

A History of the USS Calvert. Chronological Research Notes for the Period August 21, 1944 to December 10, 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction for the period August 21, 1944 to December 10, 1944

During this period the Calvert and crew prepared for, and participated in, two landings at Leyte, Philippines. The crew departed Hawaii in mid-September and did not return until mid-March 1945, with the entire operating period being an exhausting time for the crew.

- * Leyte, Philippines on October 20-21, 1944 - Amphibious assault landing.
- * Leyte, Philippines on November 18, 1944 - Amphibious landing of reinforcements.

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 this period

- * 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, 2006
- * Beach Party, Billy Lee Bell, San Antonio Heights Publishing Co. Upland, CA. 1999
- * War Diaries, Operation Reports, and Muster Rolls for the USS Calvert, Transport Divisions, Transport Group Ships, and Upper Commands.

An overview of events for the period August 21, 1944 to December 10, 1944

Preparations for the invasion of Leyte, Philippines
August 21-24 Honolulu. Embarked the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division.
August 25 Departed Honolulu, enroute to Maui for exercises, as part of Task Unit 33.3.2 (Transport Division 30).
August 27 - 31 Amphibious exercises in the Lahaina Roads area of Maui.
September 1 - 3 Amphibious training exercises in the vicinity of Lahaina Roads, Maui.
September 3 - 15 Moored in Pearl Harbor. Captain Ronald T. Strong relieved Commander Sweeny as Executive Officer.

September 15 Departed Pearl Harbor for Eniwetok Atoll. Underway for the invasion of Leyte
September 15 - 27 Eniwetok Atoll. Making final preparations for the assault landings at Leyte. Commander John F. Warris, USN, relieved Captain Strong as Executive Officer.
September 28 - October 2 Underway to Leyte, via Manus Island, in company with Task Group 33.3.
October 1 Crossed the Equator.
October 3 - 14 Anchored in Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.
October 15 - 19 Underway to Leyte, Philippines.

October 20 - 21 Amphibious landing at Leyte, Philippines.

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October 22 - 27 Underway to Manus Island.
October 28 - 31 Anchored in Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.
November 1 - 3 Anchored Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.
November 3 - 4 Underway to Langemak Bay, New Guinea.
November 5 - 10 Anchored, Langemak Bay, New Guinea. Elements of the 187th Airborne embark.
November 11 - 17 Underway to Leyte Gulf.

November 18 Leyte Amphibious Landing, Reinforcements.

November 19 - 24 Underway to Manus Island, Admiralty Islands, Papua New Guinea.
November 25 - 28 Manus Island, Admiralty Islands, Papua New Guinea.
November 29 - 30 Underway to Borgan Bay, Cape Gloucester, New Britian.
December 1 - 10 Borgen Bay, Cape Gloucester, New Britian
 December 4 Embarked elements of the 160th Infantry Regiment, 40th Infantry Division.
 December 6 Amphibious training exercise, Cape Gloucester
December 10 Underway for Seeadler's Harbor, Manus Island, Admiralty Islands, Papua New Guinea.

The remaining pages of this document contain detailed records of the Calvert and crew's daily activities and events.

Year	Month	Day	Location	Historical Details	Sources, Notes
1944-August, 21 - 31				August 21 Departed Pearl Harbor and arrived in Honolulu. Began taking on equipment for the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division. August 24 Honolulu, Embarked the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division. August 25 Departed Honolulu, enroute to Maui for exercises, as part of Task Unit 33.3.2 (Transport Division 30). August 27 - 31 Amphibious exercises in the Lahaina Roads area of Maui.	

Additional Sources for August 1944

* War Diary, USS Calvert, August 1944 - <https://catalog.archives.gov/id/78625762>

* Muster Roll and Report of Changes, USS Calvert, June 1944 - <https://catalog.archives.gov/id/125656395?objectPage=730-757>

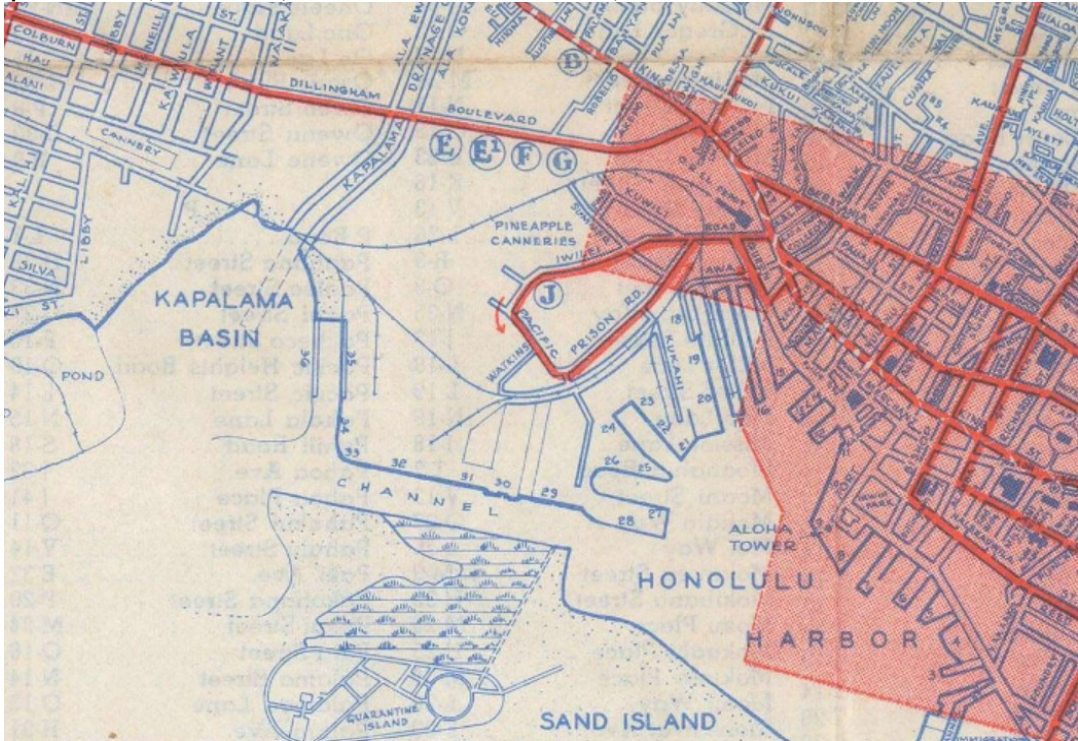
* War Diary, Commander Transport Division 7, August 1944 - <https://catalog.archives.gov/id/78602108>

* War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, Participation in Amphibious Operations for the Capture of Leyte, P.I. - <https://catalog.archives.gov/id/139759949>

1944			Berthed at Lahaina Roads, Maui	Preparations for the Upcoming Amphibious Operation at Leyte, Philippines This period "was most profitably spent in joint planning and in assembling the ships which had been assigned to the expedition."	War Diary, Commander Task Group 79.1, Report of Task Group 79.1, Amphibious Operations for the capture of Leyte, P.I.
1944	August	21	Pearl Harbor, Hawaii Kapalama Basin, Honolulu, Hawaii	1) After a brief upkeep period, the Calvert moved from Pearl Harbor to Kapalama Basin, Honolulu on 21 August. 2) "After a stay at Pearl Harbor we cast off all lines and the ship moved around to the Honolulu Harbor." 3) Moored as before. In accordance with Secret Dispatch from Commander Transport Division 30, ship sortied from Pearl Harbor at 1510, 1412 Underway, proceeding independently to Honolulu. 1719 Entered Honolulu Entrance Channel. 1822 Moored port side to Pier 39B, Kapalama Basin, Honolulu, T.H. 2) "We no sooner dock, secure the sea detail, when advance Army troops started coming aboard. We started loading Army equipment and cargo into the holds of the ship." 3) 2215 Commenced loading Combat Equipment and Vehicles of the 7th Infantry Division, 17th Reg. 3rd Battalion in holds 1 through 6.	1) A History of the USS Calvert - David Cullen - p. 10 2) Billy Bell, Chapter 19, p1 3) War Diary, USS Calvert, August 1944

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Kapalama Basin, Sand Island, and Honolulu Harbor: Honolulu, Hawaii



A Map and Bus Guide of Honolulu. Issued for Service Men and Women by the U.S.O. of Hawaii. 1944 (Extract of larger map image)
Online:
<https://www.geographicus.com/P/AntiqueMap/mapbusguidehonolulu-mann-1944-2>

			Kapalama Basin, Honolulu, Hawaii	Combat Loading, Equipment of the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division Moored as before, continuing to load combat equipment and vehicles. 1655, completed loading No. 6 hold. 1930, completed loading No. 5 hold. 2055, completed loading No. 4 hold. 2230, completed loading No. 3 hold. 2330, completed loading No. 1 hold. 2340, completed loading No 2 hold.	
1944	August	22			War Diary, USS Calvert, August 1944
1944	August	23	Kapalama Basin, Honolulu, Hawaii	Moored as before.	War Diary, USS Calvert, August 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	August	24	Kapalama Basin, Honolulu, Hawaii	Embarkation: 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division. 1) Moored as before. 1914 Commenced embarkation of 3rd Battalion 17th Regiment 7th Infantry Division U.S.A. personnel. 0955 Completed embarkation. 2) On 24 August the Calvert commenced embarking the troops and equipment of the 3rd Battalion, 17th Infantry Regiment, 7th Infantry Division.	1) War Diary, USS Calvert, August 1944 2) A History of the USS Calvert - David Cullen - p. 10
Underway to Maui, for Assault Landing Training Exercises					
1944	August	25	Kapalama Basin, Honolulu, Hawaii	1) The Calvert was placed under the operational control of Commander Task Group 33.1, Attack Group ABLE, as a unit of Task Unit 33.3.2, Transport Group ABLE (Transport Division 30). On this same day, the CALVERT departed Honolulu for Lahaina Roads, Maui. 2) Now operating with Task Unit 33.3.2 (Transport Division 30), an element of Task Group 33.3 (Transport Group ABLE). This group under command of Commander Task Group 33.1 (Attack Group ABLE).	1) A History of the USS Calvert - David Cullen - p. 10
			Underway to training exercises, Maui	The ship is engaged in carrying out training exercises being held in company with embarked elements of Landing Force ABLE, consisting of the 7th Infantry Division Reinforced, with Landing Team 3-17 USA aboard. Training Area consists of Maalaea Bay, Maui, T.H. and adjacent areas. 1545 Underway from Pier 39B. 1617 Sortied from Honolulu. 1730 Steaming in column formation; To arrive Lahaina Roads at daylight 26 August 1944. 1757 - 1809 TransDiv 30 exercised at ship maneuvers: Zigzagging; All hands exercised at abandon ship drill.	2) War Diary, USS Calvert, August 1944
1944	August	26	Underway to Maui	Steaming on course standard speed 15 knots.	War Diary, USS Calvert, August 1944
			Berthed at Lahaina Roads, Maui	0636 Proceeding independently to assigned berth "C-32" in Lahaina Roads, Maui, T.H. 0719 Anchored in assigned berth, C-32.	

Year	Month	Day	Location	Historical Details	Sources, Notes
Training Exercises, Malea Bay: August 27 to September 2					
1944	August 27 to September 2		Berthed at Lahaina Roads, Maui	1) During the period 27 August - 2 September intensive debarkation and landing exercises were conducted in the Maalaea Bay - Kahoolawe area. 2) The period from 10 to 28 August was most profitably spent in joint planning and in assembling the ships which had been assigned to the expedition. 2) Between 28 August and 2 September, this Task Group conducted a full-scale rehearsal of the landing operation, at Maalaea Bay, Maui. This included: * Transfer of troops from APA's to LST's, and vice versa, as was to be done at the staging point. * The approach to the objective, under same conditions of daylight, and with the same changes of course, as would be found at the objective. * The full landing of the assault RCT's and a token unloading of one hatch per transport division. * The transfer of the reserve RCT to LST's and its landing in LVTs simulating an assault.	1) A History of the USS Calvert - David Cullen - p. 10 2) War Diary, Commander Task Group 79.1, Report of Task Group 79.1, Amphibious Operations for the capture of Leyte, P.I.
1944	August	27	Berthed at Lahaina Roads, Maui	Anchored as before. Conducted debarkation drills for landing team 3-17 of the 7th Infantry Division aboard.	War Diary, USS Calvert, August 1944
1944	August	28	Berthed at Lahaina Roads, Maui	Anchored as before. Conducted various debarkation drills for Landing Team embarked on this vessel.	War Diary, USS Calvert, August 1944
1944	August	29	Berthed at Lahaina Roads, Maui Underway to Maalaea Bay, Maui	Anchored as before. During the morning troops were drilled in the fundamental elements of debarkation and Ship's Company participated in lowering landing craft. Troops were debarked into landing craft in proper order. Waves of boats were formed and troops were again embarked. All landing craft were hoisted aboard upon completion of the drill. Close collaboration between Naval and Army Officers and enthusiasm in personnel of the Landing Team resulted in a very satisfactory and efficiently conducted drill. 1559 Underway from Lahaina Road in company with TF 33.1. Formed Cruising Disposition 4T, standard speed 12 knots with USS APALACHIAN as OTC and USS CAVALIER as Fleet Guide. TF 33.1 is underway to make final assault approach on beaches in Maalaea Bay, Maui, T.H. at 0700, 30 August 1944.	War Diary, USS Calvert, August 1944

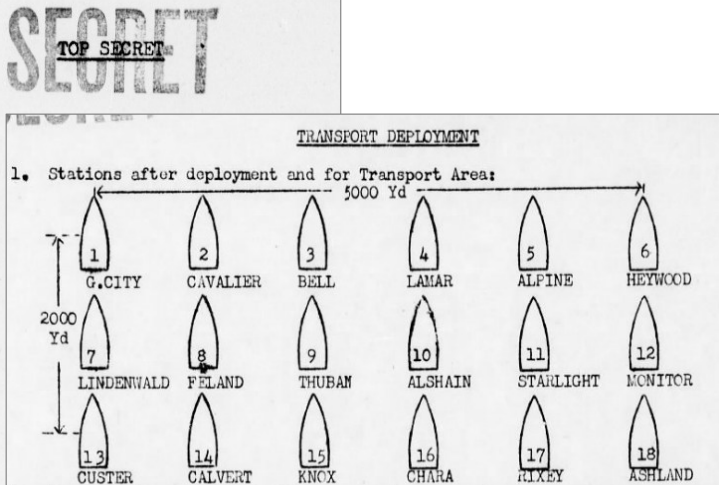
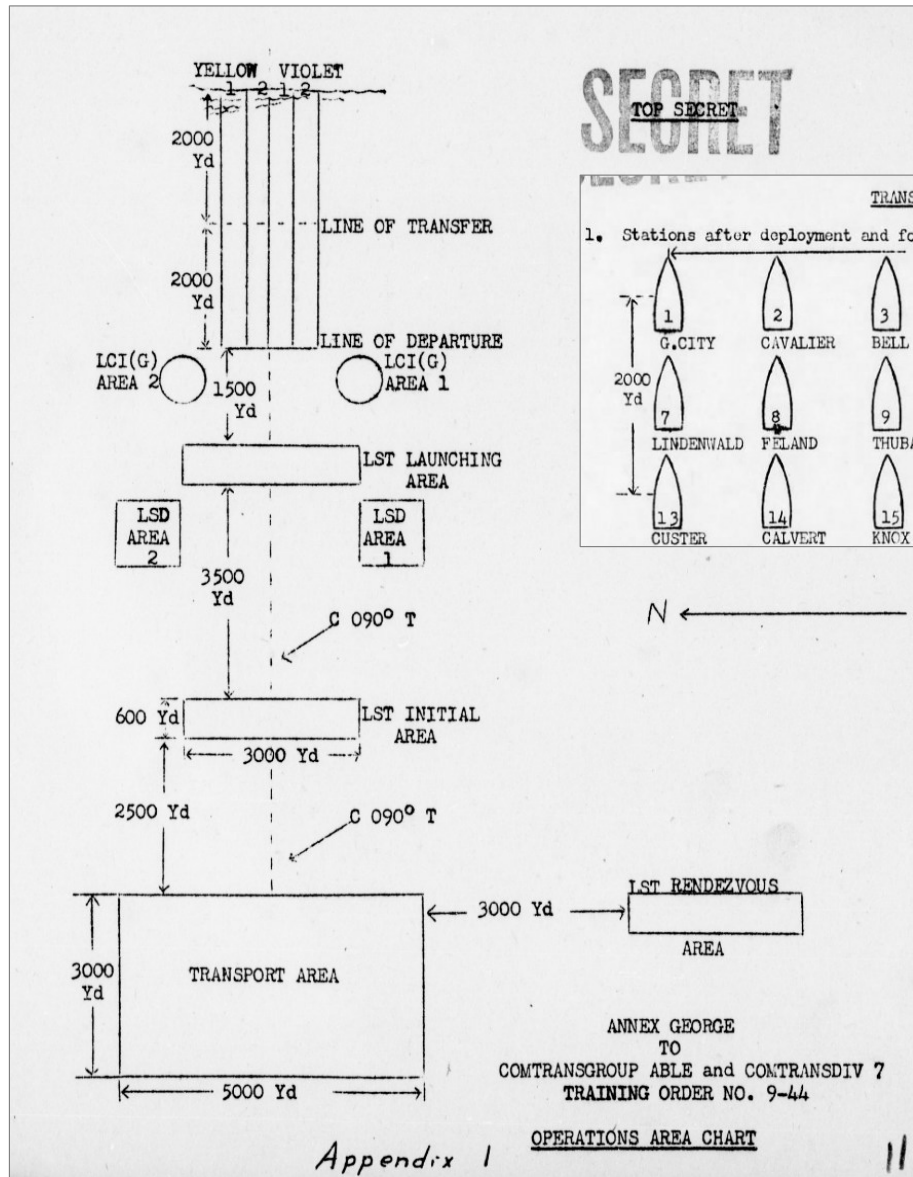
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	August	30	Underway to Maalaea Bay, Maui	0715 Arrived in assigned position in the Transport Area and upon arrival swung out the two LCM(3)'s which were dispatched to another ship. From time of arrival until 0955, the ship remained hove to in this area at which time orders were received to close the beaches.	War Diary, USS Calvert, August 1944 Note: "In sailing, heaving to (to heave to and to be hove to) is a way of slowing a sailing vessel's forward progress, as well as fixing the helm and sail positions so that the vessel does not have to be steered." https://en.wikipedia.org/wiki/Heaving_to
			Hove to, Maalaea Bay	1510 Assault elements of Landing Team 17-3 embarked on this ship were debarked and transferred to assigned LST's employing ships Landing Craft to effect the transfer. 1625 Transfer operation completed and boats were hoisted on their return. The night was spent hove to in Maalaea Bay.	
1944	August	31	Hove to, Maalaea Bay, Maui	Hove to in Maalaea Bay, Maui	War Diary, USS Calvert, August 1944
			Underway to Lahaina Road, Maui Transport Area No. 2, Lahaina Roads, Maui	0620 Proceeded with Knox to Transport Area No. 2 in Alalakeiki Channel between Maui and Kahoolawe Island. 0700 Arrived, Transport Area No. 2. Assumed assigned positions to effect debarkation of remaining elements of Landing Team 17-3. 0800 Debarkation commenced. 0845 Debarkation completed.	

