

A History of the USS Calvert. Research notes for the period September 1, 1943 to December 31, 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction

This document contains research notes and content for the period September 1, 1943 to November 10, 1943. During this period:

- * Completion of passage through the Panama Canal, in company with Task Force 20:15, in transit to San Diego.
- * Arrival in San Diego on September 9, 1943. Continuation to San Francisco with arrival on September 12, 1943.
- * Departure for Hawaii 12.5 on September 20, 1943 as part of Task Force 12.5, with elements of the 6th Army Division embarked.
- * Arrival at Honolulu, Hawaii on September 26, 1943.
- * Amphibious exercises and training with units of the Army 27th Infantry Division during the period early October through early November.
- * November 10, 1943: Departed for Operation Galvanic, the invasion of Makin, with the men of the 165th Regimental Combat team, 27th Infantry Division embarked.
- * November 15, 1943: The convoy crossed both the equator and the international date line.
- * November 20 to November 24: Landings at the Island of Makin, Gilberts, Operation Galvanic.
- * Novmeber 24 to December 2: Steaming independently to Hawaii.
- * December 2 to December 12: At Hawaii.
- * December 12 to December 19: Steaming independently to San Diego.
- * December 20 to December 31: Preparation and loading for Operation Flintlock. Embarkation of troops and equipment of the 3rd Battalion Landing Team, 23rd Regimental Combat Team, 4th Marines.

Notes:

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

Primary Sources for the period September 1, 1943 to December 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
 - September 1943 - <https://catalog.archives.gov/id/135963357>
 - October 1943 - <https://catalog.archives.gov/id/135987915>
 - November 1943 - <https://catalog.archives.gov/id/136034644>
 - December 1943 - <https://catalog.archives.gov/id/78258238>
- * Muster Roll and Report of Changes, USS Calvert, via the National Archives
 - September 1943 - <https://catalog.archives.gov/id/125656395?objectPage=374> - 401
 - October 1943 - <https://catalog.archives.gov/id/125656395?objectPage=426> - 446
 - November 1943 - <https://catalog.archives.gov/id/125656395?objectPage=447> - 465
 - December 1943 - <https://catalog.archives.gov/id/125656395?objectPage=469> - 520
- * War Diary, Fifth Amphibious Force, U.S. Pacific Fleet
 - September 1943 - <https://catalog.archives.gov/id/78188502>
 - October 1943 -
 - November 1943 - <https://catalog.archives.gov/id/136048702>
 - December 1943 - <https://catalog.archives.gov/id/78285771>

Year	Month	Day	Location	Historical Details	Sources, Notes
1943-September					

Additional sources for September 1943:

War Diary, Commander Task Group Twelve Point 5, U.S. Pacific Fleet (COMTASK-GROUP 12.5), September 1943
Online, National Archives: <https://catalog.archives.gov/id/78185229>

Chart of convoy route. Safi, French Morocco to Norfolk, Virginia

Source: Positions from convoy vessels' War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	1	Sailing northwest, Pacific Ocean, enroute to San Diego	1) Steaming in convoy formation with Task Force 20:15 at speed 14 knots (87 RPM). Light seas and swell - fair weather. 0555 Commenced zig zagging. Increased speed to 14.5 knots (87 RPM). 0910 Ceased zig zag. 0900 General quarters. 0914 Fire drill. 0928 Secured from fire drill and general quarters. 0945 Commenced zig zagging. 1451 to 1500 Commenced a series of emergency turns. 1502 Commenced zig zag. 1150 Ceased zig zag. 2) At 1449, Escort vessel reported what appeared to be a periscope dead ahead, and the Convoy executed two emergency turns. 1455, Convoy resumed the mean course, and began zig-zagging, the contact having proved false. 3) Assigned COMCENPAC for duty in FIFTHPHIBFOR.	1) USS Calvert War Diary, 1943, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943
1943	September	2	Sailing northwest, Pacific Ocean, enroute to San Diego	1) Steaming as before, in convoy formation. Heavy rain squalls, moderate swell and sea. 0506 Commenced zig zagging. Occasional light rain squalls. 2030 Ceased zig zagging. 2) "We passed Leppers Island, heading along the coast of Central America. We had a collision last night." 3) "We hit something, it damaged the bow, shattered the whole ship. I don't know what it was. Some said it was a whale, some said it was a submarine. You'd think if you hit a submarine you'd hear something. But being in the 2nd Division we didn't see what actually happened, and there were lots of stories that went around." Notes: 4) The lepper colony mentioned by Warren Weber was the Palo Seco leper colony (aka, Palo Seco Leprosarium), which located on a small isolated peninsular beach north west of the Pacific end of the Panama Canal. The buildings were located near the beach and are visible from the ocean.	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber, Letters 2014 3) The Adventures of a Landing Craft Coxswain. Introduction, V. 2007 4) Online map: https://mapcarta.com/19752586 4) Additional information: https://hekint.org/2022/12/16/palo-seco-a-leper-colony-in-panama/
1943	September	3	Sailing northwest, Pacific Ocean, enroute to San Diego	1) Steaming as before, in convoy formation. 14.5 knots, 87 rpm. 0416 Commenced zig zagging. 2100 ceased zig-zag. 2) "High mountains, some appear covered in snow. "	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014
1943	September	4	Sailing northwest, Pacific Ocean, enroute to San Diego	Steaming as before, in convoy formation. Speed 14.5 knots. 0230 to 0300 Heavy rain squalls. 0545 Lighted ship. 0915 - 0927 Exercised at general drills. Zig-zagging. 2200 Ceased zig-zagging.	USS Calvert War Diary, 1943, September 1943
1943	September	5	Sailing northwest, Pacific Ocean, enroute to San Diego	Steaming as before, in convoy formation. 0512 Commenced zig-zagging. 0559 Lighted ship. 1430 Ceased zig zagging. 1521 Commenced zig-zagging. 1840 Darkened ship. 2300 Ceased zig zagging.	USS Calvert War Diary, 1943, September 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	6	Sailing northwest, Pacific Ocean, enroute to San Diego	Steaming as before, in convoy formation. 14.5 knots. 0518 Commenced zig-zagging. 0552 Lighted ship. 0900 General quarters. 0908 - 0927 Exercised at General Drills. 1831 Darkened ship. 2345 Ceased zig-zag.	USS Calvert War Diary, 1943, September 1943
1943	September	7	Sailing northwest, Pacific Ocean, enroute to San Diego	1) Steaming as before, in convoy formation. 14.5 knots. 0514 Commenced zig-zagging. 0610 Lighted ship. 0900 General quarters. 0908 - 0923 - Exercised at general drills. 1850 Darkened ship. 2) "It is getting cold. I always thought California was warm."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014
1943	September	8	Sailing northwest, Pacific Ocean, enroute to San Diego	1) Steaming as before, in convoy formation. Speed 14.5 knots. Zig-zagging. 0055 Ceased zig-zagging. 0528 Commenced zig-zagging. 0614 Lighted ship. 0817 Commenced zig-zagging. 1636 Ceased zig-zagging. 1744 Resumed zig-zagging. 1901 Darkened ship.	USS Calvert War Diary, 1943, September 1943
1943	September	9	Sailing northwest, Pacific Ocean, enroute to San Diego Moored, Pier 1, Navy Yard, San Diego Harbor	1) Steaming as before, in convoy formation. 0135 Ceased zig-zagging. 0529 Commenced zig-zagging. 0621 Ceased zig-zag. 0829 Entering swept channel. Proceeded by various courses and speeds into San Diego Harbor. 0945 Passed through net and boom defenses. 1145 Docked Pier #1, south side; Took on 100,620 gallons Y.O. 1320 Commenced unloading troops, baggage and equipment belonging to USMC. 1640 - 2035 Took aboard 100,620 gallons of fuel oil. 2) The Calvert arrived at San Diego on 8 September, and debarked the Marines and their equipment. 3) "Arrived in San Diego. No liberty." 4) There were no significant changes in crew composition upon arrival in San Diego, however there were several medical transfers to the Naval Hospital.	1) USS Calvert War Diary, 1943, September 1943 2) David B. Cullen - Pg6 - A History of the USS Calvert (APA-32) 3) Warren Weber, via Diane Weber. Letters, 2014 4) USS Calvert, Muster Roll, Report of Changes, September 1943

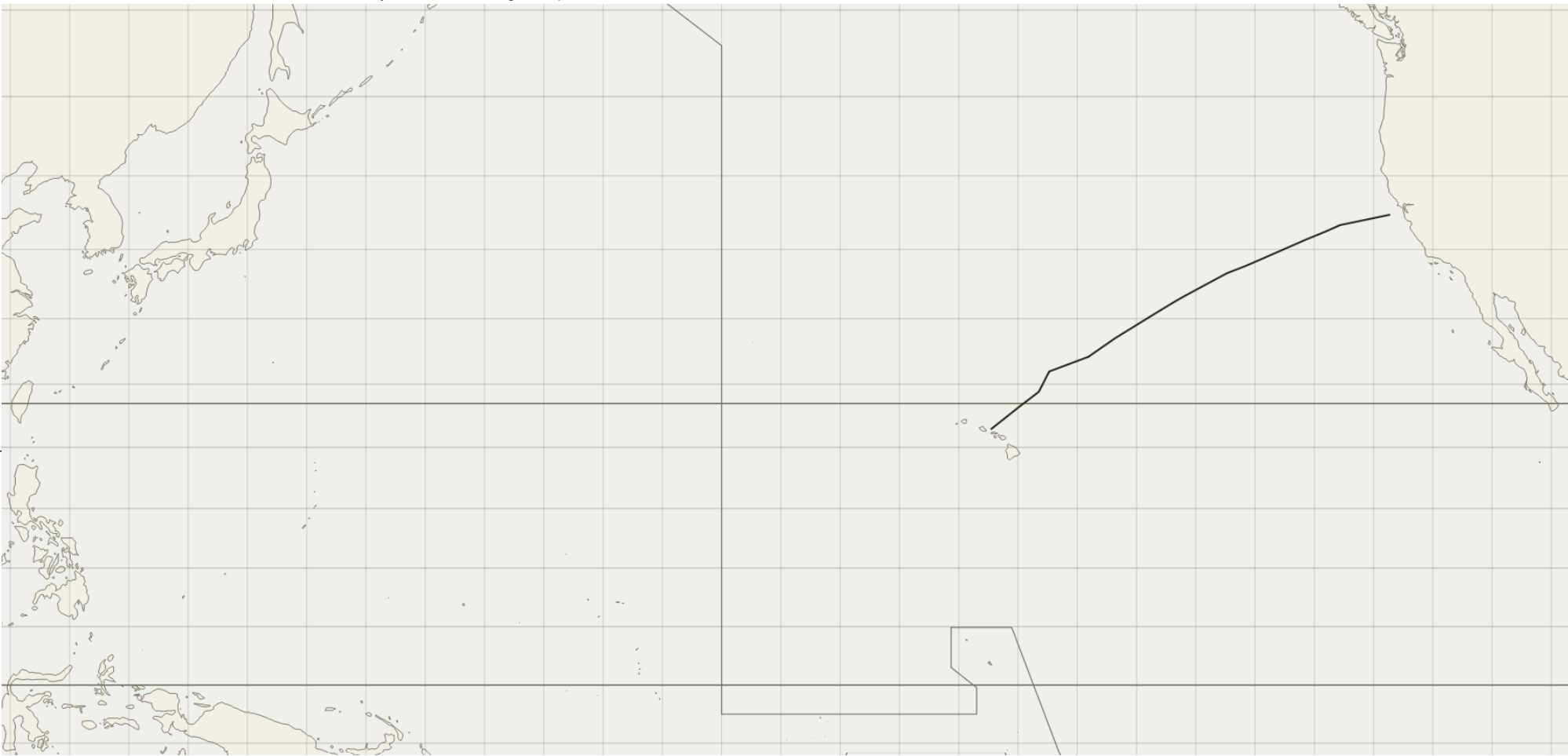
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	10	Pier 1, Navy Yard, San Diego Harbor Underway with Task Unit 12.5.3 for San Francisco	Moored as before. 0620 Engines jacked over 1000 Made preparations for getting underway. 1258 Completed discharging holds. 1333 Proceeding from dock at various courses and speeds. 1433 Passed anti-submarine nets, entered swept channel. 1850 Joined convoy, Task Group 12.5.3 (Monrovia, Neville, Biddle), heading west, then north west 1909 Darkened ship. 2100 Commenced zig zagging.	War Diary, USS Calvert War Diary, September 1943
1943	September	11	Underway with Task Unit 12.5.3 for San Francisco	Steaming as before. 0331 Ceased zig zag. 0555 Commenced zig zagging. Convoy speed 13 knots. 1925 Darkened ship. 1938 Sighted Point Sur light house.	War Diary, USS Calvert War Diary, September 1943
1943	September	12	Underway with Task Unit 12.5.3 for San Francisco Anchored berth 9, anchorage #12, San Francisco Bay	1) Steaming as before. 0150 Ceased zig zag. 0325 Sighted entrance buoys to mine swept channel. 0348 Turned on running and speed lights. 0400 Proceeding through mine swept channel. 0733 Approaching anchorage. 0736 Let go port anchor, anchored. Dense fog, all precautions taken. 1233 Commenced heaving in anchor, visibility opening. 1240 Anchor aweigh. Standard speed 12 knots, ahead 2/3 standard speed. 1300 Alcatraz Island abeam to port. 1344 Let go starboard anchor, berth 9, anchorage 12, San Francisco Bay. Visibility opening to 8,000 yards. 2) "0800 passed under the Golden Gate Bridge." 3) All ships in this group (TG 12.5) are undergoing general upkeep and after-voyage repairs."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014 3) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943
1943	September	13	Anchored berth 9, anchorage #12, San Francisco Bay Moored Pier 28, San Francisco	1) Anchored as before. 1355 Underway to Pier 28, San Francisco. 1452 Moored starboard side Pier 28. 2) The Leonard Wood, Harry Lee, Alcione, Bellatrix, Monrovia, Biddle, Calvert, and Neville are granted five days technical availability effective September 13. Commander In Chief, U.S. Pacific Fleet ordered Commander Task Group 12.5 when loaded to proceed to Pearl Harbor on or about September 21.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	14	Moored Pier 28, San Francisco	1) Moored as before. 1200 Preparing ship for cargo. 1530 Commenced receiving stores. 2) "We had liberty last night. I feel so awful. The ship's dance is tonight." 3) Ships of Task Group 12.5 are undergoing five days of technical availability.	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014 3) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943
				Sterling Funck's adventures in San Francisco: "It so happened that Captain Whitfield's family was now living in San Francisco. During liberty Sterling took advantage of the time and visited Captain Whitfield's wife and daughter. Of course Captain Whitfield came home while Sterling was there. Sterling figured he'd get it from Captain Whitfield. It turned out to be a cordial visit with his old Captain. Sterling also took the opportunity to make some extra money while he was on leave in San Diego: 'I was broke, so I thought I'd make a couple extra bucks. A lot of guys would go ashore and get their uniforms steam cleaned. So I was in a shop one day and there was a long line. I asked if he needed help. So I pressed Navy uniforms for him. I only did it for a few days in account of getting caught. I can't remember what he paid me, but it wasn't much. Of course those days things weren't that much.'"	Adventures of a Landing Craft Coxswain, page 41
1943	September	15	Moored Pier 28, San Francisco	1) Moored as before. 0800 - 2000 Loading stores. 0935 Stevedores aboard loading cargo #2 hatch. 1200 Stevedores loading cargo #3 hatch. 2130 Stevedores loading Army equipment #1 hatch. 2) Troop Commanders of each ship met with Commanding Officer, Executive Officer, and Billeting Officer of their respective ships.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943
1943	September	16	Moored Pier 28, San Francisco	1) Moored as before. Stevedores continued loading Army equipment in holds 1, 2, and 3. 1459 Ceased beginning stores aboard. Continued loading Army equipment. 2) The Calvert's muster roll indicates the transfer off of 82 crew members, and the arrival of 83 crew members, on this day.	1) War Diary, USS Calvert War Diary, September 1943 2) USS Calvert, Muster Roll, Report of Changes, September 1943
1943	September	17	Moored Pier 28, San Francisco	1) Moored as before. Local stevedores loading Army equipment in holds 1, 2, and 3. 1400 Took on supplies for ship's services. 2010 Commenced loading #6 hold. Local stevedores aboard. 2) "Loading up and taking on beer, books, and supplies for the islands. We are also taking on soldiers soon."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	18	Moored Pier 28, San Francisco	1) Moored as before. Loading holds 1, 2, 3, and 6. Local stevedores aboard. 1045 Completed loading hold 1. 1200 - 1600 Loading holds 3, 4, and 5. 1500 Commenced Army boarding. 2200 Ceased loading Army equipment. 2) The vessels of the Task Group carried on general upkeep and repair work. They were also engaged in loading Army equipment. At 1500 the advance details for each ship reported on board their respective vessels. 3) 6th Army Division embarked, for transport to Pearl Harbor, aboard: Calvert, Leonard Wood, Monrovia, Biddle, Neville, Harry Lee, Bellatrix, Virgo, Alcyone.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943 3) War Diary, Fifth Amphibious Force, U.S. Pacific Fleet. September 1943
1943	September	19	Moored Pier 28, San Francisco	1) Moored as before. 0240 Completed boarding of Army personnel. 1730 Received cargo nets and beach party equipment aboard. 2) Ships carried on general upkeep and repair work and loaded Army equipment. Commander Task Group 12.5 held a conference with Commanding Officers at 1000, aboard the Leonard Wood.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943

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Chart of convoy route. San Francisco to Pearl Harbor
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



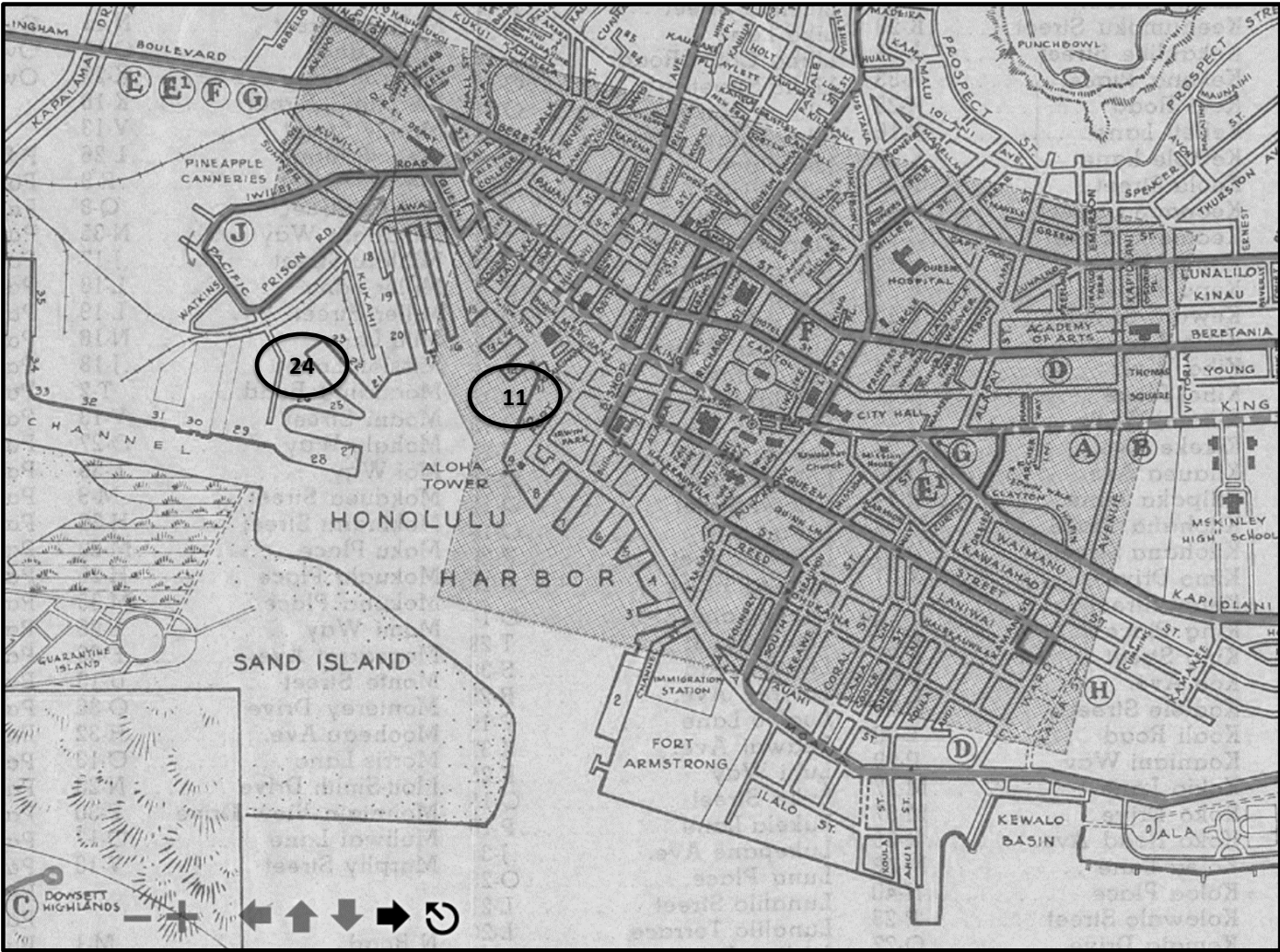
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	20	Moored Pier 28, San Francisco Underway to anchorage; Underway for drills. Underway to Honolulu with Task Force 12.5	1) Moored as before. 1030 Made preparations for getting underway. 1038 Pilot came aboard. 1103 Underway, pilot at the conn. 1108 Pilot left the ship, Captain at the conn. 1133 Anchored in Berth #9, San Francisco Harbor. 1250 Anchor aweigh, underway for drills: Abandon ship drill with troops; gunnery practice (3.5", 40mm and 20mm) against sleeve target pulled by plane. 1746 Underway, convoy formation, with Task Force 12.5. Zig zagging. 1917 Darkened ship. 2013 Ceased zig zagging. 2) 1321 Convoy passed through net.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943
1943	September	21	Underway to Honolulu with Task Force 12.5	1) Underway as before. 0100 Commenced zig zag. Radar surface contact 12000 to 10000 yards; 15.2 knots, 92 RPM. 0715 Lighted ship. 1500 Lower Deck Inspection by XO, 1st Lt., Medical Officer, Troop Officer. 1600 Held abandon ship drill. 1914 Darkened ship.	War Diary, USS Calvert War Diary, September 1943
1943	September	22 - 26	Underway to Honolulu with Task Force 12.5	1) Underway as before. Zig zagging. Convoy speed 15.5 knots. 1500 Lower Deck Inspections by XO, 1st Lt., Medical Officer, Troop Officer. 1600 Held abandon ship drills. 2) "We are now on the high seas. We don't know where we are going."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014
1943	September	26	Underway to Honolulu with Task Force 12.5 Approaching Honolulu. Moored, Pier 24, Honolulu, T.H.	1) Underway as before. Steaming in convoy formation at 15.5 knots. 0625 Lighted ship. 0800 Proceeding towards swept channel to Honolulu Harbor on various courses. 0800 General quarters for firing practice. 0820 Commenced firing at sleeve. 0850 Secured all general quarters stations except guns and fire control. 0950 Secured from firing practice. 1000 Secured all guns and fire control. 1045 Engine trouble, reduced speed to 10 knots. 1050 Engines repaired, increased speed to 15.5. 1054 Diamond Head abeam to port. 1243 Standing into Honolulu Harbor. 1240 Moored port side to Pier #24, Honolulu T.H. 1254 Secured main engines. 1450 Troops commenced leaving ship. 1900 Stevedores aboard to unload cargo. Commenced unloading cargo at 2000. 2) "Ninety degree temperature with a continuous breeze blowing over the islands. It really is a beautiful pier."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014

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Honolulu Harbor, Oahu, T.H., Mooring and Berthing Locations, 1944
The USS Calvert's noted locations for this visit are indicated by the numbered circles.

