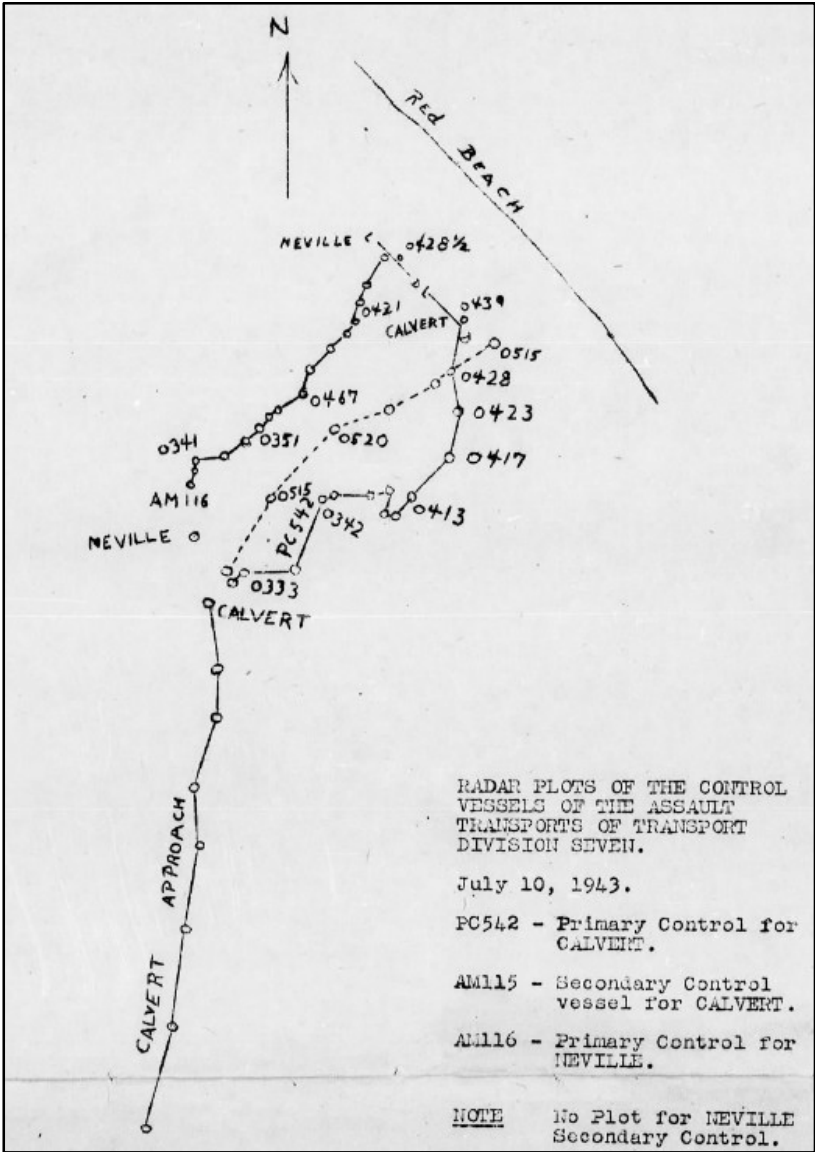
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scogliitti, Sicily	H-Hour Delayed from 0245 to 0345 1) 0239 - "A despatch from CTF 85 was received granting a request from CTF 85.1.2 that HOW Hour be delayed one hour. Calvert's waves were recalled to the rendezvous area and reformed. it was realized that this was a difficult maneuver, but that if the boat waves stayed close to the control vessel it could be and was done. ... It was considered essential by the Division Commander that that Calvert's assault waves return in order that these waves receive the benefit of destroyers close support fire as intelligence data indicated several pill boxes on RED Beach and it was therefore considered highly desirable that the landing of the waves be closely coordinated with the supporting fire." 2) 0241 - Primary Control Vessel received orders through T.B.Y. to return all boats to Calvert. 3) 0243 - NCWTF orders CTF 85 to land as soon as possible. "When the word that H-Hour had been delayed until 0345 was received, the Primary Control Vessel was ordered over TBY to return to the rendezvous area. This was considered necessary because of the need for careful coordination between the fire support for the various beaches and the time of landing."	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) Action Report, Husky Operation, USS Calvert 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
				"While waiting for orders to proceed to the beaches, we received orders from the transport division commander that "H" hour was delayed 1 hour and to recall the troops back to their respective ships. Now this caused extreme concern on the bridge and chartroom. The Captain and Communications officer pleaded with Chief Warren Claxton CRM to call the radio operator in the boat and return immediately. Now this radio operator had very strict orders not to answer his radio because of strict radio silence. The Chief agreed to give it a try. The Captain was pacing all around the chartroom. After 3 calls of about 10 second intervals, we got a call from the radio operator. "Received your orders will comply immediately". Everyone in the chart room showed great relief, but then the Captain told Chief Claxton that he wanted the radio operator to report to his cabin as soon as he would get back with an explanation why he defied such strict orders on radio silence. Chief Claxton told the Captain "fine" but I'm going along right with him. Now this radio operator C.J. Remington RM3c was a shy Nebraska farm boy and a very competent operator. So his explanation to that Captain was that he recognized the voice of the Chief because of all the training we had and why wait on the third call before answering. Well it took a little time convincing the boat officer this was no fluke."	Calversion, V15, P2. M.A. Couvillion

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily	"In July, 1943 I made my second combat landing, at Sicily. Between the two operations - North Africa and Sicily - we were in continuous training in the vicinity of our home port, Norfolk. As part of the Beach Party I was selected to train in a new technology: Black Light and the code name was Nancy, and it was a means of communicating by infrared light. I particularly remember the studious-looking young officer who had come from one of the scientific bureaus in Washington to explain how Nancy worked: "Your job is to make the first combat test, but don't worry, it has been through extensive testing in our laboratories ... it can't fail!" How wrong he was! At Sicily I was not in the first wave ... a very unpopular place; one of my Signalmen, John Foley of Boston, had that dubious honor! My [assignment] was to maintain contact with John who was in the Boat Group Commander's boat using Nancy. The storm left a lot of swells and the Boat Group Commander's boat was pitching. Most of the time I could contact John using Nancy, but not always. In the midst of our chit-chat I was given an emergency message: "How Hour delayed 45 minutes." Frantically I tried to reach John, but Nancy wouldn't work! I begged to be allowed to send the message in plain light ... of course this request was denied! At the appointed hour, 45 minutes before the revised time, the Boat Group Commander's boat with seven men aboard headed for the beach ... all by themselves! Fortunately the enemy was still unaware of what was happening. The only thing, John told me later, was that an Italian dog came down to the beach and barked at the forms huddled in the sand."	Calversion, Vol 39, P6-7 L.D. Copeland
				0300 - Scout Boat: We had identified our beach by silhouette, and displayed our prescribed lights, both visible and IR, since we could not be sure when HOW Hour was, after the original HOW Hour had been postponed. By this time the Naval bombardment had been in progress for about a quarter of an hour. We received word that firing was taking place on the Calvert Beach, but so far as we could observe, it was also taking place on several other beaches.	Report of Activities "HUSKY", War Diary, Commander Transport Division Seven
				Boats return to the Calvert; Reform in Rendezvous Area and proceed to Line of Departure 1) 0300 - The boat waves arrived back at the ship, in a somewhat dispersed condition. They were immediately reformed by the Boat Group Commanders. 1) 0320 - 0343 - Boat waves proceeded to the line of departure. Boat Group Commander, aboard Primary Control Vessel, reported that all of the first four waves were formed except two boats and one boat of fifth wave was present. Control Vessel and Boat Group left Rendezvous Area for Line of Departure. 2) 0330 - CENT DD's bombarded beaches. Support boats opened rocket barrage. 1) 0343 - Boat Group Commander, aboard Primary Control Vessel, reported that he received word that our beach was the one now being shelled. Control Vessel changed course to 060 deg for this area ["toward Green Beach (which was being shelled) thinking that it was Red Beach, inasmuch as they had been told that Red Beach would be shelled prior to their arrival there."].	1) Action Report, Husky Operation, USS Calvert 2) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily	2) 0345 - CENT Attack Force landings begun.	
				1) 0350 - Shelling of Red Beach began. 3) During the run to the Line of Departure the naval barrage fire was stated and kept up until the waves reached the Line of Departure. About 10 or more enemy flares were overhead the last five minutes of our run to the Line of Departure and lasted till just about five minutes before our wave beached.	1) Action Report, Husky Operation, USS Calvert
				3) "Destroyers moved In with assault waves. As they reached the line of departure the destroyers moved to the flank and soon opened a terrific bombardment. Scoglitti, Zabaglione, and previously plotted positions of suspected defenses were blasted by naval gunfire. The cruisers also opened at the same time and the Abercrombie, a British monitor. The shells of all these guns were plain red traveling lazily through the air. The Abercrombie's guns' trajectory was nearly as high as it was long. It was an awe-inspiring sight. "	2) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
					3) Diary of the Scillian Campaign, Brigadier General Raymond S. McLain 45th Infantry Division Artillery Commander
				1) 0357 - Control Vessel ordered Boat Group to stop, for we were sure that we were heading for wrong beach. Control Vessel contacted Calvert by TCE asking for a radar position. After five minutes of waiting, Control Vessel informed Calvert that we were shoving off to Line of Departure.	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Approach, Anchorage, Control boats' approach, Line of departure, Assault beaches (Red Beach)



Left: Action Report, Husky Operation, USS Calvert

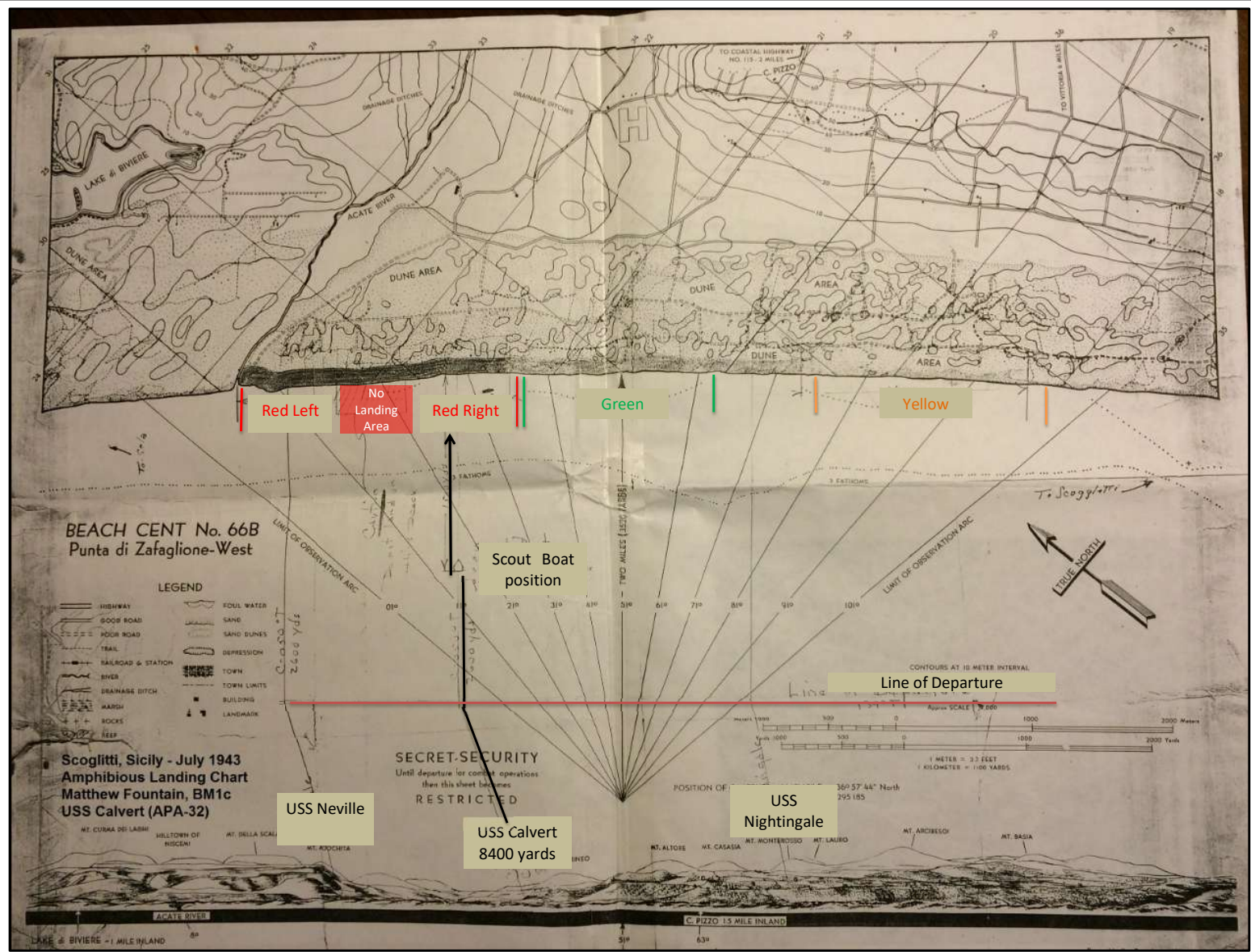
"The S.G. Radar was used in Operation Husky to serve as a check on the position of the Calvert in the Transport Area and to track control vessels, both primary and secondary in the initial assault waves. The beach had no outstanding landmarks useful to radar and it was necessary to establish position by successive approximations."

Right: Funck, p33
Adventures of a Landing Craft Coxswain

Red Beach, The Calvert's assigned landing zone: "Red Beach #1 right half, an area about 850 yards in length. Approximately 2300 yards east of the mouth of the Acate River."

USS Calvert Action Report - Husky Operation - Wave Commander Report - Wave 1 - Ensign Myron J. Latimer, Wave Commander
Calversion Vol 25, p7. Provided by William Eiseman.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Landing craft coxswain's chart and map, Beach Cent, Scoglitti, Sicily

Mark Fountain, son of Matt Fountain (BM1c)

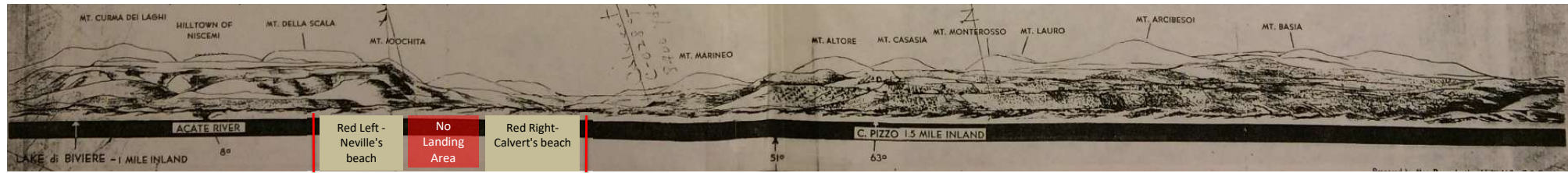
Red Beach, The Calvert's assigned landing zone: "Red Beach #1 right half, an area about 850 yards in length. Approximately 2300 yards east of the mouth of the Acate River."

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Year	Month	Day	Location	Historical Details	Sources, Notes
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Landing chart caption: "Observation is two miles (3,520 yards) from beach at this point"

Source: As above.
Scoglitti is to the east (right)



CENT Landing Beaches Described | 180th RCT Beach: Red Right

"The 45th Division would land southeast of the Acate River, along a coast line extending fifteen miles in a smooth arc almost devoid of indentation. The stretch of sandy, gentle beach was broken only by a few patches of rocky shore or low stone cliffs. The only harbor was the tiny fishing village of Scoglitti, where two rocks jutting above the water marked the entrance to two coves forming a haven for fishing boats. The passage was only some fifty yards wide, with a rocky bottom at a depth of eight feet. A mile southeast of Scoglitti lay the low headland of Point Camerina, a rocky bank about fifty feet high faced by five small patches of underwater rocks.

To insure the capture of Scoglitti (which could be used as a minor port); to narrow the gap between the 45th Division and the 1st Division on the left; and to put the assaulting units on as direct a route as possible to the Biscari and Comiso airfields, General Middleton selected two sets of beaches for his landing, one on each side of Scoglitti, with a total frontage of some 25,000 yards.