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Landing Group Organization Chart, Transport Area No. 2

War Diary, Commander Transport
Division 7, August 1944
Appendix 1 and 4 (excerpt)

1944 August 31



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ANNEX GEORGE
TO
COMTRANS GROUP ABLE and COMTRANS DIV 7
TRAINING ORDER NO. 9-44

Appendix 1 OPERATIONS AREA CHART 11

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	August	31	Transport Area No. 2, Lahaina Roads, Maui	1425 to 1600, embarkation of troops from the beach employing ships boats.	War Diary, USS Calvert, August 1944
			Underway to Lahaina Road, Maui	1740 Underway in column formation proceeding to previously assigned berth in Lahaina Roads, Maui. 1835 Proceeding to berth C-32. 1904 Anchored.	
			Berthed, Lahaina Roads, Maui		

Year	Month	Day	Location	Historical Details	Sources, Notes
1944-September				September 1 - 3 Amphibious training exercises in the vicinity of Lahaina Roads, Maui.	
				September 3 - 15 Moored in Pearl Harbor.	
				Sept 6 Captain Ronald T. Strong relieved Commander Sweeny as Executive Officer.	
				September 15 Departed Pearl Harbor for Eniwetok Atoll.	
				September 15 - 27 At Eniwetok Atoll, provisioned and made final preparations for departure to participate in the assault landings at Leyte.	
				Sept 27 Commander John F. Warris, USN, relieved Captain Strong as Executive Officer.	
				September 28 Enroute to Leyte, via Manus Island, in company with Task Group 33.3	

Primary Sources for September 1944

- * War Diary, USS Calvert, September 1944 - <https://catalog.archives.gov/id/139741403>
- * Muster Roll and Report of Changes, USS Calvert, September 1944 - <https://catalog.archives.gov/id/125656395?objectPage=758> - 801
- * War Diary, Commander Fifth Amphibious Force, September 1944 - <https://catalog.archives.gov/id/139745625>
- * War Diary, Commander Transport Division 7, September 1944 - <https://catalog.archives.gov/id/139741184>
- * War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I. <https://catalog.archives.gov/id/139759949>

1944	September	1	Berthed at Lahaina Roads, Maui	1) Engaged in training operations with T.U. 33.3.2 (TransDiv 30, Temporary).	1) War Diary, USS Calvert, September 1944 2) War Diary, Commander Transport Division 7, September 1944
				Anchored in Berth 32C, Lahaina Roads, Maui in company with T.F. 33.1.	
				Debarkation drills were held the afternoon for elements of the Landing Team. Ship's landing craft being employed to carry out the exercise.	
				2) Task Unit 33.3.2, Transport Division 30 (Temporary), comprised of: Knox, Calvert, Custer, Hicky, Chara, Ashland.	
1944	September	2	Berthed at Lahaina Roads, Maui Underway	1) Anchored as before, Berth 32C.	1) War Diary, USS Calvert, September 1944 2) War Diary, Commander Transport Division 7, September 1944
				0800 Underway from Lahaina Roads, to arrive Oahu on Sept 3, 1944.	
				1030 All ships formed special disposition in order to conduct firing exercises employing all AA batteries on towed sleeves.	
				1115 to 1130 Firing on targets employing port batteries.	
				Similar gunnery exercises were conducted in the afternoon and were completed at 1530.	
				Steering southerly courses to retire SW'ly of Oahu, T.H., for the night.	
				2) The Calvert's ammunition expenditures: 39 5"/38; 48 3"/50; 423 40mm; 1063 20mm	

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	3	Underway for Pearl Harbor Moored, Pearl Harbor	1) Steaming as before, on various course. 0907 Arrived off Pearl Harbor entrance channel. 1135 Ship entered the channel and was secured starboard side to the USS Custer APA40, Berth Xray6, Pearl Harbor. 2) Upon completion of these exercises, the CALVERT and the other ships in the group returned to Pearl Harbor, arriving on the morning of 3 September.	1) War Diary, USS Calvert, September 1944 2) War Diary, Commander Transport Division 7, September 1944
1944	September	4 - 6	Moored, Pearl Harbor	Moored as before, Berth X-Ray 6 Pearl Harbor, for these dates. September 4th: All personnel of the embarked Landing Team 17-3 were debarked via LCT's in the afternoon for base ashore.	War Diary, USS Calvert, September 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
Captain Ronald T. Strong, USNR, Assumes Command of the USS Calvert on September 6th					
1944	September	5	Moored, Pearl Harbor	1) September 6, 1944: Captain Ronald T. Strong, USNR, assumed command of the USS Calvert, effective as of September 5. He relieves Commander Edward J. Sweeney who is being hospitalized. 2) Sweeney, to U.S. Naval Hospital, Aiea, T.H. for treatment. Strong, from CTD 24 to assume command of Calvert.	1) War Diary, Commander Fifth Amphibious Force, September 1944 2) Muster Roll, Report of Changes, USS Calvert, September 1944

Commander Edward J. Sweeney, USN



Captain Edward J. Sweeney, Commander *USS Calvert* - September 5th, 1944
Source: Eric Hook, USAF (Grandson of Dr. William G. Hook, *Calvert's* asst medical officer)

Captain Ronald T. Strong, USNR



Captain Ronald T. Strong, Commander *USS Calvert* - September 5th, 1944
Source: Eric Hook, USAF (Grandson of Dr. William G. Hook, *Calvert's* asst medical officer)

Photographs provided by Eric Hook, USAF (Grandson of Dr. William Hook, the *Calvert's* Assistant Medical Officer at this time)
Online:
<https://www.usscalvert.com/2014/11/15/ronald-t-strong-co-sep-44-oct-44/>

Note 1: Cullen states that Captain Strong assumed command of the *Calvert* on September 15th but this conflicts with official records indicating the 6th of September. See page 11, *A History of the USS Calvert*, David Cullen.

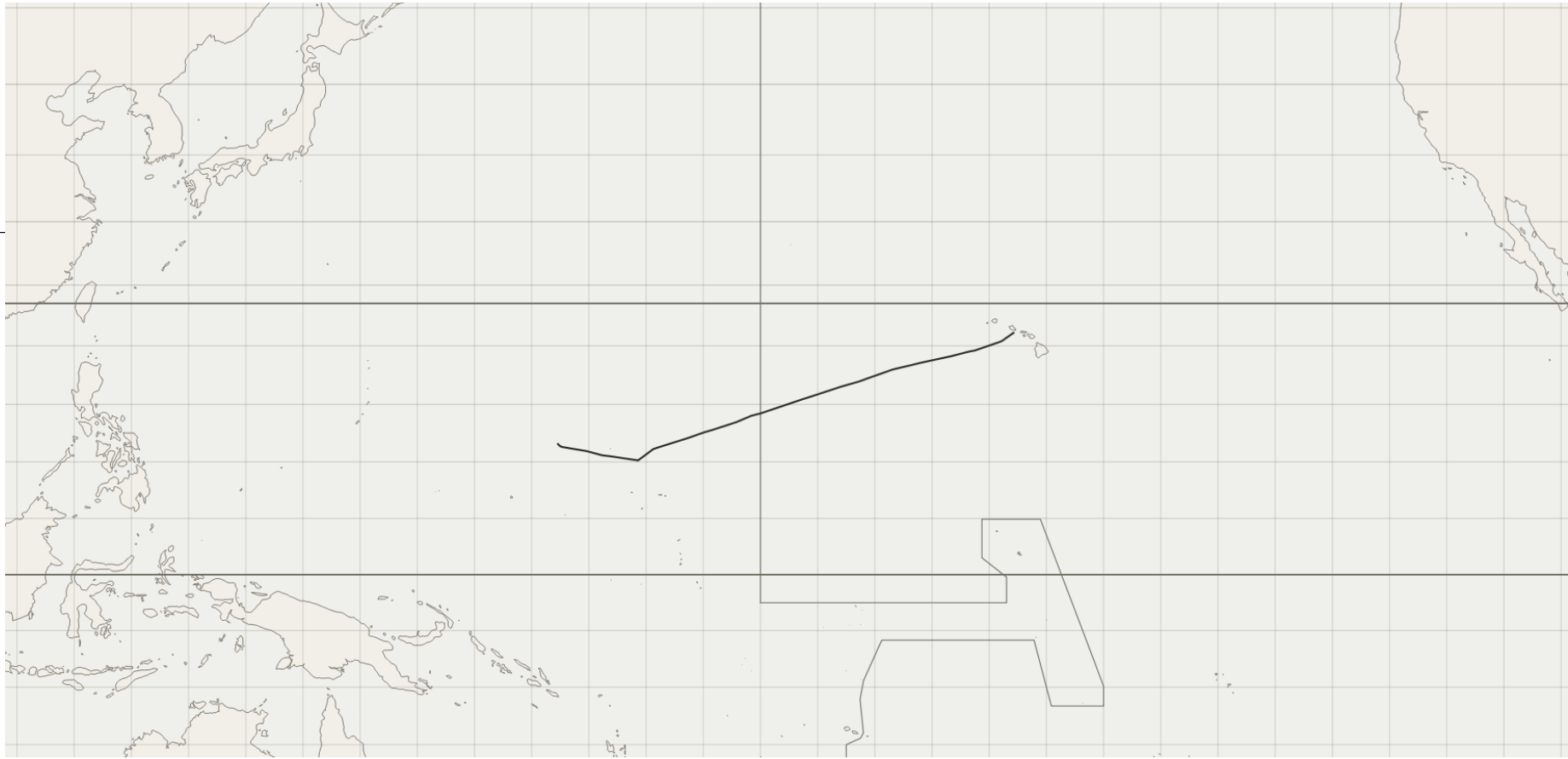
Note 2: "For his outstanding work at Saipan and the performance of his Ship Admiral Turner awarded Captain Sweeney the Bronze Star, and he won a third battle star on his Asiatic Pacific ribbon. Captain Sweeney was then assigned to shore duty and for eight months held the post of Auxiliary Training Officer at Treasure Island being thankful for a chance to be with his wife. But you can't keep a real sailor ashore and the Captain saw chances to go to China and Japan, so on October ??, Captain Sweeney took Command of the *USS Neshoba*. Online:
<https://www.rpadden.com/216/cptnsweeney.htm>

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	4 - 6	Moored, Pearl Harbor	"We return to Pearl Harbor. The troops leave the ship, but their equipment and cargo do not. It is still aboard, so I guess that means that it won't be very long until we will be underway for another invasion somewhere real soon. ... This one day our Captain was transferred to another location. The new Captain will take over the ship after he inspects all the upper and lower decks. Our Captain that we had was sure a good one and we hate to lose him. But I'm sure the new Captain will do just as well in his job and if we don't like him that is just tough. After a few more days under the new command of our Captain they start brining on supplies and food and ammunition. A yard oiler came along side and we took on oil. Then they started loading fresh stores, and I mean it comes aboard by the thousands of pounds. Then we receive the medical supplies. While the medical supplies were coming aboard I was helping and some place down the line I confiscated two boxes of sick bay brandy. Each box had twenty-four two ounce bottles in it. I got them down to my locker and every once in a while I would take a small bottle up on watch with me and drink it, and boy, did it taste good, just sipping it very slowly. I didn't give one of those bottles away."	Beach Party. Billy Bell. Chapter 19, p1
1944	September	4-10	Moored, Pearl Harbor	1) Moored as before, Berth X-Ray 6 Pearl Harbor for these dates. 2) September 4 - 9, 1944: Rewired switches to galley range and repaired ice cream cabinet on soda fountain. 1) September 10: 1817 Commenced embarkation of personnel of Landing Team 17-3 of 7th Infantry Division, via LCT's. The operation was completed at 2010 with all combat personnel aboard.	1) War Diary, USS Calvert, September 1944 2) War diary, 14th Naval District, Pearl Harbor Navy Yard, p141 https://catalog.archives.gov/id/139747516?objectPage=141
1944	September	11 - 14	Moored, Pearl Harbor	There are no entries in the Calvert's war diary for these dates.	War Diary, USS Calvert, September 1944
1944	September	15	Moored, Pearl Harbor Underway to Eniwetok	Underway for Eniwetok 1) On 15 September, the CALVERT, with Transport Group ABLE, departed Pearl Harbor enroute to Japtan Island in the Eniwetok Atoll. While enroute to this destination, extensive gunnery and torpedo evasion exercises were conducted. 2) 0000 Moored as before. 0820 Underway. 0936 Sortied from Pearl Harbor, in company with T.U. 33.3.2: Mission, Knox, Cavalier, Appalachian, Custer, Chara, Rixey. Maneuvered in Mamala Bay, Oahu, awaiting sortie of remaining ships. 1330, formed cruising disposition, standard speed 14 knots. 1447 to 1630 Conducted Anti-Aircraft firing exercise on towed sleeves. 1707 Formed Cruising Disposition 4-T, commenced zigzag employing plan #6. 3) 10 enlisted members of Standard Landing Craft Unit 34 embarked on the Calvert on this date; 5 officers of Standard Landing Craft Unit 24 also embarked for transportation to the forward area. 4) Transport Group 33.1 left Pearl Harbor on September 15. The composition of Task Group 33.1 for the passage was as follows: TransDiv 30: Knox, Calvert, Custer, Chara, Rixey	1) A History of the USS Calvert - David Cullen - p. 11 2) War Diary, USS Calvert, September 1944 3) Report of Changes, Muster Roll, USS Calvert, September 1944 4) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group

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Chart of route: Pearl Harbor to Eniwetok

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



1944	September	16	Underway to Eniwetok	0000 Steaming on course 256degT, standard speed 12 knots in company with TF 33.1, cruising disposition 4-T. 0830 Commenced maneuvers as per movement order A171-44. 0912 Commenced deployment. 0922 Deployment disposition formed. 1050 Transport Group ABLE again in Cruising Disposition, 4-T. 1058 Standard speed increased to 12.7 knots. Moderate NE'ly winds with small sea and swell prevailed throughout the day. Note: The maneuvering exercise held this forenoon was executed with little difficulty by all vessels.	War Diary, USS Calvert, September 1944
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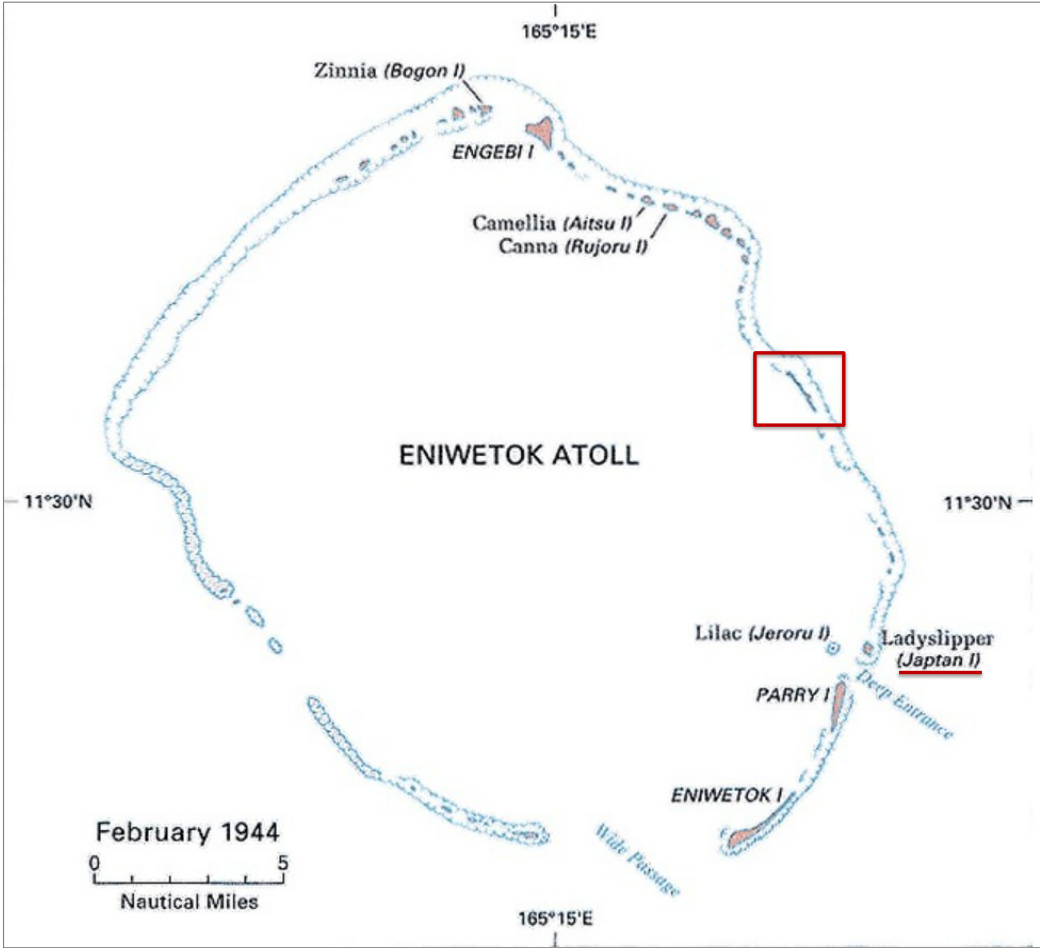
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	17	Underway to Eniwetok	0000 Steaming as before. 0830 to 0945 The Transport Group exercised ship maneuvers. Exercise consisted of shifting from Cruising Disposition 4-T to Disposition 8-T (Air defense formation). Various turns were executed while in this formation simulating evasive action against simulated torpedo attack (aerial). 0945 Cruising Disposition 4-T was again assumed on base course 256degT. 2013 to 2025 The Transport Group was subjected to a simulated Destroyer Torpedo Attack by members of the screening unit which had been dispatched earlier to make their approach. Transport Group was maneuvered to provide evasive action. Sea and swell continue to be small. Wind generally x N to E x S, force 2, overcast skies prevailed throughout the night of Sept 17 and 18.	War Diary, USS Calvert, September 1944
1944	September	18	Underway to Eniwetok	0000 Steaming as before at standard speed 12.7 knots in Cruising Disposition 4-T. 0300 Johnson Island was abeam distance 45 miles bearing 160degT. 0830 to 1446 This Transport maneuvered with Group at forming Approach Disposition. 1446 Resumed Cruising Disposition 4-T at standard speed 12.0 knots.	War Diary, USS Calvert, September 1944
1944	September	19	Underway to Eniwetok	0000 Steaming as before, at standard speed 12.0 knots in Cruising Disposition 4-T. 1245 Formed Cruising Disposition 8-T, screening vessels conducted gunnery exercises on towed sleeves while in this disposition, speed 11 knots. 1507 Gunnery exercises completed formed cruising disposition 4-T. Crossed the International Date Line 2400 Changed zone description to -12 Z.T. Changed date to September 21, East Longitude Date. Smooth sea, slight SE'ly swell with light SE'ly airs. Partly cloudy skies prevailed.	War Diary, USS Calvert, September 1944
1944	September	21	Underway to Eniwetok	0000 Steaming on course at standard speed 12 knots. Zigzagging on plan #6. Cruising Disposition 4-T. 0805 Crossed 180deg Meridian into East Longitude at Latitude 14deg 13'N. During afternoon Transport Group was exercised at ship maneuvers, i.e., turns, alteration of speed, corpen movements, etc. Smooth to small sea with moderate to light NE'ly winds and partly cloudy sky.	War Diary, USS Calvert, September 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	22	Underway to Eniwetok	0000 Steaming on course at standard speed 12 knots. Cruising Disposition 4-T, zigzagging from dawn to dusk. 1245, Cruising Formation 6-T was assumed. 1315 to 1450 Gunnery exercises were conducted with all port 20 and 40MM weapons firing on towed targets.	War Diary, USS Calvert, September 1944
1944	September	23	Underway to Eniwetok	1) Steaming on course at standard speed 12 knots in formation 4-T. Commenced zigzagging at dawn. Frequent rain squalls passed throughout the day with variable winds and moderate sea. Aside from normal routine this day passed without incident. 2) 1515 Destroyers simulated torpedo attack on main body.	War Diary, USS Calvert, September 1944
1944	September	24	Underway to Eniwetok	0000 Steaming as before. Cruising Disposition 4-T. 0815 Formed cruising disposition 6-T in order to conduct gunnery exercises on towed sleeves. 1200 Again steaming in Disposition 4-T. Weather continues to be consistent with this area. Light rain squalls, light E'l winds and small sea swell.	War Diary, USS Calvert, September 1944, Note: See chart of cruising dispositions 4-T and 6-T, below.

Compiled by Chris Funck - www.usscalvert.com

Year	Month	Day	Location	Historical Details	Sources, Notes
Arrival, Japtan, Eniwetok Atoll					
1944	September	25	Underway to Eniwetok	1) On 25 September, the group arrived at Japtan, and for three days replenishment operations took place, and limited recreational parties were held nearby Runnitto Island. 2) 0830 to 1100 Maneuvering by Divisions off Deep Entrance, Eniwetok awaiting clear channel for entry. 1230 Proceeding independently into port. 1235 Entrance Buoy abeam, proceeding to assigned berth in lagoon. 1328 Anchored	1) A History of the USS Calvert - David Cullen - p. 11 2) War Diary, USS Calvert, September 1944

Eniwetok Atoll: Japtan and Deep Entrance shown bottom right quadrant of the chart. Runnitto Island (location of liberty) is highlighted in red rectangle.



Left: Feb 1944 United States Army map of Eniwetok Atoll in the Marshall Islands World War II Database
Online:
https://ww2db.com/image.php?image_id=30753

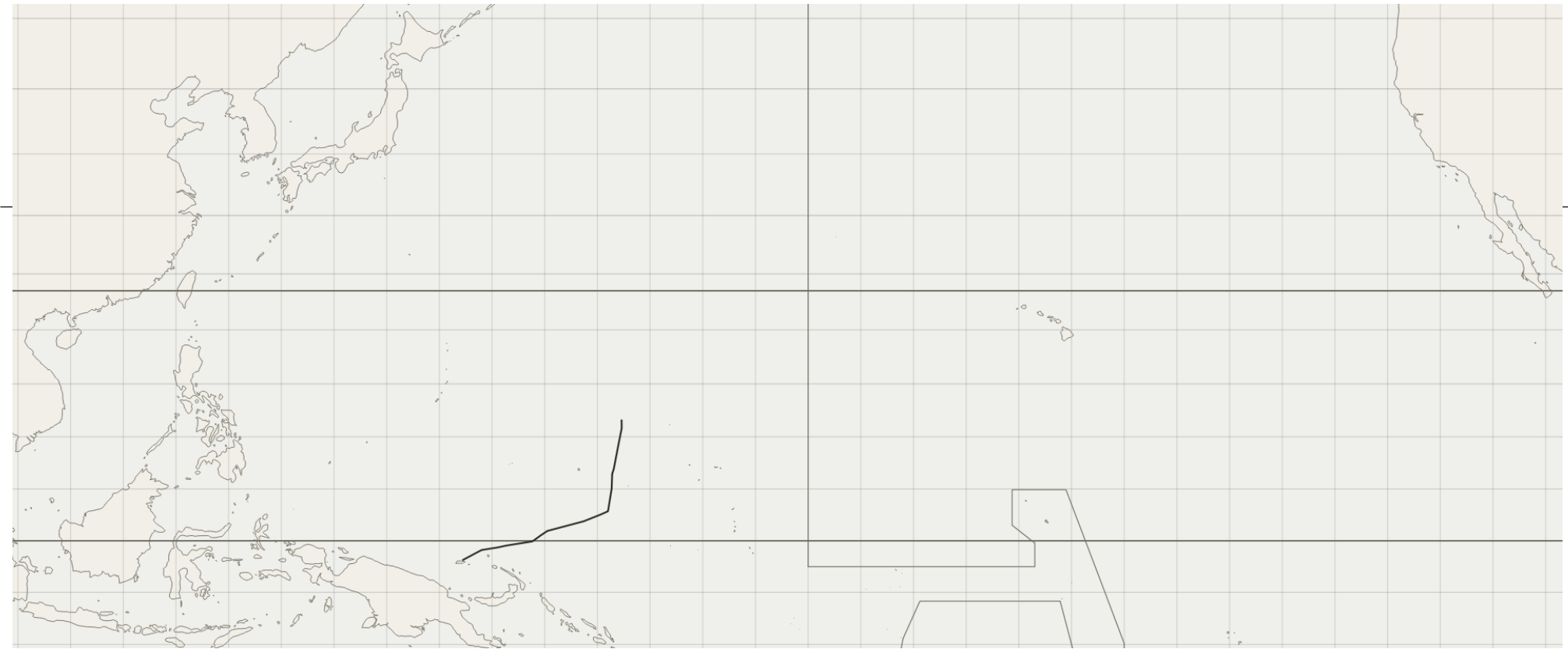
Right: Runnitto Island shown (extract of a larger chart image)
North Pacific Ocean Marshall Islands East-central Part Of Eniwetok Atoll
From US Navy, NOAA Historical Map Collection (1946)
Online:
<https://vintagevisualizations.com/products/north-pacific-ocean-marshall-islands-east-central-part-of-eniwetok-atoll>