Source: A Map and Bus Guide of Honolulu Issued for Service Men and Women by the USO of Hawaii. 1944

Online:
<https://www.geographicus.com/P/AntiqueMap/mapbusguidehonolulu-mann-1944>

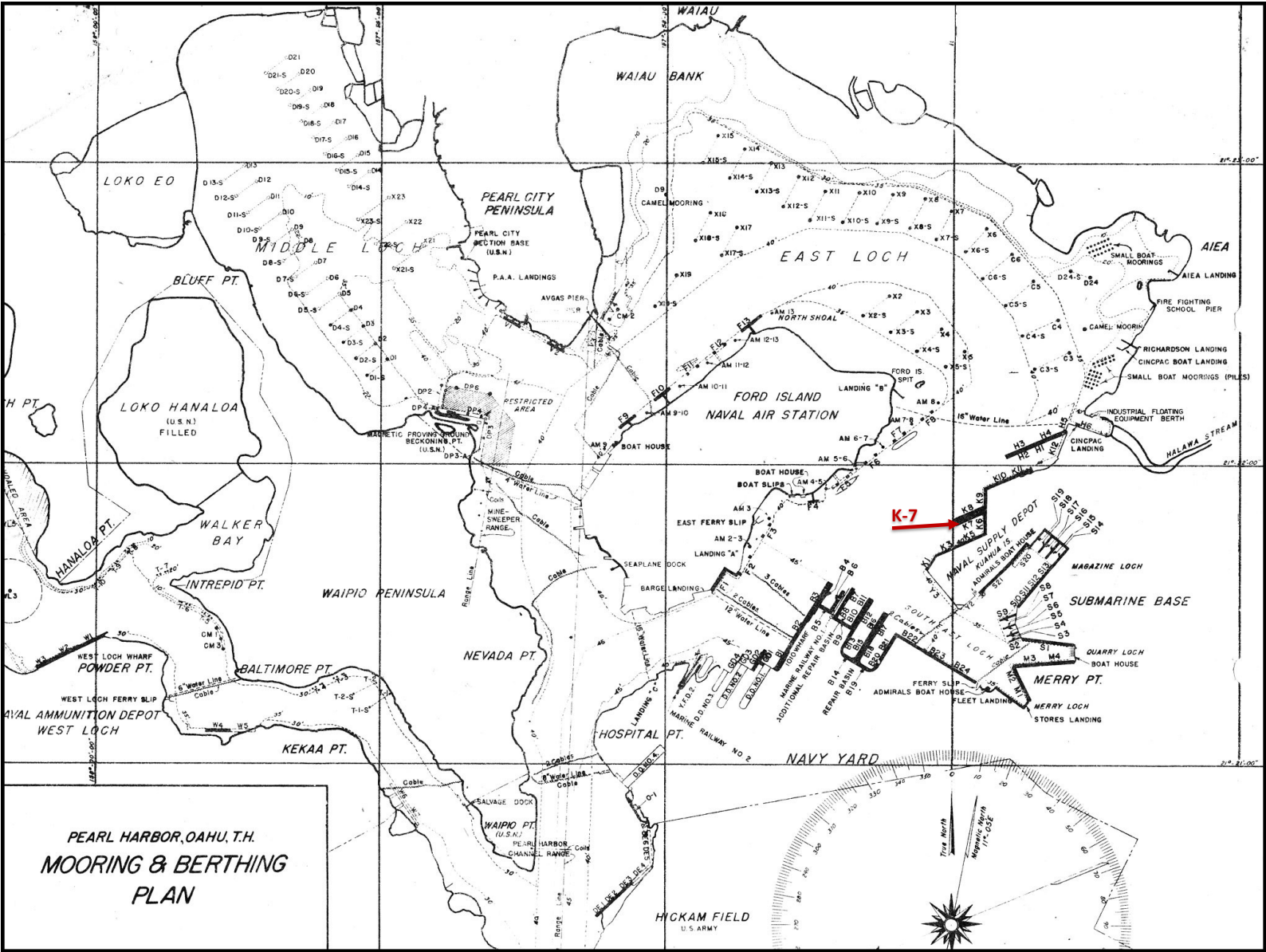


Year	Month	Day	Location	Historical Details	Sources, Notes
1943	September	27 - 28	Moored, Pier 24, Honolulu, T.H.	1) Moored as before. Six 20mm guns manned in condition of modified readiness. Unloading continues. Receiving stores and conducting normal port routine. 2) September 28: Ships of Task Group 12.5 are unloading supplies and undergoing after-voyage repairs. Task Group 12.5 dissolved on September 28. Transports ordered to report to Commander, Fifth Amphibious Force. 3) "On September 28, 1943 we (the beach party) were sent to the U. S. S. Monrovia. Leaving the Calvert was like leaving home. We had been through so much together and since I had finally gotten back I did not want to leave her again but 'orders is orders'." - James E. Samsell, PhM2c - Leesburg FL 4) The Calvert's muster roll indicates the transfer of 40 crew members to the USS Monrovia on this day.	1) War Diary, USS Calvert War Diary, September 1943 2) War Diary, Commander Task Group 12.5, U.S. Pacific Fleet, September 1943 3) James E. Samsell, PhM2c - Leesburg FL - Calversion, Vol 51, P3. 4) USS Calvert, Muster Roll, Report of Changes, September 1943
1943	September	30	Moored, Pier 24, Honolulu, T.H. Moored, Pier #11, Honolulu, T.H.	1) September 29: Moored as before. Six 20mm guns manned in condition of modified readiness. Completed receiving stores. 1) September 30: Moored as before. Six 20mm guns manned in condition of modified readiness. 0746 Underway to Pier #11, Honolulu, T.H. 0817 Moored, Pier #11. 2) September 30: "Liberty! With all the food, meat, and gasoline available you wouldn't think there was a war going on."	1) USS Calvert War Diary, 1943, September 1943 2) Warren Weber, via Diane Weber. Letters, 2014

Year	Month	Day	Location	Historical Details	Sources, Notes
1943-October					
Additional sources for October 1943:					
War Diary, USS Neville, October 1943 Online, National Archives: https://catalog.archives.gov/id/135994212					
1943	October	1	Moored, Pier #11, Honolulu, T.H.	Moored as before: Pier #11, Honolulu, T.H. 2) "Receiving mail. Liberty!"	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber. Letters, 2014
1943	October	2	Moored, Pier #11, Honolulu, T.H. Underway to Pearl Harbor, T.H. Moored, Berth K-7, Pearl Harbor, T.H.	Moored as before: Pier #11, Honolulu, T.H. 0645 Making preparations for getting underway. 0720 Tug alongside. 0759 All clear of dock. 0802 Proceeding seaward. 0915 Passed through guard net. 0955 Tugs alongside. 1006 Entering slip. 1025 All secure port side to Berth K-7, Pearl Harbor, T.H. 1100 Started lowering all hatch boats. 1200 Hoisting landing craft, preparing to receive cargo. 1400 All necessary landing craft removed from hatches. 1650 - 1715 Advance ship's U.S. Army embarked, 215 men.	War Diary, USS Calvert, October 1943
1943	October			Sterling Funck's first impressions upon arrival in Pearl Harbor. "Nearly two years had passed since the Japanese attack in 1941. By this time the channels were completely cleared out to accommodate the heavy ship traffic in and out of Pearl Harbor. Sterling didn't try to think too much about it, but there were constant reminders of what had happened: 'You could see hulls, sterns, bows, sticking out of the shallows where they had been moored. But you were kept busy so you didn't think much about it.'"	Adventures of a Landing Craft Coxswain, page 41

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Pearl Harbor, Oahu, T.H. Mooring and Berthing Chart | Pier K-7 highlighted in red text and arrow.



Online:
https://ww2db.com/image.php?image_id=20160

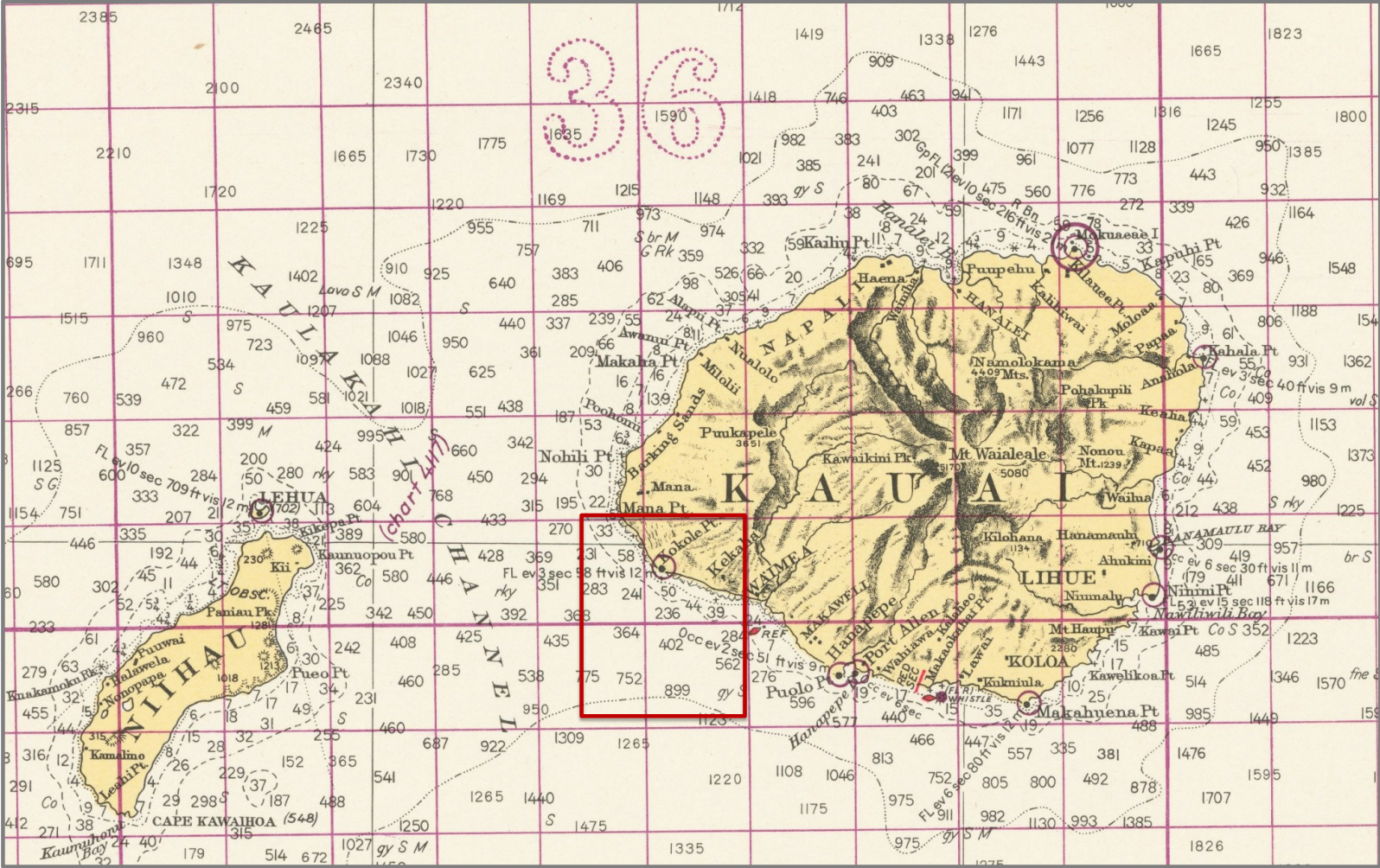
Related online sources, corroborating static berthing and mooring locations during the early 1940s:
<https://www.geographicus.com/P/AntiqueMap/pearlharbormoorings-usnavy-1944>
<https://www.history.navy.mil/research/archives/digital-exhibits-highlights/action-reports/wwii-pearl-harbor-attack/pearl-harbor-mooring-and-berthing-plans.html>

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1943	October			Amphibious Training Exercises, Hawaiian Islands - October 1943 1) "Most of the amphibious training for the Pacific Ocean operations during the first 18 months of World War II had been conducted on the Pacific Coast of the United States. In mid-June 1943, COMINCH suggested to CINCPAC that a fair share of the training should be conducted in the Hawaiian Area. This was done. Five amphibious bases were built in the Hawaiian Islands at Waianae, Waimanalo and Waipio on Oahu as well as bases on the islands of Maui and Kauai. The reinforced Army Regiment for the upcoming invasion of Makin was physically on the island of Oahu in Hawaii. During October 1943 units of the Army 27th Infantry Division were trained by Transport Division 20 at Kauai, Molokai, and Kahoolawe in the Hawaiian. " 2) "Commander Transport Division Twenty will conduct joint amphibious training with ships of Transport division twenty and troops of the 27th Infantry Division, U.S. Army, on designated beaches of Oahu, Maui, Molokai, and Kahoolawe, during the period October 3rd to October 22nd. Three transports of Transport Division Twenty, Leonard Wood, Neville, Calvert, will be available for training."	1) The Amphibians Came to Conquer The Story of Admiral Richmond Kelly Turner George C. Dyer, Vice Admiral, USN (RET) Chapter 16 - To the Central Pacific and Tarawa Amphibious Training Shifts Westward p620-621 Online: https://www.ibiblio.org/hyperwar/USN/ACT/C/actc-16.html 2) War Diary, Commander Fifth Amphibious Force, Amphibious Training of Transport Division Twenty and Troops of 27th Infantry Division, U.S. Army, September 1943
				"The crew of the Calvert trained with the 165th on the beaches of Kauai and Maui. Never had an Army group landed on a Pacific atoll. Neither did the boat crews aboard the Calvert have experience in the Pacific. The training exercises were intended to focus the landing crews and soldiers on the new challenges that they would face in Pacific landings. Learning to run the landing craft amongst coral obstructions was a challenge for the boat crews. Unlike the sand and mud bars of previous landings, where a craft might only be broached, the coral could cause severe damage to a landing craft. According to Sterling, if a landing craft was broached on coral, there was a high likelihood that the screw would be damaged against the coral. In an attempt to minimize damage to the landing craft, the Navy would attempt to blast openings 25-to-50 meters wide through the most obvious coral obstructions to open boat lanes to the beaches. However, all the Calvert's coxswains had to learn new skills for dealing with coral during landings. The Calvert's boat crews spent many of their days in October and in early November practicing landing on the rough beaches of Hawaii."	Adventures of a Landing Craft Coxswain, page 43
1943	October	3	Moored, Berth K-7, Pearl Harbor, T.H.	Moored as before. Conducting normal port routine. 0700 Commenced opening holds preparatory to receiving cargo. 0745 Lt. Marks reported stabbing of Crumidy, Joseph StM3c by Amos, Sir J. StM2c. Amos confined to brig. 0935 Commenced loading Army supplies in holds #1, #2, #3, #5, #6. 1730 Completed loading #5 hold. Continuing with remainder of loading. 2) "The Army troops aboard have been on the Island for two years. Many of them are married to native girls. Off the port side of the ship I can see the Oklahoma. The ship is righted and they are pumping water out it and trying to raise it. It is a really tough job." 3) "Embark supplies and equipment (all combat equipment, fifteen days' rations, two units of fire, all weapons and water cans)."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber 3) War Diary, Commander Fifth Amphibious Force, Amphibious Training of Transport Division Twenty and Troops of 27th Infantry Division, U.S. Army, September 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	4	Moored, Berth K-7, Pearl Harbor, T.H. Underway with Task Force Group 55.2.	Moored as before. 0111 Completed loading Army supplies and equipment in #4 hold. 0115 Completed loading Army supplies and equipment in #2 hold. 0330 Completed loading Army supplies and equipment in #3 hold. 1030 Finished loading #1 hold. 1100 Commenced hoisting all boats. 1400 Troops commenced embarkation. 1605 Made preparations for getting underway. 1650 All troops aboard. 1714 Underway with Task Force Group 55.2 1733 - 1745 Passed through submarine nets.	War Diary, USS Calvert, October 1943
1943	October	5	Underway with Task Force Group 55.2.	Underway with Task Force Group 55.2, USS Leonard Wood as guide and Task Group Commander. Standard speed 9 knots. 0617 Commenced zig zagging. 0703 Sunrise. 0900 - 0908 General quarters. 0930 - 0940 Abandon ship drill for troops. 1400 Ceased zig zag. 1531 Commenced firing on target (towed sleeve). 1543 Fire at #1-40mm gun with three personnel casualties (Linker, Leo R., F1/c Whitman, Kenneth A., S1/c Chamberlin, Leonard M., F1/c). No further entries for this day. 2) "The gun my friend Kenny Whitman was on exploded in the crew's face. Kenny got hit with a piece of the shell and a piece of brass about 1/4 inch into eyebrow. It knocked him out and they operated on him to cut it out. They are keeping him in sick bay. His head is all bandaged and his eye is closed. It is very blue and swollen looking. They say we are going on a 21-day maneuver. It is very hot today and the sea is calm." 3) Training plan for October 6: "Shakedown. Instruction in general drills, life, and customs on board ship, ship emergency drills and regulations. Instructions in preparation of boat assignment tables and debarkation regulations. Train troops in forming up below decks and prompt and orderly movement to debarkation stations and loading boats at the rail. Provide officers and guides for all debarkation stations. Instructions in boat discipline."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber 3) War Diary, Commander Fifth Amphibious Force, Amphibious Training of Transport Division Twenty and Troops of 27th Infantry Division, U.S. Army, September 1943
1943	October	6	Underway with Task Force Group 55.2. Transport Area off Kokole Point, Kauai, for boat exercises. Underway for night maneuvers.	Underway as before. Zig zagging, standard speed 10 knots. 0600 Proceeding to Transport Area. 0800 In position to commence debarkation exercises. 0808 Commenced lowering boats. 0815 Commenced debarkation of troops. 1004 Completed lowering boats. All boats loaded with troops, using various courses and speeds to maintain position in Transport Area. 1200 First and Second Waves returned to the ship to dis-embark troops and embark remaining troops. 1250 Completed disembarking troops. 1300 Recalled all boats. 1337 Commenced hoisting boats. 1538 Completed hoisting boats. 1600 Maneuvering in Transport Area. 1817 Commenced forming column, Leonard Wood as guide. Standard speed 10 knots. 1840 Commenced zig zagging. 2) "Today we arrived at the Island of Kahu. On this Island they raise sugar cane and pineapples. I tasted pure sure cane and it sure is sweet. The Island is very big. We are practicing landing troops and landing boats, etc."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber 3) War Diary, USS Neville, October 1943 - Noted location at 0800 was Transport Area is off Kokole Point, Kauai.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Location of amphibious training exercises for the period October 6th to 9th. Transport area indicated by red rectangle.



Pacific Theatre - Hawaiian Islands
Eastern Part, 1st. Edition, Feb. 1942
Excerpt from larger map document.

U.S. Navy Hydrographic Office,
Washington, D.C.

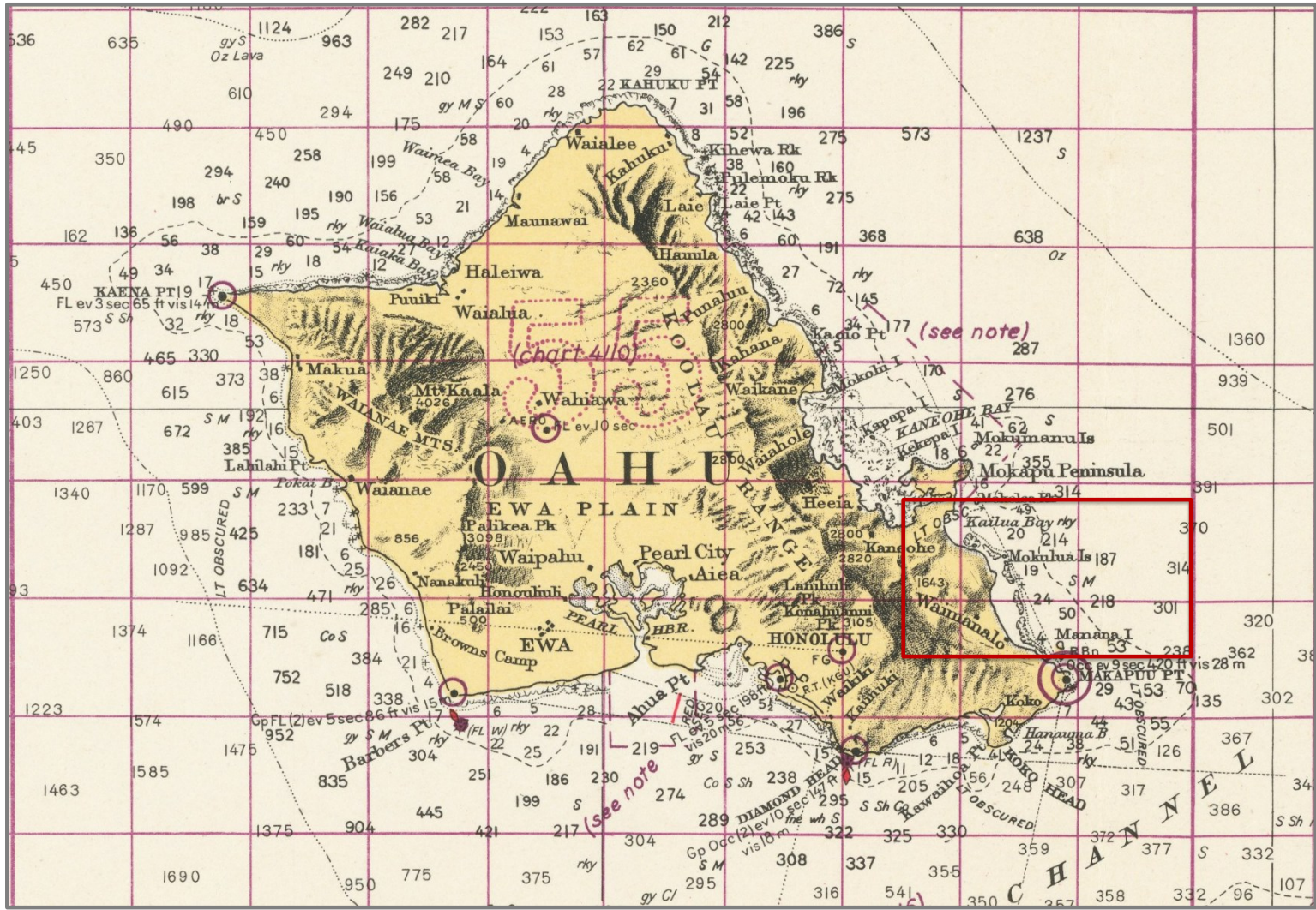
Online:
<https://www.raremaps.com/gallery/detail/61665/second-world-war-pacific-theatre-hawaii-confidential-us-navy-hydrographic-office>

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	7	Underway with Task Force Group 55.2.	Underway as before. Zig zagging at 10 knots. 0049 Ceased zig zag. 0056 Reduced speed to 9 knots. 0603 Commenced zig zagging. Increased speed to 10 knots. 0653 Increased speed to 14 knots (84 RPM). 0653 Lighted ship. Execute sunrise. 0810 Maneuvering in Transport Area. 1230 On station for conducting debarkation of troops.	War Diary, USS Calvert, October 1943 Transport Area location name correction: War Diary, USS Neville, October 1943
			Transport Area off Kokole Point, Kauai, for boat exercises.	1257 All debarkation stations manned and ready. Commenced lowering boats. 1335 All boats lowered. 1348 All boats loaded with troops and in rendezvous area. 1350 First Wave left for line of departure. 1411 Last Wave left for line of departure. 1428 Commenced re-embarkation of troops. Commenced fueling and hoisting boats. Remaining troops disembarked in shuttle waves.	
			Underway for night maneuvers.	1529 Completed re-embarkation of troops. 1600 Maneuvering in Transport Area. 1621 All boats hoisted. 1735 Formed in column, standard speed 10 knots (60 RPM). 1752 Commenced zig zagging. 1852 Darkened ship. 2335 Ceased zig zag.	
1943	October	8	Underway with Task Force Group 55.2.	Underway as before, in column formation with Task Force Group 55.2 0007 Commenced zig zagging. 0600 Approaching Transport Area off Kakola Point, Kauai Island. 0657 Proceeding to ungripe and swing out Hatch and David stowed landing craft. 0710 Lowering landing craft. Troops commenced debarkation. Exercised commenced. 0746 Completed lowering all Landing Craft. 0755 Commenced unloading vehicle and equipment into landing craft. 0800 Maneuvering in Transport Area. 0852 All boats assembled in Rendezvous Area. 0903 Shifted into position closer to beach. 0920 First Wave Landed. 0928 Ceased landing exercises. 0950 Commenced re-embarkation of troops.	War Diary, USS Calvert War, October 1943 Transport Area location name correction: War Diary, USS Neville, October 1943
			Transport Area off Kokole Point, Kauai, for boat exercises.	1017 All troops re-embarked; except those remaining on beach. 1140 Hoisted all boats aboard. 1348 Formed in column, with Calvert astern of Leonard Wood and Neville astern of Calvert. Standard speed of 10 knots (60 RPM). 1416 Standard speed 14 knots (84 PRM).	
			Underway for night maneuvers.	1531 Changed speed to 5 knots (30 RPM). 1535 Stopped engines. 1554 PY24 came alongside, commenced embarking troops. 1600 Continued maneuvering as before in Transport Area. 1605 Completed embarkation of troops from PY24. 1606 PY24 cast off. 1905 Underway in column formation with Leonard Wood and Neville. 1915 Darkened ship. Commenced zig zagging, speed 10 knots. 2341 Ceased zig zag.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	9	Underway with Task Force Group 55.2.	Underway as before, in column formation with Task Force Group 55.2, standard speed 10 knots. 0116 Ceased zig zagging. 0153 Commenced zig zagging. 0310 Ceased zig zag. 0644 Reduced standard speed to 5 knots. Proceeding independently to Transport Area. 0645 Lighted ship. 0755 Entered transport area. 0800 Maneuvering to maintain position in transport area.	1)War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber
			Underway in Transport Area, off Kokole Point, Kauai.	0850 Commenced swinging out all hatch boats to the rail. 0856 Commenced lowering all boats. 0901 Commenced debarkation of troops. 0954 Completed troop debarkation. All boats in Rendezvous Area. 1021 First wave approached the beach. 1049 Last wave approached beach. 1106 Commenced re-embarkation of troops. 1143 All troops aboard. Commenced hoisting boats. 1325 All boats aboard.	
			Underway for night maneuvers, steaming to Oahu Island.	1334 Formed column with Calvert astern of Leonard Wood and Neville astern of Calvert, standard speed 10 knots. 1410 Commenced zig zagging, standard speed 10 knots. 1603 Ceased zig zag. 1619 Resumed zig zagging. 1931 Darkened ship.	
				2) "Today we caught a six foot long shark. Sharks are swimming all around the ship."	
1943	October	10	Underway with Task Force Group 55.2, steaming to Oahu Island.	Underway as before, in column formation with Task Force Group 55.2, standard speed 10 knots. 0217 Ceased zig zag. 0640 Proceeding independently to Transport Area. 0655 Lighted ship. 0715 Commenced lowering landing craft. 0736 All necessary landing craft in water. Six boats and on LCM(3) proceeded to Leonard Wood for duty.	1)War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber 3) War Diary, USS Neville, October 1943 - Indicates exercises took place near Pyramid Rock area, Oahu Island
			Underway in Transport Area, off Waimanalo Bay, Oahu, Is.	1530 All boats aboard. 1824 Underway, standard speed 10 knots. 1835 Commenced zig zagging. 1855 Darkened ship. 2347 Ceased zig zag.	
			Underway for night maneuvers.	2) "We are still landing boats and troops. I sleep by my gun day and night and eat very little. There are plenty of sharks swimming around the ship."	
1943	October	11	Underway with Task Force Group 55.2.	Underway as before, in column formation with Task Force Group 55.2, standard speed 10 knots. 0110 Commenced zig zagging, speed 10 knots. 0625 Proceeding independently to Transport Area off Waimanalo Bay, Oahu Island. 0638 Commenced lowering landing craft. 0710 Commenced lowering LCM(3)s. 0825 Lowered boats to report to Leonard Wood for scheduled exercises.	1)War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber
			Underway in transport area off Waimanalo Bay, Oahu Is.	1110 Hoisted boats returned from exercises. 1451 All boats hoisted aboard. 1700 Underway to form column with Leonard Wood and Neville. 1838 Darkened ship. 1855 Commenced zig zagging.	
			Underway for night maneuvers.	2) "Our cable wire broke and we had three casualties. Sure are a lot of people getting hurt. One soldier died from a broken neck. Another had a broken back. Many men have broken arms, etc."	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Location of amphibious training exercises for the period October 10th to 11th. Transport area indicated by red rectangle.