Three beaches northwest of Scoglitti--RED, GREEN, and YELLOW--nicknamed Wood's Hole by the naval force, actually constituted an extension of the 16th RCT's beaches and were similar in terrain. Lying in an uninterrupted line for almost four miles, the beach area was of soft sand which rose gradually for half a mile to an uninterrupted belt of forty- to eighty-foot sand dunes. Pillboxes were scattered along the beaches, the dune line, and the highway. A few coastal artillery batteries dotted the area.

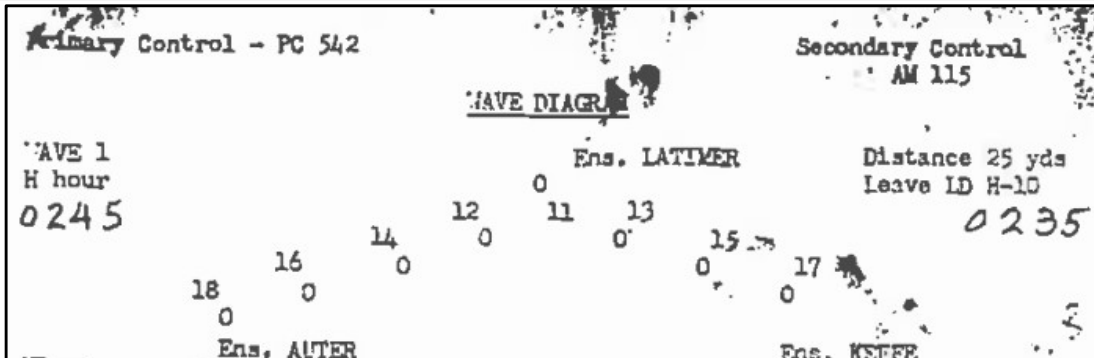
On the left, Col. Forrest E. Cookson's 180th RCT would come ashore with two battalions abreast, the left battalion to seize Ponte Dirillo (also a paratrooper objective), the right battalion to take Biscari."

United States Army in World War II.
Mediterranean Theater of Operations.
Sicily and the Surrender of Italy - Chapter VI - The Assault.

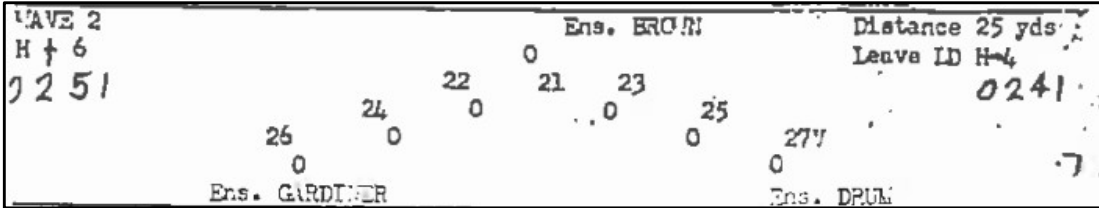
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<https://www.ibiblio.org/hyperwar/USA/USA-MTO-Sicily/USA-MTO-Sicily-6.html>

1943	July	10	Woods Hole sector, Scoglitti, Sicily	0400 - First light. USS Savannah and USS Boise opened fire on prearranged targets.	Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
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Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily	4:15 A.M - "Our guns have really been speaking up. The darkness is fighting a losing battle. Light is everywhere. Never for long. Always changing. Always in the swiftest of motion. Then the night seeps back, only to be driven away again. Overhead it's all dots and dashes that you can see, quivering as they race to rise and fall; dots and dashes, and streamers of heat, and rockets overtaking rockets. Light and noise. The noises are as different as the lights. There's the froglike glump of flak as it thuds through the water after a brief splash. There the staccato stitching of the 20- and 40-millimeters. There's a sigh, a whine, and a whistle. There are big guns, little guns, medium-sized guns - all of them fluent, and all of them demanding to be heard from, whether they are on the ships, around us, in the Task Force ahead, with the enemy on shore, or the British to the east. The big guns bellow in a full, damp, dull tone. They sound the way a goldfish bowl might sound if - water and all - it exploded in your tummy. Under this flaming cover the small landing boats have been pushing into shore. Bright as the sky is, the sea is still so dark that I have been able to see the outlines of only a few of our little boats. But once in a while, in the din, the sputter of their motors has been heard."	John Mason Brown. To All Hands. P123
1943	July	10	Transport Area, Line of Departure, Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0410 - Scout Boat: We had a message from Control Vessel asking if we could see him. We said we could. He could not see us, however, perhaps because flares were glaring all about us. 2) 0413 - Primary Control Vessel: The Control Vessel delayed, at which time the fire on Red Beach had ceased, before proceeding on their way to their proper beach. 4) 0413 - White flares began to illuminate the CENT Transport Area. 1) 0420 - Scout Boat: The Control Vessel saw our lights, according to Ensign Kibble who was aboard, but she had already despatched the first four waves to the beach. 3) 0420 Enemy bombs landing in vicinity of ships of this division as well as landing craft but apparently no hits scored. 4) 0423 - Three very bright dripping flares burst over the Transports, bombs were dropped. All Transports sent up heavy anti-aircraft fire.	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) Action Report, Husky Operation, USS Calvert 3) War Diary - Commander Mine Division Seventeen - https://www.fold3.com/image/274564343 - USS Skill, and other mine sweepers 4) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
1943	July	10	Transport Area, Line of Departure, Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0425 - Signalman 3/c John Foley, USN, reported that he believed he saw the IR beacons of the Scout Boat. A check on this revealed that Foley was correct, but perplexing thing was that we did not see the visual lights of the Scout Boat. Primary Control Vessel changed course at that point. 0435 - Primary Control Vessel at Line of Departure. 2) 0436 - More bombs were dropped. All transports sent up heavy anti-aircraft fire.	1) Action Report, Husky Operation, USS Calvert: Report of Landing on Sicily, Report of Primary Control Vessel, From: Ship's Officer Assigned to Control Vessel (Primary). 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)

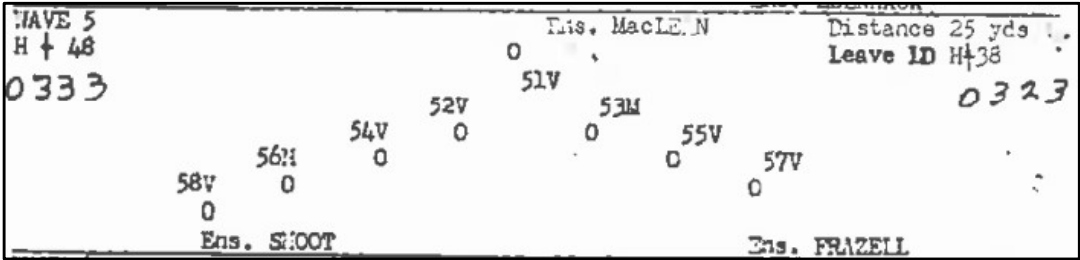
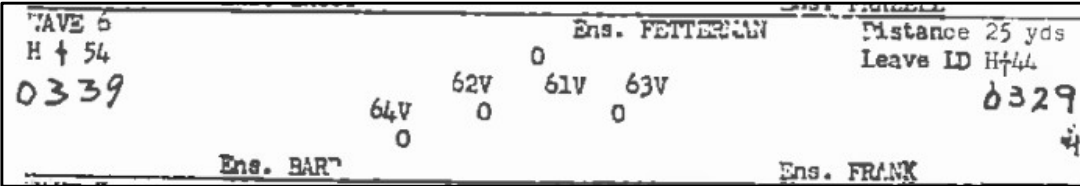
Year	Month	Day	Location	Historical Details	Sources, Notes
Wave 1 assault landing: Right Flank, Red Beach Right Support Boats fire on beach					
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0435 - First wave dispatched. The Support Boat Division proceeded on the flanks of the first wave to about 1300 yards from the beach.	1) War Diary, USS Calvert, July 1943 2) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven, Support Boat Report
				"As the wave approached the shore, shell fire and machine gun fire was received from emplacements along the beach. Our support boats opened with rocket fire from about 1200 yards off shore, and upon its completion the machine gun fire from one point on the beach had ceased."	
				2) "Close support fire was well coordinated with the movement of the boat waves from the line of departure to the beach. "	
2) Support Boats Division One - Calvert Boats					
PA32-28: Lieut (jg) W.H. File, Jr., USNR, Squadron Commander Cursick, J., F2c Coxswain.					
PA32-27: Ensign W.J. Eisemann, USNR, Division Commander Grochowski, E.P., S1c Coxswain.					
1943	July	10	Woods Hole sector, Scoglitti, Sicily	0437 - 0442 - Finding no evidence of the scout boat, the Support Boat Squadron Commander thereupon commenced firing ranging shots, the first two hitting in the water, but the third hitting on the beach. The Division thereupon fired salvos of three rockets each at half-minute intervals for three and half minutes firing a total of 21 high explosive and 3 smoke rockets each, except that one Calvert boat having had most of its racks damaged in lowering, reloaded and fired its available rockets as rapidly as possible and when the firing had ceased had actually fired 32 high explosive and 6 smoke rockets.	Support Boat report - ComTransDiv7 - Report of Activities, "Husky", P11 (report dated July 17, 1943) signed: W.H. File, Jr. Lieutenant (jg), USNR
			Red Beach East (Red Beach Right)	Ordinance expended on D-Day by the USS Calvert's support boats: PA32-28: Rockets fired High Explosive, 21 Number hitting beach, 22 Number hitting water, 2. PA32-27: Rockets fired High Explosive, 32 Number hitting beach, 38 Misfires, 1	
1943	July	10	Woods Hole sector, Scoglitti, Sicily		Wave Diagram - Wave 1 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired
			Red Beach East (Red Beach Right)		

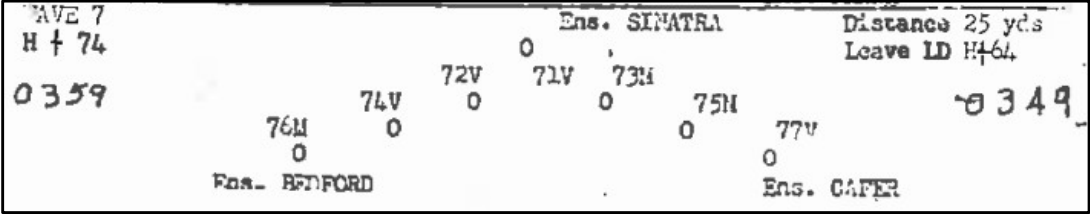
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily Red Beach East (Red Beach Right)	1) "When the signal to cross the line of departure was given, the first wave headed towards the beach. Almost immediately the Germans and Italians lit up the fleet with spotlights. Destroyers and cruisers immediately shelled the enemy positions and put them out of action. The fire support vessels also shelled the beaches for several minutes as the landing craft made their way towards the beaches. 2) 0430 - First wave shoved off on signal from the Primary Control Vessel. "We were led for about five minutes by the Boat Group Commander who finally swerved off. Our course was directly for a fire on the beach so we used this as a guide. Shortly after the Boat Group Commander turned off the support boats opened fire with rockets. These seemed very effective if only for morale of the boat crews, although the only enemy fire at this time that could be observed from my boat was three splashes about 200 yards ahead directly in our course. When about 500 yards from the beach the shore line could be made out due to the morning twilight. Our boat hit sand bottom about 75 yards out but with heavy surf we were soon within 30 yards of the beach." 3) 0433 - Air attack now over JOSS area as well as CENT.	1) Funck, p31-32 Adventures of a Landing Craft Coxswain 2) USS Calvert Action Report - Husky Operation Wave Commander Report - Wave 1 - Ensign Myron J. Latimer, Wave Commander 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0450 - First wave landed on beach. 8 boats landed, disembarking 241 personnel. 3 boat casualties, no Calvert personnel casualties. 2) Landing was made just left of the beach fire. The ramp was lowered and soldiers departed. The water was 2 1/2 feet deep and soldiers had no trouble wading ashore. No enemy fire was encountered although after retracting we could hear sporadic rifle fire seemingly as soldiers moved inland. Our boat had some difficulty retracting. We then paralleled the beach till clear of succeeding waves and proceeded out toward the Primary Control Vessel" 3) Persons in the first wave and the Boat Group Commander credited the rocket bombardment with wiping out a pillbox on the beach which had fired machine guns at the first wave.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report - Husky Operation Wave Commander Report - Wave 1 - Ensign Myron J. Latimer, Wave Commander 3) Support Boat report - Commander Transport Division Seven, Report of Activities, Husky
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	"Francis Carpenter, S1/c, USNR, one of Calvert's crew had been a house guest in the Scoglitti objective area before the war. In view of that, and after consultation with Colonel Schafer, Carpenter was given permission to leave his station as the bow hook of a landing craft in Wave One to reconnoiter the hinterland in order to confirm certain terrain features not clearly evident in the aerial reconnaissance photos. Completing his mission, Carpenter encountered a group of Italian civilians whom he reassured and offered safe conduct. Later he encountered and accepted the surrender of 22 Italian infantrymen who apparently were ready to surrender to the first Allied trooper they met. For his actions that day, Francis Carpenter was awarded the Silver Star."	Calversion, Volume 38, p6 Captain Thomas W. Glickman, United States Navy, Retired

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Red Beach East (right), Woods Hole sector, Scoglitti, Sicily	The Beach Party Lands 1) "Sterling's first responsibility was to deliver elements of the Naval Beach Party to Red Beach prior to the landing of the first assault wave. By the time Sterling reached the beach it was dawn and visibility was favorable. Fortunately no enemy fire was received. The Italian and German defensive positions were empty, presumably abandoned." Editor's note: The exact timing and details of the Beach Party landing is unknown as it is not stated or mentioned in published action reports. However, it is presumed that the Beach Party landed in the early waves. 2) Beach Party: A Navy unit responsible for effecting and coordinating movement of a landing force and its supplies and equipment through the surf zone and onto the hostile beach.	1) Funk, p31-32 Adventures of a Landing Craft Coxswain 2) Over the Beach. US Army Amphibious Operations in the Korean War. Colonel (Retired) Donald W. Boose, Jr. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, Kansas.
				Wave 2 assault landing: Right Flank, Red Beach Right 2) We reached the line of departure at about 0430 at which time the first wave shoved off. Second wave shoved off at 0437. At about 1000 yards from the beach, rockets from our own support boats burst close about us and continued to do so until we were about 400 yards from land; at this point two support boats passed us to starboard, heading seaward. From about 50 yards out until we hit the beach, while we were on the beach, and until we'd retracted some 50 yards, we were subjected to spasmodic and ineffective sniping, seemingly coming from the dunes, some 20 yards from the water's edge. 1) 0448 - Second wave landed on beach. 1) 8 boats landed, disembarking 241 personnel. 1 boat casualty, no Calvert personnel casualties.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report - Husky Operation Wave Commander Report - Wave 2 - Ensign Stewart Pierce Brown, D-V(S), USNR
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily		Wave Diagram - Wave 2 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) Wave 3 assault landing: Right Flank, Red Beach Right 0447 - Third Wave dispatched. 0505 - Third wave landed on beach. 7 boats landed, disembarking 202 personnel. 1 boat casualty, no Calvert personnel casualties. 2) On the trip back to the ship, shells from a shore battery evidently aimed at the secondary control vessel and the 4th, 5th, and 6th waves fell close aboard with no effect.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report - Husky Operation
				WAVE 3 H + 12 0257 Ens. BRUCE Distance 25 yds Leave LD H+2 0247 38 36 34 32 30 31 33 35V 37 39M Ens. FITZGERALD Ens. LISA	Wave Diagram - Wave 3 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) Wave 4 assault landing: Right Flank, Red Beach Right 1) 0452 - Fourth Wave dispatched. 1) 0510 - Fourth wave landed on beach. 1) 8 boats landed, disembarking 197 personnel. 2 boat casualties, no Calvert personnel casualties. 2) The fourth wave encountered no fire while unloading. 2) The fourth wave was led all the way in to the beach by the Boat Group Commander who noted that many boats from the first three waves had grounded solidly before reaching the shore line. Rubber boats were being used to unload equipment and arms. Seven Calvert, two Funston and one Bellatrix boats needed assistance in retracting from the beach.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report - Husky Operation
				WAVE 4 H + 18 0303 Ens. BAKER Distance 25 yds Leave LD H+8 0253 40V 41V 43 45V 47M 49M Ens. GOLDMAN Ens. BRENHAGEN	Wave Diagram - Wave 4 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily		