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	25	Eniwetok Lagoon	1402 Underway to moor alongside USS KANKAKEE (AO38) for fuel. 1736 Fueling was completed and ship proceeded to assigned berth. Ship in company with T.G. 33.3.	War Diary, USS Calvert, September 1944
1944	September	26	Anchored, Eniwetok Lagoon	1) Anchored in Eniwetok Lagoon in company with T.G. 33.3. Ship is provisioning and rearming from supply ships present. Ship's Company and boats are engaged in provisioning vessels of the screen and air group of T.G. 33.3, in accordance with Logistics Plans. Troops of the embarked Landing Team were debarked to Runit Island by Ship's Boats for a few hours of relaxation and rehabilitation. Temporary relief from the necessarily cramped condition of the ship enabled Ship's Force to make a general field day after the trip from the Hawaiian Areas. 2) The troops in the transports were landed daily (except day of arrival) for recreation and controlled exercise. Especially in view of the long period during which the troops would be embarked, every effort was made to provide the maximum facilities for exercise and for recreation. In this, the full cooperation of the atoll commander was received.	1) War Diary, USS Calvert, September 1944 2) War Diary, Commander Task Group 79.1, Report of Task Group 79.1, Amphibious Operations for the capture of Leyte, P.I.
1944	September	Late	Anchored, Eniwetok Lagoon	"We were only here a couple of days, but we got over to the island for some beer parties and to stretch our sea legs. We took on some more provisions and one hell of a lot of ammunition."	Beach Party. Billy Bell. Chapter 19, p2-3
1944	September	27	Anchored, Eniwetok Lagoon	1) Anchored as before provisioning continued throughout the day and night. Troops were again ferried to Runit Island for a few hours relief from ship board confinement. Change of Command: Commander John F. Warris, USN 2) 1450, 27 September 1944 Commander John F. Warris, USN, reported aboard to relieve Captain Ronald T. Strong, USNR, as Commanding Officer.	1) War Diary, USS Calvert, September 1944 2) A History of the USS Calvert - David Cullen - p. 11
1944	September	28	Anchored, Eniwetok Lagoon Enroute to Manus Island	Underway for the Invasion of Leyte, via Manus Island 2) On 28 September, the task group sailed, heading in the general direction of the objective area, Yap and Ulithi. More gunnery and evasion exercises were conducted. 1) 0725 Ship was underway in company with T.G. 33.3 at 0725 0845 Sortied from Eniwetok, passing through Deep Entrance. Immediately on sortie, Cruising Formation 4-t was formed. 1341 Cruising formation 6-T was formed in order to conduct Gunnery Exercises on towed sleeve targets.. 1400 to 1545 Various firing runs made on sleeve targets employing all A.A. batteries. Small to moderate SE'ly sea and wind prevailed with partly cloudy skies. Frequent rain squalls passed over throughout the day.	1) A History of the USS Calvert - David Cullen, p11 2) War Diary, USS Calvert, September 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Eniwetok to Manus Island

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



1944	September	Late	Enroute to Manus Island	The transports groups departed Eniwetok on the morning of 28 September, and proceeded to Manus. The intensive training schedule which had been carried out between Pearl Harbor and Eniwetok was continued.	War Diary, Commander Task Group 79.1, Report of Task Group 79.1, Amphibious Operations for the capture of Leyte, P.I.
1944	September	29	Enroute to Manus Island	Steaming as before, at standard speed 12 knots, in Cruising Formation 4-T. Formation is zigzagging from dawn to dusk on plan #6. Ship's Company was exercised at General Drills during forenoon. Weather continues variable with frequent heavy rain squalls - fresh East winds, rough sea and moderate swell. Note: It was deduced from observations that strong variable currents exist throughout this area.	War Diary, USS Calvert, September 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	September	30	Enroute to Manus Island	1) Steaming as before, standard speed 12 knots, fleet speed 13 knots in Cruising Disposition 4-T.	War Diary, USS Calvert, September 1944
				The ship's company was exercised at General Quarters during forenoon. A simulated Air Attack by planes from carrier group had been planned against the Transport Group but failed to materialize. The Tractor Group of T.F. 33 was overhauled and passed on the port hand during the afternoon. During the afternoon Cruising Disposition 6-T was assumed and gunnery exercises were conducted employing 40MM and 20MM batteries against towed sleeves.	
				1432 The convoy was again in normal Cruising Disposition 4-T.	
Approaching the Equator and the Domain of Neptunus Rex					
1944	September	Late	Underway to Manus Island, nearing the Equator	"We find out that we are going to cross the Equator. Boy, this is one of the days I have been waiting for. Now I am a Royal Shellback and I am going to be one of those who will dish it out. We have a lot of pollywogs and hundreds of US Army boys aboard ship. God help those screaming pollywogs. All of we royal shell backs have a good meeting to see what we will be doing. I had the carpenters make me a thing sorta like a yoke that you could put two guys' heads and their hands in and then you could lock it and they couldn't get out. Then I went down to the sail locker and got myself a piece of canvas and made myself a big shellaley and got five gallons of black oily sludge juice and a three inch paint brush, and now I am waiting for the royal ceremonies to commence.	Beach Party. Billy Lee Bell. p63 (Chapter 20)
				The day before the ceremonies are to start, about six pollywogs knew that I was a Royal Shellback and they caught me at the bow of the ship and held me down and cut off all my hair. Boy, was I mad, but I knew the very next day I would get even with them."	

Year	Month	Day	Location	Historical Details	Sources, Notes
1944-October				October 1 Underway to Manus Island, enroute to participate in the Amphibious Landings of Leyte, Philippines. Crossed the Equator.	
				October 3 - 14 Anchored in Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.	
				October 15 - 19 Underway to Leyte, Philippines.	
				October 20 - 21 Amphibious landing at Leyte, Philippines.	
				October 22 - 27 Underway to Manus Island.	
				October 28 - 31 Anchored in Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.	

Sources for October 1944

War Diary, USS Calvert, October 1944 - <https://catalog.archives.gov/id/78644464>

Report of Changes, Muster Roll, USS Calvert, October 1944: <https://catalog.archives.gov/id/125656395?objectPage=804-813>

War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I. - <https://catalog.archives.gov/id/139759949>

Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944 - <https://catalog.archives.gov/id/78649434>

Underway to Manus Island, enroute to participate in the invasion of Leyte, Philippines

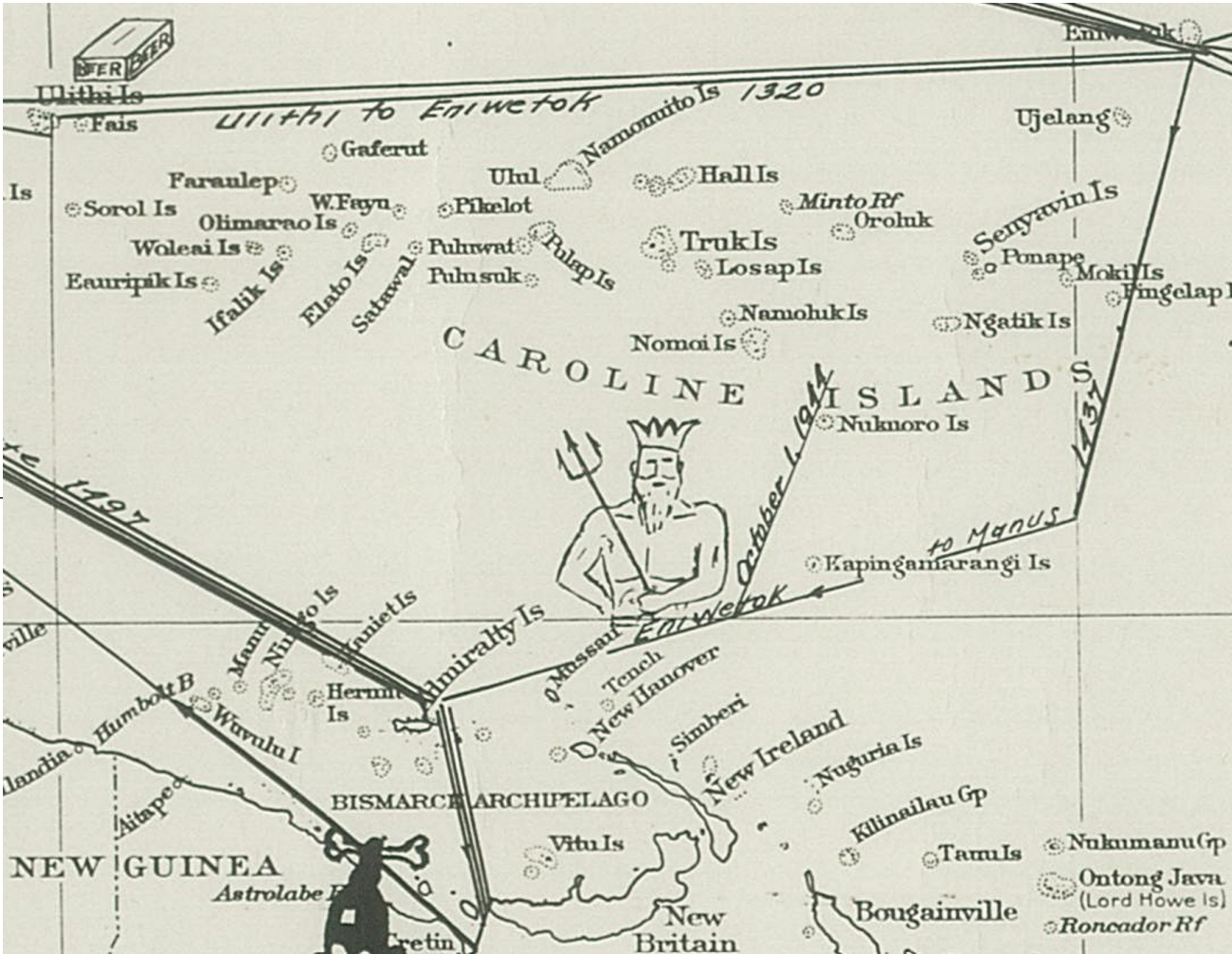
1944	October	1	Underway to Manus Island	Steaming as before, in company with T.G. 33.3, on course 249 degrees T at fleet speed of 14 knots, standard speed 14 knots. The Transport Group formed cruising disposition 6-T at 0930, and ship's company was exercised at Anti-Aircraft gunnery. All 20mm and 40mm batteries on port side were fired. Heavy cloud cover and frequent rain squalls however made successful runs difficult. By 1100, ships were again in normal cruising disposition.	War Diary, USS Calvert, October 1944
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Crossing the Line Ceremony

1944	October	1	Crossing the Equator, underway to Manus Island	1) During the afternoon the traditions of the sea were observed and "Davy Jones" representative of "Neptunas Rex" was duly received aboard by the Commanding Officer, in preparations for the reception of "Neptunis and his court" upon crossing the "line". Ceremonies are sanctioned by CTG 33. 1909, Ship crossed equator into South Latitude at Longitude 154 Degrees -- 00'E. 2) Routine exercises were interrupted on 1 October when the Calvert received an anticipated visitor, King Neptunas Rex. Also on the same date the Calvert observed the ceremony of several medals and awards being presented to officers and men of the ship's company. 3) Domain of Neptunis Rex card (Joseph E. Evans - Officer) - Know Ye that Joseph E. Evans on the 1st day of October 1944, aboard the U.S.S. Calvert (APA-32), Latitude 00-00, Longitude 154deg, appeared in our Royal Domain and....." See pic of card.	1) War Diary, USS Calvert, October 1944 2) A History of the USS Calvert - David Cullen - p. 11 3) Calversion V46, Page 6
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Year	Month	Day	Location	Historical Details	Sources, Notes
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1944 October 1 Approximate location the Calvert crossed the Equator, entering the domain of Neptuneus Rex, October 1, 1944, enroute to Manus Island



"Cruise of the USS Calvert APA 32
November 1943 to April 1946"

Online:
<http://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	1	Crossing the Equator, underway to Manus Island	The Ceremony "At eight o'clock in the morning all the royal shell backs came out in full force and dolled up in costume ready for action. We have some pollywogs up on the bow of the ship in foul weather gear looking for King Neptune and his royal court. Then everybody took his place. The royal cops policed the whole ship to make sure that no one escaped. Then all those slimy, miserable, sucking pollywogs were told to line up and not to move an inch out of line. If they did get out of line, one of the royal cops was watching and he would swat the hell out of them with his shellaleey. Those poor shaking pollywogs were standing, there watching and waiting their turn to go before the royal judges to see what their sentences would be. I was still mad at the guys who cut my hair all off, so I went down that line of pollywogs and pulled all six of them out and marched them down before the royal judges. I told them and showed them what the pollywogs had done to me and the royal judges sentenced them to go all through the ceremonies twice. After a pollywog was sentenced by the royal judge, he then went down before the royal photographer and had his picture taken with some kind of dye. Then he went before the royal doctor where he got a good going over. Then he went before the royal family and kissed the royal baby. Then he came before the royal stockade, of which I was in charge. Next they went to the royal bears and down the line of royal cops. They just about beat the hell out of them."	Beach Party. Billy Lee Bell. p63 (Chapter 20)
				On the same date several medals and awards were presented to officers and men of the ship's company.	A History of the USS Calvert - David Cullen - p. 11

Year	Month	Day	Location	Historical Details	Sources, Notes
Awards presented to officers and men of the ship's company, October 1, 1944					
1944	October	1	Underway to Manus Island	CITATIONS AND AWARDS PRESENTED ABOARD THE U.S.S. CALVERT 1 October 1944 In the name of the President of the United States, the Commander in Chief, U.S. Pacific Fleet, presented the BRONZE STAR MEDAL: To: Lieutenant Lew Carey SAYERS, USNR Fort Worth, Texas "For meritorious achievement in the performance of his duties as Beach-master of an Assault Transport during the amphibious assaults upon Kiska; Tarawa; Kwajalein Atoll; Marshall Islands and Saipan. By his initiative, devotion to duty, and superior skill and knowledge, he was materially responsible for the flow of supplies from the beaches to the fighting lines. Frequently under fire and working under the most adverse conditions he has consistently been an inspiration to all serving with him. His conduct throughout distinguished him among those performing duties of the same character.	A History of the USS Calvert - David Cullen - p. 11 - 14 War Diary, USS Calvert, October 1944
				To: Lieutenant (jg) Donald Lehmann FETTERMAN, USNR Reading, Pennsylvania "For exceptionally meritorious service as Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily; Makin Island; Kwajalein Atoll; Marshall Islands and Saipan. Acting as Wave Commander in each of the assaults, he devoted himself untiringly and unselfishly to his duties in a manner which bore direct results in the consequent success of all operations. During the invasion of Makin Island, he led in the initial waves of LVT's with a skill and courage that accounted in a large measure for the satisfactory performance of the (at that time) new and relatively untried craft. Cool and resourceful when under fire, his outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service."	
				To: Lieutenant (jg) Raymond Grant MACLEAN, USNR South Portland, Maine "For exeptionally meritorious service as Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily; Makin Island; and Kwajalein Atoll, Marshall Islands and as Assistant Boat Group Commander during the assault upon Saipan. Commended by his Commanding Officer for outstanding devotion to duty during the invasion of Sicily, he has continued to render consistenly meritorious service in all operations. While acting as Salvage Officer in conjunction with his duties as Assistant Boat Group Commander during the assault on Saipan, by his courage, resoucefulness, and superior knowledge he salvaged numerous breached boats under the most adverse conditions. His outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service."	A History of the USS Calvert - David Cullen - p. 11 - 14

Year	Month	Day	Location	Historical Details	Sources, Notes
				To: Lieutenant (jg) Dwight "A" CALLAGAN, USN Aurora, Illinois "For meritorious achievement as Medical Officer in the Beach Platoon of an Assault Transport during the amphibious assaults upon Tarawa; Kwajalein Atoll, Marshall Islands, and Saipan. By his professional skill and knowledge, perseverance, endurance, and cool resourceful thinking while under fire, he was responsible for the emergency treatment of casualties on hostile beaches and their rapid evacuation to ships for further treatment. His conduct throughout distinguished him among those performing duties of the same character."	
				To: Donald Dewitt HADDOX, Coxswain, USNR Big Bend, West Virginia "For meritorious conduct in the performance of outstanding service as coxswain of a landing craft during the Saipan Island Operation, beginning 15 June 1944. After an enemy bombing attack at night off Saipan Island, which damaged several landing craft and injured himself and the crews of the damaged boats, he transported the injured men from his and other boats to a transport where all the injured men were treated for their wounds. Two such trips were made and were carried out in the darkness and in the face of other enemy attacks, and while he was suffering from severe shrapnel wounds in his shoulder and arm. His gallantry under fire and his conduct, above and beyond the normal call of duty, undoubtedly resulted in the saving of the lives of at least two men and expedited medical care for others. His conduct throughout was in keeping with the highest traditions of the Naval Service."	A History of the USS Calvert - David Cullen - p. 11 - 14
				To: Lieutenant (jg) Burnett Dickson BRUCE, USNR Berwyn, Illinois "For exceptionally meritorious service as a Wave Commander in the Landing Boat Group of an Assault Transport during the amphibious assaults upon Sicily and Makin Island; as Assistant Boat Group Commander during the amphibious assault upon Kwajalein Atoll, Marshall Islands; and as Boat Group Commander during the assault upon Saipan. His initiative and foresight in planning and enforcing a training and supervisory program for the education of boat personnel during the training stage and his leadership, courage, and cool and resourceful thinking while under fire have directly contributed to the success of all operations. His outstanding service and conduct throughout were in keeping with the highest traditions of the Naval Service."	A History of the USS Calvert - David Cullen - p. 11 - 14

Year	Month	Day	Location	Historical Details	Sources, Notes
				To: Lieutenant Commander Michael James STAPLETON, USNR Averill Park, New York, N.Y. "For extraordinary achievement as Senior Medical Officer of an assault transport during the amphibious assaults upon Sicily; Makin Island; Kwajalein Atoll, Marshall Islands; and Saipan, in organizing his department to receive and treat wounded troop and Naval casualties. By his superior skill and knowledge he devised a plan to receive casualties from a hostile beach which accounted for the immediate treatment of seriously wounded men. His initiative, perseverance and professional ability have constantly been an inspiration to all serving with him. His conduct and excellent service in the line of his profession during all operations have consistently been above and beyond the call of duty, and worthy of the highest traditions of the Naval Service."	A History of the USS Calvert - David Cullen - p. 11 - 14
				To: Thomas Hastings GRAY, Motor Machinist's Mate, 3rd Class, USN Philadelphia, Pennsylvania "For distinguishing himself by meritorious achievement as a member of a landing boat while under fire during operations against the enemy during the night of 23 June 1944, at Saipan, Marianas Islands. He assisted in the transporting of wounded men from damaged landing craft, and by his cool and excellent performance of duty contributed to the saving of the lives of at least two men and expedited medical care for six others. After the wounded men were board a transport he remained with his boat, which was in a sinking condition, and in the morning returned to his ship. His conduct throughout distinguished him among others performing duties of the same character and was in keeping with the highest traditions of the Naval Service."	
				"For meritorious conduct in the performance of duties in the line of his profession, as a member of a beach party during amphibious operations at Kiska Island during August 1943; Tarawa Atoll, in November 1943; Kwajalein Atoll, February 1944; and Saipan and Tinian Islands during June and July 1944. By his initiative, ability and devotion to duty, he contributed greatly to the successful performance of the beach party in which he served. His conduct while under fire and his skill throughout, distinguished him from others performing duties of the same character and his actions were at all times in keeping with the highest traditions of the Naval Service."	A History of the USS Calvert - David Cullen - p. 11 - 14
1944	October	2	Underway to Manus Island	Steaming with TG 33.1 on course 261 degrees T at 13.5 knots. Anti-Aircraft gunnery practice was held in the afternoon for the 20mm and 40mm batteries. Weather continued cloudy and with occasional rain squalls. Moderate sea and swell.	War Diary, USS Calvert, October 1944