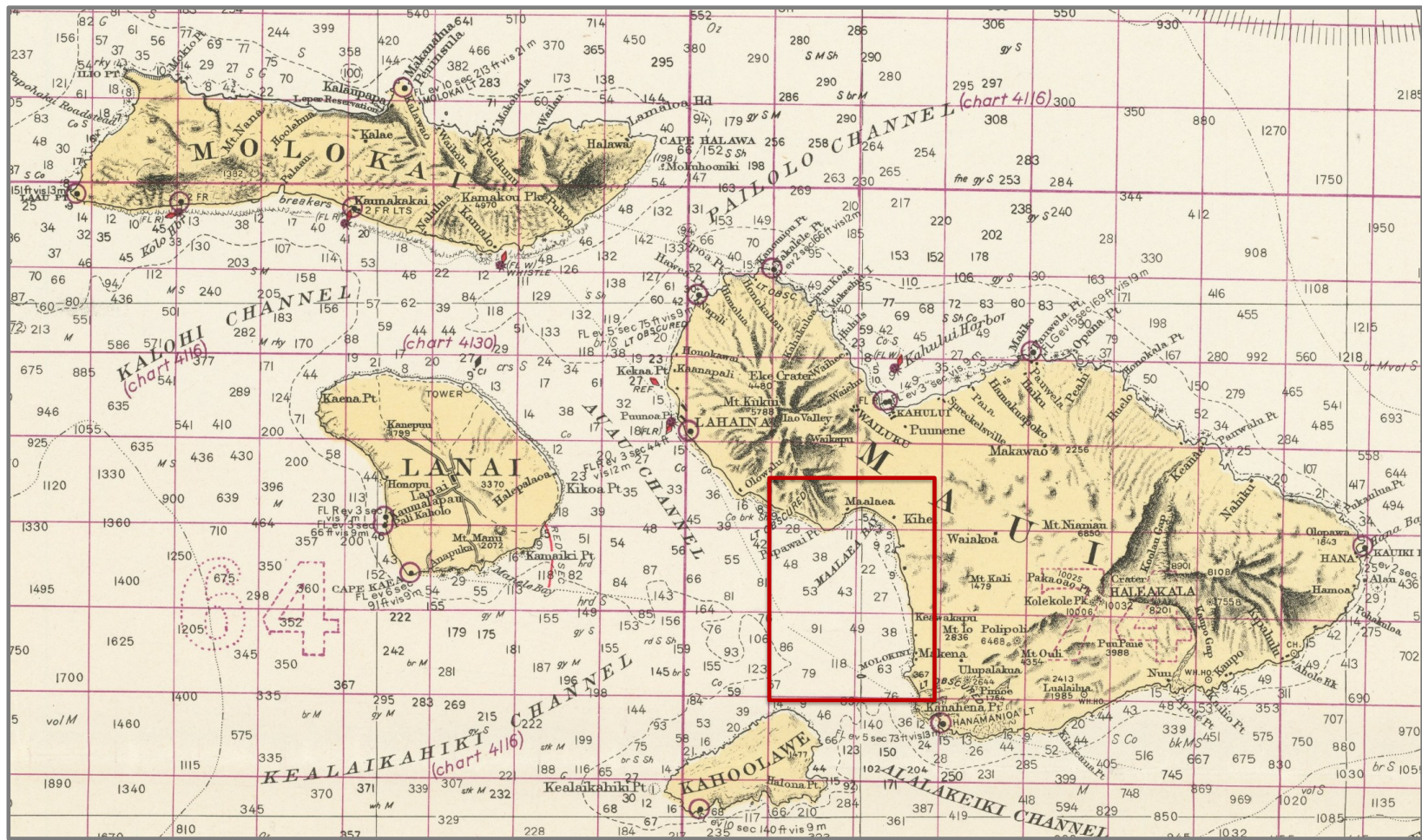
Pacific Theatre - Hawaiian Islands
Eastern Part, 1st. Edition, Feb. 1942
Excerpt from larger map document.

U.S. Navy Hydrographic Office,
Washington, D.C.

Online:
<https://www.raremaps.com/gallery/detail/61665/second-world-war-pacific-theatre-hawaii-confidential-us-navy-hydrographic-office>

Year	Month	Day	Location	Historical Details	Sources, Notes
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Location of amphibious training exercises for the period October 12th to 17th. Transport area indicated by red rectangle.



Pacific Theatre - Hawaiian Islands
Eastern Part, 1st. Edition, Feb. 1942
Excerpt from larger map document.

U.S. Navy Hydrographic Office,
Washington, D.C.

Online:
<https://www.raremaps.com/gallery/detail/61665/second-world-war-pacific-theatre-hawaii-confidential-us-navy-hydrographic-office>

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	12	Underway as before. Transport area Maalaea Bay, Maui. Underway for night maneuvers.	Underway as before, in column formation with Task Force Group 55.2, standard speed 10 knots. 0000 to 0800 Alternating periods of zig zagging and not. 0655 Lighted ship. 0658 Proceeding Independently for Transport Area. 0719 Commenced lowering boats. 0752 All landing craft in water. Preparing to re-embark troops and equipment. 0800 Maneuvering in Transport Area in Maalaea Bay. Continuing to discharge cargo. 0825 Closed in on beach. 0841 First wave landed on beach. 0901 Fifth and last wave landed on beach. 0800 - 2000 Unloading hatches. 2000 Completed unloading. 2235 All boats hoisted aboard. 2237 Forming column, speed 10 knots. 2) "Gosh, I will be glad when this drill is over. Day and night, day and night. No sleep and not much food. Soon we get shots in the arm. Plenty of our small boats are being smashed. It is very rough." 2318 Commenced zig zagging.	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber
1943	October	13	Transport area Maalaea Bay, Maui	Underway as before, in column formation with Task Force Group 55.2, standard speed 10 knots. 0000 to 0620 Alternating periods of zig zagging and not. 0636 Approaching Transport Area. 0719 Commenced lowering landing craft. 0744 All boats in the water and landing craft proceeding to the beach area, Maalaea Bay, Maui Island, 0825 Commenced reloading of ship. 1050 Troops commenced re-embarkation. 1145 All troops aboard except shore party. 1200 - 2400 Maneuvering in transport area. Continuing to reload ship.	War Diary, USS Calvert, October 1943
1943	October	14	Transport area Maalaea Bay, Maui Underway, north east coast of Lanai Island	Maneuvering in Transport Area, Maalaea Bay, Maui Island, T.H. continuing loading of equipment and supplies. 0232 All boats aboard, maneuvering to join Task Force Group 55.2. 0240 Forming column with Task Group 55.2, Leonard Wood as guide. Standard speed 9 knots. 0335 Commenced zig zagging. 0343 Increased speed to 10 knots (60 RPM). 0518 Ceased zig zag. 0540 Commenced zig zag. 0640 Lighted ship. 0745 Ceased zig zag. 0752 Commenced zig zagging, passing along North East Coast of Lanai Island. 1034 Increased interval between ships in column to 1200 yards. Proceeding independently to assigned position in Transport area. 1200 - 1600 Underway, maintain position in Transport Area. 1700 Underway, speed 9 knots, to form convoy consisting of ships of Transport Division Twenty: Leonard Wood, Pierce, Calvert, Neville, Alcione, and screen. 1715 Stopped engines. 1740 Underway in column formation, speed 10 knots. 1805 - 2400 Underway in column formation, periods of zig zagging and not. 2) "Some of the new weapons the Japanese are using are wooden bullets. 16" projectiles with fins welded on. They also have a new Super Zero. It is supposed to be very good."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber

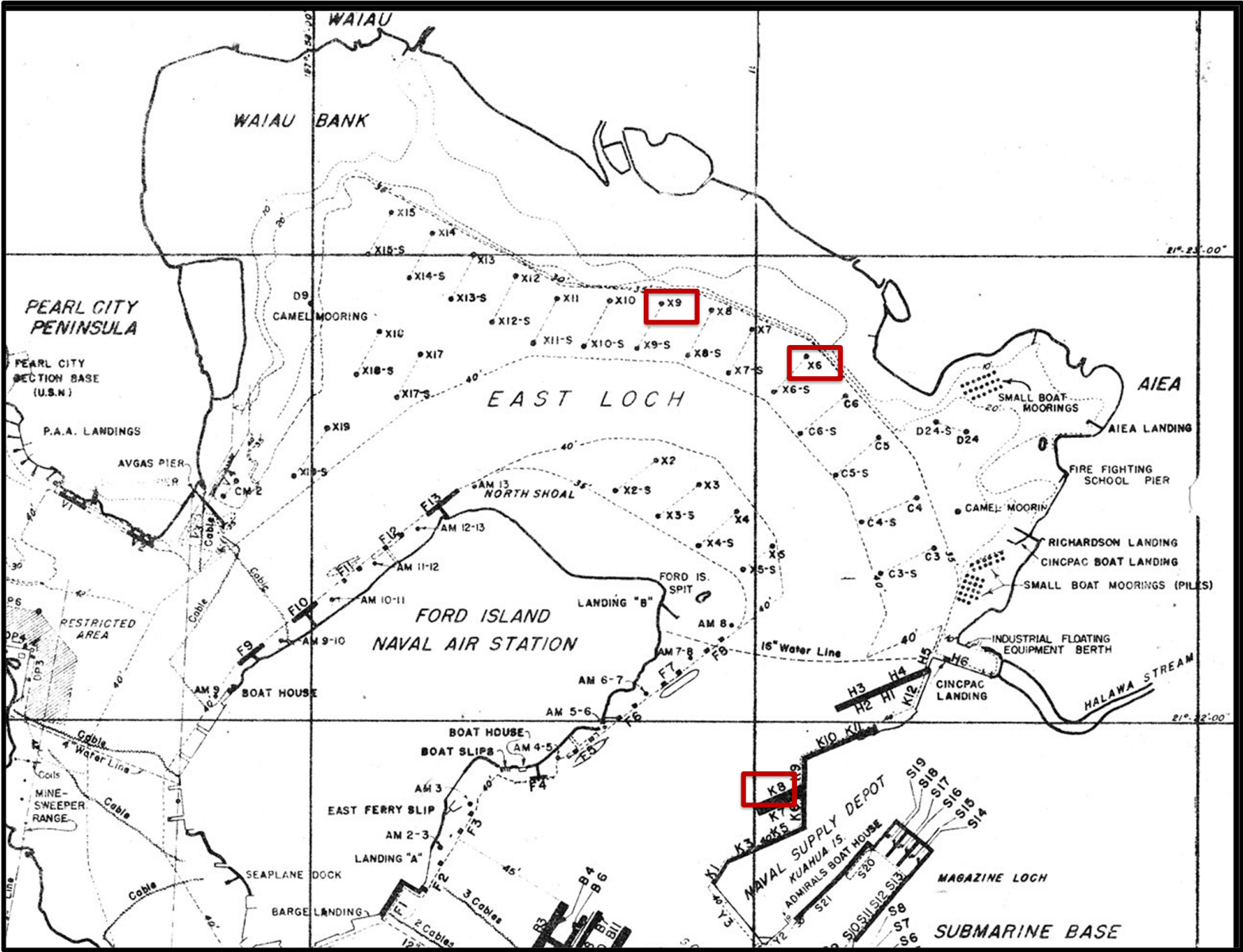
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	15	Underway, north east coast of Lanai Island Underway, transport area off Keawakapu Beach, Maui Is.	Steaming in column formation with Transport Division Twenty, Task Force Group 55.2. Standard speed 9 knots. 0445 Set Condition "One Able" maneuvering on various headings in Transport Area. 0546 Forming into column formation, speed 12 knots (72 RPM). 0548 Secured from Condition "One Able". Set Condition "Two Mike Sail" Condition Baker in Damage Control. 0655 Executed sunrise, lighted ship. 0656 Changed speed to 13.5 knots. 0715 Commenced zig zagging. 0931 Ceased zig zag. 0955 Cape Kaea abeam to Port. 1120 Changed speed to 10 knots. 1135 Proceeding independently for assigned position in Transport Area, Maalaea Bay. 1200 Commenced scheduled exercises for the day, landing troops and discharging cargo. 1335 All assault waves in Rendezvous area. 1400 First assault wave hit the beach. 1421 Fifth and last assault wave hit the beach. Continuing unloading cargo and equipment. 1832 Darkened ship. 1600 - 2400 Unloading continued. 2) "We are still out on maneuvers and it is hard work. I haven't taken a shower in a week and I don't know what a toothbrush looks like. As for a shaving kit, huh. When is this going to be over? Happy Birthday to me."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber 3) War Diary, USS Neville, October 1943 - Indicates exercises took place near Keawakapu Beach, Maui Is.
1943	October	15	Underway, transport area off Keawakapu Beach, Maui Is.	Maneuvering in transport area, Maalaea Bay, T.H. to maintain position. Discharging cargo. 0025 Finished discharging cargo and commenced hoisting boats. 0335 All LCM(P)s hoisted aboard. Secured condition One Able. Set condition Two Mike Sugar, Condition Baker in Damage Control. 1105 Commenced lowering all boats. 1331 All hatches manned preparatory for re-embarkation of troops and equipment. 1332 First boat returned to ship with equipment. 1335 Commenced loading hatches. 1920 All troops except beach parties returned to ship. 2000 - 2400 Continuing to reload equipment.	War Diary, USS Calvert, October 1943
1943	October	16	Underway as before. Transport area, Maalaea Bay, Maui Is.	Maneuvering in transport area, Maalaea Bay, T.H. to maintain Discharging cargo. 0025 Finished discharging cargo. Commenced hoisting boats. 0335 All LCM(P)s hoisted aboard. Secured from Condition One Able. Set Condition Two Mike Sugar, Condition Baker in Damage Control. 1100 Secured from condition Two Mike Sail, set Condition One Able. 1105 Commenced lowering all boats. 1331 All hatches manned preparatory for re-embarkation of troops and equipment. 1332 First boat returned to ship with equipment. 1335 Commenced loading hatches and re-embarkation of troops. 1920 All troops except beach parties returned to ship. 2000 - 2400 Continuing reloading of equipment. 2) "Today is going to be our last day. You should see the beard I have. I am filthy with dirt. My clothing smells and I laid on the deck for a few hours on and off to get sleep. I just lie in wind, rain, and cold. Oh well, I guess this is life. I doubt you would know me any longer. I'm so tired. I saw every Island in the group. So far about 30 men are hurt. What a life."	1) War Diary, USS Calvert, October 1943 2) Warren Weber, via Diane Weber

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	17	Transport area, Maalaea Bay, Maui Is. Underway to Pearl Harbor.	Maneuvering in transport area, Maalaea Bay, T.H. to maintain position. Loading cargo. 0625 Ship completed loading. 0715 Secured from condition One Able, set condition Two Mike Sail. 0825 The following boats left ship for the Neville: #1, 5, 7, 10, 11, 13, 25. 0844 Boat #23 left the ship for Pierce, for use in their re-embarkation exercises. 1240 All boats aboard. 1454 Took departure from Transport Area Maalaea Bay, forming column astern of the Leonard Wood. Standard speed 9 knots. 1820 Proceeding independently to Transport Area, Maalaea Bay, Maui, T.H. 1920 Arrived in position in Transport Area. 1931 Boats in water and commenced practice troop debarkation. 1835 Darkened ship. 2025 Completed scheduled exercise of troop debarkation. 0242 All boats hoisted aboard. 2341 Forming in column, with Leonard Wood as column guide. Calvert #2 in column, Neville #3 in column, Alcione #4 in column. Standard speed 10 knots.	War Diary, USS Calvert, October 1943
1943	October	18	Underway to Pearl Harbor Berth K-8, Pearl Harbor	Underway, steaming with Task Group 55.2 in column formation. Speed 10 knots. 0030 Changed speed to 13 knots. 0212 Commenced zig zagging. 0633 Ceased zig zag. 0645 Lighted ship. 0724 Changed speed to 9 knots (54 RPM). 0738 Commenced firing on towed sleeve. The following guns fired rounds and expended were: 1304 rounds of 20mm; 47 rounds of 40mm; 28 rounds of 3"/50. 0739 Ceased firing. 0742 Changed speed to 7 knots. 0851 Secured from General Quarters and Firing Exercise. 0852 Standard speed 13 knots (78 RPM). Zig zagging. 0923 Proceeding into Pearl Harbor. 1233 Berthed at Berth K-8, Pearl Harbor, Oahu, T.H. 1350 Commenced discharge of army equipment. 2330 Completed discharge of army equipment. Unloading complete.	War Diary, USS Calvert, October 1943
1943	October	19	Berth K-8, Pearl Harbor Shifted to Berth X-6, Pearl Harbor	Moored starboard side to Pier K-8, Pearl Harbor, T.H. 0700 Stationed the special sea detail. 0800 Preparing to get underway. 1118 Moored to buoys X-6 and X-6-S Pearl Harbor. Secured special sea detail. Main engines secured.	War Diary, USS Calvert, October 1943
1943	October	20	Berth X-6, Pearl Harbor	Moored as before. 1045 Commenced loading dry stores. 1800 Completed loading dry provisions.	War Diary, USS Calvert, October 1943
1943	October	21	Berth X-6, Pearl Harbor	Moored as before. Ship in Modified Condition of Readiness with six 20mm guns manned. 0725 Ammunition barge alongside ship, starboard side. 0730 Commenced loading ammunition. 0925 Completed loading ammunition. 800 rounds 40mm. 3420 rounds 20mm. 68 rounds 3"/50. 2230 All running boats and landing craft secured. 2240 Aircraft warning truck lights extinguished.	War Diary, USS Calvert, October 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	22	Berth X-6, Pearl Harbor	Moored as before. Ship in Modified Condition of Readiness with six 20mm guns manned. Continuing to load stores and provisions. 0525 Set total blackout. 0615 Secured from total blackout. 1300 Secured from loading provisions. 1405 Secured from loading stores.	War Diary, USS Calvert, October 1943
1943	October	23	Berth X-6, Pearl Harbor	Moored as before. Ship in Modified Condition of Readiness with six 20mm guns manned. 0655 Commenced loading fuel oil. 1020 Finished loading fuel. 1639 Commenced loading diesel fuel. 1745 Finished loading diesel fuel.	War Diary, USS Calvert, October 1943
1943	October	24	Berth X-6, Pearl Harbor	Moored as before. Ships present are of TransDivTwenty and various man of war and yard craft. Personnel in condition of Two Mike Affirm (modified); Condition Baker in damage control. 1600 - 2000 Taking on fresh water from barge.	War Diary, USS Calvert, October 1943
1943	October	25	Berth X-6, Pearl Harbor Shifted to Berth K-8, Pearl Harbor	1) Moored as before. Ship in Modified Condition of Readiness with six 20mm guns manned. 0610 Made all preparations for shifting berths. 0649 Got underway for berth K-8, Pearl Harbor. 0742 Moored starboard side to pier at berth K-8. 0810 Army working detail came aboard. 0925 Commenced loading Army equipment and supplies. Continued loading Army equipment and supplies the remainder of October 25th. 2) Received aboard	War Diary, USS Calvert, October 1943
1943	October	26	Berth K-8, Pearl Harbor Shifted to Berth X-9, Pearl Harbor	Moored starboard side to dock at Berth K-8, Pearl Harbor. Ship in modified condition of readiness with six guns manned. Continued loading Army supplies and equipment. 1042 Completed loading Army supplies and equipment. 1750 Completed necessary preparations for getting underway. 1819 Got underway for berth X-9, Pearl Harbor. 1850 Moored to Berth X-9.	War Diary, USS Calvert, October 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Pearl Harbor, Oahu, T.H. Mooring and Berthing Chart | Berths X-6, X-9, and K-8 indicated by red rectangles.