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0505 - Balloons were streamed. 0510 - Both CENT and DIME Forces set up a very heavy anti-aircraft fire. Transports were given warnings at 0526, 0530, and 0539 to refrain from firing on friendly planes. 2) "Waves one to four landed with four boats of their thirty-four missing. Three of the missing boats landed in succeeding waves; the fourth landed in the first shuttle trip after having been repaired."	1) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 2) Action Report, Husky Operation, USS Calvert
1943	July	10	Woods Hole sector, Scoglitti, Sicily	0501 - Our fighters engaging enemy air units over CENT area. 0515 - Spitfire fighter cover arrived.	Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	Scout Boat Observations: "It seemed to us that the waves, while landing very close to their proper beach, were hitting some three to four hundred yard too far to the west, in the area originally left vacant between the Calvert and Neville beaches. We changed station to guide the remaining waves, and fell in with a wave from the Nightingale and headed for our beach. We redirected it. We then met some Calvert boats which we directed to the beach, and then proceeded to the hydrographic survey and channel marking part of our mission. Because of the uncertainty of HOW Hour, we did not debark the Army Scouts as planned, for fear they would become fouled with the assault waves. It is our opinion that these scouts would have been of little value in finding channels in view of the condition of the sea which would have made rubber boat handling for that purpose impossible. Upon completing our survey and marking channel, we placed the Army scouts aboard an LCVF commanded by Ensign Brunsted to be landed. Our fathometer rig prevented us from landing our boat. A handwritten "I do not agree with this" [illegible initials], is in the margin of this action report page."	Report of Activities "HUSKY", War Diary, Commander Transport Division Seven
Equipment and supply shuttle service commences					
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0545 - Boats from the first four waves started returning [to the Calvert]. They were immediately reloaded and the shuttle started. A total of two boats were missing from the seven [assault] waves, and these went in as the first trip of the shuttle after repairs had been completed. [Editor's note: Damage had occurred as these two boats were being prepared aboard ship, due to rough seas, while the Calvert was approaching anchorage, as previously indicated]. 2) 0547 Smoke screen laid to protect vessels in transport area from beach firing.	1) Action Report, USS Calvert Action Report - Husky Operation - p3 2) War Diary, Commander Mine Division Seventeen, July 1943
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	0550 - Secondary control vessel arrived at the line of departure. The control vessel and the boats were being shelled from the beach and it was dangerous to hold them at the line of departure. 0550 - Primary Control Vessel escorted boats, who had returned from the beach, back to Calvert.	Action Report, Husky Operation, USS Calvert: Report of Landing on Sicily, Report of Primary Control Vessel, From: Ship's Officer Assigned to Control Vessel (Primary)

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	"By daylight I had made several trips and could see that there were two machine gun nests bracketing our landing area. The Italian troops had abandoned them during the shelling. Inside there were 7mm machine guns and boxes of hand grenades."	Calversion Vol 38, P2-3 M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	Wave 5 assault landing: Right Flank, Red Beach Right 1) 0550 - Fifth wave left the Line of Departure. 0555 - Fifth wave landed on beach. 9 boats landed, disembarking 171 personnel. No boat casualties, no Calvert personnel casualties. 2) Support Boat Division One assumed patrol stations along the boat lanes and at dawn laid a smoke screen to protect the fifth and sixth waves from shell fire from the beach.	1) USS Calvert Action Report - Husky Operation 2) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven signed: W.H. File, Jr. Lieutenant (jg), USNR
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily		Wave Diagram - Wave 5 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	Wave 6 assault landing: Right Flank, Red Beach Right 0555 - Sixth wave left the Line of Departure. 0605 - Sixth wave landed on beach. 6 boats landed, disembarking 116 personnel. No boat casualties, no Calvert personnel casualties.	USS Calvert Action Report - Husky Operation
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily		Wave Diagram - Wave 6 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.

Year	Month	Day	Location	Historical Details	Sources, Notes
Wave 7 assault landing: Right Flank, Red Beach Right					
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	1) 0558 - Seventh wave left the Line of Departure. 2) 0607 Transports moved from transport area to inshore anchorage, two miles off Scoglitti. 1) 0608 - Seventh wave landed on beach. 6 boats landed, disembarking 156 personnel. No boat casualties, no Calvert personnel casualties.	1) USS Calvert Action Report - Husky Operation 2) War Diary, Commander Mine Division Seventeen, July 1943
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily		Wave Diagram - Wave 7 Calversion, Volume 38, p7 Captain Thomas W. Glickman, United States Navy, Retired Note: Times shown on diagram reflect original, not delayed, timing.
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	Boats in Support Boat Division One operated separately, patrolling the boat lanes and carrying out various missions as ordered.	Report of Activities "HUSKY", War Diary, Commander Transport Division Seven signed: W.H. File, Jr. Lieutenant (jg), USNR
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	The fifth, sixth and seventh waves were directed to the left [of where waves one through four had beached] by the Boat Group Commander where [beach] conditions were slightly better. The approach to the beach consisted of shallow water covering a wide bar so far from the shore line that it was impossible for most boats to beach on dry land. Those that did were helped over the outer bar by the heavy surf running. This surf breaking over the stern caused many boats to swamp as they retracted; it caused motor failures with consequent broaching.	USS Calvert Action Report - Husky Operation, p3

Year	Month	Day	Location	Historical Details	Sources, Notes
US Army Summary of Debarkation and Landings					
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	The Calvert's crew did a splendid job of getting the landing craft loaded with Lt. Col. William H. Schaefer's 1st Battalion and into the water. Thirty of the thirty-four boats of the first four waves were circling in the small craft rendezvous area by 0200 and, under guidance of a control vessel, started for shore shortly thereafter. But the Calvert had performed too well. Her small boat waves were far ahead of the others. Just before 0300, as word of the H-hour postponement reached the Calvert, her commander had no choice but to recall the four assault waves to the rendezvous area. When the control vessel arrived back near the transport, the assault waves were in a bedraggled condition: some of the small craft had straggled, others had lost the wave formations and had headed off in various directions. When the control vessel received new orders to take the assault waves in to the beach to meet the new H-hour, she obediently turned to execute the order. The result of this movement back and forth in unfamiliar waters and in complete darkness was that the 1st Battalion, 180th Infantry, landed late and badly scattered. What could be collected of the first wave eventually touched down on RED Beach at 0445, almost three hours after its start. Parts of the other three waves arrived at brief intervals thereafter.	United States Army in World War II. Mediterranean Theater of Operations. Sicily and the Surrender of Italy - Chapter VI - The Assault.
Transports move closer to shore					
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	1) At 0540 ships of Transport Division Seven were ordered to move into inner anchorages. Shuttle service was commenced immediately, however it soon became apparent that many boats were stranded on the beach. 2) 0550 Transports began moving to inboard anchorage in a line 5,000 yards from the beach. 4) 0607 Secured from darkened ship. 3) 0618 - The ship got underway to move to inshore anchorage 5000 yards off Red Beach East. 4) 0620 Streamed barrage balloon. 3) 0645 - Second Wave arrived at the transport. 3) 0700 - Anchored, inshore anchorage.	1) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 3) The Assault - USS Calvert Action Report - Husky Operation 4) War Diary, USS Calvert, July 1943
1943	July	10	Transport Area, Woods Hole sector, Scoglitti, Sicily	1) 0732 - HMS Abercrombie began firing on CENT inland targets. 2) "Throughout the day the HMS Abercrombie, a Royal Navy monitor, was underway in the area of the transport staging area. The Abercrombie crossed in front of the Calvert several times while Sterling was aboard the ship. Tremendous swells hit the Calvert every time the Abercrombie would fire her guns." 3) 3) "The Royal Navy had a "monitor" with our landing forces. A "monitor" looks like a battleship but with the aft end cut off and it has a shallow draft. They were shelling an enemy airfield many miles inland. Our ship was between the "monitor" and the beach so that each time it fired it would shake our whole ship!"	1) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events 2) Funck, p31-32 Adventures of a Landing Craft Coxswain 3) Calversion, Vol 39, P7 - L.D. Copeland

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily	CENT force landing operations at Scoglitti, Sicily, at 0800 hours, 10 July	Title: Sicily Invasion, July 1943 Caption: "Cent" force landing operations at Scoglitti, Sicily, at 0800 hours, 10 July, a few hours after the first troops went ashore. USS LCI-38 is at right. A number of landing craft are beached in the surf. Taken by a USS ANCON photographer. Description: Catalog #: 80-G-87503 National Archives Online: https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/80-G-87000/80-G-87503.html
					
1943	July	10	Anchored off Scoglitti, Sicily	Photographs of the USS Calvert, and other Transports, CENT Transport Area, July 10, 1943	Naval History and Heritage Command website
				National archives photo: 80-G-215086 - National Archive photo of the USS Calvert, 2nd from left in the photograph Online: https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nara-series/80-g/80-G-210000/80-G-215086.html National archives photo: 80-G-215095 - National Archive photo of the USS Calvert, left in the photograph Online: https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/80-G-215000/80-G-215095.html Note: An additional note at this website indicates that the photograph may have been taken prior to July 10, 1943 given landing craft can be seen on both ships. Where on July 10th, during daylight, the landing craft would have been disembarked for the landing.	
1943	July	10		Enemy action in the air	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
				"Transports warded off whatever enemy aircraft slipped through the protective umbrella. " 1025 - Low flying Messerschmitt strafed the beach, then headed for the Transport area, and were headed off by anti-aircraft fire.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Red Beach East, Woods Hole sector, Scoglitti, Sicily	Hazardous landing conditions 1) "Landing was extremely difficult given various factors. Just getting to the beach was a challenge with the presence of a series of sand and mud bars , running parallel to the beach some 150 to 200 yards offshore. There were many boats that never made it across the sand bars. Sterling suggests that most skilled Coxswains could back off of a sand/mud bar prior to getting broached against the bar. Closer to the beach the coxswains had terrific tides to deal with, which made it difficult to hold the landing craft perpendicular to the beach during troop debarkation." 2) Broach: "To tend to be thrown broadside on the surface or in a seaway. Often currents flowing parallel to a shoreline have this effect on landing craft causing them to land broadside to the beach."	1) Funck, p31-32 Adventures of a Landing Craft Coxswain 2) Over the Beach. US Army Amphibious Operations in the Korean War. Colonel (Retired) Donald W. Boose, Jr. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, Kansas.
				1032 Commander Transport Division Seven received the following signal "Captain Loomis proceeded beaches Red, Yellow and Green to accelerate beached boats. Thackery take charge Transport Division Seven." Upon arrival and inspection of beaches Red, Yellow and Green, I found the following existing: (1) Between 150 and 200 landing craft stranded. (2) Removal of supplies from the beaches proceeding slowly primarily due to insufficient number of adequate beach exits. (3) Shore and beach parties inadequate in numbers and many personnel not impressed with the vital necessity of quickly unloading boats. (4) Salvage equipment and personnel not adequate to cope with the situation. (5) Boats on arrival at the beach in many instances would lower ramps prior to the arrival of unloading parties, and leave the ramps down allowing boats to fill as they broached. (6) The bars well off the beach, or "false" beaches caused little difficulty, stranding occurred right at the beach line. (7) Many boats in otherwise good conditions, had damaged rudders and propellers. (8) The main cause of boats broaching was observed to be: The bottom at the beach line was of hard packed sand, the beach gradient being slightly steep. Boats grounded only slightly forward and remained afloat practically the entire length of the boat. In this position, the surf soon carried them broadside into a position from which they were unable to retract. In addition, boats crowded together too closely, resulting in some cases of a boat being unable to retract due to boats surrounding it.	War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Anchored, Transport Area, Woods Hole sector, Scoglitti, Sicily Red Beach (right)	1) 1100 - Completed unloading #4 hatch, continuing to unload and debark troops as boats available.	
				2) As unloading continued, using LCM(3)s and LCVPs, greater and greater difficulty was experienced: "Although it was a bright and sunny day the seas remained rough and continued to challenge the fleet due to boats broaching and stranding on the beach. Additionally, there was poor traffic control and poor handling of cargo on the beach."	1) War Diary, USS Calvert, July 1943
				One LCVP from the Calvert was equipped and manned as a salvage boat and worked throughout the day. It soon became apparent that it did not have sufficient power to pull the majority of the stranded boats free. The division salvage boat, an LCM(3), was inadequate for the great amount of salvage work needed.	2) USS Calvert Action Report - Husky Operation - P4-5
				3) "Although it was a bright and sunny day the seas remained rough and continued to challenge the fleet."	3) Funck, p31-32 Adventures of a Landing Craft Coxswain
				4) Temperature at 1pm was roughly 77 degrees F and humid. Sunny and few clouds.	4) Weatherspark.com
Crew members' D-Day Experience - Ashore - Francis Carpenter, Sc1					
1943	July	10	Woods Hole sector, Scoglitti, Sicily	Aria From Rigoletto Assists Yank in Invasion of Sicily	
				Sicily - (U.P.) - Seaman Francis Carpenter, 41, a former Broadway actor who had been horseback riding nine years ago on the Sicilian beach which this task force assaulted, successfully accomplished a daring reconnaissance mission by reassuring a frightened peasant family with an aria from "Rigoletto." He has been cited for heroism.	
				He went ashore with the first wave of shock troops, located a number of important roads, and narrowly escaped death when a land mine blew a companion to pieces. He captured two Italian soldiers bare-handed, discovered a large minefield and wound up drinking wine with peasants who gave him much information.	Calversion, V44, P6 Article provided by M.J. Latimer The Minneapolis Star, August 9th 1943
				Carpenter volunteered for the mission when his recollection of conditions on the beach conflicted with the army's pre-landing information. Navy officers made arrangements for the mission. The first boat wave with which Carpenter went ashore was commanded by Ensign Myron J. Latimer, Minneapolis.	
				continued below.	