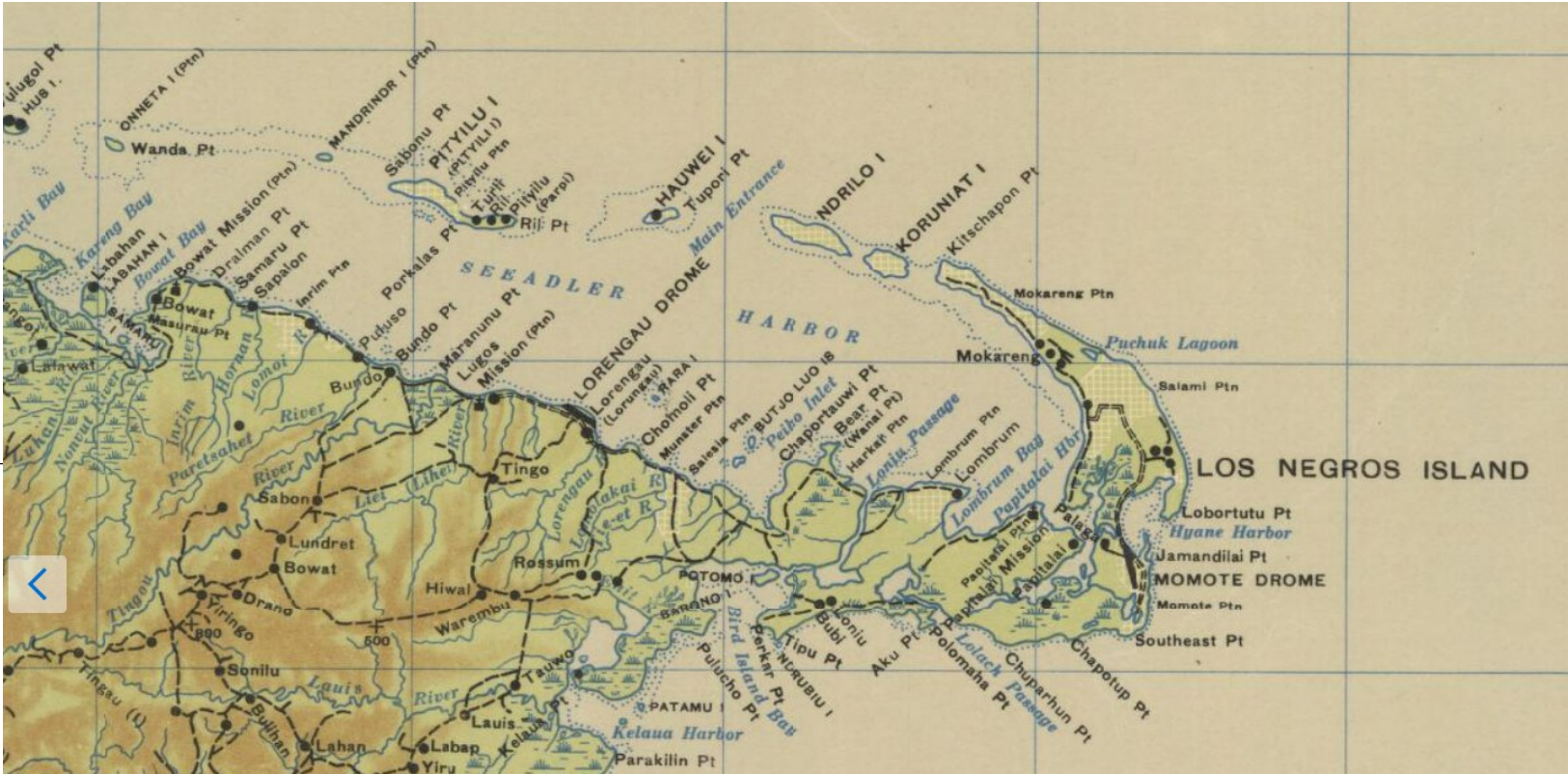
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	3	Underway to Manus Island	1) Steaming with T.G. 33.1. 0550 Manus Island was sighted. 0900 Proceeding independently toward Seeadler Harbor. 0935 Entered Seeadler Harbor. Anchored in berth 292. 2) "As we came into the harbor I was up on the bow of the ship and I had a pair of binoculars and looking around. This is one hell of a big harbor. I never saw so many ships in my life. There must be every type of fighting ship in the Navy here. I can see three great big floating dry docks here and they are big enough to lift a battle wagon. What a beautiful sight this is to see so many ships gathered in one place. The harbor is completely surrounded with small islands and they just about all have palm trees on them and everything looks so green."	1) War Diary, USS Calvert, October 1944 2) Beach Party. Billy Lee Bell. p65 (Chapter 21)

Year	Month	Day	Location	Historical Details	Sources, Notes
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Seeadler Harbor, Manus Island: Final Preparations for the Upcoming Invasion of Leyte

1944	October	3 - 13	Seeadler Harbor, Manus Island	"After a fast passage to New Guinea we were subjected to a very thorough and comprehensive inspection by members of General McArthur's Staff to be sure we were up to the rigid standards of the Southern Task Force. The inspection consisted of off loading everything, sweeping out the ship and reloading it all back in the proper order, we passed."	Calversion Vol 7, P3 C.L. Schooler, CDR. USN.
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Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea



Manus and adjacent islands, Admiralty Islands : Provisional Map, 1944

"Prepared under the direction of the Chief Engineer, GHQ, SWPA, by Base Map Plant, U.S. Army, GHQ, SWPA, July 1944 ; reproduced jointly by BMP, U.S. Army, GHQ, SWPA and LHQ Cartographic Company, Aust Survey Corps, October 1944"

Online: <https://nla.gov.au/nla.obj-233123999/view>

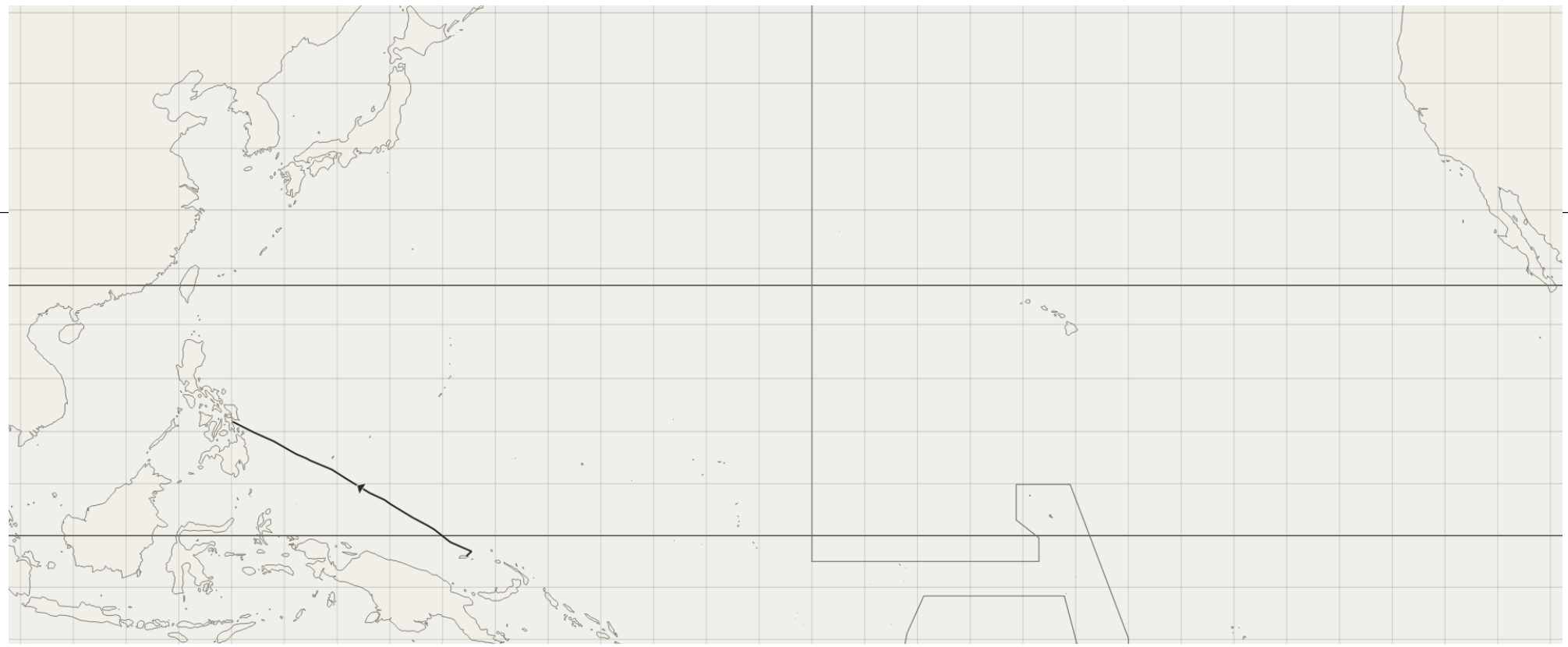
1944	October	3 - 9	Seeadler Harbor, Manus Island	1) Anchored in berth 292, Seeadler Harbor, Manus Island in company with TG 33.1.	1) War Diary, USS Calvert, October 1944
				Troops embarked landing team are ferried to nearby islands for brief periods of rehabilitation and recreation. Ship's company continues in preparing ship for combat. 2) Ships of force provisioned and took on fuel and made necessary repairs.	2) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	Early-to-Mid	Seeadler Harbor, Manus Island	1) The stay at Manus was another period of logistic replenishment and of exercise and recreation for embarked troops, also, it was a period of formulation of detailed plans for the new objective, and being considerably longer than the stay at Eniwetok, afforded a certain amount of opportunity for material maintenance and upkeep. 2) "The Old Man gives us liberty while we are here. We can go over on one of the bigger islands to where the airfield is and walk around and stretch our sea legs and drink beer. We each have four bottles of beer and when that is gone we could either go swimming or you could walk the island. One day after I had drunk my four bottles of beer and fooled around a bit, I decided I would go over to the airfield and watch the airplanes. After about a mile walk I came to the airfield. I sat on the side of the runway and watched the planes come in and take off. There were all types of fighters and bombers."	1) War Diary, Commander Task Group 79.1, Report of Task Group 79.1, Amphibious Operations for the capture of Leyte, P.I. 2) Beach Party. Billy Lee Bell. p65 (Chapter 21)
1944	October	Early-to-Mid	Seeadler Harbor, Manus Island	Bugs! "We have been aboard ship for a long time and bugs are getting into everything. Cockroaches are everywhere. The cooks make breakfast everyday. At first when you got your chow and a couple of slices of bread, you would hold the slice of bread up to the light and you could pick out the bugs. But after days passed and you would hold the bread up to the light, if you picked out all those bugs, there wouldn't be any bread left. So you learned to eat it ilke it was."	Beach Party. Billy Lee Bell. p66 (Chapter 21)
1944	October	9	Seeadler Harbor, Manus Island	1) At 0100 9 October 1944, the planned assault against Yap and Ulithi was cancelled, along with the task organization Third Amphibious Force had established for this operation. At the same time, Commander, South-West Pacific Area Operation Plan 13-44 was activated. This called for the 7th Infantry Division to augment the forces already committed to the pending landing operations in Operation King II, the landing of assault forces at Leyte. Transport Group Able, TG 33.1 became TG 79.3, under the command of Rear Admiral Connolly, CTG 79.1. 2) At 0100, Task Group 33.1 was dissolved in accordance with Commander SWPA Operation Plan 13-44 and TG 79.1 became effective. This ship is now an element of TU 79.3.2, an element of TG 79.3 (Transport Group Able). TG 79.1 will engage in carrying out the Attack Plan of Commander Allied Naval Forces SWPA opplan 13-44. In brief this attack order calls for assault landings to be made in the Dulag and Tacloban Areas of the East Coast of Leyte, Philippine Islands. Landings will be made by the 7th Infantry Division to seize and establish beach heads and further secure Leyte Island. This ship carries the 3rd Battalion; 17th Regiment of the 7th Army Infantry Division reinforced which unit to be landed in the Dulag, Leyte area by ship's landing craft. Anchored as before, berth 292, Seeadler Harbor, Manus Island.	1) A History of the USS Calvert - David Cullen - p. 15 2) War Diary, USS Calvert, October 1944
1944	October	10	Seeadler Harbor, Manus Island	Anchored as before in berth 292, Seeadler Harbor. During the afternoon the ship got underway and proceeded to moor alongside the USS Caribou in berth 340 for fuel. Fueling was completed and ship returned to her berth to anchor at 1735. All ships of Trans Div 30 were fueled in this manner from Oilers. Ship's were watered by LST's which moored alongside each ship in turn.	War Diary, USS Calvert, October 1944
1944	October	11 - 13	Seeadler Harbor, Manus Island	1) Anchored as before. Ship is receiving stores and fresh provisions via small craft from supply ships. Troops of the combat team aboard are periodically sent ashore in small units for recreational periods. Readyng of ship for combat continues in all departments. 2) Ships of force provisioned and took on fuel and made necessary repairs.	1) War Diary, USS Calvert, October 1944 2) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	14	Seeadler Harbor, Manus Island	1) On 14 October, Calvert and units of TG 79.3 sailed from Manus enroute to the objective area. 2) This vessel was a part of Task Unit 79.3.2; Task Group 79.3 (Transport Group Able); Task Group 79.1 (Attack Group Able); Task Force 79 (Southern Attack Force); All part of Task Force 77 (Central Philippine Attack Force). 3) 0000 Anchored as before in Berth 292, Seeadler harbor, Manus Island. 0641 Underway on signal, in company with TU 79.3.2 (TD 30). 0755 Sortied from Seeadler Harbor. 0815 Formed cruising disposition 4-T, standard speed 12 knots. TG 79.3 (Transport Group Able) consists of 4 Transport Divisions (7, 38, and 30 and X-Ray Divisions) and is screened by 10 DD, 1 AT, of TU 79.11.1. OTC is CTG 79.1 (USS Appalachian, AGC 1). Immediately upon sortie and forming disposition 4-T the ship participated in paravane drill conducted for all transports and LSD's.	1) A History of the USS Calvert - David Cullen - p. 15 2) USS CALVERT - Rep of Landing Ops in the Invasion of Leyte Is, Philippines, 10/14-22/44 3) War Diary, USS Calvert, October 1944
			Underway to Leyte	0844 Port and starboard paravanes streamed on signal from OTC in the USS Appalachian. Both paravanes streamed satisfactorily. 1029 Speed increased to 12 knots. 1059 Changed speed to 8 knots. 1305 Recovered both paravanes. Cruising disposition 6-T was then assumed and ship participated in Anti-Aircraft gunnery exercises against towed sleeves. 1655 Cruising disposition 4-T was again resumed, zigzag plan #6 in use. 1800 Zigzagging was ceased for night.	
1944	October	15	Underway to Leyte	0000 Steaming as before with TG 79.3 in cruising disposition 4-T, standard speed 12 knots. USS Appalachian, AGC 1, is OTC and USS Lamaar is fleet guide. 0130 Crossed equator into north latitude at 145 deg - 03'E longitude. 0230 Changed speed to 11 knots. Commenced zigzagging at sunrise. 0845 Reduced speed to 8 knots and streamed paravanes at 0900. 0915 Speed of 12 knots was made. 1100 Speed reduced to 8 knots and paravanes were recovered by 1110. 1116 Speed 12.5 knots was resumed. Commenced zigzagging again until dark. Frequent rain squalls passed throughout the day. Small swell and sea and light SE'ly winds prevailed. 2) Transport Division 30 (Temporary): Knox, Calvert, Custer, Chara, Rixey	1) War Diary, USS Calvert, October 1944 2) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.

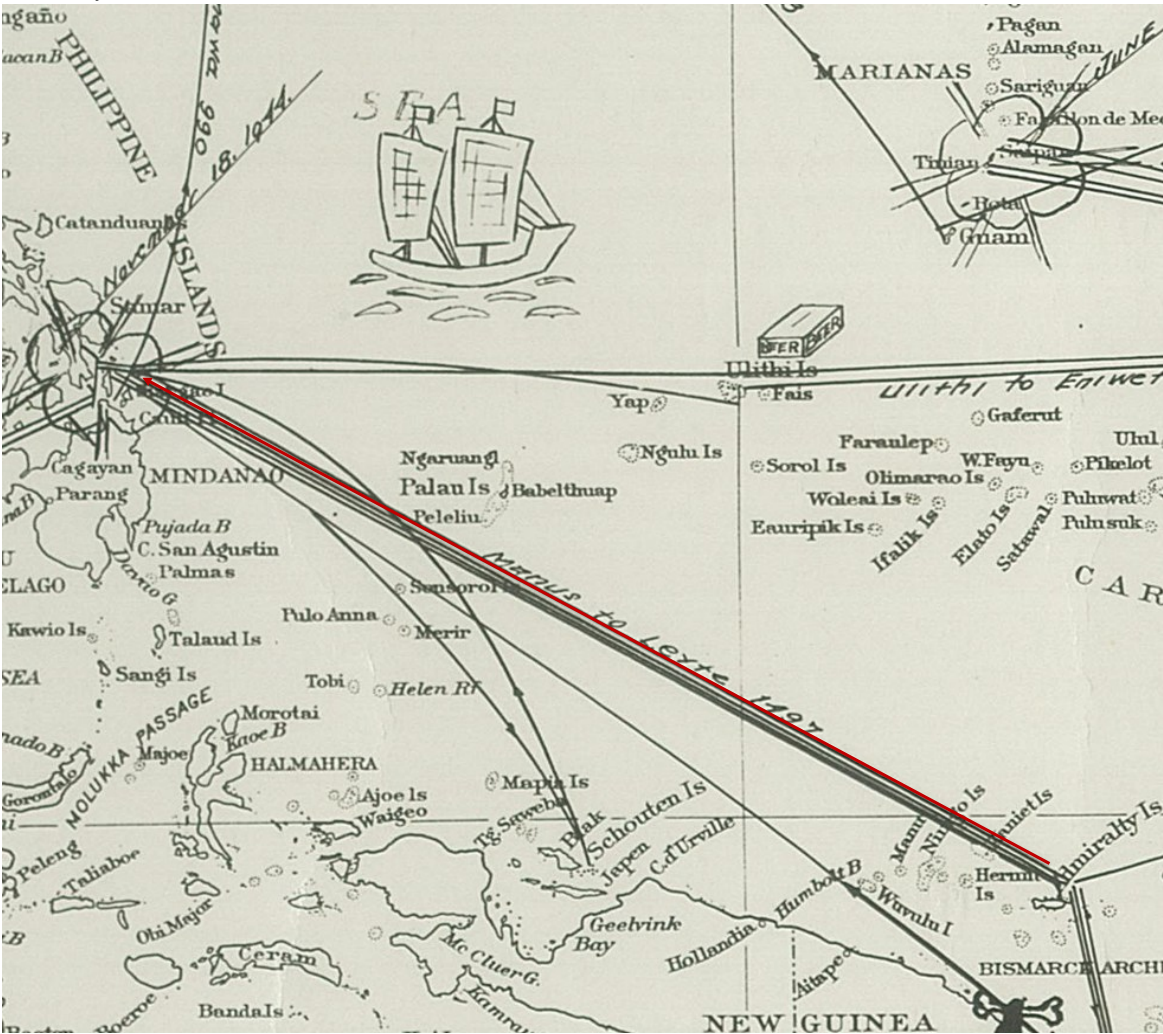
Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Manus Island to Leyte
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
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1944	October	Mid	Underway to Leyte	Manus, Admiralty Islands to Leyte, Mid-October 1944, Approximate route for the Calvert's first assault landing at Leyte.	"Cruise of the USS Calvert APA 32 November 1943 to April 1946"
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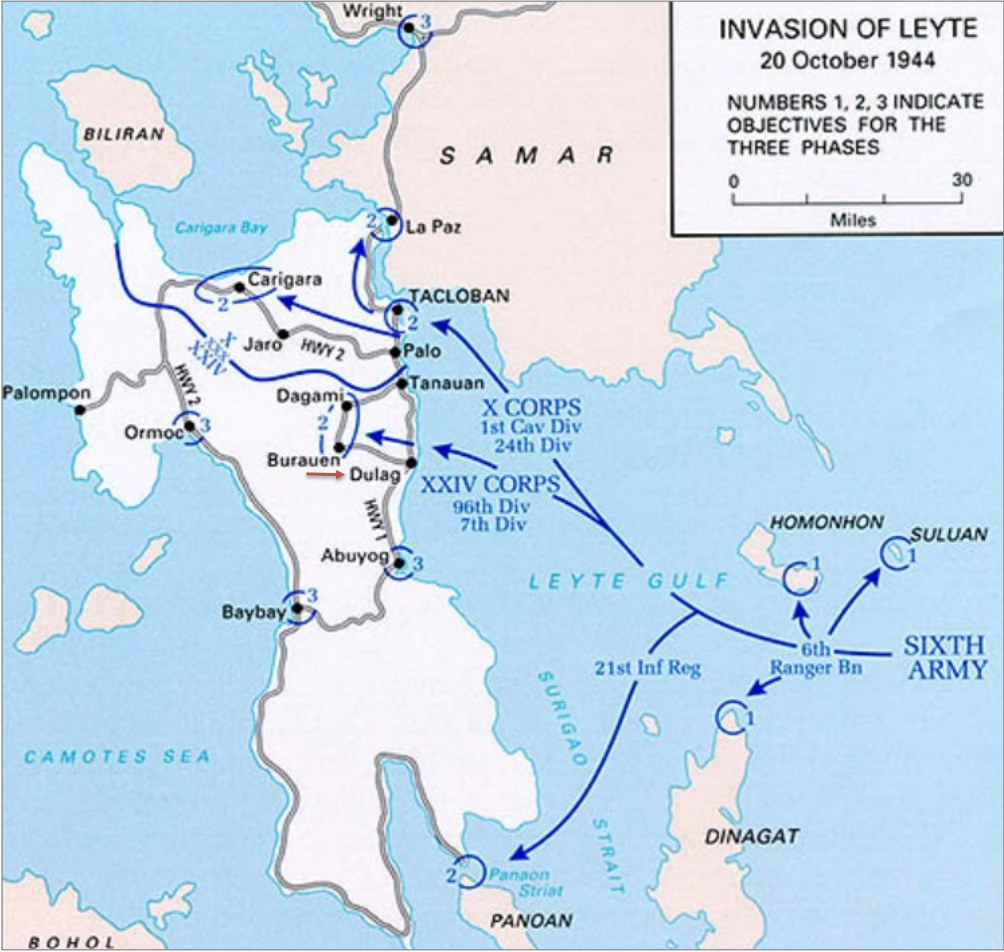