Online:
https://ww2db.com/image.php?image_id=20160

Related online sources, corroborating static berthing and mooring locations during the early 1940s:
<https://www.geographicus.com/P/AntiqueMap/pearlharbormoorings-usnavy-1944>
<https://www.history.navy.mil/research/archives/digital-exhibits-highlights/action-reports/wwii-pearl-harbor-attack/pearl-harbor-mooring-and-berthing-plans.html>

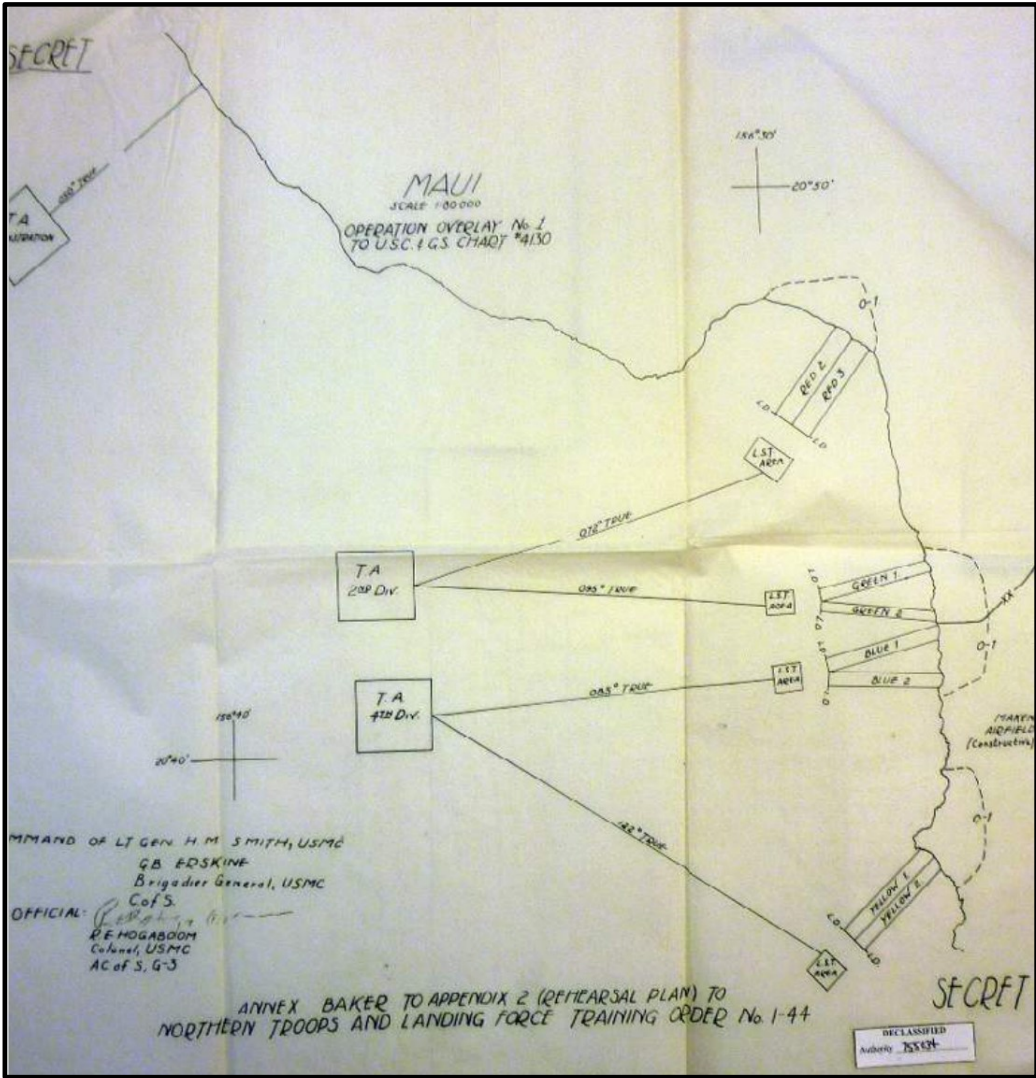
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	October	27	Berth X-9, Pearl Harbor	Moored to Berth X-9, Pearl Harbor.	War Diary, USS Calvert, October 1943
1943	October	28	Berth X-9, Pearl Harbor	Moored as before. Ship's personnel in condition Two Mike Affirm (modified), Condition Baker in Damage Control.	War Diary, USS Calvert, October 1943
1943	October	29	Berth X-9, Pearl Harbor	Moored as before. Ship in Modified readiness condition with six guns manned. 0920 Commenced loading shore party troops, troop baggage, and troop officers personal baggage. 1500 Completed loading equipment and troops.	War Diary, USS Calvert, October 1943
1943	October	30	Berth X-9, Pearl Harbor	Moored as before. Ship is in a modified condition of readiness with six 20mm guns manned. 0800 Commenced embarking troops from pier. 1025 Completed embarking troops from pier.	War Diary, USS Calvert, October 1943
1943	October	31	Berth X-9, Pearl Harbor Underway for exercises, Maalaea Bay, Maui	Moored as before. Ship is in a modified condition of readiness with six 20mm guns manned. 0913 Completed all preparations for getting underway. 0937 Got underway, steaming from harbor. 1045 Secured special sea detail and set condition Two Mike Able. 1113 Formed column 600 yards astern of Leonard Wood. Set convoy speed at 13.5 knots. 1215 Commenced zig zagging. 1250 - 1538 General quarters for gun fire drill. 1600 Reduced speed to 4.5 knots (27 RPM). 1710 Increased speed to 13.5 knots (81 RPM). 1825 Darkened ship.	War Diary, USS Calvert, October 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943-November					

Additional sources for November 1943:

- Action Report, USS Calvert, Operation Galvanic
<https://catalog.archives.gov/id/136035194>
- War Diary, Commander Fifth Amphibious Force, November 1943
<https://catalog.archives.gov/id/136048702>
- War Diary, Commander Central Pacific Force, November 1943
<https://catalog.archives.gov/id/78317255>
- The Capture of Makin. November 20 - 24, 1943. Center of Military History, Washington D.C.
https://history.army.mil/html/books/100/100-2/CMH_Pub_100-2.pdf
- Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999

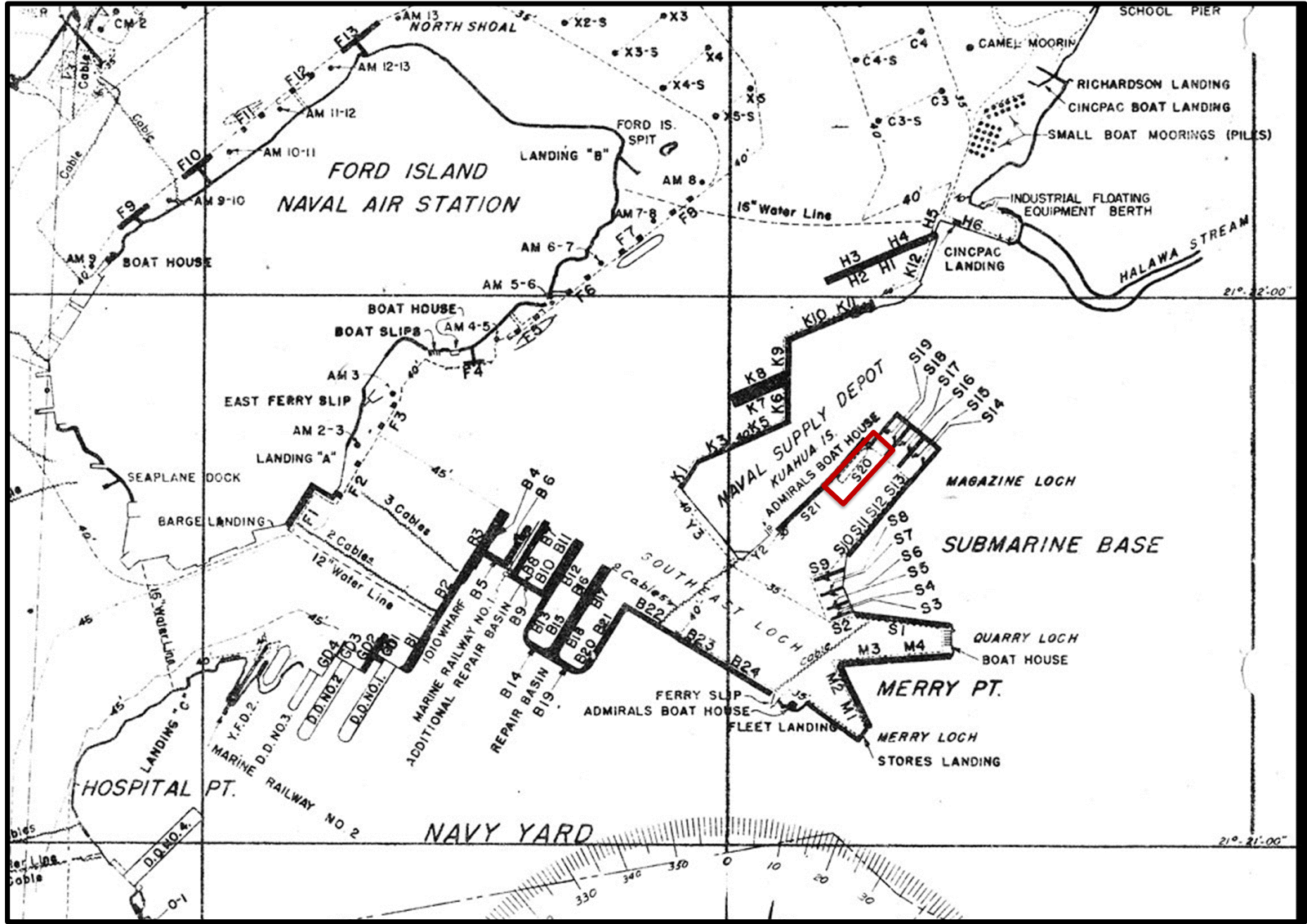
				Task Group 52 Training Plan for November 1st to November 3rd, Maalaea Bay, Maui	
1943	November	1-3	Underway for exercises, Maalaea Bay, Maui	"This force will rehearse landing operations on 1 and 2 November on Maui in order to perfect organization and performance for future assault against enemy bases. There are no known enemy ships or aircraft operating in the Hawaiian area, but enemy submarines may be encountered.	War Diary, Fifth Amphibious Force, U.S. Pacific Fleet - Northern Attack Force Training Plan
				Assault Transdiv will land troops and designated equipment of the Assault Landing Force on Red Beaches. Simulated air support and gunfire support will be provided.	
				The training operation will be repeated on November 2nd. Training exercises will continue on November 3rd, in the area of Kahoolawe Island, but no landings will take place."	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	1-3	Maalaea Bay, Maui	Maalaea Bay, Maui - Transport area and landing beaches. 	WWII heritage in the Mariana Islands Maui amphibious training map, showing the deployment and assault lanes for the training exercise. ©US National Archives Jennifer F. Mckinnon, East Carolina University Online: https://www.researchgate.net/figure/6-Maui-amphibious-training-map-showing-the-deployment-and-assault-lanes-for-the_fig8_322447698

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	1	Underway for Maalaea Bay, Maui Anchored, transport area. Underway in transport area, Maalaea Bay	Underway as before. Steaming in formation "3 Love 1" with Task Force 52. 0606 Let go port anchor. 0608 Commenced scheduled exercise. Lowering boats and commencing to debark troops. 0609 Commenced loading Davit Boats at the rail. 0704 Completed loading Davit Boats from ship. 0705 Assault waves completed loading and away from ship. Continuing to debark boats of the Shuttle trips. 1149 Commenced embarkation of troops, first boat alongside. 1220 Commenced hoisting boats. 1325 Completed embarkation of troops. 1400 Completed hoisting boats. 1518 Anchors aweigh - shifted colors. 1520 Ahead 2/3 standard speed 8 knots. 1534 Ahead standard speed. 1550 Standard speed 15 knots. 1703 Commenced zig-zagging. 1835 Darkened ship. 1900 Ceased zig zag.	War Diary, USS Calvert War Diary, November 1943
1943	November	2	Underway in transport area, Maalaea Bay	Steaming as before. 0400 Approaching Maalaea Bay, Maui, T.H. 0610 Maneuvering for anchorage in Transport Area. 0648 Anchored, Maalaea Bay, Maui. 0651 Commenced scheduled exercises. Lowering landing craft and commencing debarkation of troops. 0732 All landing craft lowered. 0747 All assault waves loaded and clear of ship. 0750 Debarkation of troops completed. 0845 First wave hit the beach. 0850 Second wave hit the beach. 0855 Third wave hit the beach. 0901 Fourth wave hit the beach. 0925 Commenced fueling boats. 1115 Secured from refueling boats. 1120 Manned all debarkation stations. 1135 Commenced hoisting boats. 1157 All troops left the beach. 1228 All troops re-embarked. 1255 All boats aboard. 1447 Anchor aweigh. 1500 Took departure from transport area. 1921 Darkened ship.	War Diary, USS Calvert War Diary, November 1943
1943	November	3	Underway in transport area Kaahoolawe Island (west end). Underway for Pearl Harbor	1) "Full-scale landing practice was held off Kahoolawe Island at dawn on November 3, with live naval gunfire and air support. The troops did everything up to the line of departure but did not land, as Kahoolawe's rockbound shores wouldn't allow them that." 2) Steaming as before. 0633 Approaching transport area, Kahoolawe Island. 0720 Proceeding independently for assigned berths in transport area. 0742 Commenced scheduled exercises. Lowering boats and debarking troops. 0745 First landing craft water borne. 0826 Last boat in the water. Assault waves departed for rendezvous area. 0840 All boats in rendezvous area. 1007 Manned all debarkation stations. 1015 First boat returned to ship. Commenced re-embarkation of troops. 1036 First boat hoisted aboard. 1225 All boats aboard. 1510 Maneuvering to take position in convoy. 1653 Commenced zig-zagging. 1830 Ceased zig-zag.	1) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999, pg. 54. 2) War Diary, USS Calvert War Diary, November 1943
1943	November	4	Entered Pearl Harbor Moored port side Pier S-20	Steaming as before. 0645 Lighted ship. 0701 Maneuvering for entry to Pearl Harbor. 0847 Passed through anti-submarine net. 0956 Moored alongside pier S-20, port side.	War Diary, USS Calvert War Diary, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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Pearl Harbor, Oahu, T.H. - Pier S-20 highlighted by red rectangle

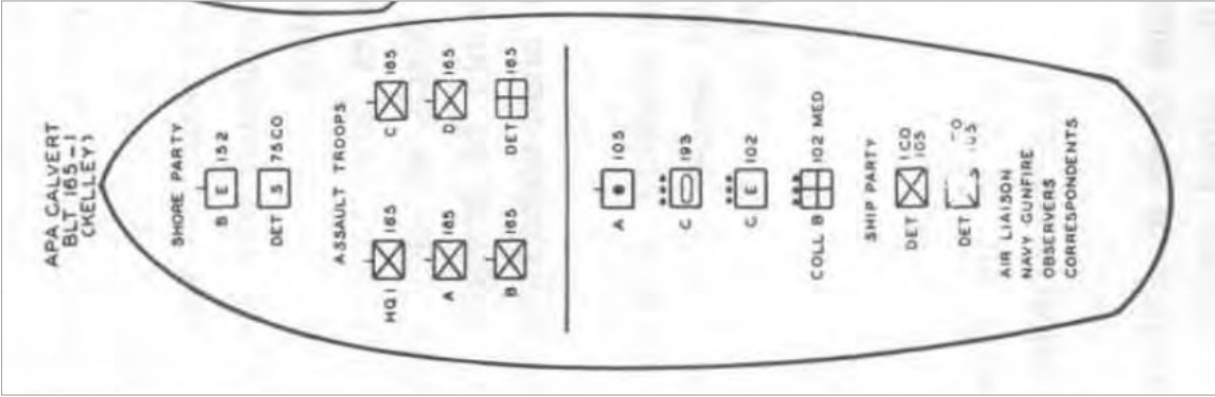


Online:
https://ww2db.com/image.php?image_id=20160

Related online sources, corroborating static berthing and mooring locations during the early 1940s:
<https://www.geographicus.com/P/AntiqueMap/pearlharbormoorings-usnavy-1944>

<https://www.history.navy.mil/research/archives/digital-exhibits-highlights/action-reports/wwii-pearl-harbor-attack/pearl-harbor-mooring-and-berthing-plans.html>

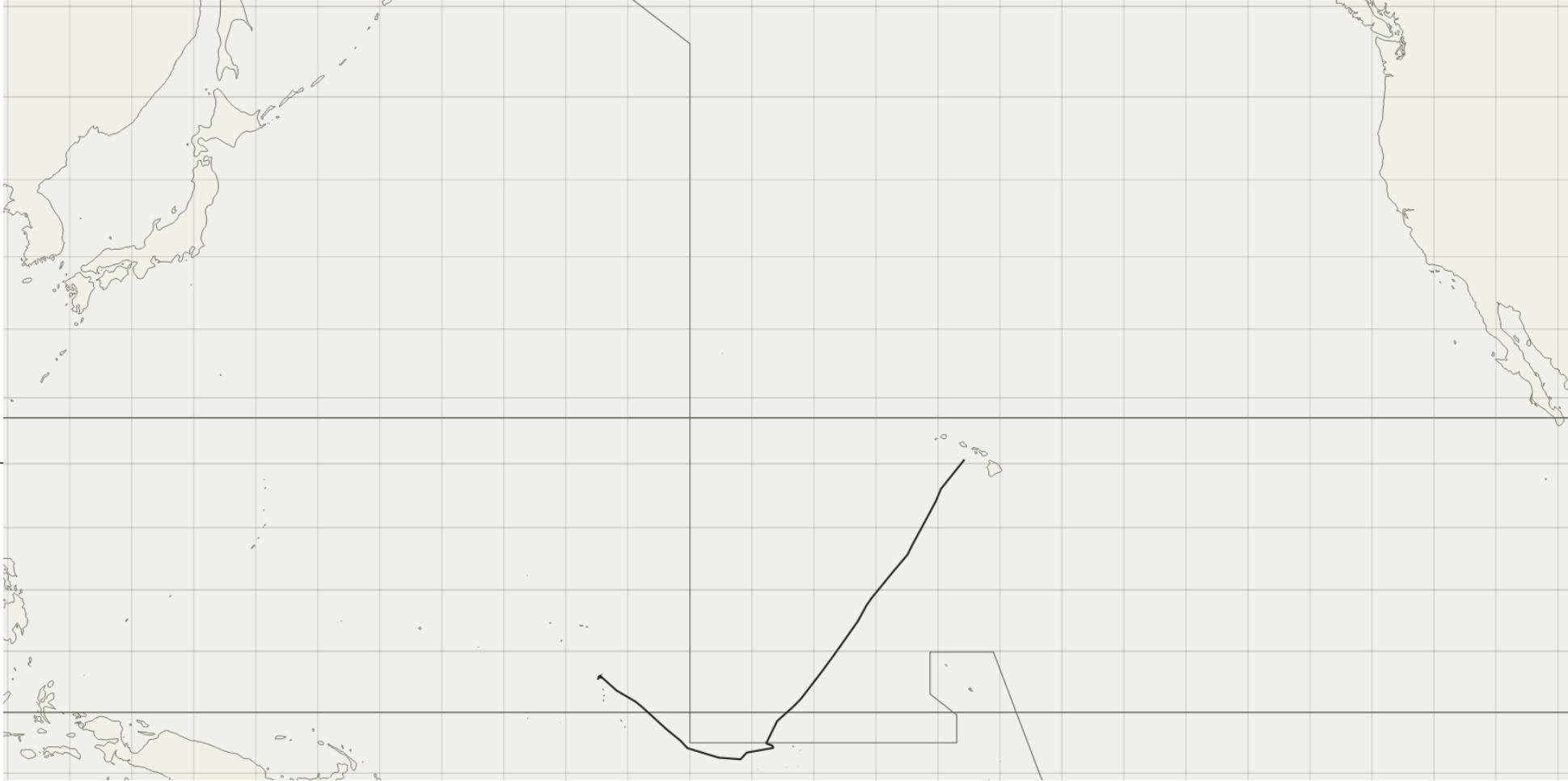
1943	November	5	Moored port side Pier S-20	Moored as before. 0850 Commenced fueling ship. 1045 Completed fueling ship, received 1257 barrels of fuel oil. 47 barrels diesel oil at 60 degree temperature. Working #3 hatch rearranging cargo. Loading GSK stores from dock.	War Diary, USS Calvert War Diary, November 1943
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Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	6	Moored port side Pier S-20	Moored as before. Six 20mm guns manned. 0247 Set condition one; Total blackout. 0800 - 1200 Receiving stores and ammunition. Conducting port routine.	War Diary, USS Calvert War Diary, November 1943
1943	November	7	Moored port side Pier S-20	Moored as before. Six 20mm guns manned. Proper security watch maintained. 1515 Loading ammunition in after magazine. 1530 Put out wire hawser fore and aft.	War Diary, USS Calvert War Diary, November 1943
1943	November	8	Moored port side Pier S-20	Moored as before. Six 20mm guns manned. Conducting normal port routine. 1803 Turned on air craft warning lights.	War Diary, USS Calvert War Diary, November 1943
1943	November	9	Moored port side Pier S-20	On November 9th, 75 officers and 1,314 men of the 165th Regimental Combat team, 27th Infantry Division, embarked aboard the USS Calvert. 2)Moored as before. Six 20mm guns manned. Conducting normal port routine. 0900 - 1100 Embarked troops. The Calvert's loading plan for Battalion Landing Team 165 	1) A History of the USS Calvert - David Cullen - p. 6 2) War Diary, USS Calvert War Diary, November 1943 3) The Capture of Makin. November 20 - 24, 1943 Center of Military History, Washington D.C. Chart 2, pg. 26
1943	November	10	Moored port side Pier S-20	Moored as before. Six 20mm guns manned. Conducting normal port routine. 0800 Preparing ship for sea. Hoisting all landing craft aboard and securing same for sea. 1245 Made all preparation for getting underway.	War Diary, USS Calvert War Diary, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	10		Departure for Operation Galvanic, with Task Force 52, Northern Attack Group	
				1300 Underway. 1340 All boats hoisted aboard. 1406 Passed through anti-submarine nets. Standard speed changed to 13.5 knots. 1425 Took departure from Pearl Harbor entrance channel. 1600 Steaming on various courses and speeds to sortie rendezvous point. 1620 In position with Task Group 52, USS Pennsylvania, OTC. Calvert in position with Task Group 52.1 commanding. 1750 Zig zagging. 1759 Darkened ship.	1) War Diary, USS Calvert War Diary, November 1943 2) A History of the USS Calvert - David Cullen - p6
			Moored port side Pier S-20	2) The Calvert was a unit of Transport Division Twenty, Assault Transport Division 52.1.1 of the Northern Attack Force, Task Force 52. Embarked was First Battalion of the 165th Infantry Regimental Combat Team of the 27th Division, with reinforcements, a total of 75 officers and 1314 men.	3) War Diary, Commander Fifth Amphibious Force, November 1943
			Underway for Makin Island, Gilberts Group	3) Weather conditions: Partly cloudy with 2 to 4 tenths low clouds. Surface wind ENE'ly 15 to 20 knots. Visibility 12 to 15 knots. Moderate swell for ENE.	
Operation Galvanic: Gilbert Islands, Central Pacific					
This operation was the first of several massive amphibious operations intended to break and penetrate the Japanese line of defense in the Central Pacific.					
The forces taking part in Operation Galvanic were split into two groups. The Northern Task Group (Navy and Army) would land at the northernmost atoll in the Gilberts Islands chain.					
The Southern Task Group (Navy and Marines) was assigned the task of taking Tarawa located approximately 100 miles south east of Makin atoll.					

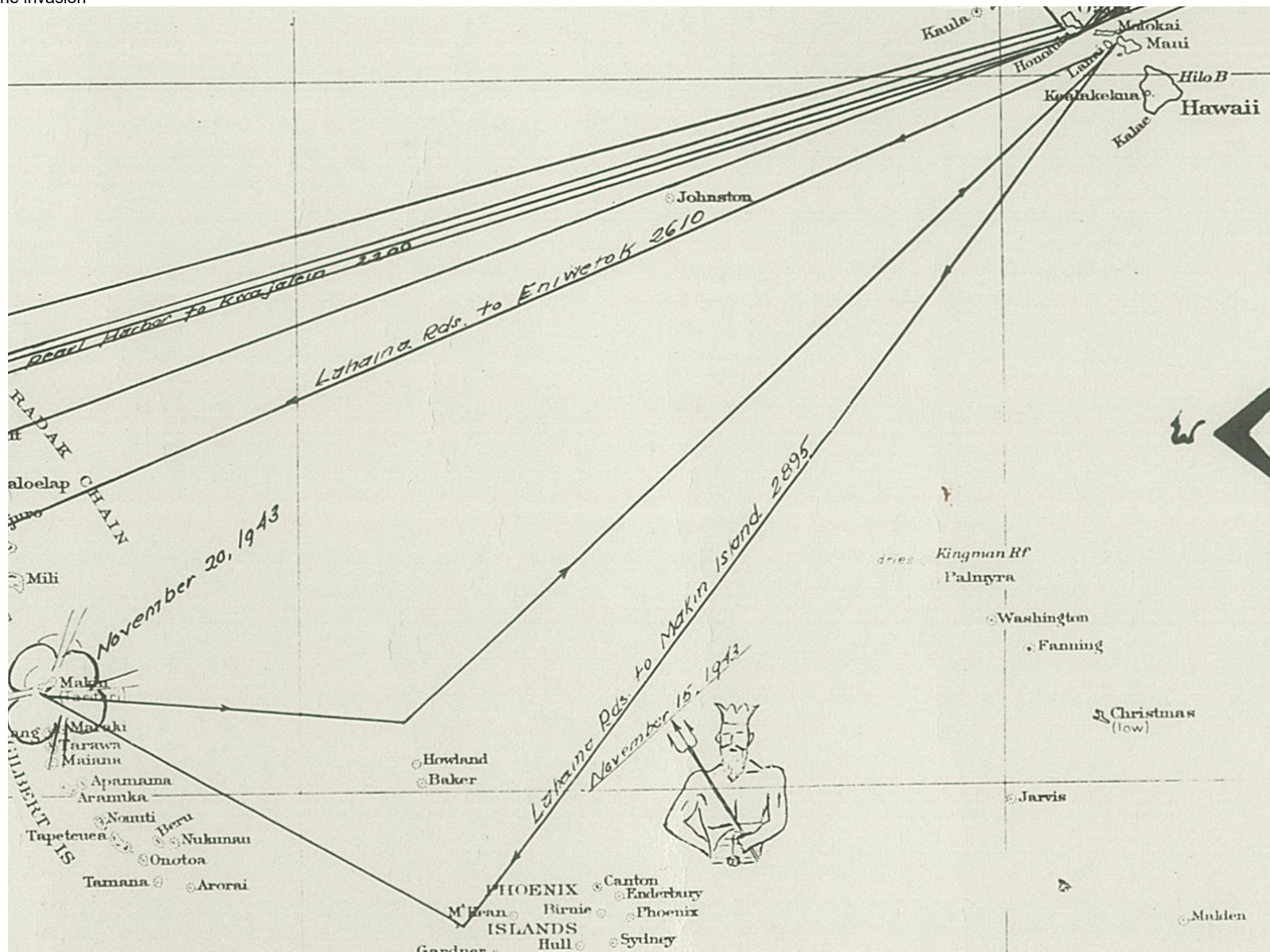
Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. Pearl Harbor to Makin Island, Gilberts Group
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of the USS Calvert's route to Makin Island, including approximate location of Crossing the Line on November 15th, and route to return to Hawaii following completion of the invasion



Extract of: The USS Calvert's Cruise of
the USS Calvert, APA-32, November
1943 to April 1946

Provided by Bud Ruth, storekeeper, USS
Calvert Associates, 2015.