Year	Month	Day	Location	Historical Details	Sources, Notes
Crew members' D-Day Experience - Ashore - Francis Carpenter, Sc1 - continued from above					
1943	July	10	Woods Hole sector, Scoglitti, Sicily	Equipped with a Very pistol, Carpenter said he located a road leading to the beach and a few minutes later was joined by an Indian soldier. "It was light by that time and I could see a place where the sand had been recently dug up." his report said. "I pointed it out to the soldier, but he ran ahead; It proved to be a mine and he was blown to bits. I was thrown quite a distance." Then he found the peasants hiding in a cornfield. "They were very frightened. I gave the man cigarettes, told them the Americans were their friends, sang <u>La donna è mobile</u> from '<i>Rigoletto</i>' and all in all put them quite at their ease." his report said. There were three women, four men, a baby and a donkey. They could not understand why I was not armed. "On our way to a peasant's home we ran into two Italian officers. They offered no resistance and came along with me. I took their guns away."	Calversion, V44, P6 Article provided by M.J. Latimer
Fire support vessels engage enemy units ashore Transports defend from aerial attacks					
1943	July	10	Woods Hole sector, Scoglitti, Sicily	1) "Throughout the morning destroyers and the USS Philadelphia lent fire support to beach objectives. Transports warded off whatever enemy aircraft slipped through the protective umbrella." 2) "After his first landing, Sterling returned to the Calvert and began participating in the transfer of troops and equipment to the beach. During this time German and Italian artillery batteries located further inland went into action shelling the beaches and boat lanes. A number of enemy tanks also appeared near the beaches and engaged the U.S. forces. Sterling recalls that the heaviest fire came during his 2nd and 3rd landings. Fortunately the fleet's fire support vessels quickly helped to put the enemy out of action." 3) "At one time German Tiger tanks nearly drove us off the beach and into the water! It was touch and go for a while until our destroyers came in close as they dared and knocked off each tank as it emerged from behind the sand dunes." 4) "While the Army went inland fairly rapidly, they were pushed back by German tanks by mid afternoon. For a while our troops held only a small strip of beach. Destroyers and cruisers finally were called on to knock out the German tanks and the situation cleared up." Editor's note: The mention of German tanks refers to enemy action taking place at DIME beaches, a few miles north west of the CENT landing areas. There is no official record of German tank activity in the vicinity of CENT beaches. These details are corroborated by official US Navy and Army records.	1) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 2) Funck, p31-32 Adventures of a Landing Craft Coxswain 3) Calversion, Vol 39, P7 L.D. Copeland 4) Calversion Vol 38, P2-3 M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)
			Woods Hole sector, Scoglitti, Sicily	1415 - Scoglitti, the central target of the CENT assault, was occupied by our force. "Hit-and-run" raids by FW 190's and ME 109's continued sporadically on all beaches. Spitfire, coming in on a forced landing near CENT area, was accidentally shot down in flames by LST.	Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events

Year	Month	Day	Location	Historical Details	Sources, Notes
CENT US Army force situation, as of 1450					
			Woods Hole sector, Scoglitti, Sicily	"CTF 85 reported situation as of 1450; Scoglitti taken. Our forces were 2 kilometers West of Vittori at 1215. There is heavy fighting where the railway and Comiso road come together. CG 45th Inf. Div. is taking energetic measures to determine situation and whereabouts of certain units not heard from since landing. Casualties have been generally light in personnel and equipment. 45th Inf. Div. expects to reach planned line by dark. Two spotting planes have been shot down. The bulk of his troops and equipment are unloaded. CG II Corps reports situation, and adds that quality of enemy coastal defense troops is poor."	Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events
1943	July	10	Woods Hole sector, Scoglitti, Sicily	Intermittent bombing and strafing continued during the afternoon and evening. 1) "German JU88 aircraft had a trick of flying down the river [Acate River] and popping up over the landing area." 2) 1540 - Bombs were dropped near Red Beach, three splashes noted 3) 1600 - LCT 445 reported to this ship for duty from the Joss Area. Before it could be loaded it was ordered by Commander Transports to report to the Leonard Wood. 3) 1700 - LCT 154 reported for duty and loading. 2) 1830 - Red Beach was strafed.	1) Calversion, Vol 39, P7 - L.D. Copeland 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 3) USS Calvert Action Report - Husky Operation
1943	July	10	Woods Hole sector, Scoglitti, Sicily	"Later in the day Sterling switched from transporting materials to assist with patrols of the boat lanes in one of the Calvert's support boats. He would run parallel to the beach, as close as possible, while avoiding the sand and mud bars. Sterling remained at the helm of his boat throughout most of the day. As ordered he would switch between running patrols and the seemingly never-ending task of transferring equipment and supplies to the beach."	Funck, p31-32 Adventures of a Landing Craft Coxswain
1943	June		Woods Hole sector, Scoglitti, Sicily	"Later in the day I was put on a LST, a fifty-foot tank lighter, to guide them to Red Beach II. We had quite a time trying to get across a series of sand bars. German Messerschmitt fighter planes would strafe the beach area and drop 50 pound bombs but they didn't seem interested in our vessel. We finally threw over cases of food, gasoline, and everything except the 155 mm ammunition. This lightened the boat and we backed off the sand bar. The Calvert had moved and we couldn't find her. We tried to tie up alongside other ships for the night but when they found out we had 155 mm ammunition they told us to get the hell away. The next day a boat approached us and Captain Thackeray, my CO, was in it. He took me aboard and back to the Calvert."	Calversion Vol 38, P2-3 M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10	Woods Hole sector, Scoglitti, Sicily	Evening of D-Day 1) By nightfall, four boats from this ship were badly stranded. 2) 2025 Darkened ship. 2) 2055 #13 boat alongside with casualties. 1) 2100 - The ship had been 33% unloaded. Completion seemed probable by late evening on July 11th; However, the increasing congestion on the beach and increasing number of boats beached precluded this as it turned out. 2) 2128 Air raid. 2) 2130 Bomb dropped about 100 yards astern, no damage to ship. 1) 2330 - LCT 154 loaded. This craft could not be unloaded at Beach Red East so returned to the Calvert. A working party of 50 men, in charge of an officer, was placed onboard and it was unloaded finally at one of the beaches northwest of Scoglitti by 1145 on D+1 day. 3) "The swells worsened as the day progressed, by evening heavy swells and very rough surf made boat handling nearly impossible. By the end of D-Day, there were countless landing craft stranded on the soft sand and shifting sandbars. Even the transports were being tossed about in the rough seas."	1) USS Calvert Action Report - Husky Operation 2) War Diary, USS Calvert, July 1943 3) Funk, p31-32 Adventures of a Landing Craft Coxswain
				D-Day +1 1) 0000 Anchored as before, continuing discharging ammunition and equipment. 2) 0505- The CENT Area Transports were attacked by a JU-88. Transports set up a concentrated barrage of anti-aircraft fire for ten minutes. 3) 0554 - CENT beaches congested and lack of vehicles to remove stores reported. 1) 0645 - Opened fire on two enemy planes. 0647 Ceased firing. 2) 0650 - Bombing of the CENT Area resumed and all transports opened fire. 2) 0730 - Transports commenced firing anti-aircraft barrage at a JU-88 which was shot down by unidentified fire. 2) 0756 - Enemy bombers unloaded on the beach 1) 0900 - Lighted off one smoke box on fan tail, surface attack probable. 2) Unloading of transports was severely handicapped by the increasing congestion on the beaches. A survey of the beach the morning (11th) revealed 120 landing craft either beached, swamped, or damaged.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation "Husky"
1943	July	11	Woods Hole sector, Scoglitti, Sicily	"Upon return to the USS Calvert, I found that unloading was being accomplished by the use of LCT(5)'s and ships' boats remaining. In accordance with reports received from commanding officers, the primary bottleneck was the inability to discharge LCT(5)'s on the beach. An order was then issued to send ships platoon plus a large a working party as could be sent without slowing discharging on board, to expedite the unloading of LCT(5)'s on the beach.	Report of Activities "HUSKY", War Diary, Commander Transport Division Seven)

Year	Month	Day	Location	Historical Details	Sources, Notes
The Calver's crew members' experiences ashore					
1943	July	10 - 11	Woods Hole sector, Scoglitti, Sicily	1) "Aerial dog fights were going on overhead with an occasional plane going down on the beach. One German fighter pilot was being interrogated on the beach by Army officers. He told them Germany was going to bomb New York.	1) Calversion, Vol 64, P2 Hal Winter, QM3/c - Schoharie, NY 2) Calversion Vol 38, P2-3 M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave) 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014
				Some of the native Sicilians, mostly old men and children, showed up on the beach with bottles of dago red wine. We gave them some of our C-rations."	
				2) "We lived on apples and cheese for three days. No showers or teeth brushing."	
				3) "I recall how glad I was to get back to her (the ship) after being strafed on the beach at Sicily by Junkers [July 10, 1943] .. Our LCVP had broached and ultimately took a beating from the waves. My boat crew and I were stranded on that beach overnight and we slept in our own fox holes. I remember the candy bars I had brought with me melted in my shirt pocket. But the Army fed us their evening chow [K rations] before we climbed under our kapok Mae Wests. In the morning they gave us breakfast. We were rescued and brought back to our ship, but then we were sent back to the beaches as a salvage party."	
Broached Landing Craft, Woods Hole Sector					
1943	July	10 - 11	Woods Hole sector, Scoglitti, Sicily		Diary of the Scillian Campaign, Brigadier General Raymond S. McLain 45th Infantry Division Artillery Commander
					Online: https://www.45thdivision.org/Veterans/McLain_Sicily.htm Editors Note: BG McLain was likely aboard the Leonard Wood.

Year	Month	Day	Location	Historical Details	Sources, Notes
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View Northwest of Red Beach, Scoglitti, Sicily



Scoglitti, looking Northwest towards the Woods Hole Sector beaches



Photographs from: To All Hands: An Amphibious Adventure by John Mason Brown

Left: "Broached Landing Craft" page 161
Right: "Surf's Toll" page 149

1) From Sterling Funck's personal photograph collection. Photograph taken from the deck of the USS Calvert. Shows bluffs to the north west (left) of red beaches.

2) United States Army in World War II. Mediterranean Theater of Operations. Sicily and the Surrender of Italy - Chapter VI - The Assault.

Year	Month	Day	Location	Historical Details	Sources, Notes
Landing chart caption: "Observation is two miles (3,520 yards) from beach at this point"					Source: As above. The town of Scoglitti is to the east (right)
					
1943	July	11	Woods Hole sector, Scoglitti, Sicily	1) 1135 No. 4 Hold completed. 3) 1140 - Abercrombie made available by CTF 85 to CTF 81 for bombardment of Gela sector with 15" guns. 2) 1146 - Enemy bombers unloaded on the beach. 2) 1150 - Enemy bombers unloaded on the beach. 1) 1230 Completed unloading #5 hold. All water and gasoline ashore. 3) 1422 - Raiders over CENT transport area 1) 1428 Hove up anchor. 1430 Anchor aweigh, various courses and speeds. 1504 Let go port anchor, one mile northwest of Scoglitti. 4) The ship shifted anchorage to one nearer Scoglitti. Because of congestion and possibility of being placed under fire, Red Beach East was declared closed to cargo and the Calvert was ordered to shift to the beach of same color northwest of Scoglitti. 5) Directed all ships of Transport Division Seven to shift to anchorage off Red Beach (2) near Scoglitti. 6) Temperature at 1pm was roughly 77 degrees F, humid-to-muggy later in the afternoon. Sunny and few clouds.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation "Husky" 4) USS Calvert Action Report - Husky Operation 5) ComTransDiv7 - Report of Activities, "Husky", P4, P5 6) Weatherspark.com
1943	July	11	Woods Hole sector, Scoglitti, Sicily	1) 1600 - 17 hostile planes were approaching this force from the Northwest. 3) 1652 - Boats now landing at CENT beaches without trouble but delayed by shortage of Shore Party personnel to handle cargo. 1) 1700 - A terrific explosion from the DIME area was due to the bombing of a Liberty ship. The resulting fire from this ship was discernible for five hours. 2) 1800 All ammunition discharged from #2 hold. 4) 1830 - The USS Calvert, USS Neville were discharged by 1830 and ordered to move to designated anchorages inside the mine field. 3) 1915 - CTF 85 reports supplies moving across beaches and inland to 45th Inf. Div. near Vittoria.	1) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 2) War Diary, USS Calvert, July 1943 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation "Husky" 4) Report of Activities "HUSKY", War Diary, Commander Transport Division Seven

Year	Month	Day	Location	Historical Details	Sources, Notes
Heavy enemy bomber action during the evening of D+1					
1943	July	11	Woods Hole sector, Scoglitti, Sicily	1) 2000 - ME 109's attacked CENT shipping. Cowie advised bombs dropped. 2) 2035 Sunset, darkened ship. 3) 2100 - The ship had been completely unloaded with the exception of approximately 10% of the ammunition, barracks bags, and military impedimenta. During 11 July, two LCT loads were removed from the ship plus shuttles of all available LCVPs and LCM(3)s.	1) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation "Husky" 2) War Diary, USS Calvert, July 1943
				4) 2145 - NCWWTF orders all available craft to continue unloading of ships at maximum speed all through the night. 4) 2220 - A red flare appeared over the beach and anti-aircraft fire responded. 4) 2225 - What appeared to be a burning plane was seen on the beach. 5) 2227 - White flares were dropped dead ahead of the Leonard Wood, distance 700 yards. 5) 2228 - Bombs (approximately 5) were dropped. All ships in this division opened fire. It was a very violent and effective barrage. Enemy planes were chased out of range. 5) 2234 - Firing ceased. One plane crashed on starboard beam, distance approximately 700 yards. 5) 2238 - Another bombing attack was cut short by a very impressive barrage of anti-aircraft fire. 1) 2250- CENT transport area attacked, but enemy aircraft driven off by night fighters.	4) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky - Part II - Narrative of Events 5) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
Warning of friendly aircraft over transport areas Enemy air attacks continue					
1943	July	11	Woods Hole sector, Scoglitti, Sicily	1) Orders received: Advised that a flight of 144 twin-engine transport planes flying below 1000 feet will overfly between 2230 and 2400, July 11. 1) 2304 - 2306 - More bombers. 2) 2310 - Artillery batteries in CENT area opened fire. A hit-and-run air attack made direct hit on CENT beach starting large fire. Attack developing in force. One enemy plane shot down. 3) 2330 Hoisted tank lighter on #2 hatch for repairs.	1) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 2) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation "Husky"
				2) 2330 - Our night fighters again overhead to disperse threatening attack. NCWTF orders transport areas swept tomorrow for mines possibly dropped by planes during night. All ships were reminded of recognition signals to be shown by our troop transport planes tonight. 2) 2335 - CTF 85 reported 2 hostile planes shot down in his area three miles off Scoglitti. Planes over DIME area. 2) 2345 - Reports arrived of our airborne troops landing in JOSS and CENT areas. Number of unidentified bombers headed towards CENT. CTF 85 cancelled departure of CENT transports this evening. NCWTF directed CTF 85 to transfer 20 LCM's with crews and spare parts to CTF 81. Two hostile planes shot down in CENT area during air raid.	3) War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
Friendly Fire Incident					
1943	July	11	Woods Hole sector, Scoglitti, Sicily	"During the late hours of D+1 and early hours of D+2 an unfortunate incident occurred. The invasion force was under constant aerial bombardment by German planes all throughout the day. The attacks continued into the night. Orders to open fire on any approaching aircraft were passed down to each ship. As the night wore on, a group of low flying aircraft flew directly overhead. Nearly every ship in the fleet opened fire on the planes after hailing the aircraft but receiving no response. The formation was a group of US C-47 transport planes en-route to Sicily to drop paratroopers in support of the ground assault. They had the unfortunate situation of being many miles off-course and directly over the besieged amphibious force. A total of 23 planes carrying paratroopers were shot down that night. The paratroopers' emergency recognition signal for that mission was a yellow flare, the same color flares that the German bombers were dropping. There had been no way for the fleet to know that they were firing on their own planes. No one knew that the casualties were friendly forces until dawn when American paratroopers were spotted in the water." Continued below:	Funck, p35 Adventures of a Landing Craft Coxswain
1943	July	11	Woods Hole sector, Scoglitti, Sicily	"Official Army History explains the situation: <i>After a day of heavy fighting, Patton decided to reinforce his battle-weary center with over 2,000 additional paratroopers from his reserves in North Africa. He ordered that the 1st and 2d Battalions, 504th Paratroop Regiment, the 376th Parachute Field Artillery Battalion, and a company from the 307th Airborne Engineer Battalion be dropped near Gela on the night of 11 July. German aircraft had been active over the American sector all day, and consequently senior Army and Navy officers went to great lengths to inform everyone of the impending nighttime paratroop drop lest overanxious gunners fire on the friendly aircraft. Nevertheless, when the transport planes arrived over the beaches in the wake of a German air raid, nervous antiaircraft gunners ashore and afloat opened fire with devastating effect. Allied antiaircraft guns shot down 23 and damaged 37 of the 144 American transport planes. The paratroop force suffered approximately 10 percent casualties and was badly disorganized. Later investigation would reveal that not everyone had been informed of the drop despite the Seventh Army's best efforts.</i> The Calvert was one of very few ships that withheld fire during the incident. Sterling's only recollection as to why the Calvert did not fire upon the unidentified aircraft was the conservative approach that Captain Thackrey took in regards to offensive action: "If it wasn't a given or a complete known, I would say that he just didn't order firing on account of being not sure. But the crew was absolutely angry with Captain Thackrey that night. They couldn't believe he wouldn't give the order to fire. All we kept hearing from Lt. Tully was that the Captain kept saying that something didn't feel right." Sterling recalls that several Destroyer Escorts had the job of picking up the downed paratroopers that solemn morning."	Funck, p35 Adventures of a Landing Craft Coxswain For this incident, see also: https://www.historynet.com/how-a-friendly-fire-tragedy-in-sicily-transformed-airborne-warfare/