Online:
<http://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	16	Underway to Leyte	0000 Steaming as before on course 300 deg T, at speed 12 knots in disposition 4-T. 0800 Commenced forming disposition 6-T, anti aircraft gunnery exercises were conducted employing all AA weapons on towed sleeves. 1130 Gunnery exercises completed, cruising disposition 8-T was formed. 1530 Cruising disposition 4-T was formed. 1537 Changed speed to 11 knots. Weather continues cloudy with frequent rain squalls. Small sea and swell prevails. Instruction periods for officers and men for coming operation continues in all available time. Preparation of ship and combat team continues as well.	War Diary, USS Calvert, October 1944
1944	October	17	Underway to Leyte	0000 Steaming as before, on course 300 deg T, speed 11 knots in cruising disposition 4-T. During forenoon the Transport Group and screen were exercising in proceeding from cruising disposition 4-T to 6-T and then into the approach disposition and thence deploying into final disposition for the Transport Area as outlined in CTG 79.1 Attack Order. The drill or maneuvers was conducted in a very satisfactory manner. 1115 Ships were again in disposition 4-T. 2330 Angaur Island of the Palau Group was abeam distance 17.5 miles. Numerous flares and lights were visible on Pelelieu north of Anguar Island. The island of Anguar was first detected by surface radar at 44000 yds. Partly cloudy skies very slight swell and small sea prevailed throughout the past 24 hours.	War Diary, USS Calvert, October 1944
1944	October	17 - 20	Underway to Leyte	"With the passage of a small storm on 17 October, the Equatorial Front weakened considerably in the Visayan area, and the approach of the transports continued through a region of calm seas, partly cloudy skies and widely scattered rain squalls. Most of the enemy air had been neutralized by our previous strikes and the mine sweeping in Leyte Gulf had already disclosed our intentions so the fact that the expected cover afforded by the doldrum belt did not materialize was not a source of concern to this force. The wind remained light from the southeast quadrant and the combination of a wind from astern and a hot sun during the day made the ships very hot and uncomfortable. Despite the heat and discomfort, however, the transports and landing craft arrived off Leyte Gulf with personnel in good physical condition and eager for the assault."	Aerology and Amphibious Warfare The Assault Landings on Leyte Island NAVAER 50-30T-6 CHIEF OF NAVAL OPERATIONS AEROLOGY SECTION WASHINGTON, D.C. DECEMBER, 1944 Online: https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/a/assault-landings-on-leyte-island.html
1944	October	Mid	Underway to Leyte	"All were nervous about an air or submarine attack on the passage. None came, however. The weather was clear but the heat was just terrible, this being an area very near the equator. ... When Dad was in the South Pacific salt water was rationed and bathing was done in salt water, he decided for the only time in his life, to grow a beard. He let it grow for six weeks, but couldn't stand it any longer and was willing to suffer the salt water soap they had to wash in."	Mark Fountain - "Matt - A Fond Appreciation of Matthew S. Fountain" - 1999 p. 66

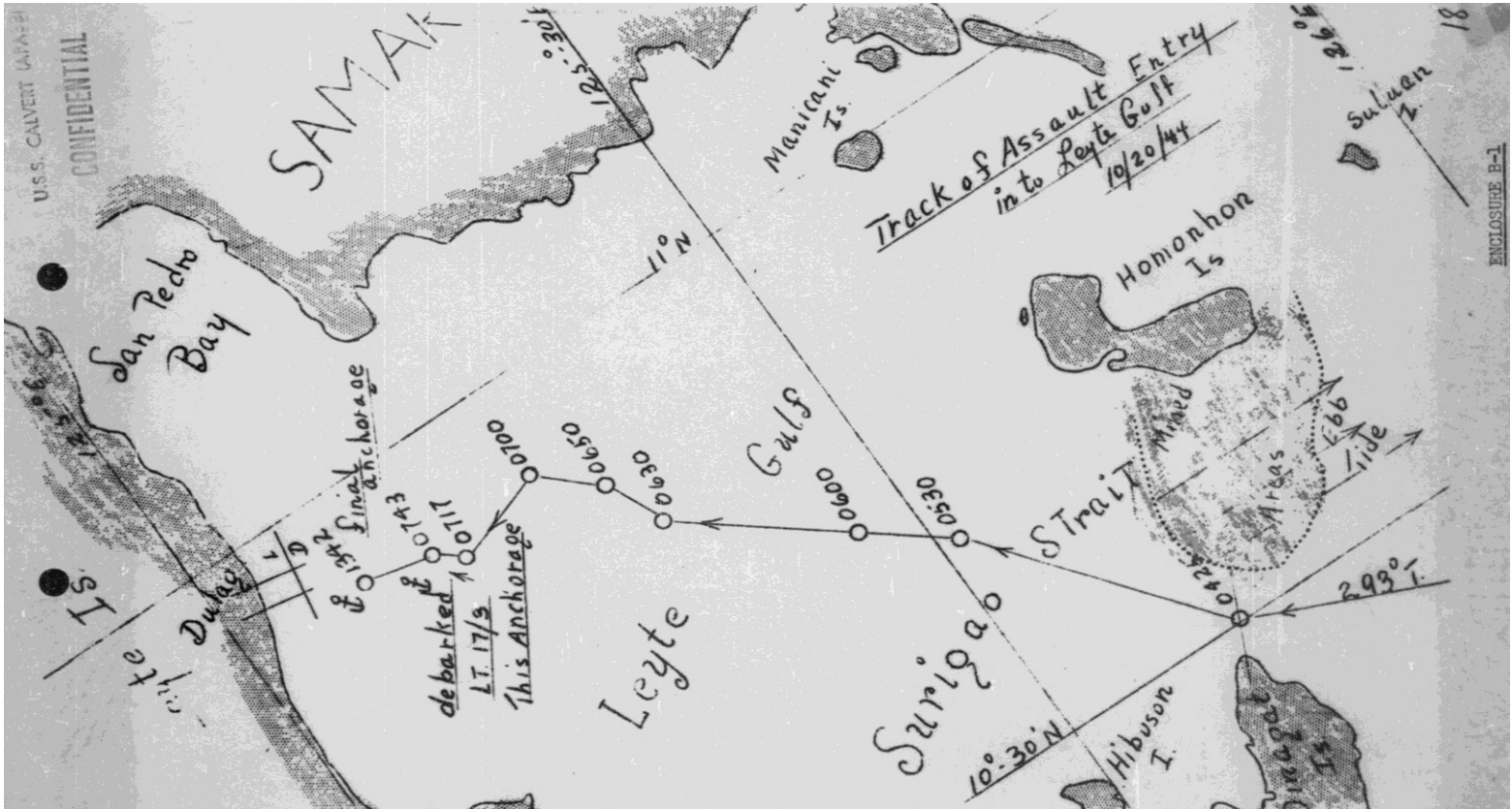
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	Mid	Underway to Leyte	Paravanes streaming "We go through the drills and a lot of different exercises, and then we slow down the ships and prepare to stream the paravanes, port and starboard. They are put into the water by heavy cables and go out quite a way and their job is to see whether there are any mines in the water. They will pick them up the cables and the mines will slide down the cables and when they reach the paravanes there is a cable cutter that will cut the mine loose and let it float to the surface. Then some marksmen on the side of the ship or the fantail will shoot them and cause them to explode."	Beach Party. Billy Lee Bell. p68 (Chapter 21)
1944	October	Mid	Underway to Leyte	"We had a situation aboard the ship that really made a lot of guys mad. Each day about three o'clock, over the loud speakers would come: "The canteen is now open." The way it was located was between two passages ways so the troops could go down one side and the crew the other. What we were after was ice cream. The way it worked was that they made so much ice cream, and the officers got about fifteen gallons and the crew got about fifteen gallons and the troops about the same. But what happened was that the officers got all their allotment but the crew and the troops didn't. What happened was this one Army guy had worked his way into the canteen to help sell. When the canteen opened, we would run down and wait our turn, but after about a hundred guys got their ice cream the canteen would close and they would tell us it was all sold out, which we knew was not true. There was nothing we could do about it. A lot of guys got really mad because all they were selling was about four gallons to troops and four to the crew. What they were doing in the canteen, after hours, was the guys would sell ice cream out of the side door for double the price. That didn't go over so big."	Beach Party. Billy Lee Bell. P71 (Chapter 22)
1944	October	18	Underway to Leyte	1) On the morning of 18 October, rendezvous was made with the replenishment group and all the ships topped off their tanks. An entry in the Calvert's Deck Log does well to show the ship's attitude: "This day being the eve of the amphibious assault upon Leyte, was spent in making final preparations for that attack. Final briefing of men and officers and final checkups of the unloading and debarkation schedules took place. The combat team likewise spent the day in readying men and equipment for their task in the operation." 2) 0000 Steaming as before on course 296 deg T at 10 knots in cruising disposition 4-T. 0600 Rendezvous with TU 77.7.1 consisting of 3 Fleet Oilers. Vessels of the screen are receiving fuel throughout the day from this Oiler Unit. Weather continues partly cloudy with slight sea and swell. Temperatures are high reaching 95 deg F at 1600. Relative humidity is also high as is normal in this latitude and longitude.	1) A History of the USS Calvert - David Cullen - p. 15 2) War Diary, USS Calvert, October 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	19	Underway to Leyte	1) 0000 Steaming as before at speed 11 knots, cruising disposition 4-T. Zigzagging from dawn to dark. This day being the eve of the amphibious assault upon Leyte, was spent in making final preparations for that attack. Final briefing of men and officers and final checkups on the unloading and debarking schedule took place. The combat team aboard likewise spent the day readying men and equipment for their task in the operation.	1) War Diary, USS Calvert, October 1944 2) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.
				1615 Ship slowed momentarily and streamed paravanes. 2006 Simultaneous turn. This maneuver was made to correct for approach to Leyte Gulf. Weather this day was slightly hazy, smooth sea, small swell and light following winds. An excellent fix was acquired at sundown despite the haze. 2) Paravanes were streamed at 1630, 19 October in preparation for entrance into Leyte Gulf. That night it was learned by dispatch that the center of the passage into Leyte Gulf was not clear of mines, and that it would be necessary for incoming ships to skirt quite closely the northern tip of Dinagat Island.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	19	Underway to Leyte The Calvert's destination was off of Dulag, indicated by red arrow.	"The Sixth Army mission of securing Leyte was to be accomplished in three phases. The first would begin on 17 October, three days before and some fifty miles east of the landing beaches, with the seizure of three islands commanding the eastern approaches to Leyte Gulf. On 20 October, termed "A-day," the X and XXIV Corps would land at separate beaches on the east coast of Leyte, the former on the right (north), the latter fifteen miles to the south. As quickly as possible, the X Corps would take the city of Tacloban and its airfield both just one mile north of the corps beachhead secure the strait between Leyte and Samar Islands, then push through Leyte Valley to the north coast. The XXIV Corps' mission was to secure the southern end of Leyte Valley for airfield and logistical development." 	The U.S. Army Campaigns of World War II: Leyte U.S. Army Center of Military History, Charles R. Anderson Online: https://history.army.mil/brochures/leyte/leyte.htm

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20	Leyte Gulf	1) 0000 Steaming as before at 11 knots in cruising disposition 4-T. Paravanes are streaming. Ship in company with TG is approaching entrance to Leyte Gulf.	1) War Diary, USS Calvert, October 1944
				1) 0130 Commenced forming cruising disposition 6T (2 columns ships flanked by escorts) for entry. 1) 0200 Increased speed to 14 knots. 2) 0230 General Quarters. 2) 0240 Condition 1-Easy. 2) 0310 Turned on Degaussing Unit.	2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
1944	October	20	Leyte Gulf	Entered Leyte Gulf between Homonhon Island and Desolation Point "Entrance through the mouth of Leyte Gulf was made without incident, navigation being almost entirely by radar. The Dinagat Island shore was hugged quite closely, being passed 3800 yards abeam of the centerline of the formation."	War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.

The USS Calvert's Chart of Approach into Leyte Gulf



- 1) War Diary, USS Calvert, October 1944
- 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
- 0314 - 0420 frequent course corrections in order to pass southward of mined areas extending southward 10 miles across the entrance from Homonhon Island.
- 0425 Passed Desolation Point, abeam distance 1.9 miles. Very strong ebb tide setting due East thru the entrance notices sea very flat in the Gulf.

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20	Leyte Gulf	"ABLE-DAY" Leyte Amphibious Landing Operation "The waters of Leyte Gulf were glassy calm as the convoys bearing the assault forces steamed into their appointed positions off the shores of Leyte in the very early morning hours of 20 October 1944."	U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html
1944	October	20	Leyte Gulf	1) "At 0600 on A Day, 20 October, the battleships assigned to the Southern Attack Force opened fire on the beaches. A lone Japanese plane appeared at 0612 over the northern beaches, circled the convoy, and despite gunfire from the Maryland and West Virginia disappeared unscathed." 2) 0625 An enemy aircraft dive bombed a vessel in the screen off out starboard bow but missed his target. Heavy AA fire drove him off. 3) "They are coming in right over the convoy. Some of them are really low. There are Betty bombers and a lot of Zeros. They are so close you can see the big red circles on the sides of their planes and see the pilots sitting inside looking down at all our ships. All the ships are firing their anti-aircraft guns. ... The ships have put up such as smoke screen that visibility is almost zero.	1) U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html 2) War Diary, USS Calvert, October 1944 3) Beach Party. Billy Lee Bell. p72 (Chapter 22)
1944	October	20	Leyte Gulf	1) "At 0700 the battleships of the Northern Attack Force commenced firing. For two hours the six battleships, three to each attack force, fired on the beaches. Since no specific targets could be discerned or determined, the gunfire was directed at areas. Many enemy supply dumps and minor military installations were destroyed." 2) "They are shelling the hell out of this place. The noise is something; you can hardly hear yourself think, for the rattling and shaking from the concussion of those big guns."	1) U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html 2) Beach Party. Billy Lee Bell. p71 (Chapter 22)
1944	October	20	Leyte Gulf	0721 Commenced forming Approach Disposition for entry into Transport Area #2. 0732 Recovered paravanes. 0735 Condition 1-A. 0740 Anchored in Transport Area #1 in assigned position in 37 fathoms of water with mud bottom. Main engines on standby for getting underway immediately. 0744 Swung out all hatch boats to the rail. Lowered #1 LCM to go to USS Alshain. Outboard davit boats lowered to Promenade Deck level.	1) U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20	Leyte Gulf	1) "At 0900 the battleships ceased their fire and the cruisers and destroyers moved in closer to the shore to deliver their scheduled bombardment of the beaches. They were joined at 0930 by the destroyers. At 0945 the cruisers and destroyers lifted their fire and directed it at the inland areas, at the flanks of the landing beaches, and at important roads and towns. ... At 0945, fifteen minutes before H Hour the LCI's raced simultaneously to the shores of Leyte, raking the landing beaches with rocket and mortar fire. The bombardment grew heavier and more monotonous. Hundreds of small boats, flanked by rocket ships and destroyers, headed toward the beaches; thousands of rockets hit the beaches with the rumble of an earthquake. It was impossible to distinguish one explosion from another in the unbroken roar. Over a smooth sea a hot, brilliant, tropical sun beat down. The American forces were ready to land." 2) 0930 Lowered all hatch boats into the water and lowered all debarkation nets and sea painters. 2) 0942 All hatch boats in the water. 2) 0945 Commenced stripping all hatches. Boat #28 lowered into water with salvage gear. 2) 0958 All troops lay below to assembly areas and standby for debarkation. 2) 1000 All assigned boats from the USS Custer accounted for. 2) 1008 Message received from CTG 79.3 - "Transports close to Beach." 2) 1009 Troops prepare for debarkation.	1) U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
1944	October	20	Leyte Gulf	JIG-HOUR 1000 1, 2) 1015 Ship commenced debarking Battalion Landing Team 17/3 into landing craft. 2) 1015 - 1200 All assigned boats from USS Chara accounted for. Formed waves on Port bow of ship with the first wave toward the line of Departure from the ship. Waves were kept intact insofar as possible, but due to wind and current, it was necessary to keep moving waves back into position in order that they might be dispatched in the correct order. 2) Six LCPR boats from USS Rixey reported for 50th Engineers and S.F.C Team. 2) 1153 50th Engineers commenced debarkation.	1) War Diary, USS Calvert, October 1944 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
1944	October	20	Leyte Gulf	Forming at the Line of Departure; Landings at Yellow Beaches 1) 1200 - 1232 Eight waves of combat loaded boats were dispatched to the line of departure off Dulag Town, Leyte. 2) 1240 Arrived at the line of departure with first wave and reported to SC631, Control Vessel at Yellow Beach One. 1) 1250 Personnel of the Army Engineer Unit had left the ship. Ship got underway and proceeded to close the beach. 2) 1252 Underway and proceeding to close beach. 1, 2) 1342 Anchored, Transport Area #2, 6000 yards, 127 deg True from Dulag town. Unloading of combat cargo from all 6 hatches commenced on arrival at new berth as landing craft became available. 2) 1344 First wave landed on Yellow Beach One. 1348 Second wave landed on Yellow Beach One. 2) 1400 Commenced unloading combat equipment and cargo. 2) 1452 Fourth wave landed on Yellow Beach One. Note: Third wave had landed prematurely, at 1310. 2) 1516 Fifth wave landed on Yellow Beach Two. 1521 Seventh wave landed on Yellow Beach Two. 1527 Eight wave landed on Yellow Beach Two.	1) War Diary, USS Calvert, October 1944 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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October

20

Leyte Gulf

Landing Wave Diagram, Leyte Operation

Symbols - 11,22,33,etc. - Boat Team Numbers (Display Boat signs where they may be seen)

(6),(21),(26), etc. - Ship's boat numbers

(40) - Custer Boats

(58) - Chara Boats

Smoke Boats - #10 and #14 -

Smoke Boat Officer - Mr. Jaffe

" " " - Mr. Hexom (As soon as returning from beach)

WAVE DIAGRAM

October 15, 1944.

ZERO WAVE

01 LCVP (26) 02 LCVP (2) Free Boats

FIRST WAVE

Wave Comdr. (Mr. Berry) 12 LCVP (9) 11 LCVP (27) Ass't Wave Comdr. Hexom (Mr.)

14 LCVP (25) 13 LCVP (23)

16 LCVP (18) 15 LCVP (20)

Time Interval - 3 minutes SECOND WAVE

Wave Comdr. (Mr. Feeley) 22 LCVP (4) 21 LCVP (17) Ass't Wave Comdr. Warton (Mr.)

24 LCVP (6) 23 LCVP (19)

26 LCVP (24) 25 LCVP (15)

Time Interval - 3 minutes THIRD WAVE

Wave Comdr. (Mr. Brady) 32 LCVP (1) 31 LCVP (5)

34 LCVP (7) 33 LCVP (13)

Time Interval - 3 minutes FOURTH WAVE

Wave Comdr. (Mr. Maldonado) 42 LCVP (11) 41 LCVP (22)

44 LCVP (21) 43 LCVP (8)

46 LCVP (12) 45 LCVP (16)

Time Interval - 3 minutes FIFTH WAVE

Wave Comdr. (Mr. Shuster) 52 LCM 51 LCM

Time Interval - 3 minutes SIXTH WAVE CUSTER BOATS (PA 40)

61 LCVP (40)

62 LCVP (40) 63 LCVP (40)

64 LCVP (40) 65 LCVP (40)

66 LCVP (40)

Time Interval - 3 minutes SEVENTH WAVE CHARA BOATS (AK 58)

72 LCVP (58) 71 LCVP (58)

74 LCVP (58) 73 LCVP (58)

76 LCVP (58) 75 LCVP (58)

Time Interval - 3 minutes EIGHTH WAVE CUSTER BOATS (PA 40)

81 LCVP (40)

82 LCVP (40) 83 LCVP (40)

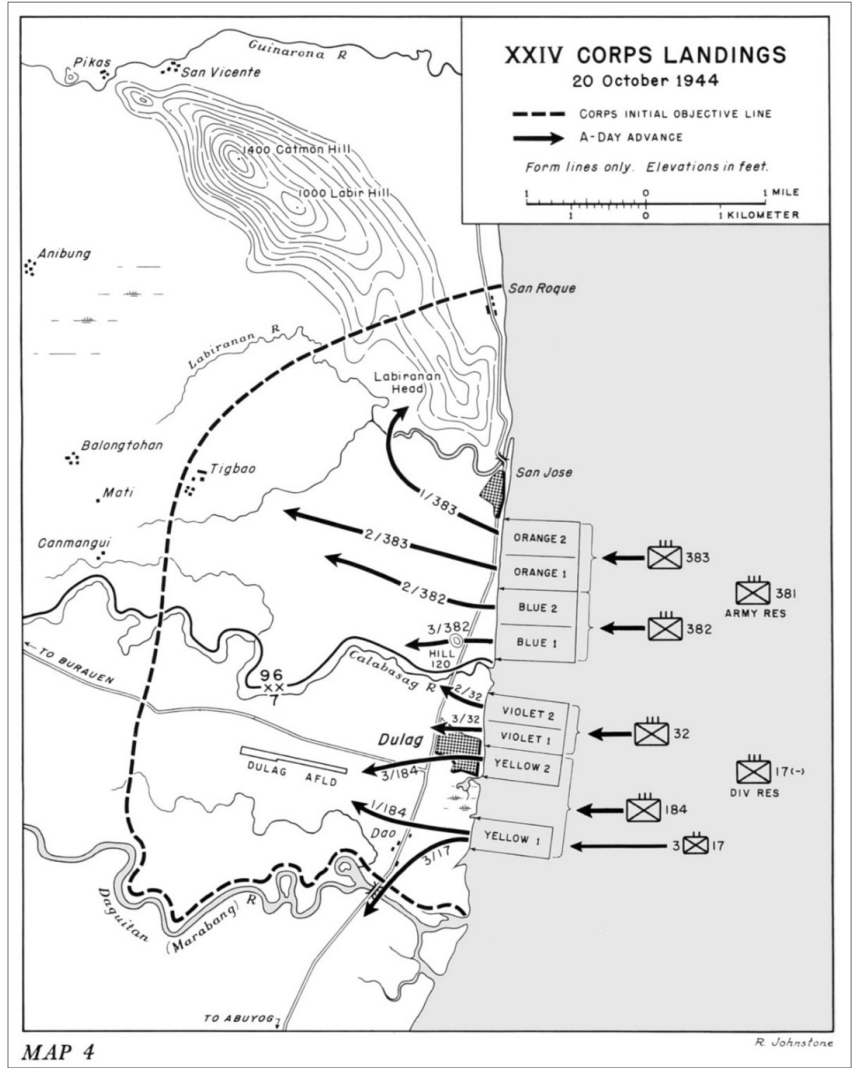
84 LCVP (40) 85 LCVP (40)

Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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XXIV Corps Landings, 20 October 1944

"The 7th Division was to land on VIOLET and YELLOW Beaches. VIOLET Beach extended 785 yards north from the northern edge of Dulag. The northern half of YELLOW Beach, called YELLOW Beach 2, which was south of VIOLET Beach and contiguous to it, was 400 yards long. Between the northern and southern halves of YELLOW Beach was a swamp. The southern half of YELLOW Beach, YELLOW Beach 1, was approximately 425 yards in length and was located south of Dulag and north of the Daguitan River mouth."