Full chart online:
<https://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	10 - 20	Underway for Makin Island, Gilberts Group	While enroute to the objective, this vessel conducted the following activities: Drills (daily): General Quarters (ship's company and troops) Abandon Ship (ship's company and troops) Debarkation Drill (for troops) Fire and Damage Control drills while ship was at General Quarter. Conferences and Instructions (daily): Boat Personnel and Beach Party conferences. Instruction periods in Tactics (ship maneuvering). General signal Book instruction. Flag hoists instruction. Gunnery (from small arms through 5"/38) instruction. Lookout training. Identification training. First Aid instruction.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	11	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots. 0230 Ceased zig-zagging. 0600 Commenced zig-zagging. 0635 Lighted ship. 0700 Ceased zig-zagging. 0833 Held abandon ship drill for troops. 1057 Commenced zig-zagging. 1306 Ceased zig-zagging. 1615 Commenced zig-zagging. 1430 Cardiv 24 planes made simulated dive bombing and torpedo plane attacks on ships of T.F. 52. (2) 1815 Tested battle lights and fighting lights. 2) Weather conditions: Moderate to heavy swells from ENE.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	12	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots (83 RPM). Zig-zagging. 0400 Altered speed to 14 knots (86 RPM). 0630 Ceased zig-aag. 0713 Commenced zig-zagging. 0755 Ceased zig-zagging. 0900 General quarters, held abandon ship drill. 0925 Formed battle formation. 0957 Commenced zig-zagging. 1015 - 1037 Held debarkation drill for troops. 1553 Ceased zig-zagging. 1725 Darkened ship. 2010 - 2028 Emergency turn drills. 2115 Engine trouble from blower failure. Speed 60 RPM. 2145 Engines in full operation, resumed normal speed of 13.5 knots. 2) Weather conditions: Moderate to fresh easterly wind. Few light showers in the early evening. Moderate swell from the ENE decreasing in afternoon. Visibility 12 miles.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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USS Calvert's 2nd Deck Division Boat Crew - November 12, 1943



Men wearing their life jackets (around their waist) were on duty at the time of this photo. Sterling can be seen wearing his Boatswain's Mate Pipe (black lanyard). The remaining boat crew members were on gun duty at the time this photograph was taken.

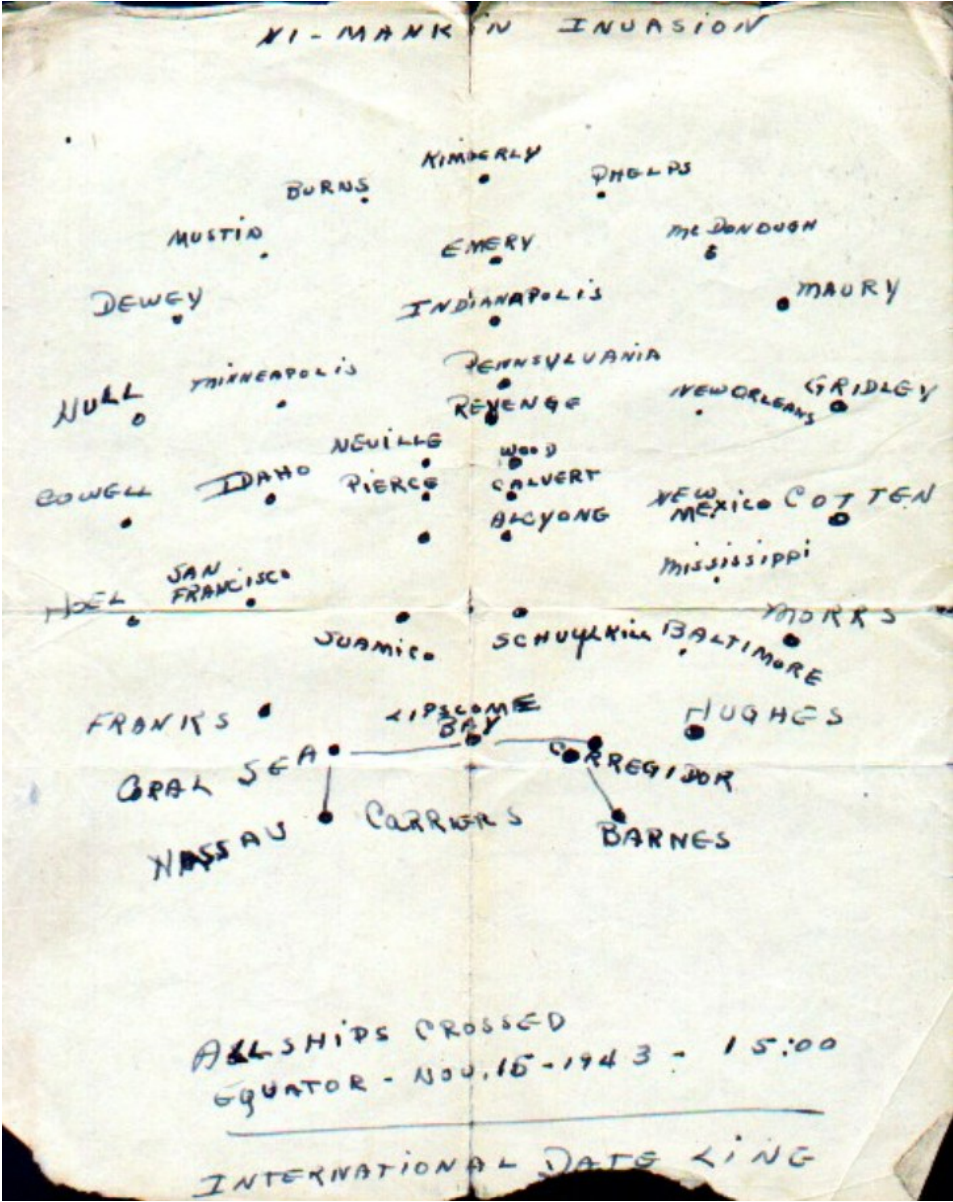
Photograph of the 2nd Deck Division Crew, November 12, 1943

Online:
<https://www.usscalvert.com/2013/12/09/2nd-deck-division-boat-crews-1944-11-12/>

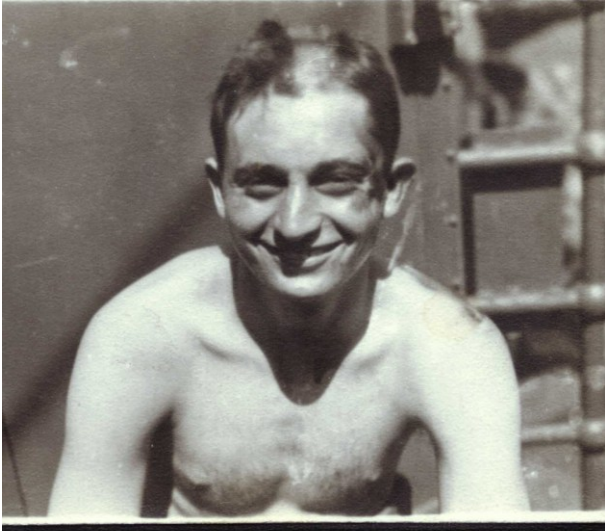
Frank Kubiak's handwritten note on the back of his copy of the photograph: "This is just part of us in working clothes while the rest of the bunch were on gun watch."
Online:
<http://www.usscalvert.com/2018/07/19/frank-kubiak-sc1-1943-45/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	13	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots (81 RPM) 0545 Lighted ship. 0555 Commenced zig-zag. 0755 Ceased zig-zag. 0927 General quarters. 0952 Simulated aircraft attack. 1007 Secured from general quarters. 1035 - 1105 Held debarkation drill for troops. 1145 Secured from all exercises. 1319 Emergency turn. 1331 Returned to base course. 1623 Commenced zig-zagging. 1735 Rain squall out of the East. 1810 Darkened ship. 1815 Ceased zig-zagging. 1912 - 1930 Tactical maneuvers. 2) Weather conditions: Partly cloudy skies. Few light showers in the morning. Frequent showers after 1600. ENE wind 15 to 20 knots. Visibility 12 miles reduced to 4 miles during showers. Moderate swell from ENE.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	14	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots (81 RPM) 0600 Lighted ship. 0755 Ceased zig-zag. 0805 - 0909 Tactical maneuvers. 1300 - 1545 Battleships and cruisers made separate drill attacks on transports (2). 1632 Commenced zig-zagging. 1700 Commenced radar drill exercise. 1759 Darkened ship. 1910 - 1930 Tactical drills. 2) Weather conditions: Passing showers in morning and late evening period. Surface wind ENE 15 to 20 knots, becoming ESE in late afternoon. Visibility 12 miles. Light moderate easterly swell.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	15	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots. 0530 Commenced zig zag. 0558 Lighted ship. 0650 Ceased zig-zag. 0715 Commenced zig-zag. 0755 Ceased zig-zag. 0822 Held general quarters. 0840 Simulated air attack drill. 0935 Secured from general quarters. 2) Weather conditions: Partly cloudy with few light showers in morning period. Moderate ESE surface winds. Good visibility. Moderate swells from the east.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	Crossing the Equator "Crossing The Line"	1) Ship Life's Tough for Pollywogs at Equator by Hal Winter. Navy Times, February 1988.
				1) "The royal court adjourned at 1130 for chow only to reconvene at 1300.	Online: https://www.usscalvert.com/wp-content/uploads/2013/02/Calversion-Vol-No-23-1990.pdf Pages 5-6
1943	November	15	Equator	At 1520 a formal announcement was made. 'Attention all hands! The USS Calvert is now passing over the Equator. The royal ceremonies have been successfully and satisfactorily completed and all ye who were, previous to this date, vile and unmentionable Pollywogs have now been officially accepted into the Mysteries of the Ancient Order of the Deep and shall hereafter consider yourselves qualified Shellbacks.' The crew cheered as though a final victory against the enemy had been won and reluctantly dispersed and resumed normal routine."	2) War Diary, USS Calvert War Diary, November 1943
				2) 1520 Crossed the equator into southern hemisphere.	
1943	November	15	Underway for Makin Island, Gilberts Group	1) "Through the sunny afternoon screams of pain and laughter could be heard from the decks of neighboring ships."	
				How The U.S.S. Calvert First Crossed The Line – November 15, 1943	The full seven page historical document is available online at: https://www.usscalvert.com/2013/03/11/how-the-u-s-s-calvert-first-crossed-the-line-november-15-1943/
1943	November	15	Underway for Makin Island, Gilberts Group	The Crossing the Line ceremony was held when a ship crossed the Equator. In the case of the Calvert, the ship crossed both the Equator (Shellback ceremony) and the International Dateline (Golden Dragon ceremony) on November 15th, 1943 while en route to Makin Island to participate in the Gilberts Campaign. This was the Calvert's first crossing and was cause for a monumental ceremony, even in the midst of her voyage to her first invasion in the Pacific and under threat from enemy planes and submarines.	
				The "How The U.S.S. Calvert First Crossed The Line" document was produced onboard the ship with a hand-drawn cover. Sterling Funck received this original copy of the document while aboard the ship. The document was compiled by Lt. (jg) Abe Weinberg, ship's secretary and War Correspondent Harold P. Smith of the Chicago Tribune. The cover of the booklet was designed by Private Peter Metzger of Fresno California, assisted by Sergeants John Gonzales and Joseph Martel of New York City.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	Task Force 52, Crossing the Line on November 15, 1943	Task Force 52, Crossing the Line on November 15, 1943 – Hand-drawn chart by Walter "Fred" Cox, SC1 This chart was hand-drawn by Walter "Fred" Cox on the day that the Calvert crossed the Equator and International Dateline. From Ronnie Cox: "My dad drew that diagram on that day to commemorate the occasion. He couldn't mail it home because the censors would have confiscated it so he brought it back with him after the war. Sadly Dad passed away in 1967 but I have the original document in my possession." Online: http://www.usscalvert.com/2013/04/02/crossing-the-line-nov-15-1943-hand-drawn-diagram/ The Calvert is listed near the center of the diagram (upper-right quadrant).
					

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	Crossing The Line At 1520 on November 15th the Calvert, in company with the Northern Task Group, crossed the Equator and the International Date Line. Each crossing in itself was a special event in a sailor's career. In the 'Crossing the Line' ceremony those sailors who had never crossed the Equator underwent the rite of passage from Pollywogs to Shellbacks. The sailors on the Calvert were also entrusted the honor of becoming 'Golden Shellbacks' following their entrance into the Realm of the Golden Dragon, a.k.a., the crossing of the International Dateline. As tradition held it was the responsibility of the Shellbacks to initiate the Pollywogs. The Crossing the Line rite of passage is explained below: "Traditionally, the night before the crossing King Neptune (the most senior shellback) sends a messenger informing the Captain that he intends to board the ship the following day, and summoning list of slimy wogs to appear before him. ... The actual ceremony revolves around the pretext of "preparing" the wogs for their audience before King Neptune. This "preparation" involves any number of disgusting, dirty, deprecating and/or difficult actions ... kissing the "Royal Baby" (the fattest chief on board) on the belly ... Other embarrassing routines with the Royal Navigator, Dentist, Cops, Chaplain, Judges, and Attorneys continue throughout the day. The penultimate ritual is a "shaving" by the Royal Barber with a huge wooden 'razor,' after which one is dunked in a tub of water (often dyed a hideous color) to "cleanse" oneself for the final meeting with King Neptune. At this meeting King Neptune appears with his entire retinue, Queen Amphitrite, and Davy Jones and officially proclaims the wogs to be trusty shellbacks. The day ends with each of the new shellbacks receiving elaborate certificates testifying to their safe passage." There were very few Shellbacks on board the Calvert. Only a few officers and enlisted men had previously crossed the line. This didn't keep the few Shellbacks from having their fun with the 'slimy wogs.' Sterling describes what he recalls of the event: I was on watch for most of the ceremony, so I really didn't know what was happening on the ship unless something big happened. I can remember them setting up. I can remember some of the guys that took parts in the ceremony. They had some rough stuff, and some of the guys got pretty well bruised up. They made a pitchfork that had four prongs and was charged up with an automobile battery. You got soaking wet crawling through these mazes of canvas hoses, they had fire hoses it at either end, and then when you crawled out you got jabbed on the behind while you were getting up. And believe me, you felt it. A lot of guys ended up black and blue, and several in sickbay for a day or two. But none of the crew complained because not that many guys ever got to cross the line. I had it pretty easy because I was on watch for most of the ceremony. All I got was my Indian haircut, I had to crawl through the maze, and I got poked with that pitchfork. Even during the war, on the way to the Gilberts, they took time to make a ceremony of it. It was a nice escape from the seriousness of the war.	Funck, p44-45 Swartz, MIDN 4/C. Crossing the Line: Tradition, Ceremony, Initiation <http://www-cs-students.stanford.edu/~lswartz/crossing_the_line.pdf>, 4 –5. See Appendix G for more information on the history of the "Crossing the Line" Ceremony.

Year	Month	Day	Location	Historical Details	Sources, Notes
Crossing the Line, November 15, 1943					
1943	November	15	Underway for Makin Island, Gilberts Group		 Sterling Funck photograph collection. Sterling Funck is shown in the photograph to the right, after the Crossing the Line ceremony, Online: https://www.usscalvert.com/2013/03/11/how-the-u-s-s-calvert-first-crossed-the-line-november-15-1943/
1943	November	15	Underway for Makin Island, Gilberts Group Equator	'43 Ancient Order of the Deep Rituals Recalled by Survivor By HAL WINTER "Pollywogs unite!" The words went out over the ship's public address system but only those on watch at the point of origin knew who had spoken to them. The voice was grizzly, unidentifiable; the message, urgent. We were in convoy four days out of Honolulu on a south-westerly course to the Gilbert Islands. In another six days the USS Calvert would arrive at its assigned anchorage off Makin Island, where its assault troops and their equipment would be deposited in a carefully planned and much-rehearsed invasion. It was mid-November, 1943. Word had been passed earlier that our journey into the Pacific war zone would take us across the equator. No ship makes the passage without conducting the fitting 'initiation' ceremonies in which 'Shellbacks,' by virtue of their having crossed the line on a previous voyage, place themselves in charge of 'Pollywogs,' whose fate that solemn day is entirely in their hands. Aboard the Calvert very few enlisted men and only two officers had sailed across the imaginary demarcation. A third officer, a Lt(jg), claimed he was exempt from the initiation because he had flown across some years ago. This didn't count. The crossing had to be made in a floating vessel. Blame the Vikings.	Early Warnings Ignored Though the crew had been warned, the first announcement was almost totally ignored. We knew very well that only official messages concerning the daily duties and activities of ship's company were given the honor of an announcement. We treated the matter lightly; somebody was playing a joke and would be taken in tow for it. Later, when a stronger, more defiant but still anonymous, voice demanded, "Pollywogs unite!" the significance of the occasion began to dawn. Enroute to my post on the bridge as lee helmsman, a pair of sweaty hands grabbed me by the neck as you would grab a slipping bottle of irreplaceable Chivas Regal. I couldn't see my assailant. "Are you a Pollywog?" "No sir. Just a lowly Seaman First Class, Sir!" I should have known the Shellbacks would be up to no good, but I was under the impression that the fun and games wouldn't get into full swing until the next day, the day of the actual crossing. Somehow I managed to slip free and ran the remainder of the way to the bridge, not pausing to look back. I considered my escape tricky but fortunate and, breathing easier, I relieved the man at the wheel. That evening I learned that my unseen attacker was not the enemy but a Pollywog himself; that the Pollywogs had convened during the afternoon and set out in search of stray, off-duty Shellbacks. Tradition, it appeared, allowed Pollywogs to "get even" ahead of time. Ship Life's Tough for Pollywogs at Equator by Hal Winter. Navy Times, February 1988. Online: https://www.usscalvert.com/wp-content/uploads/2013/02/Calversion-Vol-No-23-1990.pdf Pages 5-6

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	Doo-o-o-om on Deck The day of reckoning came. "Pollywogs assembled at Number Four hatch and be prepared to meet your doo-o-o-om!" We recognized the voice this time; it was that of the Master-at-Arms, Chief Briggs, who was now Davy Jones. It was appropriate that the man who was in charge of keeping order aboard ship be assigned this role.	Continued from above.
			Equator	Officer peers through glass jug during initiation. Number Four hatch had been equipped with a large dunking vat. At one end of it, ship's carpenters had constructed a platform. From this, a wooden plank extended over the vat. A special elevation had been erected on which were placed two garrishly-colored thrones. These would soon contain the King and Queen's royal bottoms. This, then, was the setting in which the day's grim drama would unfold. At precisely 1000 hours, their royal highnesses appeared midst hoots and howls from Pollywogs and Shellbacks alike. They were preceded by Davy Jones who, in mock anger, cleared a wide path for them. His Majesty was garbed in the season's smartest woolen bunting of green, red, yellow and purple. His beard, mustache and hair were combed-out Manila hemp. Above all this sat a magnificent crown of gold and yellow.	
1943	November	15	Underway for Makin Island, Gilberts Group	'Queen,' Royal Baby Join King The Queen stole the show. Shy and blushing, she accepted the King's proffered, leathery hand as they made their way through the crowd. Her headdress, falling to her broad shoulders, was a discarded oil rag that had been laundered to death. It now boasted two voluminous flowers of questionable origin.	Continued from above.
			Equator	Topping this finery sat a cardboard crown similar in color and design to the King's but several sizes smaller. Her gown, a sheet imported from officers' quarters, was wrapped discreetly about her bosom and trailed reluctantly behind her, snagging here and there along the deck. Their Majesties were most ably portrayed by two of the ship's favorite chief petty officers, "old salts" who had crossed the line in two hemispheres. Following close at hand was the royal baby whose chambray blue bonnet and red bunting diaper covered very little. Wooden lollipop in hand he bounced along behind his parents barely avoiding the outreached fingers of the multitude. Rosy-cheeked chief cook played his part for all it was worth. Surely, not even Sidney Greenstreet, had he been available, could have done it more convincingly. The royal family were not the only ones dressed to suit the occasion. Davy Jones sported a patch over one eye and a black pirate's hat that refused to stay put. Officers and crew had each been given specific instructions on how they were to appear. One man wore a catcher's mitt in place of a jock strap. An officer who had often expressed his desire to become navigator one day was given a large, empty glass jug through which he was required to peer all during the ceremonies. Another man was made to wear pink panties with deflated life belts for suspenders. Nearly everyone was in some sort of skivvy attire or longjohns. Beware of skull and cross bones painted on a skivvy shirt; the wearer is a member of the royal police. With the royal couple safely enthroned, a signal was given.	