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	11	Woods Hole sector, Scoglitti, Sicily	"We shot down 14 US aircraft ... it's a sad story with an inordinate amount of "bad luck." It happened at night. US Paratroopers were to be dropped behind enemy lines; they had been given a course which should have taken them many miles from the landing area. (The rule was: "Anything which flies over the fleet is hostile!" Our own fighter aircraft - even in "hot pursuit" were obliged to break off if their course took them over the ships. But the paratroop planes, many miles off course, flew directly over the fleet at night. Worse still, we were being bombed by German aircraft! So most of the fleet opened up. To her credit, the Calvert did not but many other ships did. Then came an ironic tragedy: There was an emergency recognition signal to be used by our aircraft in just such circumstances; the signal, changed every four hours, was two flares and the color of the flares was the coded signal. The emergency signal for that particular four hours was "yellow-yellow" ... exactly the color of the flares which the Germans were dropping on us."	Calversion, Vol 39, P7 L.D. Copeland
1943	July	12	Woods Hole sector, Scoglitti, Sicily	D-Day +2 1) 0000 Anchored 1 mile northwest of Scoglitti. 2) 0002 - Commander Western Naval Task Force ordered: "For tonight hold fire all planes are friendly." 2) DIME, CENT, and JOSS Area Forces were warned that all planes over these areas were friendly at 0002. 2) 0010 - Yellow flares were dropped. And again at 0020. 1) 0030 Hoisting support boat at #6 hatch. 3) 0511 - Repeated warnings not to fire on friendly planes overhead are sent by NCWTF. 3) 0526 - CENT transports reported unloading progressing very slowly. 4) 0530 - LCT 420 was completely loaded and was sent into Red Beach near Scoglitti with a 100 man working party in charge of an officer. This LCT was unloaded by ship's force assisted by 50 Italian prisoners in about 4 hours working time.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky 4) USS Calvert Action Report - Husky Operation - P4, 5 - Report dated: July 19, 1943
1943	July	12	Woods Hole sector, Scoglitti, Sicily	1) 0650 #3 boat left ship with Captain Thackrey for beach. 2) 0747 - Dispatch received reveals 24 of our own troop transport planes shot down during last night. The majority are said to have been brought down by our own and Army AA guns ashore. 1) 0935 Captain Thackrey returned aboard. 1) 0940 Captain Thackrey left ship for beach in #13 boat. 1) 1300 Captain Thackrey returned aboard. 3) Temperature at 1pm was roughly 79 degrees F. Muggy throughout the day. Sunny and few clouds.	1) War Diary, USS Calvert, July 1943 2) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky 3) USS Calvert Action Report - Husky Operation - P4, 5 - Report dated: July 19, 1943
1943	July	12	Woods Hole sector, Scoglitti, Sicily	There was relatively little enemy air activity during the day. At 0930, large enemy bomber, flying low over the beach dropped bombs and encountered heavy anti-aircraft fire. Other bombing attacks followed at 0938, 0953, 1020, and 1141. Each time strong anti-aircraft fire drove off the bombers. Unloading proceeded very slowly throughout the early hours because nearly all available craft for unloading were already loaded to capacity, awaiting their turn to unload on the beach -- in most cases with the help of their ship's company.	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood)

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	11-12	Woods Hole sector, Scoglitti, Sicily	"After things quieted down, and the supplies were offloaded from the assault craft, some men were allowed ashore into the village. Dad was one of them, along with his friend, Harold Pyburn. They investigated an old farmhouse that had been mostly destroyed on top. However, the cellar seemed to be intact. They hello's into the cellar opening with no result, and as a precaution threw a grenade into the door. After the dust settled, they found not much left inside, as they had suspected. They did find a room toward the back of the cellar where they found the remains of several cases of red wine, "Vino!" and then another discovery. "Hey Matt, look what I found, ... rotten salamis!!" Harold called out. Dad came over, looked at what he found, and said, "They're not rotten salami's you fool, these are cheeses!" So they packed their loot (the owners gone God alone knew where) and made their way back to the beach. Back on board the ship they brought their haul, several large round cheeses and a case and a half of the very best red vino Scoglitti had to offer. The Captain got wind of this and gave some to the head cook in the galley and allowed the boys to keep three bottles each, and kept the rest for himself. "	Matthew Fountain, BM1C, via family history provided by his son Mark Fountain
1943	July	12	Woods Hole sector, Scoglitti, Sicily	Completion of unloading Completion of Task Group 85.1's participation in Operation Husky for TG 85.1 2) 1600 - The LCT was again placed alongside the Calvert. 3) 1601 - CTF 85 advised all commands that he is sailing his flagship, Ancon, with transport convoys tonight. He is shifting his Flag to Earle. TF 85 Administrative continues from Ancon, which returns to Oran. First section of CENT transports completed unloading. 1) 1655 All after holds completed unloading. 1) 1754 Completed unloading #2 hold. 2) 1900 - The last of the remaining cargo had been unloaded, and the ship was reported ready to sail.	1) War Diary, USS Calvert, July 1943 2) USS Calvert Action Report - Husky Operation - P4, 5 - Report dated: July 19, 1943 3) Action Report, Western Naval Task Force, The Sicilian Campaign; Operation Husky
1943	July	10 - 12	Woods Hole sector, Scoglitti, Sicily	Summary of Operation Husky 1) "During the Sicilian Operation the Calvert required the equivalent of 381 LCVPs, 28 LCMs and 3 1/2 LCTs to unload her troops and cargo." 2) "The Army's debarkation schedule showed that 442 boat loads would be required to completely unload the ship. Actually the following boat loads were required: LCVP - 381; LCM - 28; LCT - 3 1/2" Schedule of LCTs which assisted in unloading Calvert: LCT 154, full load, D-Day, 1708 - 2010 LCT 154, full load, D-Day +1, 1345 - 1755 LCT 450, full load, D-Day+1, 0841 - 1245 LCT 420, 1/4 full, D-Day+2, 0015 - 0630 LCT 420, 3/4 full, D-Day+2, 1600 - 1905 3) "As you may know, we lost all boats except 2 LCV(P)'s" 4) "Further congratulations on the unfolding success of the Sicilian campaign ... The weather gave occasion, according to reports made by British Admiralty, for a magnificent display of American seamanship." Winston Churchill's message to General Eisenhower.	1) Calversion, V16, P4 - The Calvert Story (from All Hands magazine, Oct 1959). 2) USS Calvert Action Report - Husky Operation 3) Calversion, Vol 9, P4 Provided by William J. Eiseman 4) John Mason Brown. To All Hands. P216.

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	11 - 12	Woods Hole sector, Scoglitti, Sicily	The Calvert's boat crews spent D-plus One and D-plus Two transporting equipment to the beach and salvaging craft that had become disabled during the landings. Sterling, along with the rest of the Gig's crew, spent quite a bit of time salvaging wrecked landing craft. Many boats didn't make it across the 1st or 2nd sand bar. Sterling tells of the challenges experienced by some of the boat crews and the work necessary by the Calvert's carpenters to repair the landing craft: "You had sand and mud bars, which for a skilled Coxswain shouldn't have been that difficult to deal with. That didn't mean there weren't problems. The biggest problem was that guys would hit them and then the surf would get them sideways. If they weren't able to get their boat righted there was a good chance that they would bend the prop and then tear the brass structure that held the prop in place. If you were sideways and you kept working it, forward or reverse, you could chew up the brass prop. Well, when the propeller got chewed up too bad the vibration would damage the structure that held the prop in place. Each landing craft had at least one, if not two pumps that could keep a damaged craft afloat. So while the craft could usually be salvaged off of the bar and returned to the ship, the carpenter crew would have more trouble repairing the brass prop structure than it would a hole in the side of the boat. You could have a hole six-foot long and two-foot wide. You see the boats were only made of plywood, layers and layers of plywood. But they could patch them up and paint them and you would never know that the there was anything the matter - it was near impossible to tell that the craft had ever been damaged."	Funck, p 35-36 Adventures of a Landing Craft Coxswain
1943	July	10-12	Woods Hole sector, Scoglitti, Sicily	Members of the Calvert's Boat Crews, and many of her landing craft, remain behind 1) "The heavy surf took its toll on a number of landing craft which broached and were not salvageable. The surviving crew members, including some from the Calvert, were stranded on Red Beach fending for themselves. Although efforts were made to get the crews back to their ships, that did not happen in all cases. Some of the Calvert's boat crews, who had watched the Calvert sail from the objective area without them, were eventually placed in USS Alcyone (AKA-7) for transportation back to Mers-El-Kebir, where they joined their ship." 2) "Although the Calvert herself had suffered a few lost landing craft, this was not the case for other Transports. With so many landing craft lost or inoperable, many of the Calvert's craft were re-assigned to remain in the landing area to assist in the continued transport of materials and men to the beaches. Eventually these craft were permanently assigned to those APAs who had lost boats during the operation."	1) Calversion, Volume 38, p6 Captain Thomas W. Glickman, United States Navy, Retired 2) Funck p 36 Adventures of a Landing Craft Coxswain
1943	July	10 - 12	Woods Hole sector, Scoglitti, Sicily	The USS Calvert's Personnel Commendations for Operation Husky "The officers and men in the ship's company conducted themselves in an exemplary manner throughout the landing. Their spirit, willingness, and determination to accomplish, in spite if difficulties, was most gratifying. The winchmen and hatch men deserve special credit for their excellent exhibition of skill and industry. Several officers and men have been publicly commended for their performance. Appropriate letters and notations will be made for their service records. One man, Francis Carpenter, S1c, who landed voluntarily with the first wave to direct them on to suitable roads and obtain information from the natives will be recommended for an award." - signed: L.A. Thackrey.	USS Calvert Action Report - Husky Operation

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	10 - 12	Woods Hole sector, Scoglitti, Sicily	John Foley, SM3/c, USN - "I believe that John Foley, SM3/c, USN should be commended for this manner in which he carried out his duties on the Control Vessel. He knew his job thoroughly, and he gave more than was expected of him." - signed: G.F. Kibbel	1) Action Report, Husky Operation, USS Calvert: Report of Landing on Sicily, Report of Primary Control Vessel, From: Ship's Officer Assigned to Control Vessel (Primary)
Ensign Thomas J. Glennon, USNR "One other award was presented, this by the Commander United States Naval Forces, Northwest African waters, in the name of the President of the United States to Ensign Thomas J. Glennon, USNR. For conspicuous gallantry and intrepidity in action as scout boat officer in the assault of the Island of Sicily.					
1943	July	10 - 12	Woods Hole sector, Scoglitti, Sicily	Ensign Glennon, attached to the USS Calvert, was assigned as Assistant Boat Officer with the task of locating the correct landing beach for assaulting troops. During the assault on the southeast coast of Sicily on the night of July 9-10, 1943, he coolly, skillfully, and although under fire and illuminated by enemy searchlights, without thought of personnel safety, found and maintained his position in advance of the landing boat waves. This gallant and intrepid action on his part materially contributed to the success of the initial assault. Ensign Glennon's courage, determination, and outstanding devotion to duty were in keeping with the highest traditions of the Naval Service.	Calversion, Vol 38, p3
Lieutenant Junior Grade William H. File, Jr., USNR, Legion of Merit The President of the United States takes pleasure in presenting the Legion of Merit to Lieutenant Junior Grade William H. File, Jr., United States Naval Reserve. For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States while in command of a support boat squadron during the amphibious assault on the Island of Sicily, July 9-10, 1943. With six of his twelve support boats either sunk or badly damaged by storms and high seas, Lieutenant Junior Grade File quickly organized and effectively disposed the remaining craft, conducting them to the line of departure and then to strategic positions off the beach. Skillfully directing the accurate and deadly fire of his boats, he silenced a hostile pillbox which was attacking the first wave of our landing units, and forced the enemy to retire from other gun emplacements. Lieutenant Junior Grade File's daring leadership and unswerving devotion to duty contributed materially to preventing loss of life or injury to our troops in the first four assault waves which landed in the area. For the President, /s/ Frank Knox, Secretary of the Navy					
1943	July	9-10	Woods Hole sector, Scoglitti, Sicily		A History of the USS Calvert (APA-32), David B. Cullen. Appendix 5-a.
1943	July	9-10	Woods Hole sector, Scoglitti, Sicily	The Boat Group Commander, Lieutenant junior grade, William B. Cott, USNR received the following commendation from the Commanding Officer: "By his courageous, devoted, and intelligent performance and while opposed by enemy machine gun and shore battery fire, escorted the assault waves to their assigned beach and effected a successful landing. Through the succeeding two days and two nights his resourcefulness and skill were a great contributing factor to the record unloading of the Calvert and the salvage of a large percentage of the boats broached by the heavy surf over a dangerous beach often under enemy fire."	Cullen, page 3-4

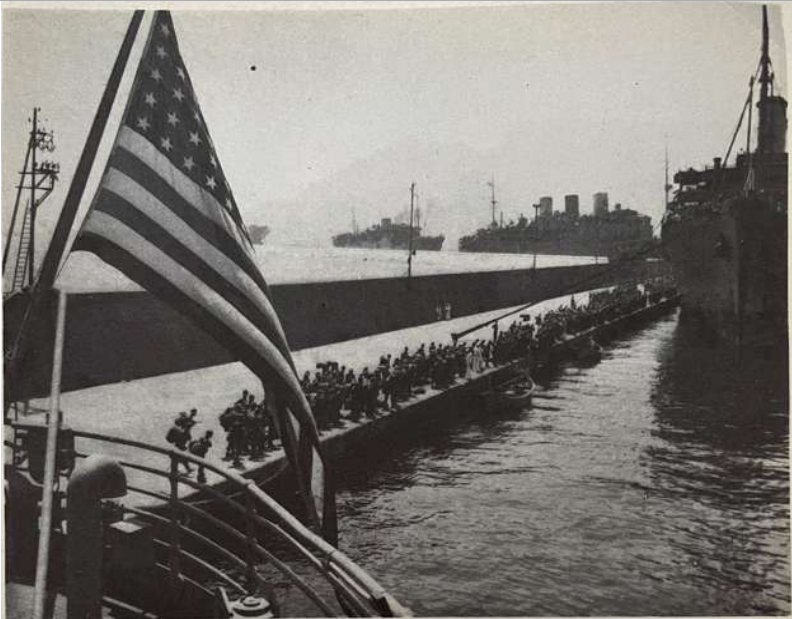
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	9-10	Woods Hole sector, Scoglitti, Sicily	Francis Carpenter, SN, USNR, who had been a house guest in the "Woods Hole" area before the war, had been given permission to leave his station as a bowhook in a landing craft in Wave One to reconnoiter the hinterland in order to confirm certain terrain features not clearly evident in the aerial reconnaissance photos. Completing his scouting mission, Carpenter encountered a group of civilians, whom he reassured and offered safe conduct, and later captured a group of twenty-two Italian infantrymen." Letter to Commander, Task Force 85, by Commanding Officer: "Seaman Carpenter, without regard for his own personal safety, volunteered to land with the first assault wave and to obtain additional information concerning the terrain in the vicinity of the beach. By skillful use knowledge which he had obtained in two previous visits to Sicily and through interrogation of residents of the district, obtained valuable information. During his reconnaissance, though he was under intermittent fire and his soldier companion killed by a mine and he thrown some distance, Carpenter ascertained the location of a mine field and captured an Italian prisoner, though he himself was unarmed. He thus contributed materially to the success of the assault operations and was instrumental in saving the lives of several men." For his actions Carpenter was decorated with the Silver Star Medal.	Cullen, page 3-4
1943	July	12	Anchored off Scoglitti, Sicily Steaming to Oran and Mers-El-Kebir, convoy formation.	Departure for Mers El Kebir 1) 1900 - The ship proceeded to the anchorage for unloaded transports. 2) 1914 - Calvert underway to designated anchorage for unloaded transports inside the mine field. 1) 1935 - Formed column on the Leonard Wood for sortie from the Cent Area. 3) 1945 - 1950 - As vessels of this force completed unloading, they anchored in the swept area inside the mine field channel. 2) Ship's present in anchorage, Leonard Wood, Neville, Biddle, Lee, Jefferson, Calvert, O'Hara, Anthony, Andromeda, Dix. 2) 1950 - Commenced sortie through swept channel in column. 3) 1950 - Task Force 85, 85.1.2 steaming for Mers El Kebir, consisting of 12 transports and escorted by 9 destroyers. 4) 2035 - Sunset, darkened ship. 2) 2125 - Convoy formed three columns: Column One: Calvert, Nightingale, Neville Column Two: Wood, O'Hara, Lee, Andromeda Column Three: Dix, Anthony, Jefferson, Biddle Base course 229, speed 14. Zig-zag in effect for the night. 3) 2142 - Convoy left the Tunisian War Channel. 3) 2235 - The convoy commenced zig-zagging.	1) USS Calvert Action Report - Husky Operation - P4, 5 - Report dated: July 19, 1943 2) ComTransDiv7 - Report of Activities, "Husky" 3) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 4) War Diary, USS Calvert, July 1943
1943	July	13 -14	Steaming to Oran and Mers-El-Kebir	July 13 Steaming in column formation, zig-zagging, with USS Leonard Wood as convoy guide. 15 knots. July 14 Steaming in column formation, zig-zagging, with USS Leonard Wood as convoy guide. 15 knots.	War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	15	Steaming to Oran and Mers-El-Kebir Moored, Mers-El-Kebir, North Male, Berth 5	1) 000 - 0400 - Steaming as before with Oran Group of TF 85, in column formation, zig-zagging. 15 knots. 2) 0634 - Ceased zig-zagging and commenced maneuvering outside of Oran. 1) 0653 - Secured from darkened ship. 2) 0926 - The Calvert, Ancon, Thomas Jefferson, Florence Nightingale ordered to proceed to Mers-El-Kebir, Algeria. 1) 0951 - Standing in toward Oran. 1) 1117 - Let go starboard anchor, Berth Y-2, off Oran. 1) 1850 - Anchor aweigh, underway for Mers-El-Kebir, Algeria. 1) 1910 - Passed through submarine net at entrance to harbor. 1) 1935 - Ship alongside North Male, starboard side to Berth 5. 1) 1950 - Ship secured, North Male, Berth 5. 1) 2000 - 2400 - Operating picket boat. 2) Orders: Supplies and materials in excess of one month's need order to be turned in to N.O.B. Oran.	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the USS Leondard Wood)
1943	July	16 - 17	Moored, Mers-El-Kebir, North Male, Berth 5	July 16 Moored as before. 0000 - 0400 - Operating picket boat. 2114 Darkened ship. Commenced picket boat patrol. July 17 Moored as before. 0000 - 0400 - Operating picket boat. 1200 - 1600 - Discharged Army materials from holds #3 and #4. 1600 - 2000 - Discharged Army materials from holds #5 and #6. 2105 - Sealed hatches #5 and #6. Unloading #4 hatch temporarily discontinued at 2342.	USS Calvert War Diary, July 1943
1943	July	16 - 17	Moored, Mers-El-Kebir, North Male, Berth 5	16th: During the day Transports, Amphibious Force, were engaged in the preparation of their action reports on operation HUSKY. Ships continued transferring all available supplies, and general repairs and upkeep of ships were carried out. Orders: "Be on alert. Extensive sabotage in Algiers." 17th: Ships prepared to land provisions and equipment.	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood)