U.S. Army in World War II. The War in the Pacific. Leyte: The Return to the Philippines. M. Hamlin Cannon. Chapter V: A Day: 20 October 1944 - Online: <https://www.ibiblio.org/hyperwar/USA/USA-P-Return/USA-P-Return-5.html>

MAP 4

R. Johnstone

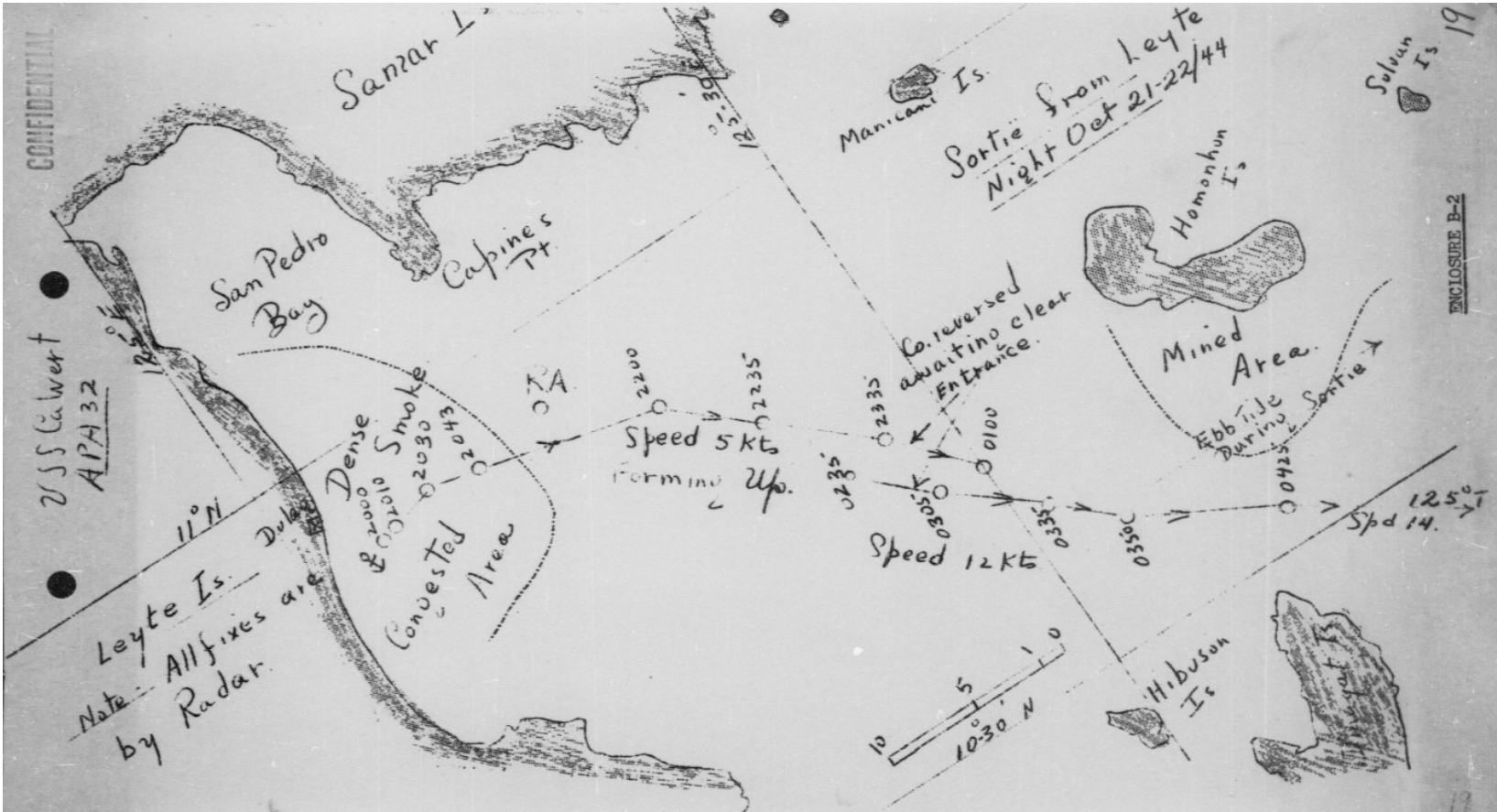
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20	Leyte Gulf	1) During the remainder of the day support operations continued, interrupted on two occasions by air attacks. 2) Low flying single engine Jap plane, (MIKE?) flew in low overhead the Calvert and hit USS Honolulu. 3) "At 1600, on 20 October an enemy torpedo plane was sighted as it aimed its torpedo at Honolulu. Despite the skillful maneuvering of Captain Thurber to evade, the torpedo found its mark on her port side."	1) A History of the USS Calvert - David Cullen - p. 15 2) Calversion V25, P4 3) https://en.wikipedia.org/wiki/USS_Honolulu_(CL-48)
1944	October	20	Leyte Gulf	1) 1603 Enemy aircraft approached the Transport area, ship went to general quarters. 1) 1637 All clear, resumed unloading of cargo. 1) 1831 Enemy aircraft approaching area, General Quarters, all ship's present laying down a smoke screen employing smoke generators and smoke pots. All ship's present opened fire with AA weapons but "zero" visibility covered whatever targets were present. 1) 2030 Resumed unloading of cargo. 2) Message received from CTG 79.1 - "Have all ships remain vigilant to beat off Enemy attacks and particularly at dawn." 1) The smoke screen was maintained throughout the night, 20 minutes each hour being employed to lay down the screen. Resulting screen was very dense, visibility ranging from 0 to 500 yds. throughout the night.	1) War Diary, USS Calvert, October 1944 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
1944	October	20 - 21	Leyte Gulf	The task group continued offloading through the night under continued air attacks. Throughout the night smoke generators were operated 20 minutes each hour, effectively covering the anchorage from attack, but hampering boating operations as visibility varied between 0 and 500 yards.	A History of the USS Calvert - David Cullen - p. 15
1944	October	21	Leyte Gulf	1) 0000 Anchored in Transport Area, 6000 yards 0 127 deg T from Dulag Town, Leyte Island, P.I. in company with TF 79. Ship is unloading cargo from all hatches. Smoke being laid down continuously throughout the night. 1) Three "alerts" were sounded during the morning but no firing done by this TU. 1) 0910 LST #34 was received alongside, and all remaining cargo in #1, #2, #3 holds were unloaded into the LST. #4, #5, #6 were unloaded by small boat. 2) 1452 Message received from CTG 79.3 - "Make every effort to be ready to depart by 1700 today. You have done a fine job and you were delayed through no fault of your own." 1) 1613 Completed unloaded of all cargo and combat personnel. Awaiting orders to get underway. 2) 1655 All boats hoisted aboard. 1) 1820 Commenced the smoke screening. 3) On 21 October (Able plus One) rapid progress was made in the unloading. In general, all APA's and AP's of the assault shipping were completely cleared.	1) War Diary, USS Calvert, October 1944 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944 3) War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, participation in Amphibious Operations for the capture of Leyte, P.I.

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20 - 21	Leyte Gulf	Summary Amphibious Operations: Leyte Gulf During the period 1000, 20 October (JIG-HOUR-ABLE-DAY), and 1625, 21 October 1944, this vessel successfully unloaded 756.5 tons of supplies and equipment and debarked 70 officers and 1261 men of the 7th Infantry Division, and dispatched all the unloaded cargo and debarked troops to Violet and Yellow Beaches in the Dulag Area, in support of the assault on the Central Eastern Coast of Leyte Island, Philippines, in order to assist in the capture of the Island from the Japanese. The unloading and debarking was continuous throughout the hours of daylight and darkness, and was accomplished under the handicaps of intermittent heavy protective smoke screens with visibility Zero, "Flash Red" alerts, and during actual air attacks.	Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
				Summary of Operations, continued: Use of smoke: The smoke screen was excellent. Although it delayed the unloading considerably, it is realized that protection to the disposition was of paramount importance. Gunnery: While at Leyte, seven "Flash Red" Signals received, Enemy targets did not come within effective range and no ordnance was fired during the entire period. Wind and Weather: Weather appeared to be unsettled due to disturbances in the Philippine area, it being typhoon season; however, cloudy skies, rain and wind squalls are frequent, otherwise a dead calm existed most of the 20th and 21st of October. Squalls reached a wind velocity of 25 knots kicking up a choppy broken sea. In general, the weather was ideal for amphibious operations, there being mainly a smooth sea with no noticeable swell. This expedited discharge and transfer of cargo greatly. Visibility: 5 to 10 miles to zero during smoke screens. Temperature: Dry 80 deg F., Wet 78 deg F., Water 84 deg. F. Anchoring: This ship found the bottom to be good holding ground.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	20 - 21	Leyte Gulf	Summary of Operations, continued: Salvage and Control: Boat #28 acted as Salvage boat and Traffic Control off beaches Yellow Two and Violet One from the time the eight wave landed until we secured at 1420, 21 October, and were given permission to return to ship. We salvaged approximately twelve boats from different transports. Some of these boats had as much as three feet of water in them. In these extreme cases it was necessary for them to shut off their engine to keep salt water from being sucked up through the engine. These particular boats were towed off the beach after water had been pumped out and were towed back to their parent transport by returning boats. Other boats that did not have enough water to reach engine blower were pumped out and they returned on their own power. In some cases we towed boats from beach and pumped water out after we got clear of incoming traffic. This kept the beach as clear as possible so that other boats could land. When we were not being used as Salvage Boat we aided in directing traffic to keep boats from crowding the beach and sent boats to sections of the beach where their particular load could be taken care of. It was necessary that certain cargo be directed to particular sections of the beach in order that they might be unloaded immediately. We tried to pick beach where Calvert boats were being unloaded in order that the assigned Salvage Boats could look after their own boats. We took care of Calvert boats whenever possible.	
1944	October	20 - 21	Leyte Gulf	Summary of Operations, continued: Boat Casualties: The greatest number of casualties to landing craft were at Eniwetok (25 September - 28 September, 1944) and Manus, Admiralty Islands (3 October - 13 October, 1944). During above periods were used for landing troops and stores. At Leyte Island, casualties to landing boats were light. Boats #9, #12, and #18 had their engines submerged in salt water. This was probably due to faulty landing or dropping ramp before being secure on beach. Engines were drained and flushed out with rust preventive. Clean oil was added and engines operated satisfactorily. Boat #25 had damaged screw from hitting an underwater object.	Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
1944	October	20 - 21	Leyte Gulf	Summary of Operations, continued: Medical: Thirteen patients, U.S. Army personnel, members of the embarked troop organization, were retained on board and evacuated from the area. There were five casualties: 1 Army, 4 Navy. One member of the Ship's Company was wounded in action. No troop casualties were received from the beaches. Beach Party: Due to the ship's early departure from the target area, the Beach Party scheduled as reliefs on Violet I on A+6 and Violet 2 on A+2 was not landed. Members of the Beach Party were utilized in the unloading of the ship.	Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	21	Departure from Leyte	Departure from Leyte Gulf 1) "The invasion was rapidly completed by the evening of 21 October so the Transports could clear Leyte Gulf ahead of the arrival of the Japanese Southern Battle Force (who were wiped out in the battle of Sauragou Straits) and we returned to the Island of Biak to load and rest."	1) Calversion Vol 7, P3 C.L. Schooler, CDR. USN.
			Underway to Manus Island	2) 1949 Ship underway proceeding 1/3 speed to rendezvous in the Gulf with other ships. Radar was sole means of conning ship through the dense smoke.	2) War Diary, USS Calvert, October 1944

The USS Calvert's Chart of Departure from Leyte Gulf, October 21 1944

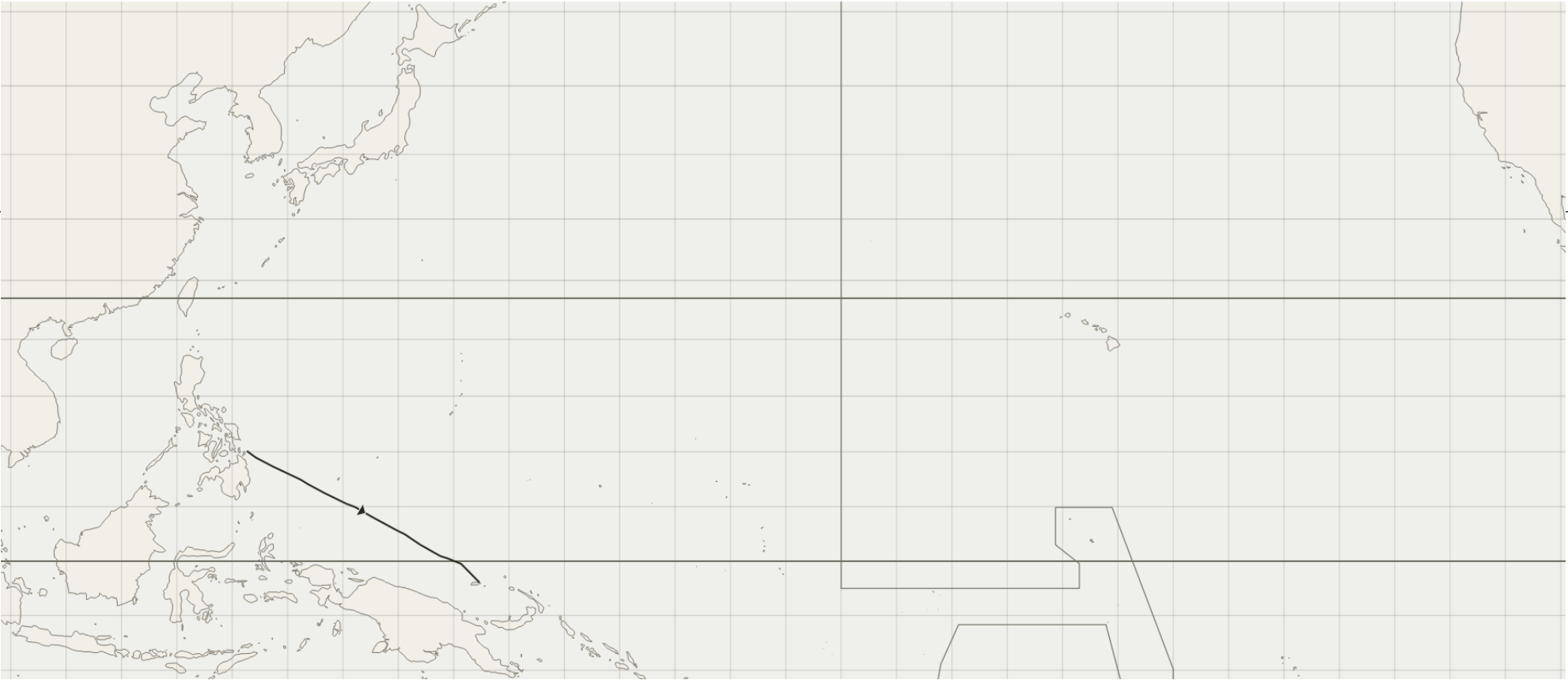


Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944

"Ship underway and proceeding independently. Speed 1/3 from the Transport Area, feeling her way through the congested shipping area and LSTs anchored seaward. Radar was employed in conning the ship. This maneuver was extremely hazardous with 15 other heavy ships doing likewise in the immediate area. The fog signal was employed. The sortie from the Transport Area was definitely the most hazardous evolution of the Leyte Operation, being made under the most adverse conditions. It is considered unwise to move such craft through smoke or fog without extreme necessity for moving. Navigational plots were obtained solely through radar throughout the sortie and proved to be quite reliable.

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Leyte, Philippines to Manus Island, Admiralty Islands
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
Underway to Manus Island					
1944	October	21	Departure from Leyte	1) Convoy formed up by 2400 on course 120 deg T, speed 12 knots. 2) Ships departing that night formed up on Course 120 deg. T, at speed 5 knots. Disposition consisted of 16 transports in 3 columns of ships.	1) War Diary, USS Calvert, October 1944 2) Calversion, Vol 31, P5 - All Hands, October 1959 - T.W. Glickman, LTJG, USN.
			Underway to Manus Island	3) "We took departure from Leyte Gulf and the USS Bolivar is the fleet guide and we are steaming in the company of ships consisting of the USS J. F. Bell (APA 16), USS Golden City (APA 169), USS Felandt, USS Apall, USS Monrovia (APA 31) and the USS Heywood (APA 6). We are screened by the USS Manley (APC1), USS Talbot (APA 7), USS Ganesvoort (DD 608), USS Braine (DD 630), and the USS Tattnall."	3) Beach Party. Billy Lee Bell. p74 (Chapter 23)
1944	October	22	Underway to Manus Island	1) 0000 Steaming with TU 79.14.1, with USS Bolivar as OTC and guide, speed 12 knots on course 125 deg T. Passing through Leyte Gulf toward East entrance. 1, 2) 0033 to 0226 Delaying maneuvers were made twice in order to await a clear entrance. 1) 0230 Steaming at 12 knots on course 120 deg T. 1) 0350 Changed course to 125 deg T to leave Leyte Gulf. 1, 2) 0425 Desolation Point (Dinagat Island) was abeam 4 miles distant and ship was out of the Leyte Gulf. Course of 125 deg T was set, speed 14 knots. A vessel had been stationed on the South end of the minefield located between Homonhon & Dinagat Islands and kept a search light illuminated, acting as an aid to navigation. Radar was employed continually for navigational plots, station keeping, and direct conning through-out the night. 1) 0600 Commenced zigzagging until 1830 (dark). Weather was clear with smooth sea and slight swell throughout the day.	1) War Diary, USS Calvert, October 1944 2) Report on Landing Operations in the Invasion of Leyte Island, Philippines, USS Calvert, October 14 - 22, 1944
A Rooster Sneaks Aboard					
1944	October	22 - Late	Underway to Manus Island	"Some one out there may recall the collection of native boats that flocked around the Calvert following the initial landing at Tacloban (Dulag) in Leyte Gulf. A strange collection of Philippine arts and crafts came aboard the ship undetected by anyone in authority, including a rooster. We sailed the next day. The following morning at dawn, Chief Quartermaster Mel Waite and I had just finished taking morning Star sights. It was a beautiful day about to break - clear as a bell-smooth sea-no wind when all of a sudden the Chief looked at me with a strange expression to ask, "Did you hear what I think I heard?" I responded, "Yes, but I was afraid to say what I had heard." Then the Captain came out in his pajamas to the wing of the bridge to ask "Gentlemen did you hear something strange just now?" I was about to say "No Sir!" when we all heard it loud and clear. "Cockle Doodle Do", ringing across the upper structure of the ship. Yup-we had a rooster aboard. Contrary to all the efforts of the Chief Master at Arms and his squad, the rooster was never found but for a lot of mornings he sounded reveille aboard the Calvert" - Bill Marks, Lieut, USNR - Navigator	Calversion, Vol 30, p5

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	23	Underway to Manus Island	0000 Steaming with Task Unit 79.14.1 with USS Bolivar as fleet guide and OTC on course 115 deg T, at 14 knots. TU 79.14.1 was organized and dispatched from Leyte Gulf by CTF 77 by dispatch received Oct. 21, 1944. 1300 USS Feland and USS Heywood left the formation to fuel escorts. 1700 In accordance with secret dispatch from CTG 79, the below listed ships left the formation and were organized into TU 79.14.3 with USS Bell as TU Commander. Left Column: USS Monrovia, USS Calvert, USS Heywood Right Column: USS Bell (CTU 79.14.3), USS Golden City, USS Feland This unit screened by: USS Braine (DD-630), USS Ganesvort (DD-608), USS Manley (APD-1), USS Talbot (APD-7), USS Tattnall (APD-19) This unit now steaming on course 110 deg T, speed 12 knots for Seeadler Harbor, Manus Island. Weather continues fine and clear with smooth sea and slight swell. Zigzagging daylight to moonset.	War Diary, USS Calvert, October 1944
1944	October	24	Underway to Manus Island	0000 Steaming with TU 79.14.3 with USS Bell as OTC and fleet guide, on course 115 deg T, at speed 12 knots. 0713 Changed speed to 13.5 knots. 1220 Altered course to 121 deg T, 118 deg PSC. Zigzagging from dawn to moonset. Weather continues fine and clear with slight sea and swell.	War Diary, USS Calvert, October 1944
1944	October	25	Underway to Manus Island	0000 Steaming as before with TU 79.14.3 on course 121 deg T at speed 13.5 knots. 0850 Changed speed to 13 knots. 0855 Altered course to 128 deg T, course changes made to counteract current. 0857 Altered course to 124 deg T. 1715 Reduced speed to 12 knots. Zigzagging from dawn to moonset. Weather continues fine and clear with slight sea and swell.	War Diary, USS Calvert, October 1944
1944	October	26	Underway to Manus Island	0000 Steaming as before with TU 79.14.3 on course 121 deg T, at speed 12 knots. 1550 Changed speed to 13 knots. 1806 Crossed equator into South Latitude at Longitude 145 deg - 24' E. Zigzagging daylight to moonset. Weather continues as partly cloudy, frequent rain squalls with slight sea and moderate SE'ly sell. Temperature and humidity conforming with equatorial area.	War Diary, USS Calvert, October 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	October	27	Underway to Manus Island	0000 Steaming with TU 79.14.3 on course 136 deg at speed 12 knots. 0515 Sighted Manus Island through rain squalls bearing 156 deg T, distance 24 miles. 0800 Approaching entrance to Seeadler Harbor, Manus Island on course 120 deg T in single column of ships of TU 79.14.3. Heavy rain storms throughout the day and night.	War Diary, USS Calvert, October 1944
1944	October	28 - 31	Seeadler Harbor, Manus Island	1) Anchored in Seeadler Harbor, Manus Island. The Calvert's War Diary contains no further remarks for these dates. 2) "After we enter the harbor, we drop anchor and everything is secured. The first thing we do is take on oil and then we take on fresh and frozen provisions, and then dry stores."	1) War Diary, USS Calvert, October 1944 2) Beach Party. Billy Lee Bell. P74 (Chapter 23)

Year	Month	Day	Location	Historical Details	Sources, Notes
1944-November				November 1 - 3 Anchored Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea.	
				November 3 - 4 Underway to Langemak Bay, New Guinea.	
				November 5 - 10 Anchored, Langemak Bay, New Guinea.	
				Nov 7 Elements of the 187th Airborne embark.	
				November 11 - 17 Underway to Leyte Gulf.	
				November 18 Leyte Amphibious Landing Operation (Reinforcements)	
				November 19 - 24 Underway to Manus Island, Admiralty Islands, Papua New Guinea.	
				November 25 - 28 Manus Island, Admiralty Islands, Papua New Guinea.	
				November 29 - 30 Relocated to Borgan Bay, Cape Gloucester, New Britian.	