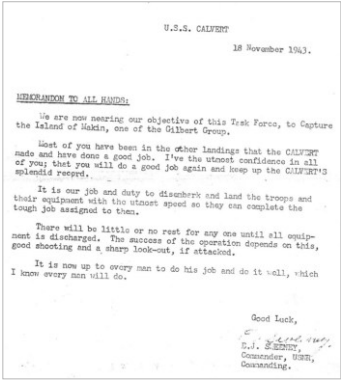


Photo courtesy of Hall Winter

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	Silence Shrouds Ship "Silence... Silence! His Majesty's royal court is now in session. The hooting and howling ceased. Everyone stood silently listening to what Davy Jones, royal scribe of the Domain of Neptunus Rex had to say. Davy first clearly defined the age-old custom of crossing the equator and the necessary ceremonies attached thereto. He next explained the importance of each and every man present taking part in the initiation. "One may have occasion," he called out above the wind, "to cross again in the future. Without the necessary identification and diploma, one might be mistaken for a Pollywog and be made to go through it again." He then turned and bowed to the King who, with a wave of his hand, said, "Let the ceremonies begin." Davy Jones bowed again. The King bowed. Davy bowed. The Queen bowed. The King elbowed the Queen. Davy bowed. Tension was mounting. The Queen burped. Davy faced us again. "First defendant step up!" The first defendant or, more accurately, victim, came forward. It was the skipper. Capt. Sweeney was a man who was infinitely proud of his hair. While other men of his age and station were showing signs of sparseness, the Skipper's mop remained bushy and healthy. "One of the prime qualifications for an appearance of a defendant before the royal presence is a haircut. Take him away." Off went the skipper and off went his hair, down to the scalp. His re-entrance moments later brought down the house. Here was our skipper, a man we respected and admired, shorn of his most prized possession. Red-faced and laughing with the rest of us, he was enjoying the rough treatment as much as those who were dishing it out. Davy Jones read the charges.	Continued from above.
			Equator	Pollywogs Face Shellbacks "Capt. Sweeney, you are charged with wilfully and maliciously failing to conduct your ship within the realm of his Lordship's kingdom, thereby deliberately avoiding membership into the Ancient Order of the Deep. How do you plead?" "Not guilty." "He got the works." First, two Shellbacks threw him into the arms of the royal medicine man who squirted him with a purple solution obtained from Sick Bay. It was gentian violet, a fungicide used to treat burns and athlete's foot. Next, the royal embalmer received him hungrily and, flipping him onto an improvised table, pured grease into his khaki pants. Our beloved skipper then passed between two lines of Shellbacks armed with canvass-wrapped shillelaghs and pine paddles enroute to the water vat. Here, with a dignity matching the spirit of the day, he walked the plank to its end, bowed to one and all and jumped in. Fishing him out with boat hooks, the Shellbacks brought him before the King and Queen. "You have performed well, my son," said the King. "There is, however, one more trial you must suffer before you are awarded membership into the Ancient Order of the Deep. You must kiss the royal baby's belly." The skipper looked at the royal baby sprawled at the feet of the Queen. The royal baby looked at the skipper with a sick grin on his face. Without further hesitation, our skipper knelt down and kissed the sweating belly. And so, on it went, down through the line of Pollywogs, with no distinction made between officers and enlisted men. And the royal electrician kept things moving with his electrically-charged pitchfork.	
1943	November	15	Underway for Makin Island, Gilberts Group	Soft Chairs Required The royal court adjourned at 1130 for chow only to reconvene at 1300. Through the sunny November afternoon screams of pain and laughter could be heard from the decks of neighboring ships. At 1520 a formal announcement was made. "Attention all hands! The USS Calvert is now passing over the Equator. The royal ceremonies have been successfully and satisfactorily completed and all ye who were, previous to this date, vile and unmentionable Pollywogs have now been officially accepted into the Mysteries of the Ancient Order of the Deep and shall hereafter consider yourselves qualified Shellbacks." The crew cheered as though a final victory against the enemy had been won then reluctantly dispersed and resumed normal routine. Inside an hour one would never have thought such goings-on had taken place. The only reminder was a sore rear end. Few of us could sit or bend. We were advised to take things easy for a while and if we must sit down now and then, to be sure to choose a soft, downy chair. But where in Pacific waters was one to find a soft, downy chair, especially at zero degrees latitude?	Continued from above.
			Equator		

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	15	Underway for Makin Island, Gilberts Group	1704 Commenced zig-zagging. 1900 Ceased zig-zag. 2) Weather conditions: Partly cloudy with few light showers in morning period. Moderate ESE surface winds. Good visibility. Moderate swells from the east.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	16	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots. 1130 0530 Changed standard speed to 8 knots (48 RPM). Conducting fuel exercises. 0610 Lighted ship. 1000 Debarkation drill for troops. 1130 Received guard mail from mine sweeper Revenge. 1827 Darkened ship. 2125 Changed speed to 10.5 knots. 2) Weather conditions: Partly cloudy to cloudy. Moderate winds from ESE backing to E at noon. Good visibility, 20 miles. Moderate slight swell from the East. 3) CTF 52 directed all ships to reduce visual signaling to a minimum and to cover lights to prevent reflection of sunlight and consequent danger of sighting from air.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943 3) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943
1943	November	17	Underway for Makin Island, Gilberts Group	Steaming as before, standard speed 10.5 knots. 0530 Commenced zig-zag. 0618 Lighted ship. 0619 Ceased zig-zagging. 0633 Changed speed to 13.5 knots. 0642 Commenced zig-zag. 1008 - 1036 Held debarkation drill for troops. 1330 Ceased zig-zag. 1351 Commenced zig-zag. 1700 Darkened ship. 1830 Ceased zig-zagging. 2) Weather conditions: Partly cloudy to cloudy. Good visibility. Moderate surface winds from ENE, slight swell from the East.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	18	Underway for Makin Island, Gilberts Group	Steaming as before, speed 13.5 knots. 0640 Crossed 180th Meridian (international date line) into eastern hemisphere. 0642 Commenced zig-zag. 1000 Held debarkation drill for troops. Ships Indianapolis, Nassau and Barnes left the convoy. 1045 Ceased zig-zagging. 1057 Commenced zig-zag. 1435 Standard speed changed to 12.5 knots. 1754 Darkened ship. 1840 Ceased zig-zag. 2) Weather conditions: Partly cloudy. Surface wind moderate from ENE. Visibility 12 miles. Slight easterly swell.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	18	Underway for Makin Island, Gilberts Group	Captain Sweeney's Memorandum to All Hands November 18, 1943 Memorandum to All Hands: We are now entering our objective of this Task Force, the capture the Island of Makin, one of the Gilbert Group. Most of you have been in the other landings that the CALVERT made and have done a good job. I've the utmost confidence in all of you; that you'll do a good job again and keep up the CALVERT's record. It is our job and duty to disembark and land the troops and their equipment with the utmost speed so they can complete the tough job assigned to them. There will be little or no rest for any one until all equipment is discharged. The success of the operation depends on this, good shooting and a sharp lookout, if attacked. It is now up to every man to do his job and do it well, which I know every man will do. Good luck, Signed: E. J. Sweeney Commander, U.S.N.R., Commanding	Copy of original memorandum provided by Robert Hitch Jr., son of Robert Howard Hitch, Coxswain, 1943-1946 Online: https://www.usscalvert.com/2024/07/21/robert-howard-hitch-coxswain-1943-1946/
				Steaming as before, speed 12.5 knots. 0015 Commenced zig-zagging. 0544 Lighted ship. 0735 Removed bridge watch from upper bridge to Wheel House. 0935 Received guard mail from USS Revenge. 1040 Ceased zig-zagging. 1058 Commenced zig-zag. 1105 Ceased zig-zagging. 1111 Changed speed to 13.5 knots. 1122 Commenced zig-zag. 1330 All hands to General Quarters. 1610 Secured from General Quarters. 1645 Reduced speed to 12 knots (72 RPM). 1657 Ceased zig-zagging. 1720 Reduced speed to 2/3 ahead. 1807 Darkened ship. 1951 Reduced speed to 11.5 knots (60 RPM). 2) Weather conditions: Partly cloudy. Visibility 12 miles. Easterly winds 13 to 17 knots. Light to moderate swell from East.	War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	20	Underway for Makin Island, Gilberts Group	Steaming as before, speed 11.5 knots (64 RPM). 0134 Commenced zig-zagging. 0338 Reduced speed to 10 knots. 0500 General Quarters. Set Condition One Able.	War Diary, USS Calvert War Diary, November 1943



Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	10 - 20	Underway for Makin Island, Gilberts Group	Summary of the transit from Hawaii to Makin Atoll	
				1) "Task Group 52.1 sortied from Pearl Harbor on 10 November. Following a circuitous route which took them south of the Equator, the group turned north and at 0600, 20 November 1943, D-Day, anchored off Red Beach on the western side of Butaritari Island, the largest of the Makin Atoll." 2) "In the force was a brand new Landing Ship Dock, the very first of the then-new breed, Ashland. This LSD limited our speed to 13 knots, so with the zigzagging we weren't a rapid transit party." Transit to the objective was not eventful. No surface or sub-surface contacts and no enemy air encountered. Many bombardments on the two objectives (Makin & Tarawa) had been made, and many carrier air strikes as well. All such strikes were continuing ahead of us." - Harry B. Stark	1) A History of the USS Calvert - David Cullen - p. 6 2) Calversion, Vol41, P2.
1943	November	20	Arrival, Makin Island	1) Approaching the Transport Area, the following ensued: 0500 General Quarters. 0530 Set Condition One Able, Baker in Damage Control. Preparations for debarkation. 0555 Assault troops to debarkation nets. 2) 0558 USS Phelps patrolling in anti-submarine screen around transports. Weather conditions at arrival: Moderate sea with swells from southeast; wind direction from the southeast at force 1-2 (calm); slight overcast with visibility good.	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) Action Report, Seizure of Makin, USS Phelps, November 1943
				Arrival and unloading - The Task Force arrived at its objective, the Island of Makin, at H-minus 2.5 hours. 1) 0600 Arrived in Transport Area. Commenced debarkation of troops. 2) 0600 Assault troops commenced embarking in davit boats. 1) 0602 First boat in the water. 0605 First boats left ship for rendezvous area. 2) 0610 Commenced lowering davit boats. 3) 0615 Planes from Air Support Group began first strike on Makin. 4) 0615 Sunrise 1) 0630 Commenced unloading #1 hold. 3) 0635 Air strike completed. 3) 0640 Fire Support Group commenced firing on Island targets. 1) 0640 Last boat in the water. 2) Assault Loading Time: The time spent to assault-load five waves, consisting of 30 boats, with 913 men and 81 3/4 tons equipment was one hour and forty minutes. 1st Wave - 6 Boats - 1 hr. 40 min. to load 233 men 2nd Wave - 6 boats - 43 min to load 192 men 3rd Wave - 6 boats - 50 min to load 208 men 4th Wave - 6 boats - 50 min to load 201 men 5th Wave - 6 boats - 1 hr. to load 79 men.	1) War Diary, USS Calvert War Diary, November 1943 2) Action Report, Operation Galvanic, USS Calvert, November 1943 3) War Diary, Commander Fifth Amphibious Force, November 1943 4) Action Report, Seizure of Makin, USS Phelps, November 1943 Note: The Transport area was located approximately 4 miles west of the island. See chart.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Landing Craft Employment Plan, Makin Island

ANNEX NO. 9 to FO No. 21
Embarkation and Debarkation Tables

PART II - DEBARKATION TABLES

1. Troops will be debarked in landing craft carried by ships on which troops are loaded. Ships' craft will be supplemented with additional craft as indicated in following plan. All craft from PA and KA will report to ships assigned upon being lowered at arrival in transport area.

a. Craft Available:

SHIP	LCPL	LCV & LCVF	LCM (3)	TOTAL
USS Leonard Wood	2	31	2	35
USS Calvert	1	27	2	30
USS Neville	1	19	4	24
USS Pierce	2	24	2	28
USS Alcyone	0	15	7	22
Total boats	6	116	17	139

(2) <u>USS Calvert</u>					
NO.	TYPE	FROM	TO	PERIOD ATCHD	REMARKS
1	LCPL	Calvert	Calvert	Organic	
27	LCVP	Calvert	Calvert	Organic	
2	LCM (3)	Calvert	Calvert	Organic	
3	LCM (3)	Alcyone	Calvert	Three Trips	Return to Calvert
8	LCV	Pierce	Calvert	One Trip	Return to Pierce

War Diary, Commander Fifth Amphibious Force, November 1943
Page 254

USS Calvert Landing Craft Plan

First Wave

Ens. Stubblefield Boat Division #3 Boat Division #1 **Ens. Bruce**

#LCM 31(call) *LCM 11(1)

-LCM 32(call) LCV 33(28) LCV 12(24) LCM 13(call)

XO Bn Comdr. (17)

Second Wave

Ens. Stratton Boat Division #4 Boat Division #2 **Ens. Brown**

#LCV 41(2) *LCV 21(19)

LCV 42(20) LCV 43(14) LCM 22(2) LCV 23 (27)

Third Wave

Boat Division #6 **Ens. Keefe** Boat Division #5

#LCV 61(4) *LCV 51(26)

LCV 62(1) LCV 63(12) LCV 52(10) LCV 53(8)

Fourth Wave

Boat Division #8 **Ens. Brunstad** Boat Division #7

#LCV 81(25) *LCV 71(23)

LCV 82(15) LCV 83(5) LCV 72(6) LCV 73(18)

Fifth Wave

Boat Division #10 **Ens. MacLean** Boat Division #9

#LCV 101(22) *LCV 91(9)

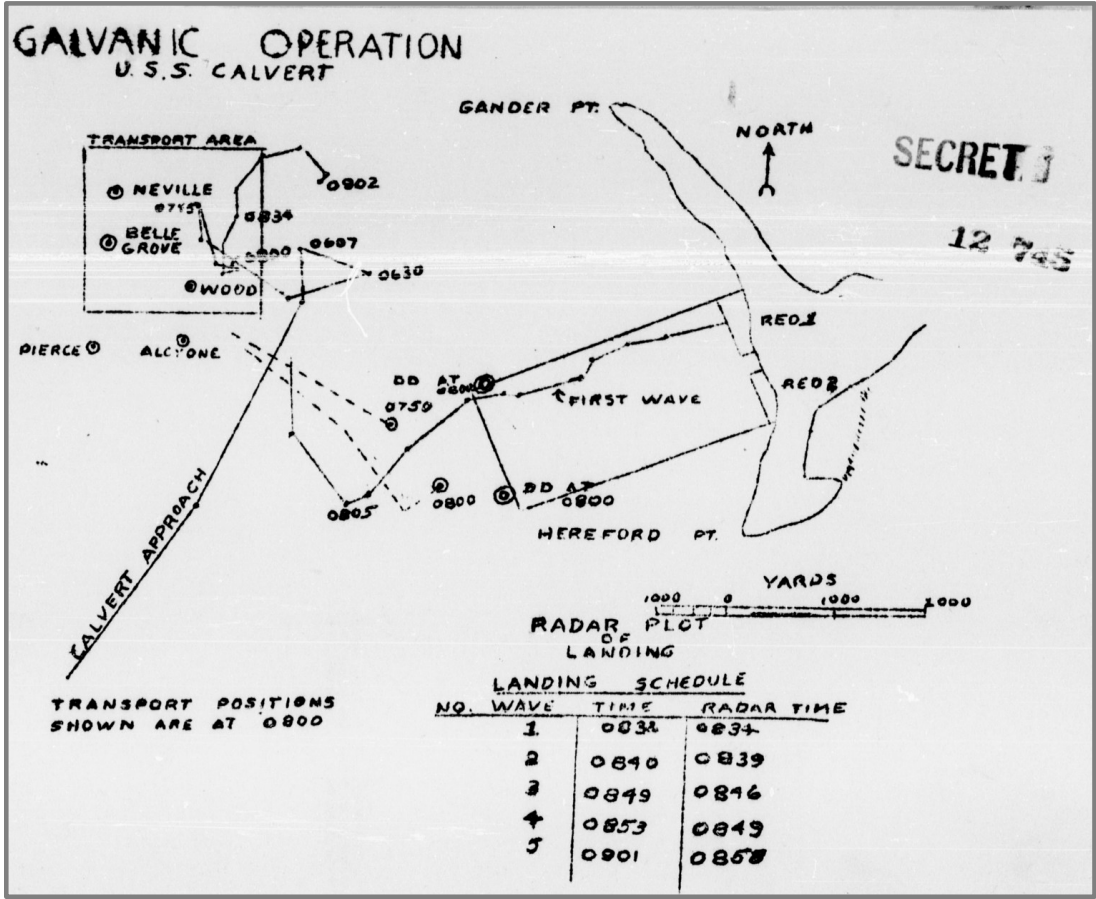
LCV 102(21) LCV 103(7) LCV 92(16) LCV 93(13)

Symbols * Wave Guide The Three LCM(3)'s ,(call) are to
Assist Wave Guide come from the Alcyone.

Action Report, Operation Galvanic, USS Calvert, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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The Calvert's approach to the Transport Area | Final transport positions shown as of 0800 November 20th | The beach assigned for landing was designated Red Beach.



Source: Action Report, Operation Galvanic, USS Calvert, November 1943

Description, page 12 - "The following observations were made by means of S.G. equipment aboard the USS Calvert. ... LVT's could be observed but not accurately tracked from the Line of Departure to the beach. ... Observed times of landing by radar were quite close to those announced by Wave Commander on landing. Position of the two DD's are as shown at 0800 and the track of the two LST's which discharged the LVT's are shown on attached diagram (dotted lines) to the point of discharge. These were the only LST's observed."

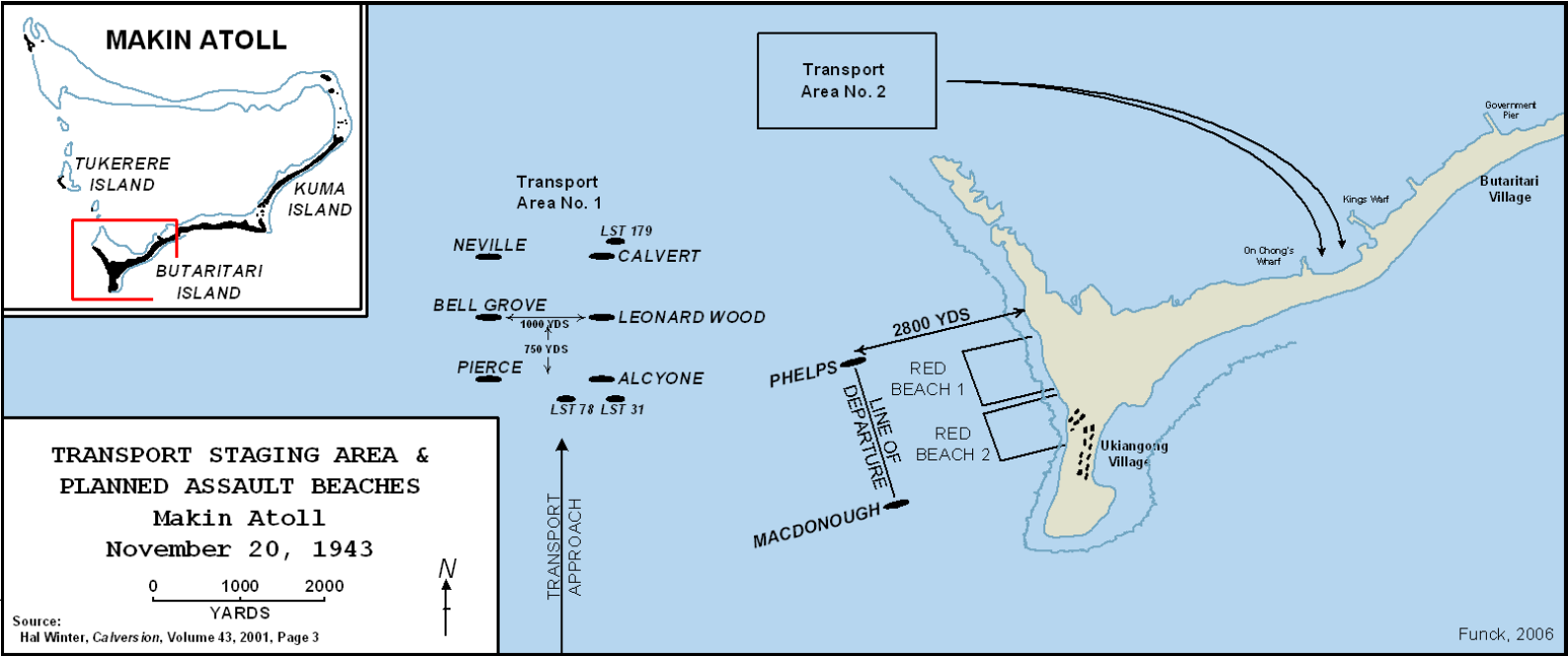
1943

November

20

Transport Area 1,
off Makin

Year	Month	Day	Location	Historical Details	Sources, Notes
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Funck, p 50

Also online, Com Phib 5th War Diary:
<https://catalog.archives.gov/id/78285771?objectPage=258>

1943	November	20	Transport Area; Makin Island	2) 0720 A rain squall developed and the sea became choppy.	
				4) 0725 Battleships and cruisers bombarded Makin Island with heavy rain storm prevailing during bombardment. USS Phelps proceeded toward point of departure off Red Beach to act as control vessel for landing boats from USS Calvert.	
				2) 0726 A rain squall developed and the sea became choppy.	1) War Diary, USS Calvert War Diary, November 1943
				2) 0730 The starboard guy of the heavy duty boom carried away, with the last tank of the first wave still in the hold. The Boat Team scheduled to go with the tank was embarked in an LCVF priority boat.	2) Action Report, Operation Galvanic, USS Calvert, November 1943
				2) 0740 All Assault-loaded boats (troops and equipment) in water. Only exception being one tank from No. w hold. A casualty to the jumbo boom prevented the loading of this tank in time to be part of the Assault Waves.	
				1) 0745 All waves left ship for rendezvous area.	3) War Diary, Commander Fifth Amphibious Force, November 1943
				4) 0750 USS Phelps on station at point of departure for landing boats and reported condition of surf as good.	
				1) 0800 Last boat left ship for rendezvous area.	4) Action Report, Seizure of Makin, USS Phelps, November 1943
				3) 0800 Showers were seen over Makin, visibility and ceiling were reduced for short periods.	
				1) 0815 The starboard guy of the heavy duty boom was again in operation, but unloading of the tank was too late to make the landing as scheduled and therefore became a shuttle trip.	
				2) 0820 Gun Fire Support Group ceased firing. Air support group planes commenced strafing beaches Red and Red 2.	
				2) 0825 Air strafing attack completed.	

Year	Month	Day	Location	Historical Details	Sources, Notes
Readiness in the Landing Craft Rendezvous Area					
1943	November	20	Transport Area Rendezvous Area	1) The wave circles in the Rendezvous Area were maintained in good formation, in spite of wind and heavy rain squall. All waves left the Rendezvous Area for the Line of Departure as scheduled. Serving as Control Vessel was the USS Phelps (DD360). This vessel was effective in dispatching the Waves on schedule, and in providing accurate courses to Red Beach (060 deg T, 051 deg Magnetic). 1) 0830 "H" Hour - The Waves were led from the Line of Departure to Red Beach by the Boat Group Commander. Although all the waves arrived at the Beach at approximately as scheduled, only the LVT Wave and the First and Second Waves were able to unload as planned. The remaining Waves were forced to lay off and proceed to within 50 to 100 yards from the shoreline and unload on a single boat basis. 2) After excellent aerial and surface bombardment preparations, during which many enemy dugouts, pillboxes, and guns were destroyed, elements of the 165th combat team of the 27th Infantry Division landed on the east shore of Butaritari (Makin Island).	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, Commander Central Pacific Force, November 1943
				Landing craft rendezvous area, off the Island of Makin	
1943	November	20	Transport Area Rendezvous Area		The Capture of Makin. November 20 - 24, 1943 Center of Military History, Washington D.C. pg. 35
				LANDING BARGES CIRCLE in the rendezvous area off Butaritari waiting for the time to form assault waves. They are to carry part of the 1st Battalion Landing Team, 165th Infantry (reinforced), into Red Beach from the transport Calvert. In the distance a heavy gun flashes.	

Year	Month	Day	Location	Historical Details	Sources, Notes
Landings at Red Beach					
1943	November	20	Red Beach 2, Makin Island	1) 0833 First wave landed on beaches Red and Red 2 against light opposition. 2) First wave at Red Beach was opposed by small mortar and machine gun fire. 1) 0834 First Wave unloaded on Red Beach. 1) 0840 Second Wave unloaded on Red Beach. 1) 0849 Third Wave arrived on Red Beach. 3) 0850 The Fire Support Group commenced firing on Island targets. 1) 0853 Fourth Wave arrived at Red Beach. 1) 0901 Fifth Wave arrived at Red Beach. 1) "The Naval Beach Party landed in the 3rd, 4th, 5th and priority waves. Upon landing, the decision to survey the beach was made and about 3/4 of a mile was studied to locate the most suitable place for small boats to land. No such place existed, for the beach was wholly rocks and coral." 4) "Sterling piloted the Gig, with the Beach Party, and followed in behind. At approximately 0830 the first wave began to hit coral obstructions just off the beach. "	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, Commander Central Pacific Force, November 1943 3) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 4) Funck, p 49
1943	November	20	Transport area, Makin Island	0834 "In order to speed up unloading which was going very slowly due to bad beach conditions at Red Beaches, ordered Leonard Wood and Calvert to move to Transport Area Two and to unload at Yellow Beach Two. Vessels to move in close and anchor at discretion with a short scope of chain."	War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943
Movie footage showing USS Calvert landing craft and assault troops landing at Red Beach, Makin.					
1943	November	20	Red Beach 2, Makin Island		Online: Option 1, 1:10 to 1:55 https://www.youtube.com/watch?v=97jybhVAnqA Option 2, 1:10 to 1:55 https://www.criticalpast.com/video/65675076187-United-States-Marine-Corps-landing-craft-move-over-reefs-tractor-lowered

Year	Month	Day	Location	Historical Details	Sources, Notes
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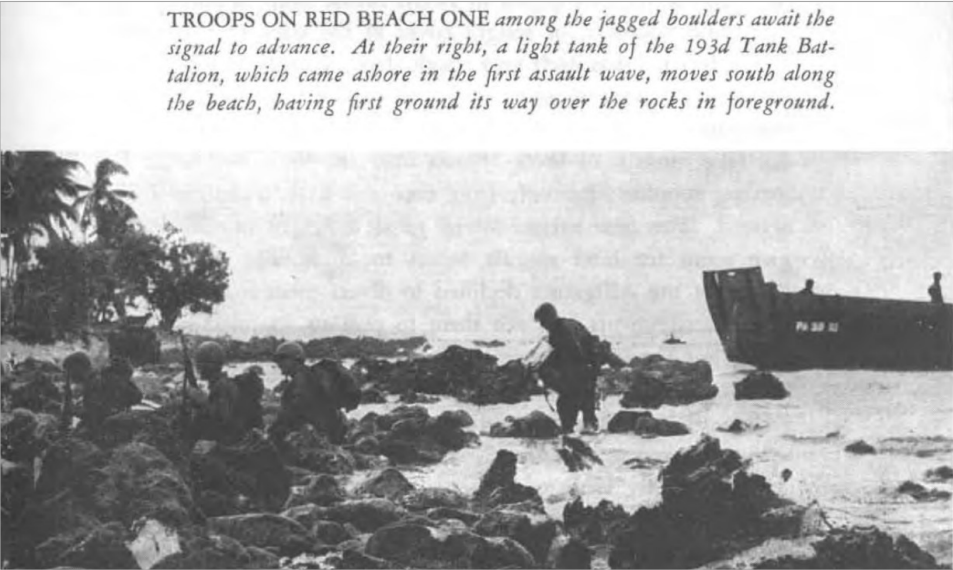
Movie footage showing USS Calvert landing craft and assault troops landing at Red Beach, Makin.