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	18	Moored, Mers-El-Kebir, North Male, Berth 5	1) Moored as before. 0657 - Sunrise, lighted ship. Continued removing waste and dunnage from hold #1 and #3. 2105 Completed discharging waste and dunnage, covered hatches. 0400 - 1600 - Maintaining Armed Guard over landing craft, pier areas, and ship. Field day continued throughout ship. 2) Conference of Commanding Officers of TransDivs ONE and SEVEN, held on USS Leonard Wood. Ships continued general minor repair, prepared and delivered reports of recent operation.	1) USS Calvert War Diary, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
1943	July	19	Moored, Mers-El-Kebir, North Male, Berth 5	1) Moored as before. 0000 - 0400 - Ship in state of darkness with armed sentry watches maintained aboard and on the pier. 0100 - Rising south westerly winds, force 4. Precautionary measures being taken. 0730 - Wind falling; Fresh variable breeze. 0800 - 1200 - Operating picket and running boats. 2) Orders: Calvert take no prisoners and take wounded if they can be accommodated.	1) USS Calvert War Diary, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood)
1943	July	20	Moored, Mers-El-Kebir, North Male, Berth 5	1) Moored as before. 0000 - 0400 - Ship darkened. Security watches maintained aboard and on pier. Intensive field day started at 0630 to improve ship's degree of readiness for sea. 0700 - Lighted ship. Boats #13, #21, and #24 in the water. Boat #21 was sent to the USS Parker for duty. 0800 - Preparing ship for getting underway. 1245 - ComTransDiv 7 staff left ship with Capt D. W. Loomis USN (ComTransDiv7) leaving at 1400. 1420 Commenced embarkation of casualties with loading continuing. Weather clear with smooth sea. 2303 - Received yellow alert warning. Established necessary precautions. Darkened ship. 2) Casualties were embarked on the Calvert and other transports. 3) 69 US Army casualties received aboard the USS Calvert for transport to the continental United States.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leonard Wood) 3) Names of the 69 US Army casualties received aboard the USS Calvert. July 22nd, date of sailing, Muster Roll: https://catalog.archives.gov/id/125656395?objectPage=332
1943	July	20 - 21?	Moored, Mers-El-Kebir, North Male, Berth 5	Were German and Italian prisoners embarked on the Calvert for transport to the United States? Several crew members who participated in Operation Husky indicate that German and Italian prisoners were embarked aboard the USS Calvert for transport from Mers El Kebir to the United States. However, as indicated above, official Navy records (July 19th, War Diary, Commander Transports, Amphibious Force) indicate that no prisoners were to be embarked aboard, and that only US Army casualties were embarked for the return trip to Norfolk. To complicate matters, records to identify two groups of US military personnel embarked for the return trip: 1) 69 US Army casualties; 2) Admiral Kirk and his staff embarked on July 22nd. Based on Cullen's account, it may be the case that the Calvert transported Italian prisoners from Sicily to Oran, Algeria. However no official Navy records have yet been found to substantiate this statement.	Editor

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	20 - 21?	Moored, Mers-El-Kebir, North Male, Berth 5	Conflicting accounts	
				1) "In Oran approximately 300 German prisoners of war, soldiers from Rommel's Afrika Corps embarked on the Calvert. Sterling recalls that they were still clothed in their desert uniforms and that they had a relatively casual demeanor as they boarded the ship. The prisoners boarded the Calvert in the vicinity of the 2nd division via a gangplank. The POWs were searched prior to boarding, and as such Sterling had little-to-no contact with them as they were immediately ushered to the 1st Division. The daily routine changed slightly to accommodate the necessary security measures to guard the prisoners as well as to limit contact between the prisoners and the ship's crew. The prisoners were berthed in troops quarters and were allowed topside twice a day for half-an-hour at a time. The entire time they were onboard they were under heavy guard by a detachment of Marines. "	1) Funck, p36. Adventures of a Landing Craft Coxswain <i>and</i> Calversion, Volume 38, page 6-7 - Captain Thomas W. Glickman, USN, Retired
				2) "With Operation Husky progressing well on the beach, CENT Force retired to Oran, where they landed some 300 prisoners of war, then on 1 August departed for the United States."	2) David B. Cullen - Pg5 - A History of the USS Calvert (APA-32)
				3) "We returned to Oran, took aboard some hundred or more German prisoners and returned to New Port News, Va., unloaded the prisoners and then we went to Norfolk, Va. (shit-city) for R.&R."	3) Calversion, Vol 11, P5 - C Simpson
				4) "We took on German and Italian prisoners."	4) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014
				5) "We saw a lot of German prisoners from Rommel's Afrika Corps being processed for shipment to the US as prisoners. They were tanned and healthy and looked like boy scouts." - M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)	5) Calversion Vol 38, P2-3 - M.J. "Mike" Latimer (Boat Wave Commander, 1st Wave)

German Prisoners Being Loaded in Moored, Mers-El-Kebir
July 20th or 21st, 1943



To All Hands - An Amphibious Adventure
Lt. John Mason Brown, 1943
Page 199

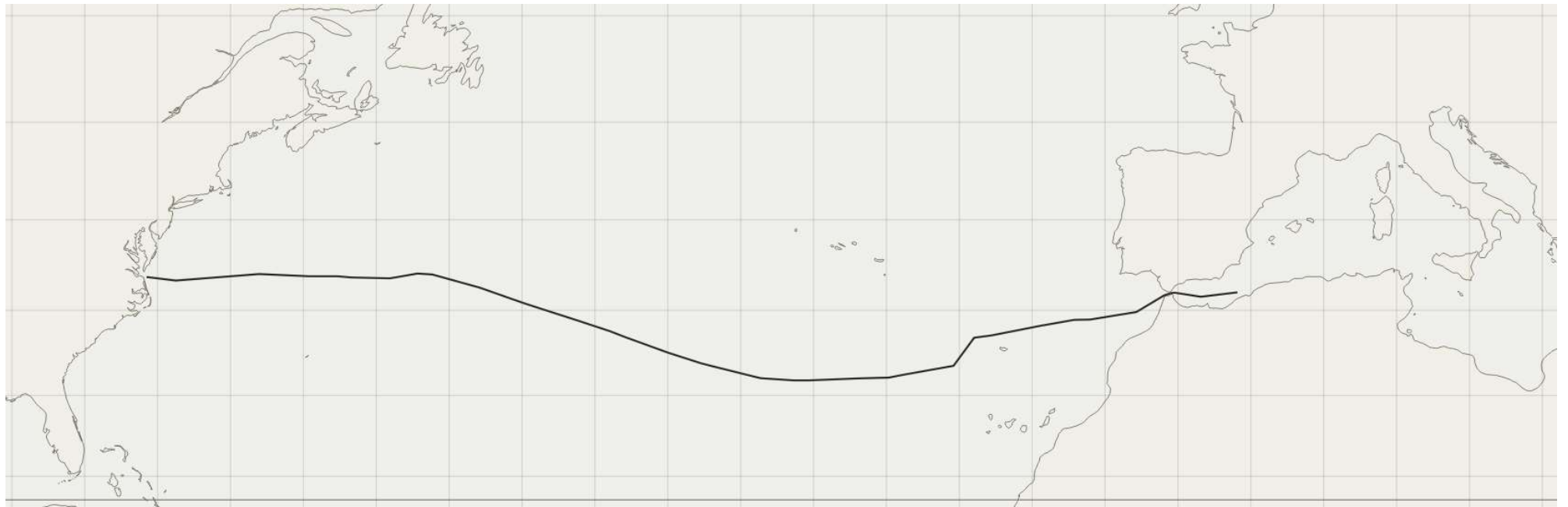
Year	Month	Day	Location	Historical Details	Sources, Notes
Additional landing craft are transferred off the Calvert					
1943	July	21	Moored, Mers-EI-Kebir, North Male, Berth 5	1) Moored as before. Ship darkened. Armed sentries aboard and on pier. 0800 - 1200 - Five LCP(V)s transferred to the USS Procyon (PROCYON'S logs say received five LCVs from the Calvert mid-afternoon). 2307 - Darkened ship. 2) Transports concluded the transferring of boats to APA and AKAs ordered to remain in Northwestern African Waters. Orders: Commander Transport Division FIVE flag to shift to USS Calvert. As recorded earlier, many of the Calvert's landing craft remained in the CENT/Woods Hole area o assist in the continued transport of materials and men to the beaches. With the transfer of five landing craft to the USS Procyon, the Calvert returned to the United States with only a few landing craft aboard. 3) "Many of the Calvert's boat cradles were empty for the return voyage. One of the very few boats remaining in the 2nd division was the Captain's Gig."	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 3) Funck p 36 Adventures of a Landing Craft Coxswain
				Rear Admiral Kirk, and staff, embark on the USS Calvert	
1943	July	22	Moored, Mers-EI-Kebir, North Male, Berth 5	1) Moored as before. 0139 - Rear Admiral Kirk and staff came aboard. 0400 - 0800 - Ship in state of darkness. 0645 - Morning twilight. 0702 - Sunrise, lighted ship. Admiral's flag hoisted to maintruck. Calvert is SOPA. 0800 - 1200 - Made preparations for getting underway. 0930 - Tested engine telegraph and steering apparatus, test satisfactory. Weather clear with calm sea.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood)
			Underway in Convoy with Task Force 85		

Year	Month	Day	Location	Historical Details	Sources, Notes
				LT John Mason Brown, assigned to RADM Kirk's staff, delivers his "Battle Station" announcements to the crew of the USS Calvert	
				In the book <i>To All Hands - An Amphibious Adventure</i>, Lieutenant John Mason Brown, who was attached to RADM Kirk's staff, describes the invasion of Sicily to the men onboard the USS Ancon (code named Spelvin in the book) in daily announcements to the ship's crew who are below deck and who cannot see the battle. While the majority of the book's narrative takes place on the USS Ancon. When RADM Kirk and his staff transferred to the Calvert while in Mers-El-Kebir, Lt. Brown continued his daily announcements to the crew. In the book, the last few chapters capture elements of his daily announcements while aboard the Calvert (code named Bond). According to Hal Winter, Lt. Brown came up with the code name Bond based on the association with the Canadian whiskey, Lord Calvert, which was bonded whiskey. 1) Excerpt from Rear Admiral Kirk's Foreword: "In the case of the flagship, it was our good fortune to have at hand Lt. John Mason Brown, a trained journalist who is especially gifted in the art of public address ... The manuscript was approved by my Intelligence Officer and the flagship at broadcast-time each afternoon." 1) "These broadcasts were not even my idea. It was Rear Admiral Alan G. Kirk who thought of them. More accurately, it was he who ordered them: 'I want to talk to you about your Battle Station. You may have seen that you are listed to be up here on the bridge during the action and report it play-by-play to the men below. Only one man out of ten, you know, on a modern ship in combat can see what is going on. I want you to do their seeing for them. After all, this is a democratic war, and I believe that men who are willing to give their lives for democracy have the right to be included in what's going on. Including them will be one of your duties.' " - JMB, p3-4	1) <i>To All Hands - An Amphibious Adventure</i> by LT John Mason Brown, USNR Published late 1943 by the Whittlesey House, McGraw-Hill Book Company Foreword by Rear Admiral Alan G. Kirk, USN Illustrations by Anthony Vaiksnoras Editor's notes: a) The first two-thirds of the book takes place aboard the ship code named SPELVIN, which was the USS ANCON, AGC-4 (formerly APA-66). b) The contents of this book are now in the public domain.
1943	July	22	Moored, Mers-El-Kebir, North Male, Berth 5 Underway in Convoy with Task Force 85	Task Force 85 Underway for Norfolk, VA 1200 - Pilot came aboard. 1332 all lines clear. Various courses and speeds, proceeding out of MEK harbor. 1357 Passed through anti-sub nets. 1404 Entered swept channel. 1507 Various courses and speeds to form convoy. Calvert SOPA with Commander Task Force 85 aboard. Leonard Wood as convoy guide. Steaming in convoy formation 2, speed 14.5 knots, zig zagging. Sea calm, fair with detached clouds.	1) War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. Norfolk, Virginia to Mers El Kebir, Algeria

Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



1943	Late July - Early August	"In late July the Calvert in company with a large convoy departed Oran for the voyage home to the United States. Rear Admiral Kirk, the "Flag" , was also aboard for the voyage home. Sterling and Zdanowicz transported Admiral Kirk to and from various locations and ships in the Gig frequently in late July and in early August."			Funck, p36 Adventures of a Landing Craft Coxswain
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Year	Month	Day	Location	Historical Details	Sources, Notes
1943	July	23	Steaming in convoy to from Mers El Kebir to Norfolk, VA	1) 0000 - 0800 - Steaming as before, convoy formation, zig zagging. Weather clear, seas calm, no wind. 1) 0800 - 1200 - Visibility decreasing, hazy, sea calm. 2) 0826 - 6 miles south of Europa Point. 1105 passed Gibraltar swept channel. 3) Excerpts of John Mason Brown's first address to the crew of the Calvert: "It was Admiral Kirk, whose flag the Bond now flies, who first thought of these daily talks. It was he who included among the Spelvin's Battle Stations a Bridge Announcer; a man whose pleasant job was to see for those who might be stationed so that they could not see for themselves, and to serve the ship as its roving reporter, its scuttle-butler, and one of those cowboys of the air who round up the day's news. Now for the first secret, which is about as much a secret as the fact that Mae West is not a male. We are heading home. All of us - you old-timers of the <i>Bond</i> and we Joads from the <i>Spelvin</i>. We have come to you, some two hundred and fifty strong, as uninvited house guests, and must be just about as welcome. We have invaded your ship, overcrowded it for you, and exercised, so far as its decks and cabins are concerned, hat you must regard as a form of Squatter Sovereignty. If you have no berthing space, blame us. If you are denied your <i>Lebensraum</i>, blame us. If you have lost your bunks and have been forced to move, blame us."	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood) 3) John Mason Brown. To All Hands. Excerpts from chapter 28. <i>Bond</i> = USS Calvert <i>Spelvin</i> = USS Ancon <i>Lebensraum</i>: The territory that a state or nation believes is needed for its natural development. Particularly associated with the politics of Nazi Germany.
1943	July	24-27	Steaming in convoy to from Mers El Kebir to Norfolk, VA	24th 1) Steaming as before. Partly cloud, moderate sea, visibility fair. 1) 2108 - Darkened ship. 25th 1) Steaming as before. Occasional rain, sky overcast. Mussolini resigns. 26th 1) Steaming as before. 1) 0710 - Lighted ship. 0712 - Sunrise. 27th - Steaming as before. Standard speed 14.5 knots. 1) 0330 - Moonrise. Weather fine and clear, visibility good with smooth sea and slight swell. 1) Weather fine and clear with good visibility and calm sea.	1) War Diary, USS Calvert, July 1943 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet (Aboard the Leondard Wood)
1943	July	28	Steaming in convoy to from Mers El Kebir to Norfolk, VA	Steaming as before, standard speed 14.5 knots. 0744 - Convoy taking position for fueling exercises. Convoy speed reduced to 12 knots (72 R.P.M.). 1129 - DD-614 alongside to deliver mail. Transfer completed at 1136. 1310 - Resumed standard speed of 14.5 knots (87 R.P.M.). 1930 - Small fire discovered behind partition of No. 3 Cell in Brig passage. Fire extinguished 15 minutes later by Hull security watch. Caused damage to partitioning and charged to foreign articles lodged behind it bursting into flame.	War Diary, USS Calvert, July 1943
1943	July	29 - 31	Steaming in convoy to from Mers El Kebir to Norfolk, VA	29th - Steaming as before, standard speed 14.5 knots. No notable diary entries. 30th - Steaming as before, standard speed 14.5 knots. No notable diary entries. 31st - Steaming as before, standard speed 14.5 knots. 1000 - 1115 - Personnel and Lower Deck inspection made by Admiral Kirk and Commanding Officer.	War Diary, USS Calvert, July 1943

Year	Month	Day	Location	Historical Details	Sources, Notes	
1943	July	Late	Steaming in convoy to from Mers El Kebir to Norfolk, VA	"Looking through some old papers found an old song sheet with words of Calvert Song, sung on the way back home from Sicily."	Calversion Vol 11, P3 - Earl R. Megraw	
				Looking thru some old papers found an old song sheet with words of Calvert song, sung on the way back home from Sicily. EARL R. MEGRAW		
				Here comes the Calvert		They say it's a ghost ship
				Just back from new Victories		The way she comes in to unload
				Here comes the Calvert		And when the Calvert hits the beach
				The finest of all the AP's		The Axis hits the road.
				Three cheers for the Calvert		Think of us sometime
				Just standing in from the sea		Pray for our new Victories.
				Hold that Salute for the Calvert		We'll send you Post Cards,
				She's making history		From all of the seven seas
				Just ask the Axis		And when headlines say -----
				What starts then shaking with Fright		The Axis is fast losing ground
It's stealing in through the night	You can bet your bottom dollar					
		The Calvert is around.				

Calversion Vol 11, P3 - Earl R. Megraw

Photographs of the Calvert's crewmembers in the book *To All Hands - An Amphibious Adventure*:
Note: Many of the photographs in the book were taken aboard the Calvert while en-route back to the United States and shortly after arriving in Norfolk.



Left: "Between labor and letters"
Seaman 1st Class Smith, (Smitty),
reading a book on an empty boat cradle.

Middle: "Anyway, we know it's Gib"
Right: "To where?"
Middle and right: Andy Surdyka, BM1c in
the 2nd Division.

John Mason Brown. To All Hands.

Note: Sterling Funck annotated his copy
of the book with the notes.

Photos and captions: John Mason Brown,
Pages 18, 20, 49

Names provided by Sterling Funck

Year	Month	Day	Location	Historical Details	Sources, Notes
					Left: "Wash Day" Sailors of the 2nd Division hanging laundry over empty boat cradles.
					Right: "The Threads Join Together" A boat crewman making fenders. Fenders were used to buffer contact and prevent chafing when alongside another vessel or a dock.
					Left: "Department of Anticlimax" 2nd Deck Division sailors relaxing around empty boat cradles. The Captain's Gig is the lone boat cradled, and Sterling Funck can be seen working in the Gig. The sailor in the far right of the picture reading a book is Tom Sawyer. The sailor in the foremost right of the first row of sailors, looking directly at the camera, is Harold Pottinger. Photo likely taken after the Calvert returned to Norfolk.
					Right: "Shooting the Sun" The officer not wearing a cap and using the sextant is Lt. (JG) Osborne, Assistant Division Officer in the 2nd Division.

Year	Month	Day	Location	Historical Details	Sources, Notes
1943-August	Summary for August 1943				
	August 1st - 3rd - Steaming with Task Force 85, to Norfolk, VA.				
	August 3rd - 23rd - Norfolk, VA, Undergoing maintenance, upkeep, repairs, and mechanical upgrades				
	21st - Change of Command, LCDR Sweeney takes command.				
	August 23rd - 30th - Underway to the Panama Canal				
August 30th - 31st - Transited the Panama Canal					

Additional sources for August 1943:

War Diary, USS Calvert, August 1943
Online: <https://catalog.archives.gov/id/78151313>

Muster Role, Report of Changes, USS Calvert, August 1943
Online: <https://catalog.archives.gov/id/125656395?objectPage=306>

Norfolk Navy Yard - War Diary - August 1943:
Online - <https://catalog.archives.gov/id/78153544?objectPage=15>

War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet and Commander Task Group 20.15, August 1943
Online: <https://catalog.archives.gov/id/135938768>

1943	August	1	Steaming in convoy to from Mers El Kebir to Norfolk, VA	Steaming as before in convoy formation with TF 85. USS Calvert OTC. USS Leonard Wood convoy guide. Standard speed 13.5 knots. Rough seas, taking occasional light water forward. Passing rain squalls. 0535 - Morning twilight. 0643 Lighted ship, sunrise. Frequent and heavy rain squalls, heavy swell and strong winds from SSW.	War Diary, USS Calvert, August 1943
1943	August	2	Steaming in convoy to from Mers El Kebir to Norfolk, VA	Steaming as before, 13.5 knots. 1344 - The following ships under Command of Capt. Loomis, USN COM TRANSDIV 7 left convoy: Ann Arundel, Dix, Florence Nightingale, Thurston, Susan B. Anthony. Leonard Wood remained convoy guide for the Norfolk Group (including Calvert). Convoy speed 14.5 knots. Norfolk convoy split off (Calvert (SOPA) and Leonard Wood as guide) Calvert as Force Flagship	War Diary, USS Calvert, August 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	2	Steaming in convoy to from Mers El Kebir to Norfolk, VA	"By this time tomorrow, men of the Bond, the Flag will have been lowered. By this time tomorrow, men of the Flag, we will have executed under stern orders a ship-to-shore movement in record-breaking time. ... A funny thing, world history. Take this ship and us who are on it, for instance. We are Americans, sprung from many races. We come from all parts of the United States; from all kinds of faith, jobs, backgrounds, homes. We have all known Mussolini's name and reputation for too long a time. We all knew where Sicily was, even if practically none of us had ever heard of a little village called Scoglitti, which is too small to be found on most Scillian maps. But if, ten or five years ago, or three months back, anyone had told us that, but coming as a group to Scoglitti in Sicily, we would be doing our crowbar's bit to dislodge Mussolini's balcony, we would have out-hyenaed Little Audrey in our laughter. Yet this is what happened, and this is where as a Task Force we have stepped into history and where world history has become a part of all our individual histories. Having assisted in the undoing, hence the doing, of this much, we realize all the more how terribly much remains to be done before we are at least free to go our separate ways. Meanwhile we have our memories and our hopes. Our memories and hopes, and our knowledge that the beliefs we hold are the more secure because of what as a Force we ventured into a troubled world. " Scoglitti! You sons of boats and beaches! Scoglitti! And Farewell.	
				1) Steaming as before, Norfolk Group of Task Force 85. 0602 - Secured from darkened ship. 0725 - Degaussing unit energized. 0729 - Convoy assumed formation for entering swept channel. 1213 Entrance buoy to inner channel, entering mine field. 1337 Pilot came aboard. 1401 Moored to Berth #31, North Side Pier #3, Norfolk Operating Base. Rear Admiral Kirk shifted flag. 1735 Underway, via yard tugs to new berth. 2017 Moored port side to Pier #4, Berth #27, Norfolk Navy Yard. 2310 - Navy yard workmen reported aboard. 2) On this date several officers and a group of enlisted men were transferred off the Calvert to Camp Bradford Amphibious Training Base, VA (aka, Little Creek Amphibious Training Base). 3) "We were detached at that time at Camp Bradford, later going to Solomons." - Ensign, William J. Eiseman	War Diary, USS Calvert, August 1943 Muster roll, Report of Changes, USS Calvert, August 1943 Calversion, Vol 9, P4
1943	August	3	Entered Chesapeake Bay		
1943	August	4 - 9	Moored Norfolk Navy Yard, Pier #4, Berth 27	August 4th: Commenced unloading ammunition to ammunition barge. August 5th - 9th: Workmen aboard for alterations and repairs; welding in progress; Constant security watch for fire hazards.	War Diary, USS Calvert, August 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	5 - 9	Moored Norfolk Navy Yard, Pier #4, Berth 27	During the Calvert's upkeep period, the following work was undertaken: * Installed 4 additional light AA machine guns type C mounts. * Replaced wooden mess equipment. Repaired Wellin davits and deck winches. * Installed general announcing system, pyrotechnic stowage, smoke generating units, hatch beams and clips, anemometer system and sound powered telephone circuit in each fire pump room. * Modified fire protection and ventilation in gasoline stowage spaces. * Repaired sanitary pump. * Relocated distilling plant gauge boards. * Repaired valves and inclined vessel.	War Diary, Norfolk Navy Yard, August 1943, pages 15, 25
1943	August	10	Moored Norfolk Navy Yard, Pier #4, Berth 27	10th - As before. 11th - As before. 12th - As before. Heavy fog. 13th - 16th - As before. Taking on supplies. Cold iron watch.	USS Calvert War Diary, August 1943
1943	August	17	Moored Norfolk Navy Yard, Pier #4, Berth 27 Moored at North Side, Pier B, Lambert Point, VA	Moored as before. 0715 Yard workers came aboard to complete repairs and alterations. 0909 Underway. 1043 Anchored, Berth 23, Hampton Roads, VA. 1241 Underway via yard tugs. 1339 Moored, North Side, Pier B, Outboard, Lambert Point, VA. 1750 Commenced loading ammunition in forward magazine. 1915 Commenced loading cargo in #2 hold. 2050 Secured from loading ammunition. 2055 Secured from loading cargo. 2110 Blackout for area, ship darkened. 2210 Secured from darkened ship and blackout. Commenced loading cargo in #3 lower hold.	War Diary, USS Calvert, August 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	17	Norfolk Navy Yard	USS Calvert in the Norfolk Navy Yard on August 17, 1943, following maintenance and yard work. "Calvert (APA-32) off Norfolk Navy Yard, 17 August 1943. As a result of the addition of two twin 40mm twin mounts in 1943, this ship received a two level structure on the bow with one 3"/50 gun (the other forward 3"/50 was deleted) and one twin 40mm mount, and acquired an even taller three level structure aft with a twin 40mm mount on top, some 20mm guns in the middle, and two 3"/50 guns on the bottom. The original 5"/38 gun remains on the stern. "	US National Archives, RG-19-LCM, photo # 19-N-53214 a US Navy Bureau of Ships photo. Navsource Online: http://www.navsource.org/archives/10/03/03032.htm Courtesy Shipscribe.com.



Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	18	Moored at North Side, Pier B, Lambert Point, VA	1) Moored as before. U.S. Marine TQMs (Transport Quartermasters) and yard stevedores are aboard and loading in lower holds number two and three. Some ammunition is top side forward, to be struck below this morning. 0835 Oil barge alongside and commenced loading fuel. 1030 Completed loading ammunition. 1900 Completed loading number 2 hold. Hoisting landing craft on completed hatches. Continuing normal port routine. Loading work continued overnight. 2) Transport Quartermaster (TQM): Each APA and AKA of the amphibious forces normally had in its regular complement a Marine officer, usually a captain, assigned duty as transport quartermaster. He maintains ship's data between the commanding officer of the ship and the commanding officer of the troops prior to embarkation; assists the loading officer in preparation of detailed loading plans; supervises cargo stowage in accordance with approved loading plans.	1) USS Calvert War Diary, August 1943 2) Appendix. Over the Beach. US Army Amphibious Operations in the Korean War. Colonel (Retired) Donald W. Boose, Jr. Combat Studies Institute Press. US Army Combined Arms Center. Fort Leavenworth, Kansas.
1943	August	19 - 20	Moored at North Side, Pier B, Lambert Point, VA Moored, Pier A, United Nations Dock, Southside, Lambert Point, VA	19th Moored as before. U.S. Marines and yard stevedores loading supplies in number one hold. 0845 Finished loading #1 hold. 1020 Stationed special sea detail. Tugs alongside. 1043 Underway, via yard tugs. 1138 Moored to Starboard side, southside of Pier A, Lambert Point, VA. 1245 143 U.S. Marines came aboard. 1250 Supply barge came alongside and cast-off at 1845. 20th Moored as before. 1200-1600 Continuing shipworks. Hoisting launching craft and receiving stores.	War Diary, USS Calvert, August 1943
				"Upon return of the Calvert to the United States several of the Support Boat crews were transferred off the ship where they would eventually participated in the D-Day invasion of Normandy." Editor's note: Confirmed in the Calvert's August 1943 muster roll, report of changes	A History of the USS Calvert (APA-32), David B. Cullen. Appendix 5-a.