Sources for November 1944

War Diary, USS Calvert, November 1944 - <https://catalog.archives.gov/id/139767406>

Report of Changes, Muster Roll, USS Calvert, October 1944: <https://catalog.archives.gov/id/125656395?objectPage=813> - [850](https://catalog.archives.gov/id/125656395?objectPage=850)

War Diary, Commander Task Group 79.1 (Commander Amphibious Group Three), Report of Task Group 79.1, November 1944 - <https://catalog.archives.gov/id/139848600>
(Also known as Commander, Amphibious Group Three)

War Diary, Commander Transport Squadron Fourteen (COMTRANSTRON 14), November 1944 - Online: <https://catalog.archives.gov/id/139763642>

War Diary, Task Force Seventy-Nine, Seventh Fleet, November 1944 - <https://catalog.archives.gov/id/139848600>

1944	November	1 - 2	Seeadler Harbor, Manus Island	1) Anchored in Seeadler Harbor, Manus Island in company with Transports TU 79.15.1. Ship is provisioning stores.	1) War Diary, USS Calvert, November 1944
				2) Assigned to Transport Division 30 (Temp): Knox, Calvert, Custer, Rixey, Chara, George Clymer	2) War Diary, Task Force Seventy-Nine, Seventh Fleet, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	3	Seeadler Harbor, Manus Island	1) After a few days rest the Calvert steamed for the New Guinea-New Britain area to load more troops and cargo for her next operation. 2) On 3 November, escorted by USS Stembel (DD-644), Calvert sailed from Manus, enroute to New Guinea, arriving the next day at Langemak Bay, two miles south of Finschhaven. 3) 0819 Underway. 0855 Sortied independently from Seeadler Harbor with USS Stembel DD-644 as escort. Ship is proceeding from Manus to Finschhaven, New Guinea in compliance with Secret dispatch from CTF 79. Proceeding via standard route.	1) Calversion, Vol 31, P5 - All Hands, October 1959 - T.W. Glickman, LTJG, USN.
			Underway to Langemak Bay, New Guinea	0900 Set course 119 deg T, standard speed 12 knots. 0950 Rounding Los Negros Island. 1023 SE Pt. Los Negros Island abeam distance 3 miles. 1033 Increased speed to 13 knots. 1255 Lambacho Island abeam to starboard, distance 4 miles. 1308 Pearse Shoal abeam. 1510 Alim Island abeam to starboard, distance 6.3 miles. 1527 Decreased speed to 11.5 knots.	2) A History of the USS Calvert - David Cullen - p. 15 3) War Diary, USS Calvert, November 1944
				Weather while crossing Bismark Sea is clear horizon with overcast sky, excellent visibility, smooth sea and no swell.	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Manus Island, Admiralty Islands to Langemak Bay, New Guinea
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



"Cruise of the USS Calvert APA 32
November 1943 to April 1946"

Online:
<http://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>

1944	November	4	Underway to Langemak Bay, New Guinea	"We have an escort, the USS Stembel (DD 644), she is to protect us because we are traveling all by ourselves. While we are underway, we sure do pass a lot of small islands. The day is beautiful and the water is very calm and very blue. It only takes us one day to get here and we enter Langemak Harbor on the east coast of New Guinea.	Beach Party. Billy Lee Bell. p74 (Chapter 23)
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Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	4	Underway to Langemak Bay, New Guinea Anchored, Langemak Bay, New Guinea	0000 Steaming as before independently from Manus Island to Finschhaven, New Guinea with USS Stembel (DD 644) as escort. Course 175 deg T, speed 11.5 knots. 0400 Entering strait between Long Island and Tolokiwa Island, strong winds and rough sea is experienced at north end of the strait. Winds reached velocity of 20 knots and sea is rough, also from SE. Extremely strong current setting NW with a drift of 4-6 knots is experienced. Sky is cloudy. 0430 Increased speed to 16 knots to maintain speed of advance (11.5 knots). 0435 Sighted coast of New Guinea bearing 213 deg T, distance 45 miles. 0435 Tolokiwa Island abeam to port, distance 14 miles. Passing through strait between Tolokiwa and Long Island. 0545 Proceeding parallel to New Guinea coast between Cape King William and Fortification Point. 0950 Approaching Finschhaven, after several course corrections necessary for a strong set to westward in the Strait between Long and Tolokiwa Islands. 1200 Ship entered Langemak Bay, 2 miles south of Finschhaven, New Guinea to anchor at 1219 in 45 fathoms of water. This bay is extremely deep right up to the waters edge.	War Diary, USS Calvert, November 1944
1944	November	5 - 7	Langemak Bay, New Guinea	1) Anchored in Langemak Bay, New Guinea. 1) November 7: At 0545, ship was moored port side to Pier 9, Langemak Bay after getting underway at 0535. Ship immediately proceeded to load combat cargo and equipment in all 6 hatches. The loading is for elements of the 1. Three companies of 187th Airborne. 2. 1 Battalion of 102nd Automatic Weapons (AAA) 3. 30th Portable Hospital Unit 4. 17th Portable Hospital Unit 2) The Calvert commenced embarking troops - 1st Battalion, 187th Airborne Regiment, 11th Airborne Division; 1st Battalion, 102nd Automatic Weapons (AAA) Regiment, and the 17th and 30th Portable Hospital Units - and cargo. The usual general and debarkation drills were conducted upon completion of loading. 3) "A majority of the 187th's officers and men qualified as paratroopers. ... The 187th Regimental Headquarters Company and the 1st Battalion (1/187th) loaded aboard the USS Cambria (APA-36) in Oro Bay. The 2nd Battalion (2/187th) flew to Finschhaven and boarded the USS Calvert (APA-32)."	1) War Diary, USS Calvert, November 1944 2) A History of the USS Calvert - David Cullen - p. 15 3) Original source no longer available online at: http://www.popflock.com/learn?s=187th_infantry_Regiment
1944	November	8	Langemak Bay, New Guinea	All troop cargo and equipment was loaded by 0600, and at 0645, left the pier to anchor in Langemak Bay at 0722 in 70 fathoms of water. The USS Stembel (DD) was fueled alongside to capacity of her tanks. By 1700 all troops had been embarked by small craft from nearby beaches.	War Diary, USS Calvert, November 1944
1944	November	8 - 10	Langemak Bay, New Guinea	Ship remained at anchor. Troops are being drilled at abandon ship and debarkation stations as well as being introduced to the rules and regulations for the government of troops aboard ship. Ship's company is being permitted shore liberty for recreational purposes.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	8 - 10	Langemak Bay, New Guinea	"While we are here the Old Man gives us some liberty over on the big island. We take a boat over to the beach and just play around. We were told not to drink any water while we are there. Some native kids came down to the area where we were. We told them to climb up those coconut trees and knock us down some coconuts. They went up those trees and knocked down a whole bunch of green coconuts."	Beach Party. Billy Lee Bell. p74 (Chapter 23)
1944	November	11	Langemak Bay, New Guinea	1) 0000 Anchored as before in Langemak Bay, New Guinea with USS Stembel (DD), as escort secured alongside. 2) "On 11 November, the Navy, with the 11th Airborne Division loaded on nine ships, pulled out of Oro Bay. For the unknowing men aboard the transports steaming toward Leyte, combat was just a few days away." 3) In the afternoon of 11 November, again escorted by USS Stembel, Calvert departed Langemak Bay and that night made rendezvous with TU 79.15.1.	1) War Diary, USS Calvert, November 1944 2) Original source no longer available online at: http://www.popflock.com/learn?s=187th_Infantry_Regiment 3) A History of the USS Calvert - David Cullen - p. 16
1944	November	11	Langemak Bay, New Guinea Underway to Leyte	1) Underway for Leyte 1645 Getting underway. 1705 This ship sortied from Langemak Bay escorted by USS Stembel and proceeded to a point 10 miles East of Finschhafen. 2130 Rendezvous was made with TU 79.15.1. This ship is now operating with TU 79.15.1 (USS Cavalier - APA-37). This force consists of: 6 APA, 1, AP, 2 AKA, 1 APH and is screened by 4 DD and 3 APD. Destination is Leyte, Gulf, Leyte, PI. Upon rendezvous, speed 10 knots and course 335 was set. 2225 Fortification Point was abeam distance 8 miles. 2350 Rounding Cape King William, NG, course was altered to 300 deg T, conforming to standard route. Weather: Heavy rain squalls and low course visibility prevailed since departure from Langemak Bay.	1) War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Langemak Bay, New Guinea to Leyte, Philippines

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

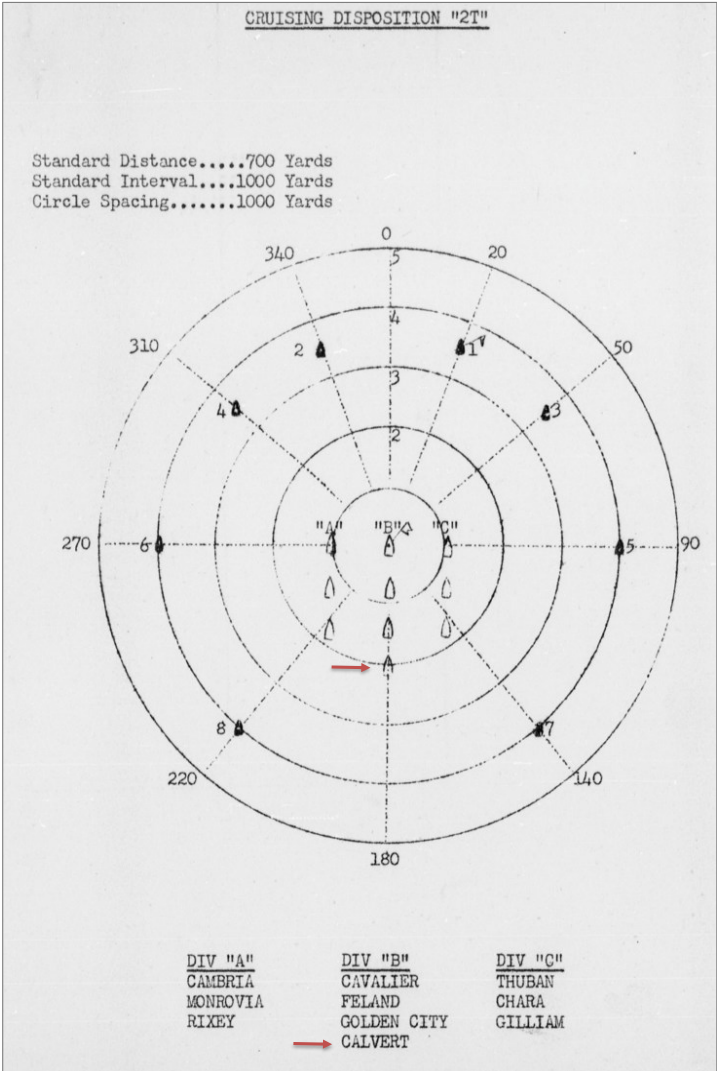
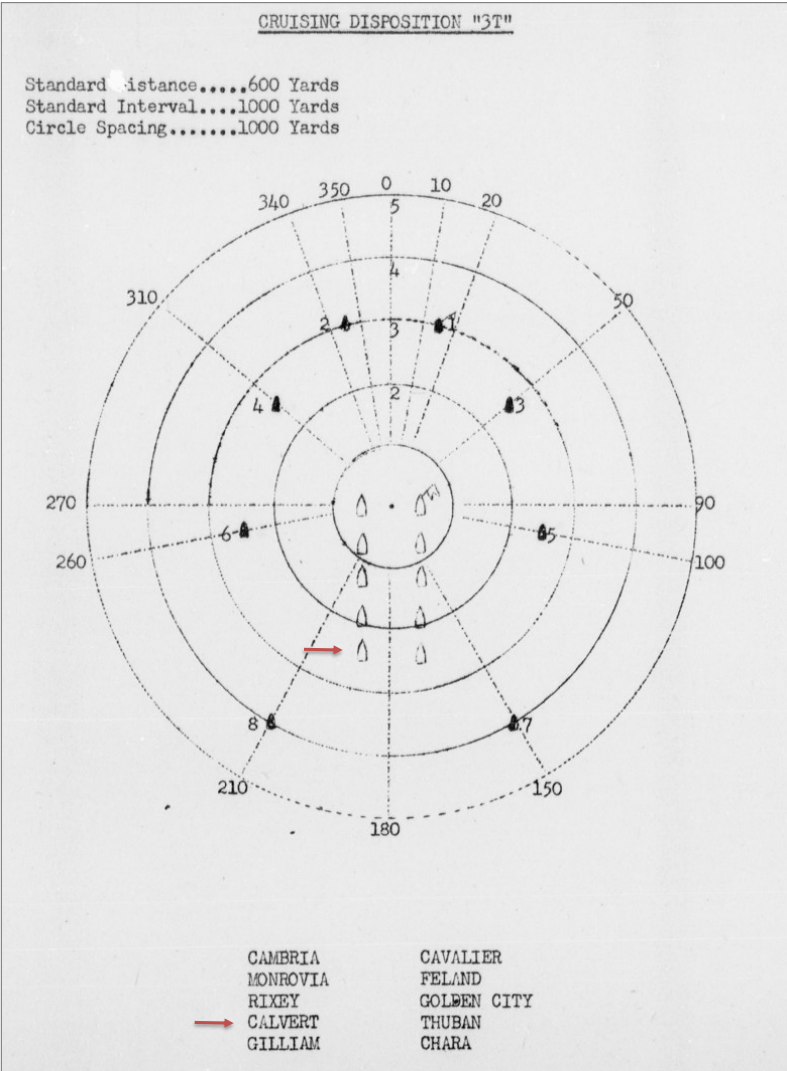


1944	November	12	Langemak Bay, New Guinea	"We are on our way back to Leyte Gulf to reinforce the island with the troops and cargo that we have on board."	Beach Party. Billy Lee Bell. p75 (Chapter 24)
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Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	12	Underway to Leyte	0000 Steaming with TU 79.15.1 alongside the NE coast of New Guinea on Couse 300 deg T, at speed 10 knots. Cruising disposition is standard 2 column formation. 0415 Entered Vitiaz Strait between Long Island and New Guinea coast. A strong favorable current was felt setting NW at 2.5 knots. 0925 Bagabag Island was abeam distance 10.5 miles. 1020 Entered Isumrud Strait between Karkar Island and New Guinea. Course was altered to 324 deg T, by 1130 ship was clear of the Isumrud Strait. 1530 -1745 Manum Island and Bam Island were abeam. 2045 Blup Blup Island was passed abeam, distance 24 miles. 2110 Course was altered to 281 deg T. 2317, Vokes Island was abeam at 13 miles. Ship is now passing north of the Schouten Islands on course 281 deg T. Weather: The day was partly cloudy, smooth sea, and variable moderate breeze. Radar again was invaluable in determining ships position both during day and night.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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Task Unit 79.15.1 Cruising Dispositions: "3-T" and :2-T" formations



War Diary, Commander Transport
Squadron Fourteen, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	13	Underway to Leyte	0000 Steaming as before with TU 79.15.1 with USS Cavalier (APA37) as OTC and fleet guide. The TU is in cruising disposition 2-T (3 columns formation) steaming off the NE coast of New Guinea, north of the Schouten Islands on course 281 deg T, at speed 12.0 knots. 0545 Commenced zigzagging employing plan #6. 0436 to 0655 Ceased zigzagging in order to adjust convoy position to northward by simultaneous turn. 0615 Course was altered to 315 deg T, ship is now clear of Bismark Archipelago and adjacent islands. Embarked troops are engaged in preparations and organization for their debarkation in Leyte Gulf upon arrival. Weather: The day was one of overcast skies, small sea swell and light variable winds.	War Diary, USS Calvert, November 1944
1944	November	14	Underway to Leyte	1) 0000 Steaming as before with TU 79.15.1 with USS Cavalier (APA37) as OTC and fleet guide. Cruising disposition 2-T, fleet course and axis 325 deg T, fleet speed 12.0 knots. Zigzagging from dawn to dark employing plan 36. 0758 Course altered to 312 deg T to allow for easterly set. 1220 Course was altered to 310 deg T to allow for easterly set. 1245 Submarine contact was reported by one of the screening vessels on the starboard side of the formation. 1250 Emergency turn 60 deg to port was made by all ships. 1258 Emergency turn 30 deg to port was made by all ships. Final course 180 deg T. 1310 Course 310 deg T was resumed by the formation and continued to zigzag, contact having been declared lost. 1910 Speed was increased to 13.0 knots. Weather this day: Clear with light NE'ly to NW'ly winds. Small sea and slight swell. 2) 1250 Braine reports sub contact. 2) 1716 Identified friendly sub.	War Diary, USS Calvert, November 1944 2) War Diary, Commander Transport Squadron Fourteen, November 1944