Online:

Option 1, 1:10 to 1:55 | <https://www.youtube.com/watch?v=97jybhVAngA>

Option 2, 1:10 to 1:55 | https://www.criticalpast.com/video/65675076187_United-States-Marine-Corps_landing-craft_move-over-reefs_tractor-lowered



TROOPS ON RED BEACH ONE *among the jagged boulders await the signal to advance. At their right, a light tank of the 193d Tank Battalion, which came ashore in the first assault wave, moves south along the beach, having first ground its way over the rocks in foreground.*

The Capture of Makin. November 20 - 24, 1943
Center of Military History, Washington D.C.
pg. 39

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	20	Red Beach, Makin Island	"Landings on RED Beach 1 did not, unfortunately, proceed on schedule. A hoist on the Calvert was disabled before the fourth tank was unloaded. The first wave therefore had but three tanks. The Alligators, tank lighters, and landing craft finished the journey on a course almost parallel to the swell, rising and failing about three feet as they drew near to the beach. The intervening reef was studded with coral boulders, rough and jagged lumps as much as two feet high, which left no passage from the edge of the reef, about 100 yards out, to high-water mark. Coming in on a rising tide, the several landing craft were unable to make the simultaneous touchdowns provided by the plans. Some slipped past most of the boulders and were held less than a boat's length (36 feet) from the water's edge, but many were broached, stranded, or forced to put to sea again. The tanks had been waterproofed for the landing, and rolled off the ramps into water which did not quite drown them out, but ahead of them the men struggled in swells breast deep, stumbled over the rocks and boulders, or sought cover at the edge of the beach. RED Beach 1 was itself very rough above the waterline; it was usable for only 15 yards of width and rose swiftly from high tide mark to vegetation. Far from taking all six craft in each of the waves, it could not take more than three abreast near the shoreline, while for unloading supplies efficiently from even one boat, a channel had to be blasted. The first barges found great difficulty in withdrawing to give room for later assault waves to land. The Army officer in charge of the Alligators declined to divert them from their original inland assignments and put them to pulling stranded boats off the rocks, but the Navy furnished a crew, which operated one LVT in that service. The absence of enemy opposition to the landings at RED Beach 1 made it possible to meet the adverse beach conditions without suffering casualties."	Funck, p 49 Capture of Makin, 36-41
1943	November	20	Red Beach, Makin Island	Natives approach the beach 1) "Early in the course of the landings, natives of Makin began emerging from their hiding places in the brush; at first a chief and soon scores of all ages appeared on RED Beach 1. Some of the adults seemed to be still stunned by the bombardment, but the preliminary action had had surprisingly little effect and losses were taken calmly by the Survivors."	Funck, p 51.
1943	November	20	Red Beach, Makin Island	Coral and boulder obstructions 1) 0912 CTG 52.1 reported hydrographic conditions were bad at both Red beaches. 2) Several of these boats became swamped to the sinking point when their ramps were lowered to allow the troops to disembark. The approach to Beach Red was hampered by natural obstructions such as corals. The Beach Party and Boat Group Commander attempted to alleviate the poor beach conditions by conducting a hydrographic survey on 3/4 of a mile of beach to determine the most suitable place for small boats to land. No such place existed, for the beach was wholly rocks and corals. All of the boats experienced difficulties in retracting due to the boulders, many of them incurring screw casualties, wrecked skegs, damaged rudders and holes in the hull.	1) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 2) Action Report, Operation Galvanic, USS Calvert, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	20	Makin, Transport area and beaches	1) 0915 Shuttle trips began when the first boat returned to the ship. 2) 0930 Completed scheduled fire support for Red Beach landings, and commenced fire support for Yellow Beach landings. 1) 1000 The Salvage Boat was put into use, when the call to pull stranded boats off Red Beach was received. 3) 0930 Underway to a new position 2000 yards off beach. 3) 1000 Arrived at new position. 4) 1030 Completed scheduled fire support for Red Beach landings. 5) "The Calvert and other transports moved to within one mile from shore, but landing of equipment was hampered by coral reefs, congested beaches and irregular tides. It was very slow and nervous going. I can remember Dad telling me how they would have to lean over the bow and yell instructions where to steer because of the intense coral growth in these islands."	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943 3) War Diary, USS Calvert War Diary, November 1943 4) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 5) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999, pg. 55
1943	November	20	Makin, Transport area and beaches	"The beaches were so badly backed up that the Beach Master closed the beaches by the time Sterling was ready to assist in landing men and equipment. Many of the Calvert's boats were damaged that day. Typical damage included screw casualties, wrecked skegs, damaged rudders and holes in the hull. Several of the Calvert's boats were also swamped, almost to the point of sinking. Sterling spent the remainder D-Day and all of D-plus-one engaged in salvaging operations along Red Beach 1 and 2. During the salvaging efforts some of the natives wandered down towards the beaches. This made for a tense situation at first. Sterling recalls that the boat crews weren't entirely sure if they were friendly or not. It quickly became apparent that locals meant no harm."	Funck, p 51 Skeg: An arm extending to the rear of the keel to support the rudder and protect the propeller. History of U.S.S. Calvert, p4
1943	November	20	Makin, Transport area and beaches	1) 1200 to 1600 Maneuvering in transport area, using various speeds and courses to maintain position. Continuing discharging equipment. 2) 1200 Commander Transport Division 20 reported unloading progress as follows: Calvert 26% 3) 1230 All assault troops were landed.	1) War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 3) Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20	Makin, Transport area	1) 1300 Learning of Red Beach's landing problem, Commander Transport Division Twenty, ordered boats sent from Red Beach to Red Beach Two. The boats sent in compliance with this order were not unloaded on Red Beach Two, and so returned to Red Beach. 2) 1300 Received message to prepare to repel enemy air attack. 2) 1305 Planes identified as friendly.	2) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, USS Calvert War Diary, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	20	Makin, Transport area Underway for overnight	1) 1512 CTF 52.1 reported percentage progress of unloading as follows: Calvert - 16% 2) 1600 Maneuvering in transport area, using various speeds and courses to maintain position. Continued unloading equipment. 3) In the late afternoon, CTF 52 ordered the transports, which were about 1/4 unloaded, to move to sea to the southwest and to return at daylight. LSTs and LCTs and smaller landing craft were directed to anchor in the lagoon. 4) 1723 Commander Transport Division Twenty ordered all loaded boats to anchor in the lagoon off Yellow Beach Two. 2) 1730 Received message that all loaded boats proceed to Yellow Beach II until further notice. 2) 1740 Received one LST from USS Neville to assist in unloading. 1) 1800 Directed transports to cease unloading and join disposition as night unloading on Red Beaches not practicable. All loaded boats to anchor in lagoon until orders to move. 2) 1820 Underway. Steaming with Task Force 52, 13.5 knots (81 RPM). 5) The LSTs had the advantage of hiding in the lagoon once it was secured, because it was good cover from enemy subs. The transports, (Dad) had to cruise about all night to avoid any sub problems."	1) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 2) War Diary, USS Calvert War Diary, November 1943 3) War Diary, Commander Central Pacific Force, November 1943 4) Action Report, Operation Galvanic, USS Calvert, November 1943 5) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999, pg. 55
1943	November	20	Makin Island	When the Army learned of the obstacles on Red Beach they ordered an Engineer Force to blast channels through the corals for the boats to use. Before unloading was secured for the night on D-Day these channels were blasted and the Traffic Control Boat was sending boats in. Although these channels were passable during high water, it is the opinion of the Beachmaster that they would not be passable during low water.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20	Makin Island	Overview of the assault landings on D-Day 1) "Most of the Calvert's troops, 913 men, together with 81 3/4 tons of equipment, were landed by her 30 boats in the first waves in one hour and forty minutes. Because of the coral obstructions surrounding the landing area, a majority of the boats experienced difficulties in retracting, and several of them swamped to the sinking point when their ramps were lowered to allow the troops to land. On D-Day, unloading commenced at 0630 and concluded at 1630, a total of ten hours to unload 23%, or 204.5 long tons, of the ship's total cargo of 889.1 tons." 2) During this day 17 LCVP boats made 26 shuttle trips, and 6 LCM(3)'s made 13 shuttle trips. 3) Weather conditions: A bank of swelling cumulus to the SE. Winds from the 14 to 17 knots. Moderate sea with swells from the East. About 0800 showers were seen over Makin, visibility and ceiling were reduced for short periods, otherwise average visibility good with average to good flying conditions.	1) A History of the USS Calvert - David Cullen - p. 6 2) Action Report, Operation Galvanic, USS Calvert, November 1943 3) War Diary, Commander Fifth Amphibious Force, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	21		D-Day +1	
			Underway overnight.	1) 0000 Underway, steaming in company with Task Force 52. 1) 0650 Approaching Transport Area.	War Diary, USS Calvert War Diary, November 1943
			Makin Island area.	1) 0750 Arrived in designated position in Transport Area. 1) 0800 to 1200 Maneuvering as before in Transport Area.	2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	21	Underway in Transport area during the day.	1) 0815 Commenced unloading ship. 2) 0834 The Calvert, Neville, and Leonard Wood were directed to proceed to Transport Area #2 and unload at Yellow Beach II. This was due to the fact that conditions at Red Beach 2 would not allow unloading of more than five boats simultaneously. 3) 0930 Commander Transport Division 20 reported unloading progress as follows: Calvert 58%	3) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943
				1) 0935 LST #31 secured to ship on starboard side. 1) 0945 Received message to use Beach Yellow II, instead of Red Beach. 1) 0955 LST 31 came alongside to be loaded. Commenced loading equipment onto LST #31 from #1, #2, #3 holds. 1) 1000 Continuing unloading holds #4, #5, and #6 by use of LCVs and LCMs. 2) 1200 Commander Transport Division 20 reported unloading progress as follows: Calvert 72%1) 1200 Maneuvering into position to anchor.	1) War Diary, USS Calvert War Diary, November 1943
			Underway in Transport area during the day.	1) 1201 Stationed anchor detail. 1) 1209 let go port anchor in Transport Area #2 (Entrance Island 043deg, Ramanaba Island 085deg, Flink Point 155deg). 1) 1300 Continuing discharging cargo into LST #31 and small boats. 2) 1430 Air support planes strafing enemy hulks in vicinity of Yellow Beach 2 due to reported enemy cross fire from hulks. 2) 1430 Planes ceased strafing hulks.	2) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
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November 21, 1943: The USS Calvert with the Leonard Wood behind her.



November 21, 1943: The USS Calvert with the Leonard Wood behind her.

"An LCPV carrying Japanese soldiers and Korean laborers captured during the battle for Makin Island, 21 November 1943, are huddled in the bow of the landing craft as they are being transported to USS Leonard Wood (APA-12) {No prisoners are recorded as being delivered to Calvert (APA-32) on this day; Leonard Wood (APA-12) records Japanese POW deliveries on 21 and 23 November while at anchor off the beachhead. Calvert and USS LST-31 are moored together to facilitate offloading material from Calvert to LST-31 for delivery to the beachhead."

Online:
<https://www.navsource.org/archives/10/03/03032.htm>
David Upton

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	21	Underway in Transport area during the day. Underway at sea at night.	1) 1625 Unloading activities concluded, a total of 6 hours and 10 minutes to unload 32%, or 284.6 long tons, of the ship's cargo. 2) 1630 Commander Transport Division 20 reported unloading progress as follows: Calvert 86% 3) 1640 Stationed anchor detail preparing to get underway. 3) 1645 Commenced heaving in anchor. 1648 LST #31 cast off. 3) 1720 Took departure from Transport Area. Standard speed 7 knots. 3) 1840 Changed standard speed to 13.5 knots. Steaming with Task Force 52.	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, Commander Fifth Amphibious Force, Report of Galvanic Operation, Narrative of Task Force 52, November 1943 3) War Diary, USS Calvert War Diary, November 1943
1943	November	21	Makin Island	An overview of D-Day +1 1) Unloading proceeded at a rate considerably slower than anticipated, being handicapped by poor beaches. 2) Overview of landings on D+1: 17 LCVPs made 20 trips; 2 LCM(3)s made 3 trips. 1) The transport group again was ordered to sea in the evening to return at daylight. 3) Scattered to partly cloudy skies throughout the day. Easterly surface winds averaging 13 to 17 knots and slight easterly swell. Good visibility.	1) War Diary, Commander Central Pacific Force, November 1943 2) Action Report, Operation Galvanic, USS Calvert, November 1943 3) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	22	Underway overnight. Makin Island area. Underway in Transport area during the day.	D-Day +2 1) 0000 Steaming in column formation with Task Force 52. 2) Steaming off Makin Island during darkness steaming south and east returning to Makin at daylight. 1) 0622 Arrived in Transport Area. Let go port anchor. 1) 0709 Commenced discharging cargo to LST #31.	1) War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	22	Underway in Transport area during the day. Underway at sea at night.	1) 1420 Completed unloading #1 hold. 2) 1425 All unloading concluded at 1425. 3) 1430 ComGen 27th Division reports all organized resistance on Makin Island had ceased and our forces controlled the entire island. 1) 1449 All hostilities ceased. 1) 1546 Completed unloading #3 hold. 1) 1631 LST #31 cast off. 1) 1645 CTF 52 issued storm warning to all ships. 1) 1645 Preparing to get underway. 1655 Commenced heaving in. 1710 Underway, standard speed 12 knots. 4) 1715 Small tropical storm passed over the island. 4) 1730 Transports got underway to form cruising disposition. 1) 1920 Executed column movement.	1) War Diary, USS Calvert War Diary, November 1943 2) Action Report, Operation Galvanic, USS Calvert, November 1943 3) War Diary, Commander Fifth Amphibious Force, November 1943 4) War Diary, Commander Fifth Amphibious Force, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	22	Makin Island	An overview of D-Day +2	
				1) Weather conditions: Passing showers in the late afternoon. Light easterly winds averaging 13 knots, up to 30 knots during showers in the late afternoon. Visibility 12 miles average, swell from the east.	1) War Diary, Commander Fifth Amphibious Force, November 1943
				2) During this day 13 LCVP boats made 13 trips, and no LCM(3)'s were available. In a total of seven hours and ten minutes 30%, or 266.8 long tons, of the ship's total cargo.	2) Action Report, Operation Galvanic, USS Calvert, November 1943
2) During the day several destroyers came alongside the Calvert for purposes of refueling.					
1943	November	23	Underway in Transport area during the day. Underway at sea at night.	D-Day +3	
				0000 Steaming with Task Force 52. Standard speed 13.5 knots, south of Makin. 0620 Approaching Transport Area #2. 0630 Stopped engines in Transport Area #2. Let go port anchor. 0646 LCT #82 along starboard quarter. 0655 Commenced discharging cargo. 0740 Boat with casualties departed for the USS Leonard Wood. 0740 Unidentified planes reported nearing Transport Area. Preparing to get underway. 0755 General quarters. 0800 All stations manned and ready. 0802 Underway, standard speed 15 knots. 0824 Planes identified as friendly. 0835 Returned to Transport Area. 0900 Dropped port anchor. 1040 Completed unloading #5 hold.	War Diary, USS Calvert War Diary, November 1943
				2) In total of 3 hours and 45 minutes: 13% or 115.6 long tons, of the ship's total cargo was discharged; 14 LCVP boats were employed for 15 trips, and one LCM(3) was used for one trip.	War Diary, Commander Fifth Amphibious Force, November 1943 - Task Force 52 position at 0000 2) Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	23	Makin Island	Admiral Turner was able to report "Makin Taken" on 23 November.	A History of the USS Calvert - David Cullen - p. 6
				2) On November 23rd, at 0100, General Ralph Smith signaled "Makin Taken" to Adm. Turner.	2) Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999, pg. 55

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	23	Transport area. Underway at sea in the evening.	Troops re-embark 1) Assault troops, less those elements scheduled to remain as a part of the garrison, began re-embarkation. 2) 1355 Preparing to re-embark troops and equipment. LST #31 on starboard side. Commenced reembarkation of troops and cargo. 3) 1630 Reembarkation of troops commenced. 2) 1745 All troops aboard. 2) 1750 Preparing to get underway. 1751 Underway, standard speed 12 knots. Took departure from Transport Area #2. 2) 1810 In column formation, standard speed 13.5 knots.	1) War Diary, USS Calvert War Diary, November 1943 2) War Diary, Commander Central Pacific Force, November 1943 3) Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	23	Makin Island	Overview of D+3 day: 1) 14 LCVPs made 15 trips. 1 LCM(3) made 1 trip. Conclusion: That the small number of available boats and the comparatively few trips they made clearly accentuates the handicap placed on this ship because of inefficient beach handling on Yellow Beach Two, where Calvert boats were forced to spend long hours lying off and awaiting permission to unload. 2) During the day several destroyers came alongside the Calvert for purposes of refueling. 3) Weather conditions: Showers in the morning and afternoon periods. Easterly winds 12 to 16 knots. Visibility averaging 12 miles. Light swells from ESE.	1) Action Report, Operation Galvanic, USS Calvert, November 1943 2) War Diary, USS Calvert War Diary, November 1943 3) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	20 - 23	Makin Island	Additional details for the period November 20 to 23, 1943 Crew: No members of ship's company were casualties. In this assault, as in the Sicilian Operation, the Calvert performed her task in such a manner as to deserve special credit for a job "Well Done."	A History of the USS Calvert - David Cullen - p. 6

Year	Month	Day	Location	Historical Details	Sources, Notes
				Boat Operations - Boat casualties: All landing craft were in excellent mechanical operating condition at the beginning of the operation. However due to coral and boulder obstacles, of the Calvert's 28 boats that participated in the operation, 21 suffered repairable casualties and 1 sank due to two holes in its bottom. The 21 damaged boats were out of commission and unavailable for a total of 168 hours, or an average of 8 hours per boat. Boat Damages Included: 10 Bent skag shoes; 10 Bent screws 9 Bent rudder shafts; 8 Broken rudder shafts 6 Holes in hull.	
1943	November	20 - 23	Makin Island	In addition to the number of hours boats were un-available due to undergoing repairs, it must be added the unrecorded number of hours that boats were forced to lay off Red Beach due to poor beach conditions, and to lay off Yellow Beach Two due to Neville's Traffic Control Officer and Beachmaster giving preference to Neville and Leonard Wood boats. That the small number of available boats and the comparatively few trips they made clearly accentuates the handicap placed on this ship because of inefficient beach handling on Yellow Beach Two, where Calvert boats were forced to spend long hours lying off and awaiting permission to unload. Due to these conditions, there was no night unloading. Gear casualties: No. 1 davit became inoperative during the debarkation of the assault waves but temporary repairs made it possible to lower the last boat from the davit. The davit was rendered unusable for the remainder of the operation.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Boat Operations - Salvage Boat Activity: Although an LCM(3) was equipped for salvage work, the great need of such craft for unloading precluded it being used and instead an LCVP was chosen. A party consisting of one Chief Shipfitter and three men with equipment was dispatched. At Red Beach, the Salvage Party pulled stranded boats off the corals, and buoyed a sunken boat (#12) to prepare it for future salvage. Salvage operations were completed on November 22, (D+2 day).	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Beach Conditions: This Landing Operation revealed that the physical characteristics of beaches in the Pacific are laden with coral and rock obstructions. Under such physical conditions, landing boats can expect to incur frequent casualties to rudders and screws. Recommendation: In realizing the above mentioned conditions exist, it is urged that large supplies of rudders and screws be provided to APAs and AKAs operating in the Pacific Theater.	Action Report, Operation Galvanic, USS Calvert, November 1943

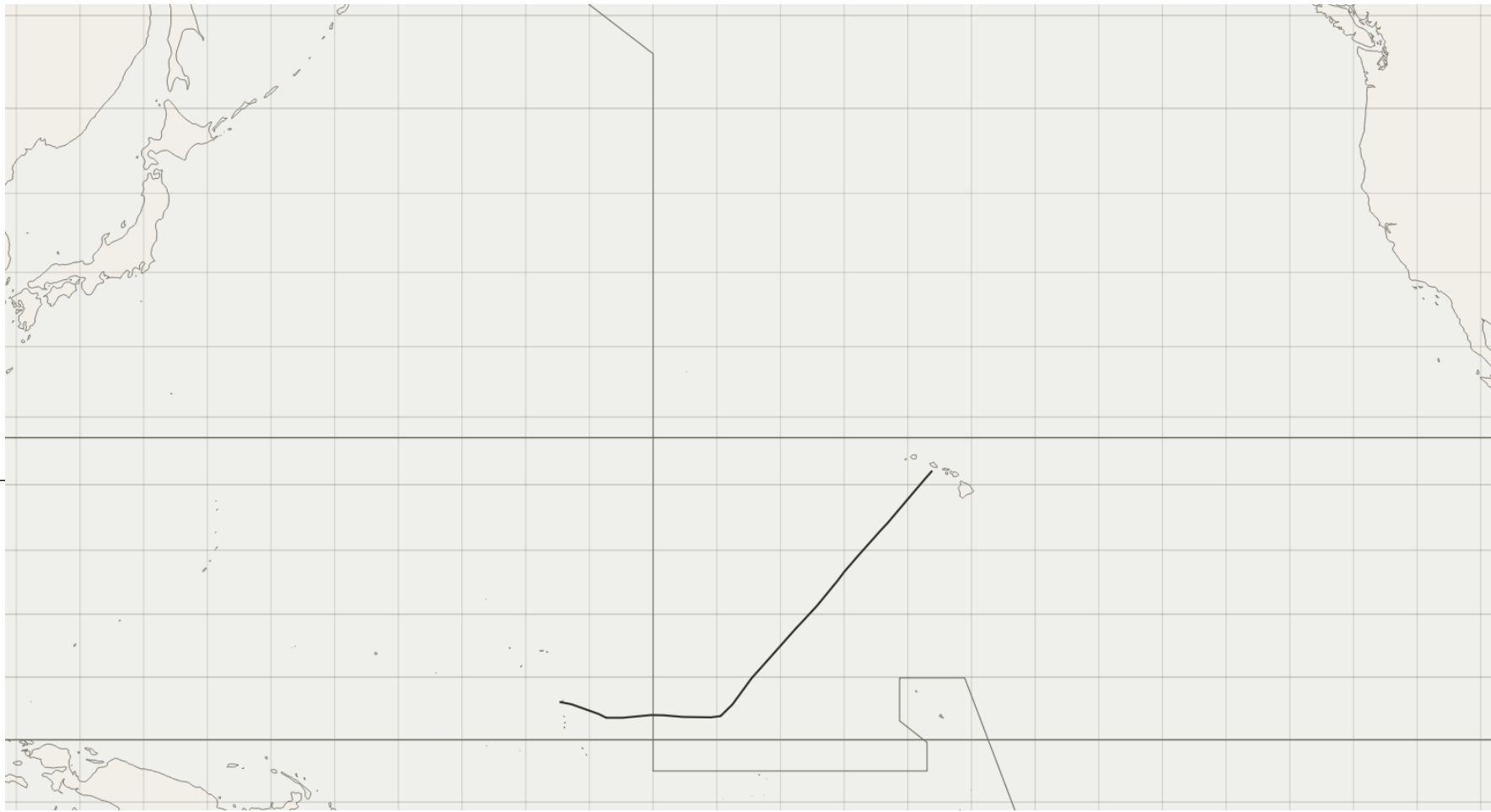
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	20 - 23	Makin Island	Beach Party: This ship had no assigned Beach Party. The Beach Party was made up of a few men from each ship of the division, with the Assistant Beachmaster of the Leonard Wood acting as Beachmaster for this vessel. This beach party was of little use to this ship as their interest was in the ships from which they came. Recommendation: That this vessel be assigned a regular, trained, Beach Party, including officers. The Medical section of the Beach Party was totally unaware of their responsibilities, having received no training in such work. This statement applies to the doctors and corpsmen both. Recommendation: That the total complement of Beach Parties be thoroughly trained during the landing exercises before being assigned to an actual operation.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Medical Activity: This ship's medical section of the Beach Party served at Beach Red, Beach Red II, and Yellow Beach II; being shifted on orders of Commander Transport Division Twenty. Aboard ship, the Sick Bay cared for 5 Army and 2 Navy (Belle Grove) casualties. Also treated were two survivors of the SBD plane crash who sustained no injuries. All Officers and Chief Petty Officers aboard ship were issued syrettes of morphine upon entering the battle zone. Instruction in First Aid were given daily to ship's company by lectures, demonstration and films. Special medical instruction was given the Beach Party medical section for they were totally inexperienced in such work.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Beach Party Activities: (a) The Naval Beach Party landed in the 3rd, 4th, 5th and priority waves. Upon landing, the decision to survey the beach was made and about 3/4 of a mile was studied to locate the most suitable place for small boats to land. No such place existed, for the beach was wholly rocks and coral. (b) The Beach Party served at Red Beach and upon receipt of orders moved to Yellow Beach Two. This Beach was originally assigned to the USS Neville. (c) When Japanese resistance was overcome, the Calvert's Beach Party moved to King's Warf where unloading took place.	Action Report, Operation Galvanic - 8 https://www.fold3.com/image/1/270776410