Year	Month	Day	Location	Historical Details	Sources, Notes
Change of Command: Lieutenant Commander E.J. Sweeney, USNR, relieved Captain L.A. Thackrey, USN, as Commanding Officer, USS Calvert Embarked 25th Regiment Marines					
1943	August	21	Moored, Pier A, United Nations Dock, Southside, Lambert Point, VA	1) Moored as before. 0000-0400, Preparations made for receiving Marines aboard. 0728 Began embarking the 25th Regiment Marines. 0900 Lieutenant Commander E.J. Sweeney, USNR, relieved Captain L.A. Thackrey, USN, as Commanding Officer, USS Calvert. 2) 0740 - Arrived in Norfolk and unloaded train. 0900 - Boarded the USS Calvert. This is the ship I am to sail in. I am bunking on the 3rd floor below deck no. 1. This ship is less than a year old. She just returned from Sicily 4 or 5 days ago. She is very well armed and perfectly capable of sinking a destroyer. This ship is the flagship of the convoy. I was lucky to have the third bunk. I have slight feelings of excitement, I want to get moving and get this war over with so I can come back to my darling wife. 2100 - Have been warned that we are going to pass through shark infested waters.	War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook "Any likeness between this and a diary is purely coincidental. These are notes to my wife." /s/ Corporal H. O. Higgins, USMCR
1943	August	22	Moored, Pier A, United Nations Dock, Southside, Lambert Point, VA	1) Moored as before. Editor's note: No additional remarks are present in the Calvert's war diary for this day. 2) "Today is Sunday. Went to Mass at 10am in ship's mess hall and then wrote a letter to my perfect wife. Great dinner and now I am just finished washing some clothes. We are still in port. Hope to pull out tomorrow."	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
Captain Sweeney's New Jeep					
1943	August	Late	Norfolk area, August 1943	1) "In 1943 prior to leaving the Atlantic for the Pacific, it was decided the Calvert's Captain rated a car. It so happened a shiny new Marine patrol jeep was parked on the dock just under a boat davit. While the Marines were "distracted", the hook came down, the jeep went up to the landing craft engine shop where waiting spray guns quickly made it Navy Gray and a large tarpaulin quickly covered it." 2) "We satisfied Capt. EJ Sweeney's (CMDR USNR) desire to have his own automobile aboard ship just as were held by the commanding officers of capital ships. With the help of quick switch artists from Chiefs to ship's Officers and the gang in the boat engine shop, a brand new Marine Corps yard patrol jeep was filched while a Marine shavetail and his Sgt. driver were being entertained in the Chief's quarters and the Ward room. The jeep was hoisted to the boat deck where it was swiftly painted ship's color and numbered and hidden under tarps. The Marines search party did not find it!" Editor's note: Certain sources indicate that the jeep was taken while the Calvert was undergoing maintenance in the Todd Shipyard, NY, earlier in 1943. However, CMD Sweeney was not Commanding Officer at that time.	1) Calversion Vol 11, P 3 - Bill Marks, Lt. USNR (Ret). Plank Owner 2) Calversion, V41, P4 - Bill Marks, Lt. USNR (Ret). Plank Owner

Year	Month	Day	Location	Historical Details	Sources, Notes
FUBAR the dog joins the USS Calvert's crew					
1943	August	Late	Norfolk area, August 1943	"FUBAR, the Calvert's four-legged Mascot of unknown ancestry joined the Calvert at N.O.B. Portsmouth, VA., in the summer of 1943 upon our return from the Sicilian Invasion." - Bill Marks, Lieut. USNR (Ret) - Plank owner & Navigator	1) Calversion, Vol 30, P 4
The Third Beach Battalion returns to the USS Calvert					
1943	August	Late	Norfolk area, August 1943	1) "When L.T. Corbin and I get together we reminisce about being transferred off in February 1943, for Beach Party Training with Chief Matty Schwan and then returning to the Calvert in August, 1943 as a unit of 42 men." 2, 3) Throughout the month of August members of the Third Beach Battalion, who transferred off the Calvert in late February 1943 for a period of intensive training, reported back aboard the Calvert. The 3rd Battalion Beach Party had spent February to August training at Camp Bradford (VA), Damneck (Gunnery Training & hand-to-hand combat training), and then Fort Pierce, FL (Underwater Demolition Technique). Members of the Calvert's temporary beach battalion, who had boarded in February 1943, departed at this time.	1) Calversion, Vol 33, P4 - George W. Copas 2) Report of Changes, Muster Roll, USS Calvert, August 1943 3) Calversion, Vol 43, P2 - Lawrence C. Wagner
1943	August	23	Moored, Pier A, United Nations Dock, Southside, Lambert Point, VA Underway to Norfolk-area Anchorage	1) Moored as before. 0400-0800 Securing ship for sea. Continuing port routine. 1130 Stationed special sea detail. 1200 Ship in readiness to get underway. 1241, Proceeded on various course and various speeds to anchorage berth #3 Hampton Roads, VA. 1336 Let go starboard anchor, Berth 23, Hampton Roads. Sight of Ft. Wool, Old Point Comfort, and NOB. 1445 Degaussing inspection completed. Picket boat patrol deployed the entire day. 2) "The sea is calm. This morning when I went on deck out toward the harbor entrance, there were ships as far as the eye could see, tankers, cargo ships, troop transports, destroyers, and other ships. The U.S. Marine Band played the songs that signaled we are leaving U.S. shores. 2130 - Just came from upper deck, all ships are blacked out and it is a great dark."	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
1943	August	24	Moored at Hampton Roads Underway for the Panama Canal, with Task Force 20.15	Underway from Norfolk, VA to San Diego, CA, via the Panama Canal. Task Group 20.15 1) A few days after Commander Sweeney assumed command, the Calvert, with an administrative lift of Marines embarked, took departure bound for San Diego, California via the Panama Canal. 2) Task Group 20.15 departed Hampton Roads, convoy comprised of USS Bellatrix, USS Leonard Wood, USS Calvert, USS Pollux, USS Monrovia, USS Harry Lee, USS Neville, USS Alcione, USS Virgo, USS WP Biddle.	1) David B. Cullen - Pg6 - A History of the USS Calvert 2) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet and Commander Task Group 20.15, August 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. Norfolk, Virginia to Mers El Kebir, Algeria
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	24	Moored at Hampton Roads	1) Moored as before. Maintaining Picket Boat Patrol. Ship in company with Leonard Wood, Monrovia, Harry Lee, Biddle, Bellatrix. 0400-0800, Examined and tested steering gear, lights, telegraph, telephone, and all navigational equipment. All in good order. 0630 Secured picket boat and hoisted all boats aboard.	War Diary, USS Calvert, August 1943
			Underway for the Panama Canal, with Task Force 20.15	0733 Anchor aweigh, 2/3 ahead, proceeding seaward courses and speeds. Leonard Wood as guide and O.T.C. for Task Force 20.15. 0815 Passed through net and boom defenses. 0858, General quarters. 0948 Secured from General Quarters. Set condition "Baker" in damage control. 2) "This morning I began to feel sick, I have been seasick ever since. It is no dammed fun at all. I saw a few flying fish at about 3pm and some porpoises. The ocean is beautiful but oh God am I sick."	
1943	August	24	Moored at Hampton Roads	1) 1200-1600 Steaming as before. Speed 14 knots (84 r.p.m.). 1415 Convoy speed changed to 8 knots (48 r.p.m.), commenced forming convoy. 1447 Changed speed to 14.5 knots (87 r.p.m.) 1448, Convoy formed. 1450, Commenced zig-zag course. 1500, Secured Degaussing Unit. 1558 Abandon Ship Drill 1930 Fire Drill. 2030 Ceased zig-zag.	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
			Underway for the Panama Canal, with Task Force 20.15	2) "1940 - I am feeling better now just before chow time I threw up over the rail and have felt better since. After supper I tried to write some more to my wife, but I couldn't because the ship hit rough water and it started my stomach doing tricks again. So, I went up in deck and laid down under one of the Higgins boats. A strange thing about being at sea is the fact that at night if anyone wants to sleep on deck. It is so cold that we have to bring his blankets. The sun set was beautiful but short. I can see ships in front of me as far as the eye can see. How large this convoy is."	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	25	Steaming South, with Task Force 20.15	1) Steaming in Company with Task Force 20.15 at speed 14.5 knots (86 r.p.m.). Ship is in personel Condition "2" - Mike Sail - Material Condition Baker. Calvert is in postion #22 in convoy. 0145 - Commenced zig-zag. Swells increasing, ship rolling deeply. 0240 Reduced speed to 12 knots (72 r.p.m.) due to sea condition. 0250 Ceased zig-zag. 0323 Increased convoy speed to 14.5 knots (86 r.p.m.). Swells decreasing slightly. Ship riding easier. Precautions taken to secure ship. Sky fine and clear. 0550 Commenced zig-zag. 1300 - General quarters, all hands manned battle stations. 1320 Secured from General Quarters. 1923 - Darkened ship. 2045 - Ceased zig-zag. Held abandon ship drill at 2011 and secured from drill at 2105. 2) "We hit a terrific storm and everything broke loose. We are still heading south by southwest." 3) "At 2:30am waves washed over the deck. I was quite sick this morning. ... The sunrise was beautiful. The sun seamed like a ball of fire coming out of the ocean. ... The sea is very beautiful. In a few hours we will be in shark infested waters. U.S. Marines are manning all the guns aboard the ship." 4) The following despatch received from Commander in Chief, U.S. Atlantic Fleet: "I regret to see you and your AKAs and APAs leave this fleet. You and they have rendered galent and valuable services. I wish you all good luck and continued successes."	1) War Diary, USS Calvert, August 1943 2) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014 3) Corporal Harris Orson Higgins' notebook 4) War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet and Commander Task Task Group 20.15, August 1943
1943	August	26	Steaming South, with Task Force 20.15	1) Steaming as before. 0245 Commenced zig-zag. Weather fine and clear. Small sea and swell. Scattered clouds. 0759 Changed speed to 13.5 knots. 0825 Ceased zig-zag. 0840 Resumed zig-zag. 1220 Ceased zig-zag. 1300 General Quarters. 1340 Secured from General Quarters. 1420 Ceased zig-zag. 1510 Commenced zig-zag. 1640 Ceased zig-zag. 1650 Commenced zig-zag. 2354 Ceased zig-zag. 2) "The water is a pretty blue. Very hot weather. The sun is like fire breathing down on the ship. The heat is coming off the steel deck plates!" 3) "I am all over my sea sickness, I am feeling much better. There was a beautiful rainbow of the starboard side about 8am. The weather is fine. I watched some flying fish for a few minutes this morning. We are now somewhere off the northeastern coast of Florida about 200 miles out. We are due to pass Bermuda sometime this afternoon. But not sure weather we'll see if or not. If we pass within 20 miles of it we'll see it. I beginning to enjoy this trip a little now."	1) War Diary, USS Calvert, August 1943 2) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014 3) Corporal Harris Orson Higgins' notebook

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	27	Steaming South, with Task Force 20.15	1) 0000-0400: Underway as before. Speed 13.5 knots (81 r.p.m.). 0204 San Salvador Light sighted. 0400 Commenced zig-zag. Fine and clear. Small sea and swell. 1) 0729 Contact made; Convoy executing emergency turns. 0744 Contact negative. Ceased zig-zagging. 0750 Commenced zig-zagging. 1) 0920 Sighted Bird Rock Light, Crooked Island, Bahamas. 2) 1100 - "I can see buildings." 1) 1225 Changed convoy speed to 10 knots (60 r.p.m.). 1) 1227 USS Alcyon, #33 in convoy, exhibited breakdown. 1247 Secured towing detail. 1315 Alcyon back in proper station in Convoy. 1) 1300 General quarters. 1340 Secured from general quarters. 1422 Changed convoy speed to 12.5 knots (81 r.p.m.). 1) 1510 Sighted Acklins Island (Bahamas). 1) 1600 Convoy speed 13.5 knots (81 r.p.m.). Zig-zagging. 1625 Ceased zig-zag and made emergency turn. 1900 Resumed zig-zag. Expected sunset at 1919. 1950 Ceased zig-zag. 2) 1940 - "Sun set was beautiful." 1) 2040 Commenced zig-zag. 2208 Cayo Mora Light sighted. 2214 Puerto Baracra Light sighted.	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
1943	August	28	Steaming South, with Task Force 20.15	00-0400. Zig-zagging. 13.5 knots (81 r.p.m.). Ship in condition of readiness: Two Mike Sail and Material Condition Baker, Damage Control Condition Baker. Partly cloudy with small sea and swell. 0705 Ceased zig-zag. 0756 Commenced zig-zag. 0900 General quarters. 0930 Abandon ship drill. 0938 Secured from drills. 1215 Ceased zig-zag. 1257 to 1320 - Several course changes, south-westward. 1320 Changed convoy speed to 14.5 knots (87 r.p.m.). 1325 Commenced zig-zag. 1515 Sighted island of Haiti. 1802 Reduced convoy speed to 10 knots (61 r.p.m.). 1851 Ceased zig-zag. 1900 Resumed zig-zag and executed sunset at 1917. 2200 Ceased zig-zag. 2) "1100 - For the last 3 to 5 hours have been passing through windward passage which is the channel between Cuba and Haiti. I can see Haiti off port side about 2 miles away. It looks like one huge mountain rising out of the ocean."	War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
1943	August	29	Steaming South, with Task Force 20.15	1) Steaming at 14.5 knots (87 r.p.m.). Weather fine and clear. Moderate sea and swell. Moderate wind. 0400 Commenced zig-zag. Occasional passing light rain squalls. 1925 Executed sunset. 2200 Ceased zig-zag. 2) "Just another day at sea. I got sea sick this morning. So darn sea sick I didn't try to go to Mass which made me feel bad. The head is trifling and the food is getting worse every day. We are due to hit the Panama Canal tomorrow. The sea was awful rough last night and this morning. Hot this afternoon."	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	30	Steaming Southwest, with Task Force 20.15.	1) 0000 - 0400: Weather fine and clear. Small sea and swell. 1) 0400 Commenced zig-zag. 0750 Ceased zig-zag. 1) 0821 Commenced zig-zag. 1006 Ceased zig-zag. 1036 Commenced zig-zag. 1052 Ceased zig-zag and convoy formation executed "single column" movement. 2) "1106 - Just passed a channel marker so we can't be more than 5 to 25 miles from Panama it self. It has rained all morning with only ½ hour let ups." 1) 1115 Passed "swept channel". Proceeded at various speeds to hold formation. 1158 Passed through anti-torpedo nets into Colon Harbor. 2) "1120 - Fog has lifted and we are only a 1000 yards off shore of Panama. The mountains are high and like mountains back home."	1) War Diary, USS Calvert, August 1943 2) Corporal Harris Orson Higgins' notebook
			Entered Colon Harbor and transiting the Panama Canal.	1) 1200 - 1600 Steaming as before to dock at Colon Harbor. 2) "1215 - We passed through the anti-submarine net at the entrance of Colon Harbor and docked at Pier No. 2. The scenery here is beautiful beyond words. They are not letting us off board ship. They may on the Pacific side of the canal at the Pacific port of Balboa at the other end of the canal. If I get a chance to get off the ship I'll get some souvenirs of some kind. A lot of strange big herons here. The tropical mountains are beautiful in their own colorful way. These tropical harbors and cities are nice to visit and beautiful to see." 1) 1325 Moored starboard side to Pier #7, Berth A, Colon, Panama. 1) 1415 Commenced taking on fuel. 1905 Finished taking on fuel oil. 1) 1939 Underway. 2) "We pulled away from the dock and headed for the beginning of the channel." The evening of August 30th the USS Calvert transited the Panama Canal.	
1943	August	30	Transiting the Panama Canal.	1) Underway, as before. 1952 Entered Gatun Lock Range. 1953 Lowered 4 outboard davit boats to proceed through locks. 2301 Hoisted four davit boats. 2312 Secured special sea detail, except anchor detail. 2350 Entered Pena Bloacha Roche. 2) Sterling describes what he remembers: "I can't really remember the locks for some reason or another and I've never read about it, but it seemed to me that we had to lower our outboard boats. You usually had, especially in the 2nd division, two boats on top of each other, double decked, and you had four davits on both port and starboard side, and then you had a boat hanging outboard hanging on the actual boat davit. In other words the other two boats were in a cradle one over top of the other, then the other was hanging outboard. And for some reason or another all I can remember about going through the canal, and I can't even swear to this, was that our outboard boats were lowered and had crews in them, but we had lines going from the ship back to the boats trailing the ship. I can remember, and I don't where it is coming from, but I believe we called the Calvert "Mother Goose and her baby ducks" after going through the canal." - Sterling Funck 3) "Dad was very tired after being up all night. Warm, damp and lots of jungle growth. They ate green bananas and were hoping for liberty in Balboa."	War Diary, USS Calvert, August 1943 2) Funck, p41 Adventures of a Landing Craft Coxswain 3) Letters, Warren "Ted" Weber, provided by Diane Weber, 2014

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	August	31	Transiting the Panama Canal Sailing Northwest, Pacific Ocean, enroute to San Diego	Proceeding in transit Panama Canal on various courses at standard speed 14.0 knots (84 r.p.m.). 0001 Entered Bohio Reach. 0008 Entered Buena Vista Reach. 0020 Entered Tabernilla Reach. 0022 Entered San Pablo Reach. 0036 Gamboa Reach. 0043 Bas Alupaso Reach. 0103 Empire Reach. 0128 Entered San Miguel Locks. 0300 Secured in Miraflores Locks. 0340 All clear of Miraflores Locks and entering Balboa reach. 0355 Preparing to Moor in Balboa Harbor, Berth "KG" 0430 Secured to Buoy K+G. 1555 Underway. Standard speed 14 knots (84 r.p.m.) and proceeded sortie rendezvous with task group 12.5. 2000 Reduced convoy speed to 10 knots. 2247 Increased speed to 14 knots.	War Diary, USS Calvert, August 1943
1943	August	31	Sailing Northwest, Pacific Ocean, enroute to San Diego	Task Group 12. 5 formed (formerly Task Group 20.15) 2132 - Task Group 12.5 was formed up into the Night Cruising Disposition. The Convoy formed into three columns. 2247 - Convoy was increased to 14 knots.	War Diary, Commander Transports, Amphibious Force, U.S. Atlantic Fleet and Commander Task Group 20.15, August 1943

End of research notes for the period June 8, 1943 to August 31, 1943