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	20 - 23	Makin Island	Cargo: Only 98% of the ship's cargo was unloaded, in compliance with orders. The two percent of remaining on board consisted of 22 pallets of 105mm ammunition, 1 pallet of 81mm ammunition and 1 pallet of hand grenades. Time Analysis: Total hours spent unloading this ship was 27 hours and 5 minutes, an average of 32.2 long tons per hour. Explanation of the number of hours each hold was idle while the ship was in the Transport Area was due to: 1) Lack of boats, 2) Congestion on LST, 3) Repair of Guy Wire. This ship was overloaded with vehicles, rations and TBA equipment to be held in reserve for use on D plus 4 day. Recommendation: That the Assault Transport should not be loaded with more than 10 hours discharging, and equipment the troops actually need for the operation.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Equipment: This vessel replaced the wire and manila sea painters with a "boat rope". This boat rope is a five inch line extended the length of the ship, available for boats to use in securing alongside. This arrangement should prove workable under all conditions of weather and sea, with a minimum of damage to equipment and risk to personnel. Recommendation: That the Boat Rope scheme be made Landing Craft Doctrine on all AP's and AKA's; and that boat crews be instructed in its use.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Ship readiness condition: The ship was in a condition of readiness, condition One Easy, One Able, and Engineering Condition 31, during the four days of the operation.	Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	20 - 23	Makin Island	Fueling Exercises: Nov 22 (D+2) from 1120 to 1535, the USS Kimberly (DD521) was alongside receiving 1628 barrels of fuel. Nov 23 (D+3) from 0925 to 1250, the USS Phelps (DD360) was alongside receiving 1945 barrels of fuel. Nov 23 (D+3) from 1340 to 1700, the USS Mustin (DD413) was alongside receiving 1400 barrels of fuel.	Action Report, Operation Galvanic, USS Calvert, November 1943
Diversion to Tarawa for select members of the 2nd Deck Division					
1943	November	22 to ?	Tarawa	During the Calvert's time at Makin, several members of the ship's 2nd Deck Division were temporarily assigned to assist in boat salvage operations at the neighboring island of Tarawa. The following section provides details shared by several members of the 2nd Division, or by their families. Of note, no official Naval records support these personal accounts.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	22 to ?	Tarawa	The personal account of Sterling Funck, Coxswain, 2nd Deck Division On D-plus two Sterling was selected to go to Tarawa to assist in the salvage of landing craft that had been damaged or had run-aground during the landings and fierce fighting. The scene on Tarawa was one of chaos and carnage. The Marines had experienced an unbelievable three-day fight. One account of the aftermath is as follows: I have never seen such a shambles – coconut logs everywhere, sheet iron, guns, ammunition, smashed tanks, equipment, shot-up cars, bicycles, and carts. In fact, everything that goes with war was scattered all over – pill boxes, tanks, traps, slit trenches dug up through concrete strong points in such numbers that they could not be counted. There were many Japs lying about ... all in an advanced state of decomposition. ... No one had any idea that the place was so thoroughly defended. Only battle-tested Marines could have taken that place.	
1943	November	22 to ?	Tarawa	Continued, the personal account of Sterling Funck, Coxswain, 2nd Deck Division Sterling was on Tarawa for seven days. During this time he spent most of his time in the vicinity of Red Beach 1 salvaging an assortment of landing craft. One of the craft that was salvaged was a Warping Tug, which was a barge outfitted with a crane. Sterling then used this craft to assist in the salvaging operation. While on Tarawa he also picked up a Japanese 6.5mm sniper rifle from the beach. Sterling provides his perspective on the event: "We lost a lot of boats on the initial waves at Makin. Some of us had boats on all sides of us, but we could work our way out and back to the ship. We were trying to salvage our own boats when we got pulled to go to Tarawa. Some of us were shipped, first via a landing craft and then on a smaller ship, to Tarawa to salvage landing craft. All of us were Coxswains, and I can only guess that they were pulling guys either because they thought that we were expendable, or that we were very qualified boat handlers. Some of the craft were easy to salvage, but others required special cranes to pull off of the coral. What happened was it didn't take as long to salvage the boats in our section of the beach, which was around Red Beach 1. So we got pulled ashore to help the shore party clear the beach. This didn't amount to much. We just stayed on the beach for several days. We didn't see any action. Eventually a ship took us back to rejoin the Calvert."	
1943	November	Late	Tarawa	Salvage: At Tarawa there was a large amount of ammunition, equipment, and supplies that were damaged in the surf or left strewn about the beach with a lack of personnel to properly handle it. In addition, stranded LVTs and boats were remaining on the reef along with other gear days after the attack was over, due to the lack of salvage personnel.	Report on Gilberts Island Operation, Headquarters, Fifth Amphibious Group Online: https://catalog.archives.gov/id/78431118?objectPage=21

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. Makin Island, Gilberts Group to Pearl Harbor
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



1943	November	24	Underway for Hawaii.	Steaming as before, south of Makin. Speed 13.5 knots. 0513 Bright flame and explosion seen bearing 278 deg true. 0515 - 0523 Executed a series of emergency turns.	War Diary, USS Calvert, November 1943
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Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	24	Underway for Hawaii.	The sinking of the Liscombe Bay 1) 0516 An explosion reported. The Kimberly reported a submarine contact bore 200 deg true from fleet center. 0538 Received report that the explosion sighted was the Liscombe Bay which had been torpedoed. 0620 Received report that the Liscombe Bay had exploded and sunk; no details as to the sinking but believed she was sunk by submarine torpedo. Destroyers picking up survivors to be 60% of complement. 0700 Designated Leonard Wood and Neville to receive Liscombe Bay survivors. 2) "A CVE in our escort group unit was hit by Japanese submarine and went down with a heavy loss of life." C.L. Schooler, CDR. USN	1) War Diary, Commander Fifth Amphibious Force, November 1943 2) Calversion Vol 7, p3 Additional details on the Japanese attack on the task force, and the sinking of the Liscombe Bay is available here: https://en.wikipedia.org/wiki/USS_Liscombe_Bay and https://www.navalaviationmuseum.org/history-up-close/sinking-uss-liscombe-bay/
1943	November	24	Underway for Hawaii.	1) 0614 Arrived in Transport Area #2, secured from Condition Two, set material condition One Able. 1) 0710 LST #31 secured to starboard side area preparing to hoist boats and awaiting word to leave area. 1) 0720 Commenced taking equipment aboard. 1) 0930 All equipment aboard. LST #31 cast off. 1) 1000 Maneuvering in transport area. 3) 1120 Completed reloading of all designated equipment and troops.	1) War Diary, USS Calvert, November 1943 3) Action Report, Operation Galvanic, USS Calvert, November 1943
1943	November	24	Underway for Hawaii.	1245 General Quarters, standing by to repel air attack. Ship maneuvering independently on various courses and speeds. 1350 Aircraft identified as friendly. Secured from General Quarters. Set condition two, condition Baker in damage control.	War Diary, USS Calvert, November 1943
1943	November	24	Steaming in column formation, enroute from Makin, Gilberts, to Pearl Harbor	Overview of D-Day +4 Weather conditions: 1) 0800 Temperature 84 deg, wind 7-10 knots from N, sea Calm. 2) Rain squalls in morning and afternoon. Visibility 15 miles except during squalls reduced to 1 mile. Prevailing ESE winds 10 to 15 knots. Easterly swell.	1) USS Phelps - Action Report, Seizure of Makin 2) War Diary, Commander Fifth Amphibious Force, November 1943
1943	November	24	Steaming in column formation, enroute from Makin, Gilberts, to Pearl Harbor	Departure for Pearl Harbor 1) Directed Task Group 54.13, composed of Leonard Wood, Neville, Calvert, Pierce, Alcione, Bellegrove, Whitman, Wileman, Dale to proceed to Pearl Harbor. 2) 1447 Completed hoisting boats, proceeded to take station with other transports in Task Force 54.13. 2) 1501 Formed cruising disposition, executed standard speed of convoy 13.5 knots. 2) 1520 Took departure from Makin Atoll. 2) 1535 Commenced zig-zagging, base course 90 deg true. 2) 1738 Standard speed increased to 14 knots (84 RPM). 2) 1815 Darkened ship. 2) 1845 Ceased zig-zag. 2) 2005 Changed standard speed to 13.5 knots (81 RPM).	1) War Diary, Commander Fifth Amphibious Force, November 1943 2) War Diary, USS Calvert, November 1943

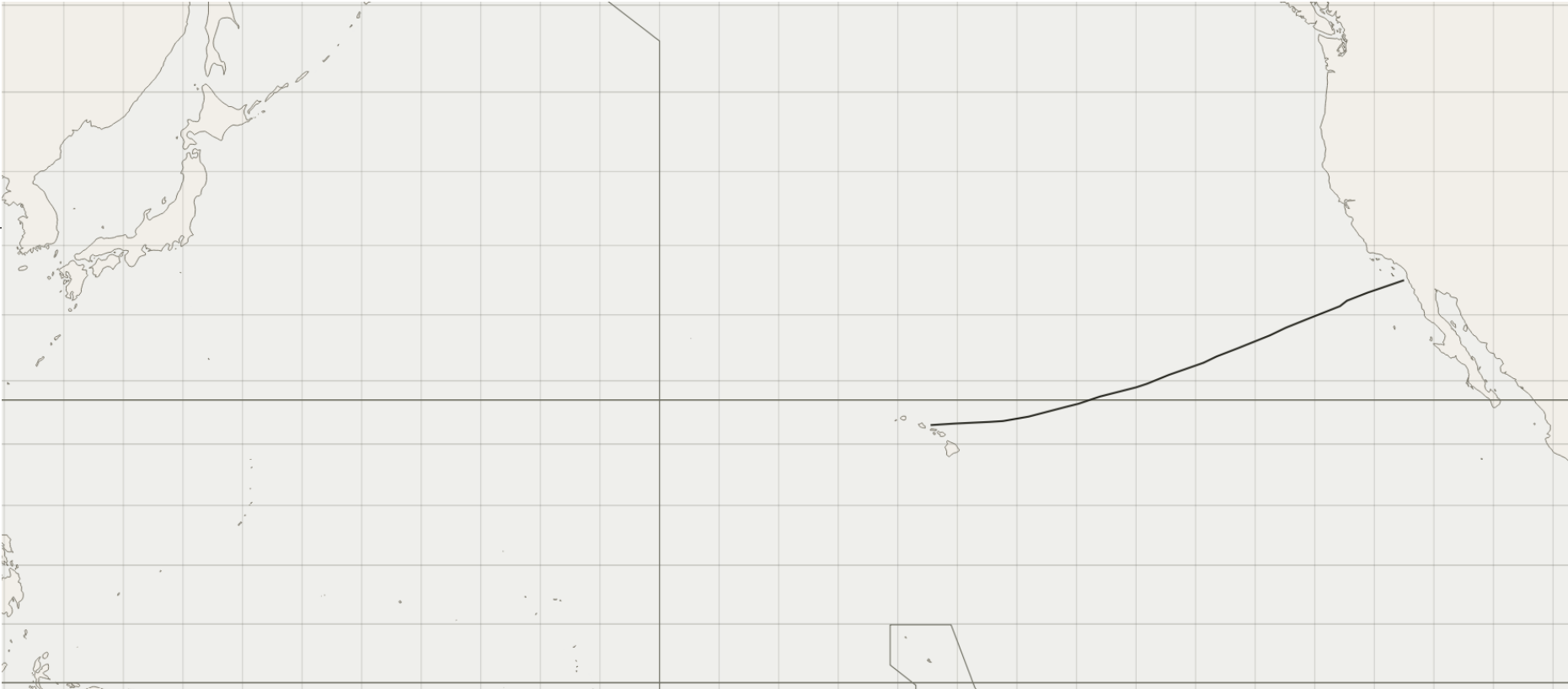
Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	25	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	1) Steaming with T.G. 54.13 in column formation. Calvert astern of the Leonard Wood. 1) 0300 Commenced zig-zagging. 1) 0603 Lighted ship. Secured condition Two, set condition Three in personnel of readiness. 1) 1500 Half mast colors for burial on the Neville. 1510 Two blocked colors. 1) 1500 Crossed the 180th degree meridian. 2) We crossed the 180deg meridian and had "two Thanksgivings" (we were fed well for the first one, but not for the second one). - Lawrence D. Copeland 3) "The crew and Army had pork for Thanksgiving Dinner." 1) 1914 Darkened ship. 1) 1930 Ceased zig-zagging. 1) 2115 Standard speed changed to 14 knots (84 RPM).	1) War Diary, USS Calvert, November 1943 2) Calversion, V42, Page 3 3) Calversion V14, Page 8
1943	November	26	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming with T.G. 54.13 in column formation. Calvert astern of the Leonard Wood. 0615 Commenced zig-zag. 0635 Lighted ship. 0705 Oil slick passed close to starboard. 0750 Ceased zig-zag. 0810 Commenced zig-zagging. 1840 Darkened ship. 1910 Ceased zig-zag.	War Diary, USS Calvert, November 1943
1943	November	27	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming as before. Speed 14 knots. 0600 Commenced zig-zag. 0629 Lighted ship. 0900 General quarters. Conducted fire drill: 17 hoses streaming, 100 lbs. pressure. 0926 Secured from general quarters. 1007 Reduced speed to two-thirds ahead (56 RPM) to enable the Pierce to rejoin the formation, following engine trouble. 1023 Resumed standard speed, 14 knots (84 RPM). 1050 Ceased zig-zagging. 1115 Commenced zig-zag. 1923 Darkened ship. 1950 Ceased zig-zag.	War Diary, USS Calvert, November 1943
1943	November	28	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming as before. Speed 14 knots. 0650 Commenced zig-zag. 0715 Lighted ship. 1919 Darkened ship. 1935 Ceased zig-zagging. 2211 Changed standard speed to 13.5 knots (81 RPM).	War Diary, USS Calvert, November 1943

Year	Month	Day	Location	Historical Details	Sources, Notes
1943	November	29	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming as before. Speed 14 knots. 0345 Emergency turn. 0645 Commenced zig-zag. 0649 Changed speed to 14 knots. 1844 Darkened ship. 1915 Ceased zig-zagging. 0715 Lighted ship. 0900 - 0925 General quarters and abandon ship drill.	War Diary, USS Calvert, November 1943
1943	November	30	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming as before. Speed 14 knots. 0640 Commenced zig-zag. 0705 Lighted ship. 0745 Ceased zig-zagging.	War Diary, USS Calvert, November 1943
Souvenirs: Found, confiscated and thrown overboard					
1943	November	Late	Enroute from Makin, Gilberts, to Pearl Harbor	"En-route on the return to Hawaii one of the sailors aboard the Calvert sat on a duffle bag in which someone had stashed a bayonet. Captain Sweeney called a contraband search party. The search party literally tore the crews quarters apart looking for souvenirs. However, they didn't find Sterling's souvenir from Tarawa. He had hid it well: Most guys running landing craft tried to salvage some sort of souvenir. I picked up a Japanese sniper rifle on Tarawa and snuck it back aboard ship. Then I had the carpenters build me a full-length wood box. Anyway, one guy got a hold of a bayonet and he stashed it in his sea bag, point up, unbeknownst to anyone, until a guy went to sit on the bag to play cards. Well that didn't go over too good with the ship's doctor or with the Skipper. So the Captain said that all souvenirs would be confiscated and thrown overboard. Well, I was a little on the smart side, so I hid mine between my bunk mattress and the bunk springs. You kept your dress blues between your mattress and your sea bag, which was laid out flat. That way you slept on them all the time and you kept them pressed. So I had this idea to hide it the rifle there. And it worked."	Adventures of a Landing Craft Coxswain, Christian Funck, pg. 53

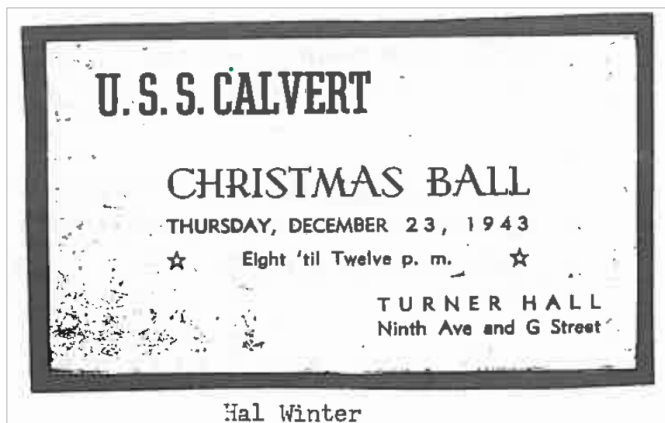
Year	Month	Day	Location	Historical Details	Sources, Notes
1943-December					
Note: For the month of November the Calvert's war diary is sparse in details compared to previous war diary records.					
1943	December	1 - 2	Steaming as before, enroute from Makin, Gilberts, to Pearl Harbor	Steaming as before. Speed 14 knots. Attached to Transport Division Twenty, Fifth Amphibious Force, U.S. Pacific Fleet.	War Diary, USS Calvert War Diary, December 1943
			Arrival, Pearl Harbor	December 2: 1630 Arrived at Pearl Harbor.	
1943	December	3 - 6	Pearl Harbor	No remarks in war diary for these days.	War Diary, USS Calvert War Diary, December 1943
1943	December	7	Pearl Harbor	Detached from Transport Division Twenty, Fifth Amphibious Force and assigned to Transport Division Twenty Eight, Fifth Amphibious Force.	A History of the USS Calvert - David Cullen - p. 6
1943	December	8 - 11	Pearl Harbor	1) No remarks in the Calvert's war diary for these days.	1) War Diary, USS Calvert War Diary, December 1943 2) War Diary, Commander Fifth Amphibious Force, December 1943 3) Muster Roll, Report of Changes, USS Calvert, December 1943 (pg. 289 - 332). 4) Online: http://www.usssheridanapa51.com/Action_Reports/Tarawa_Action_Report.pdf - Page 41
				2) December 9th: The Calvert has moved to Honolulu December 10th: Effective December 10th the following temporary Transport Divisions were assigned for Flintlock. Upon completion of that operation and return to main base this organization is dissolved: Transport Division Twenty Eight Calvert, Alcione, Bolivar (F), Sheridan, La Salle	
				3) December 11th: Received aboard 60 USN enlisted men for transport to San Diego.	
				Editor's note: These men were from the USS Thurban AKA-19 and the USS Virgo AKA-20. They had participated in the invasion of Tarawa as members of the USS Sheridan's Beach Party during the period November 20 - 26.	
				4) "'D" day plus six. Beach Party turned to at high tide unloading stores. Stopped unloading stores at low tide. Received orders to return to U.S.S. THUBAN. Ordered to report to U.S.S. CALVERT for transportation to whatever port U.S.S. SHERIDAN might be, this was on December 11."	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of convoy route. Makin Island, Gilberts Group to Pearl Harbor
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



1943	December	12 - 20	Underway from Honolulu to San Diego, CA, steaming independently San Diego, CA.	1) December 12th: 0804 The Calvert departed Honolulu for San Diego. 2) December 12th - 18th: No remarks in Calvert's war diary. Positions noted for the hours 0800, 1200, and 2000 each day. Arrival, San Diego 2) December 19th- 1056 tied up at pier 1 Destroyer Repair Base, San Diego, Calif. 2) December 20th - 31st - No further remarks in the Calvert's war diary.	1) War Diary, Commander Fifth Amphibious Force, December 1943 2) War Diary, USS Calvert War Diary, December 1943
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Year	Month	Day	Location	Historical Details	Sources, Notes
1943	December	20 - 31	San Diego	Preparation for Operation Flintlock, Kwajalein Atoll The second phase of the Gilbert-Marshall Campaign, Operation Flintlock, the capture of Kwajalein Atoll, was by far the larger of the two operations, involving the 4th Marine and 7th Infantry Divisions. Many of the bitter lessons learned in the Tarawa phase of Galvanic were incorporated in Flintlock. Conference planning for troop and cargo loading From December 20 to 26, the First Lieutenant, the ship's Troop Quartermaster and the embarked unit's Troop Quartermaster were in conference planning the loading of the ship.	A History of the USS Calvert (APA-32) David B. Cullen - Pg6, 7 Action Report, USS Calvert, Kwajalein Atoll, January 1, 1944 to February 8, 1944 Online: https://catalog.archives.gov/id/78307433?objectPage=22
				Ship's Christmas Party - Turner Hall, San Diego  Hal Winter	Calversion, V29, 9 Ticket provided to John Cole by Hal Winter
1943	December	25	San Diego	Christmas Day - Embarkation of the 3rd Battalion Landing Team, 23rd Regimental Combat Team, 4th Marines 1) "Christmas day was a working day. A special service was held and a special meal was served at dinner, but the crew quickly returned to their activities. Preparations were underway for the upcoming Marshall Islands Campaign. Later in the day approximately twelve hundred Marines of the 3rd Battalion Landing Team, 23rd Regimental Combat team, 4th Marine Division boarded on the Calvert. " 2) "I went aboard your ship Christmas Day 1943 in San Diego. I was one of the Marines of the 3rd Battalion Landing Team 23rd Regimental Combat Team, 4th Marine Division. We were to sail to and land on Roi-Namur Islands of the Marshall Islands on Feb. 1, 1944. I was not only a passenger on your ship. I made my first beach head from it, and also helped build it in Sparrows Pt. Md. before I enlisted in the Marine Corps."	1) Adventures of a Landing Craft Coxswain, Christian Funck, p54 2) Calversion, V12, P4

Year	Month	Day	Location	Historical Details	Sources, Notes
Cargo Loading - 3rd Battalion Landing Team, 23rd Regimental Combat Team, 4th Marines					
1943	December	26 - 31	San Diego	December 26, loading began. Cargo arrived on the dock not in order of priorities. This caused wasted time and extra work for the winchmen and hatch parties to sort cargo on the dock and in the ship.	Action Report, USS Calvert, Kwajalein Atoll, January 1, 1944 to February 8, 1944 Page 22 Online: https://catalog.archives.gov/id/78307433?objectPage=22
				December 27, the Division TOM added 83 long tons of "B" rations (low priority), one bull dozer (high priority), one 1/2 ton truck (high priority), and 30 coil concertina, 3 pallets barbed wire and 600 pickets with unknown priorities.	
				December 28, 45 pallets assorted ammunition (high priority) were added. Removed were five LVT(2)s from the loading plan.	
				December 29, 525 tons of ammunition, with no priority or information to its disposition, were added. Adding this ammunition necessitated unloading number two hatch in order to stow priorities above this ammunition.	
				December 30, two LVT(2)s were ordered unloaded, and added were 31,000 sand bags and 22 crated rubber boats.	

End of research notes for the period September 1, 1943 to December 31, 1943