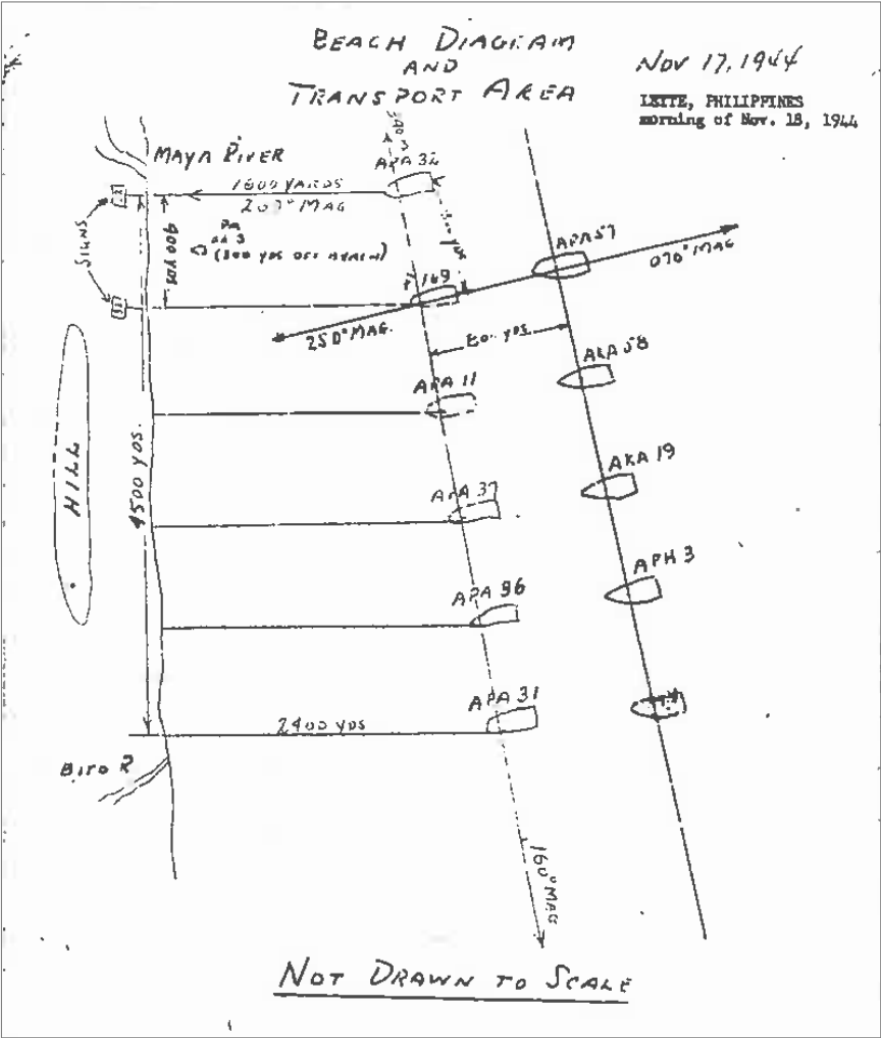
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	15	Underway to Leyte	0000 Steaming as before with TU 79.15.1 with USS Cavalier (APA37) as OTC and fleet guide. Cruising disposition 2-T, fleet course and axis 310 dec T, at speed 13 knots. 0500 Commenced zigzagging employing plan #6. 0800 Ceased zigzag. Ship was assigned to the detail of fueling the USS Luce and USS Chancey (DD667). 0847 The USS Luce was received alongside and fueling commenced. Fueling speed 13 knots. 1111 Fueling of the Luce was completed, having discharged 1017 barrels of oil in 2 hrs. 24 min. at the rate of 432 bbls per hour. 1122 All lines were retrieved and the destroyer was clear. 1205 The USS Chauncey was received alongside. 1219 Fueling commenced. 1432 All lines were retrieved and the destroyer was clear. 1440 Fueling of Chauncey was completed, having discharged 1047 barrels of oil in 2 hrs. and 1 min. at the rate of 623.5 bbls per hour. Note; during the fueling operation the "Sperry Gyro Automatic Pilot" was employed. The extreme accurate and steady course maintained by the "pilot" was employed with great assistance to the vessel being fueled in maintaining her position. 1432 Speed was reduced to 12 knots. 1800 Speed was reduced to 11 knots. Weather continued fine and clear with small sea and swell, light NW'ly winds.	War Diary, USS Calvert, November 1944
1944	November	15	Underway to Leyte	Fubar is thrown overboard 1) "Two nights before the Turk's murder, Gunner's Mate Harry Cunningham had the roving security watch and heard a howling on the port side near number 5 hatch. He discovered Fubar hanging over the lifelines. Evidently someone didn't like him and had tied a weight to Fubar and tried unsuccessfully to toss him overboard." 2) "Somebody threw him overboard one night and he got hung up on the paravane cable. How long he hung there no one knows. Someone was lowered down the side of the ship in a bos'n chair and brought back that male dog back aboard. That dog looked like a drowned rat. By the afternoon the dog was feeling better and he got mean again."	1) Calversion V29, P 6 Hal Winter 2) Beach Party. Billy Lee Bell. p69
1944	November	16	Underway to Leyte	0000 Steaming as before. Cruising disposition 2-T. Fleet course and axis, 310 deg T. Fleet speed 11 knots. Flares were seen over Anguar Island, Palau Group, distance 35 miles. 0505 Course altered to 296 deg T, conforming to the assigned track. Personnel of the embarked troop units have been exercising daily in debarkation drills, i.e., system employed to debark the troop units upon arrival at destination. Personnel of ships company have been regularly exercised at General drills, with emphasis on Gunnery and Damage Control problems. Weather this day: Partly cloudy with small NE'ly sea. Moderate NW'ly swell, light N to NW'ly winds, force 2.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	17	Underway to Leyte	0000 Steaming as before. Fleet course and axis 296 deg T, fleet speed 11 knots. Zigzagging from dawn to dark. Convoy is in cruising disposition 2-T. Air coverage is being provided by this TU carrier located astern to the TU. Ship's personnel and embarked troop units are making final preparations for debarkation of personnel and discharging of combat vehicles and cargo.	War Diary, USS Calvert, November 1944
1944	November	17	Underway to Leyte	1625 Formed cruising disposition 3-T (Channel formation). Reduced speed to 9 knots 1630 Paravanes were streamed. 1717 Speed of 10 knots was resumed, Surigao Island was abeam bearing 207 deg T, distance 20.5 miles. 2337 Course was altered to 316 deg T. 2348 Course was altered to 296 deg T, approaching Surigao Strait, entrance to Leyte Gulf. Weather: Cloudy with moderate NW'ly sea and swell. NW'ly winds at 12 knots prevailed.	War Diary, USS Calvert, November 1944
A Murder Aboard the Calvert					
1944	November	17 - 18	Underway to Leyte	1) Friday, 17 November 1944. Underway to Leyte. 0505: <name redacted> discovered dead in lower no. 4 hold. Death due to injuries, multiple, extreme. ... Circumstances point toward an unnatural death. The deceased crew member's remains were sent ashore at Leyte on Saturday, 18 November 1944, at 1100, and delivered to the Graves Registration Dept., Leyte.	1) Calversion V29, p5 Hal Winter ('43-'45) USS Calvert's deck log for November 17, 1944
The Turk's Murder					
1944	November	17	Underway to Leyte	"One day before we get to Leyte, something really happened aboard ship. It all started out really early. I was standing the four to eight watch on one of the forward three inch guns when all at once over the loud speakers came: "Reveille, reveille, all hands hit the deck." Then general quarters was called real early and they told everybody to go and stand by their lockers and the ones that were on watch to stay at their posts. We couldn't figure out what happened, until later. The way it all started was this way. We have a fire watch, he is a guy that walks all around the ship and keeps and eye out for anything that might be happening while everybody is asleep. But one of his jobs is to wake up different people before reveille is sounded, so these people can be up earlier than anybody else, so they can get things moving. Well, anyway, one of his jobs was to go down into number four hold to wake up the Turk; that is what we called him. The Turk was in charge of number four hold. So when the fire watch crawled down into number four hold to wake up the Turk, he shook him and said he called his name and started to leave. In the process of shaking the Turk, he said he got something really sticky on his hands and thought it was just sweat, because it was real hot down in those holds. He said the Turk was just lying there on a cot with nothing on except a pair of white shorts. Being below deck at night all the lighting is red lights. So when the fire guard got his hands all wet from touching the Turk's body, he didn't think too much of it, until he climbed back up the ladder and out of number four hold. When he got into better lighting, he could see it was blood on his hands. He went and reported it to the officer on the bridge that something was wrong, because he got blood all over his hands when he touched the Turk.	Beach Party. Billy Lee Bell. p75 (Chapter 24)

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	17	Underway to Leyte	Continued.	
				"A bunch of officers went down into number four hold and looked the situation over and the big investigation was on. If you weren't standing your locker so you could unlock it so they could see in it and go through your things, then they had a pair of bolt cutters and they cut your lock off. That morning I was on watch so my lock was cut off. The Navy replaced it later.	Beach Party. Billy Lee Bell. p76 (Chapter 24)
				Why someone killed him, they don't know. They know it wasn't robbery because they found about twenty-seven hundred dollars under his pillar. While aboard the ship the Turk had a little gambling concession in number four hold. Most everyone knew about it. He had a roulette wheel and a dice table.	
1944	November	18	Underway to Leyte	The officers that were on the investigating committee only had one day to investigate, because the next day the troops were leaving the ship. The Turk's body was taken ashore at Leyte and buried on the Island."	
				1) 0000 Steaming as before. Approaching Surigao Strait on course 296 deg T, at speed 10 knots in channel formation.	
				0213 Desolation pt. Dingat Island and Homonhon Island were abeam. 0232, course was altered to 308 deg T following assigned track across Leyte Gulf. 0615, paravanes were retrieved and ship proceeded independently on course 260 deg T to assigned anchorage off Bito Lake, East Coast of Leyte.	1) War Diary, USS Calvert, November 1944
1944	November	18	Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf	0729 Ship anchored 1.3 miles off the beach. Boats were lowered.	2) A History of the USS Calvert - David Cullen - p. 16
				0750 Debarkation of embarked personnel commenced.	
				0820 The first boats were sent into the beach.	
1944	November	18	Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf	2) TU 79.15.1 arrived off Bito Lake, Leyte, on 18 November and immediately started offloading operations.	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Leyte Operation, November 18, 1944: Beach Diagram and Transport Area
The USS Calvert's location, and landing beach, is indicated at the top of the diagram (APA 32).



1944 November

18

Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf

1) Calversion, v24, p4

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	18	Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf	0828 Discharging of combat cargo and vehicles commenced, employing ships landing craft. 0829 LSM 311 was received alongside starboard side aft and holds #4, 5 and 6 were discharged. 1115 LSM #258 was received alongside starboard side forward and holds #1, 2 and 3 were discharged. 1357 LSM 258 was loaded and dispatched to the beach, small craft then resumed receiving cargo from holds #1, 2 and 3. 1535 No. 4 hold was discharged of all cargo. 1547 LSM 311 was loaded and dispatched to the beach. Small craft resumed receiving cargo from holds #5 and 6.	War Diary, USS Calvert, November 1944
1944	November	18	Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf	1) "The low-flying Jap single-engine plane ("MIKE"?) that passed over our heads in Leyte Gulf and crashed into the USS Honolulu. Quite an explosion!" - Bob Huber 2) "At 1600, on 20 October an enemy torpedo plane was sighted as it aimed its torpedo at Honolulu. Despite the skillful maneuvering of Captain Thurber to evade, the torpedo found its mark on her port side. 64 men were killed and 35 were injured."	1) Calversion, V25, p3 2) USS Honolulu, Wikipedia entry. Online: https://en.wikipedia.org/wiki/USS_Honolulu_(CL-48)
1944	November	18	Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf	1618 No. 6 hold was discharged of all cargo. 1645 No. 5 hold was discharged of all cargo. 1715 LSM 258 returned to the ship for another load from holds #1 and 2, starboard side. #3 hold was discharged into small craft. 1735 No. 3 hold was discharged of all cargo. 1740 No. 2 hold was discharged of all cargo at 1740. 1820 No. 1 hold was discharged of all cargo. 1825 Debarkation of all troops was completed. 1830 LSM 258 was clear of the ship. 1910 All boats were aboard and ship was unloaded and underway on course 088 deg T at speed 15 knots escorted by the USS Gansevoort (DD 608) to rejoin the main body of TU 79.15.1 which had gotten underway at 1800.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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USS Calvert's Unloading Report

War Diary, Commander Transport Squadron Fourteen, November 1944

1944 November

18

Anchored in the vicinity of Dulag (town) and Bito Lake, Leyte Gulf

<u>UNLOADING REPORT</u>						
		1000	1200	1400	1600	1800
C A L V E R T	A	12	33	55	78	100
	B	13	26	60	80	98
	C		2000	2000	1830	1830

LEGEND:

A--% Vehicles Discharged.

B--% Total Cargo Discharged.

C-- Estimated Hour Completion.

Troops and Cargo Embarked			
	Troops	Vehicles	Tons
CAVALIER	1300	101	444
FELAND	849	58	274
GOLDEN CITY	1391	27	270
MONROVIA	1245	58	558.6
RIXEY	1124		130
CAMBERIA	1084	93	362
THUBAN	59	166	2392
CHARA	220	314	2403
GILLIAM			245
CALVERT	1314	100	658

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Leyte, Philippines to Manus Island, Admiralty Islands, Papua New Guinea
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	18	Underway to Manus Island	2045 Course was altered to 127 deg T. 2050 Ship was in proper station in the Task Unit which was proceeding at speed 12 knots on course 127 deg T in channel formation for Surigao Strait between Dinagat Island and Homonhon Island at entrance to Leyte Gulf. 2300 Passed out of Leyte Gulf with Desolation Pt. abeam. 2330 Took departure from Leyte Gulf with Desolation bearing 270 deg T, distance 6 miles. Set course 127 deg T, speed 12 knots. This ship now proceeding with TU 79.15.1 for Manus Island in accordance with dispatch from CTF 79. Organization of TU 79.15.1 (Transron 14): USS Cavalier (APA 37), USS Cambria (APA36), USS Monrovia (APA31), USS Rixey (APH3), USS Fedland (APA11), USS Golden City (AP169), USS Calvert (APA32), USS Gilliam (AP57), USS Fremont (APA44). Weather during stay in Leyte Gulf; Partly cloudy, smooth sea, slight swell, Wind, NE'ly, force 2.	War Diary, USS Calvert, November 1944
1944	November	19	Underway to Manus Island	0000 Steaming with TU 79.15.1. Cruising disposition 3-T (Channel formation) on course 127 deg T, speed 12 knots. 0600 Cruising disposition 4-T (3 columns of 3 ships each) was formed. 0635 Reduced speed to 8 knots while other ships of the Task Unit retrieved paravanes. 0722 Increased speed to 12 knots. 0835 Speed increased to 13.5 knots. 1305, c/c to 112 deg T. 1200 An observation of the sun at noon indicated the presence of a current setting south with a draft of 1 knot. This current has been experienced on two previous passages through these waters. Weather: Heavy rain squalls swept over the ship throughout the day from the NE. A rough sea and moderate swell from ENE prevailed throughout the day.	War Diary, USS Calvert, November 1944

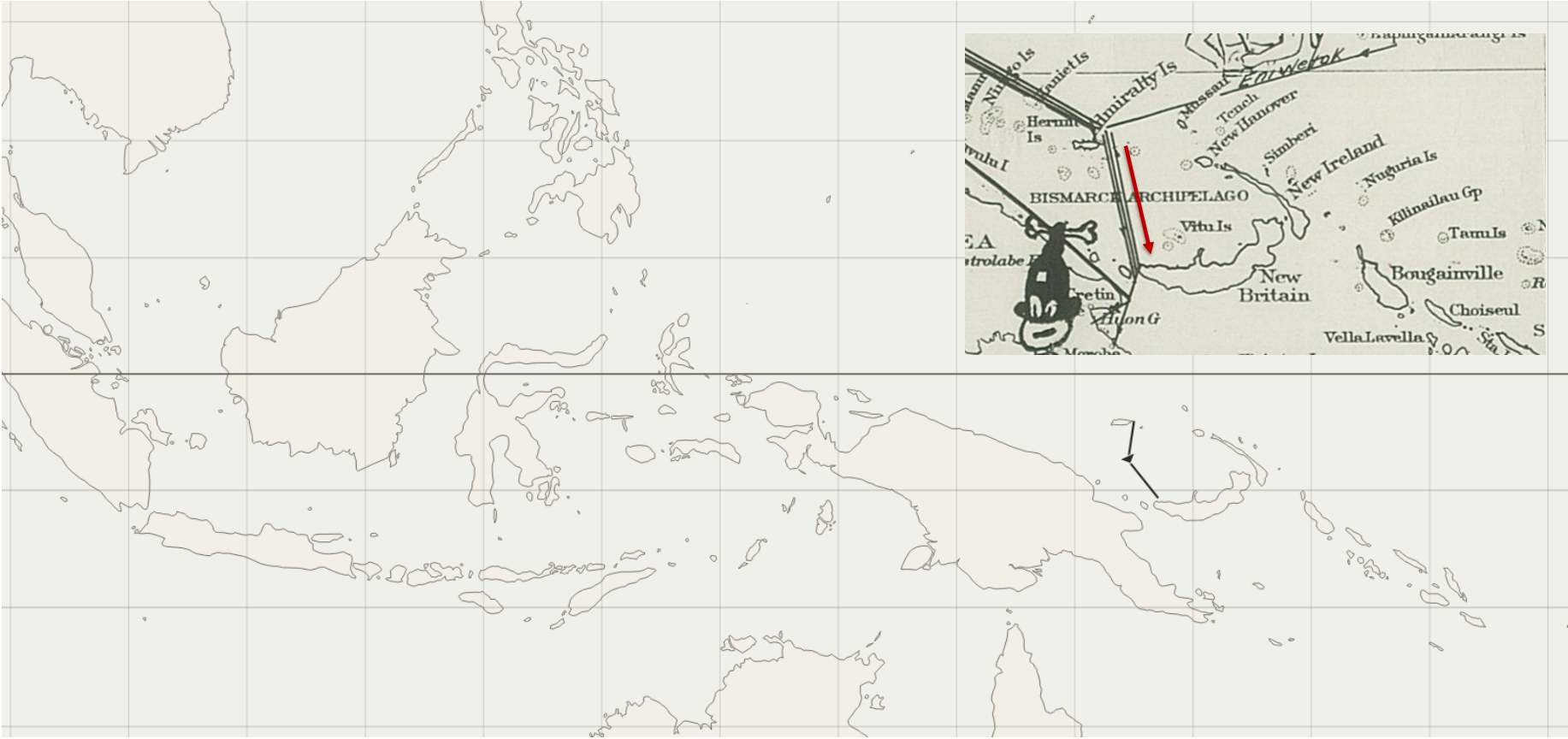
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	19	Underway to Manus Island	1) ORDERS OF THE DAY FOR Sunday 19 November 1944 (dated 18 November 1944) 0500 Reveille 0515 General Quarters 0615 Secure from General Quarters 0630 Breakfast for ship's company 0630 - 0730 Breakfast for all officers in the wardroom 0730 Turn to, clean sweep down all decks and living compartments 0800 Muster on stations, make reports to the officer of the deck and the executive officers office. Turn to, clean up ship and Stow all gear. 1100 Clean sweep down, Knock off work. 1200 Dinner for ship's company. Lunch in the wardroom for all officers 1300 Turn to, continue cleaning up ship. 1600 Clean sweep down, knock off work. 1700 Supper for ship's company 1730 Dinner in the wardroom for all officers 1800 One half hour before sunset, prepare to darken ship 1830 Sunset, ten minutes after sunset, darken ship. Note: There will be holiday routine , Monday 20 November 1944. Memorandum to all hands: On November 18, 1944, this ship unloaded 665 tons of cargo at an average of 67 tons an hour and discharged 1245 troops to the beach. This is 7 tons an hour better then any previous record on board the USS Calvert. WELL DONE. J.A. Paterson, Lt. Cmdr., USNR, Executive Order	1) Calversion, V24 P4
1944	November	20	Underway to Manus Island	0000 Steaming as before, in disposition 4-T on course 112 deg T, at speed 13.5 knots. Zigzagging dawn to dark. 0843 This ship exchanged positions with USS Gilliam (APA57), shifting from position of last ship in starboard column to last ship in port column which position was attained by 1030. 1129 Course was altered to 120 deg T in accordance with assigned route. Weather: Partly cloudy, small sea from SQ and slight S'ly swell, wind is southerly, force 2.	War Diary, USS Calvert, November 1944
1944	November	21	Underway to Manus Island	Steaming as before, in disposition 4-T, on course 120 deg T, at speed 12.5 knots. Zigzagging dawn to dark on plan #6. 0928 An emergency turn of 90 deg to starboard was executed when a sound contact was made by the screening vessels. 0940 Base course was resumed and the zigzag plan was again continued. 1245 Unit ceased zig zagging. 1300 Commenced fueling ships of the screen from the transports. 1800 Completed fueling operations. Fueling speed was 11.5 knots, fueling course was 120 deg T. 1800 Speed was reduced to 10 knots. 1750 to 2330 Zigzagging on plan #6. 1925 Course was altered to 112 deg T. Weather: Sea was slight with little swell, wind was light from the SE.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	22	Underway to Manus Island	Steaming as before, on course 122 deg T, speed 11 knots. This day was uneventful with slight sea and swell from the North East and light winds. Course was altered to 115 deg T at 1925 in accordance with assigned route.	War Diary, USS Calvert, November 1944
Thanksgiving Day					
1944	November	23	Underway to Manus Island	1) 0000 Steaming as before, on course 115 deg T, speed 11 knots. 1245 Crossed the Equator into south latitude at longitude 144 deg - 48 ' E. 1430 Course was altered to 134 deg T, in accordance with assigned route. Zigzagging from dawn to moonset. Weather continues to hold good with smooth sea, slight swell and light variable winds. 2) Thanksgiving Day Meal "Today is Thanksgiving Day and I have the early watch on number three gun tube. That means that I will get to chow early, so that we can relieve the guys who are on watch now. We have to be there by twelve o'clock. I go down into the chow hall and take my tray and to through the line and get some turkey and all the trimmings. After that, it's up to the gun tub and relieve the watch. It surely was a good meal."	1) War Diary, USS Calvert, November 1944 2) Beach Party. Billy Lee Bell. p64 (Chapter 20)
1944	November	24	Underway to Manus Island, Bismark Archipelago	0000 Steaming as before on course 134 deg T, at speed 11 knots. 0115 Landfall on Manus Island was made by Radar, bearing 160 deg T, distance 35.5 miles. 0354 Course was altered to 110 deg T. Subsequent fixes by radar on the smaller island adjacent to North coast of Manus provided to be reliable when checked by visual bearings taken after sunrise. 0630 The ship entered Seeadler Harbor in company with the Task Unit, passing thru the submarine net and then proceeded directly to moor starboard side to the USS Niobora (AO72), to fuel. 0750 Ship commenced fueling. 1055 Completed fueling, having fueled to capacity. 1155 Ship was clear and underway to anchor in assigned berth 1217 Anchored in berth W47. Weather was unusually favorable, there being small sea and swell and exceptionally clear atmosphere for this area.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	25	Anchored, Seeadler Harbor, Manus Island, Bismark Archipelago	Anchored as before in berth W-47, Seeadler Harbor, Manus Island, Bismark Archipelago. Ships company employed in minor repairs and overhaul of equipment. Small quantities of dry provisions and stores are being received. During the afternoon an oil barge was received along side and diesel oil was taken aboard to tank capacity.	War Diary, USS Calvert, November 1944
1944	November	26	Anchored, Seeadler Harbor, Manus Island, Bismark Archipelago	Anchored as before. Ship is being cleaned and generally overhauled in preparation for receiving next assignment of cargo. Small parties of ships company are sent ashore at intervals for recreational activities.	War Diary, USS Calvert, November 1944
1944	November	27	Anchored, Seeadler Harbor, Manus Island, Bismark Archipelago	Anchored as before. Work continues aboard ship but scarcity of provisions and general stores are presenting a difficult logistics problem. Ships company continues to ready cargo and troops compartments to receive a combat team in the near future.	War Diary, USS Calvert, November 1944
1944	November	28	Anchored, Seeadler Harbor, Manus Island, Bismarck Archipelago Underway to Borgen Bay, Cape Gloucester	1) Anchored as before in berth W-47, Seeadler Harbor, Manus Island. 2) After completing a four day availability at Manus, Calvert sailed with Transport Group Baker, TG 79.4, for Borgen Bay, Cape Gloucester, New Guinea, to embark units of the 40th Infantry Division. 1) 0911 Underway from anchorage. 1030 This ship sortied from Seeadler Harbor. This sortie was made with ships of Transport Division 18 (temp). Organization of the Transport Division: USS Cambri (F), Monrovia, Calvert, Custer, Warhawk, Knox, Baxter and Alcyone (6 APA, 1 AP, 2 AK) this group is screened by USS Isherwood, Kimberly, R.W. Sueens and Abercrombie (2 DD and 2 DE). Force flag and OTC is Commodore Knowles in the Cambria. Upon sortie course 119 deg T and speed of 14 knots was set for destination of Borgen Bay, Cape Gloucester via standard route around SE end of Manus and thence South across the Bismarck Sea to arrive at daylight Nov. 29 1944. Cruising disposition consisted of a two column formation of heavy ships appropriately screened. 1430 The ship was clear of Island (Boluan), SE of Manus and course 174 deg T was set across the Bismark Sea. Zigzag plan #6 was commenced on this course. Weather: Light SE'ly winds prevailed throughout the day.	1) War Diary, USS Calvert, November 1944 2) A History of the USS Calvert - David Cullen - p. 16

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Manus Island to Borgan Bay, Cape Gloucester, New Britian.
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.
Inset chart: Excerpt of "Cruise of the USS Calvert APA 32 November 1943 to April 1946" Online: <http://www.usscalvert.com/2015/08/28/uss-calvert-wwii-pacific-cruise-map-ship-photographs/>



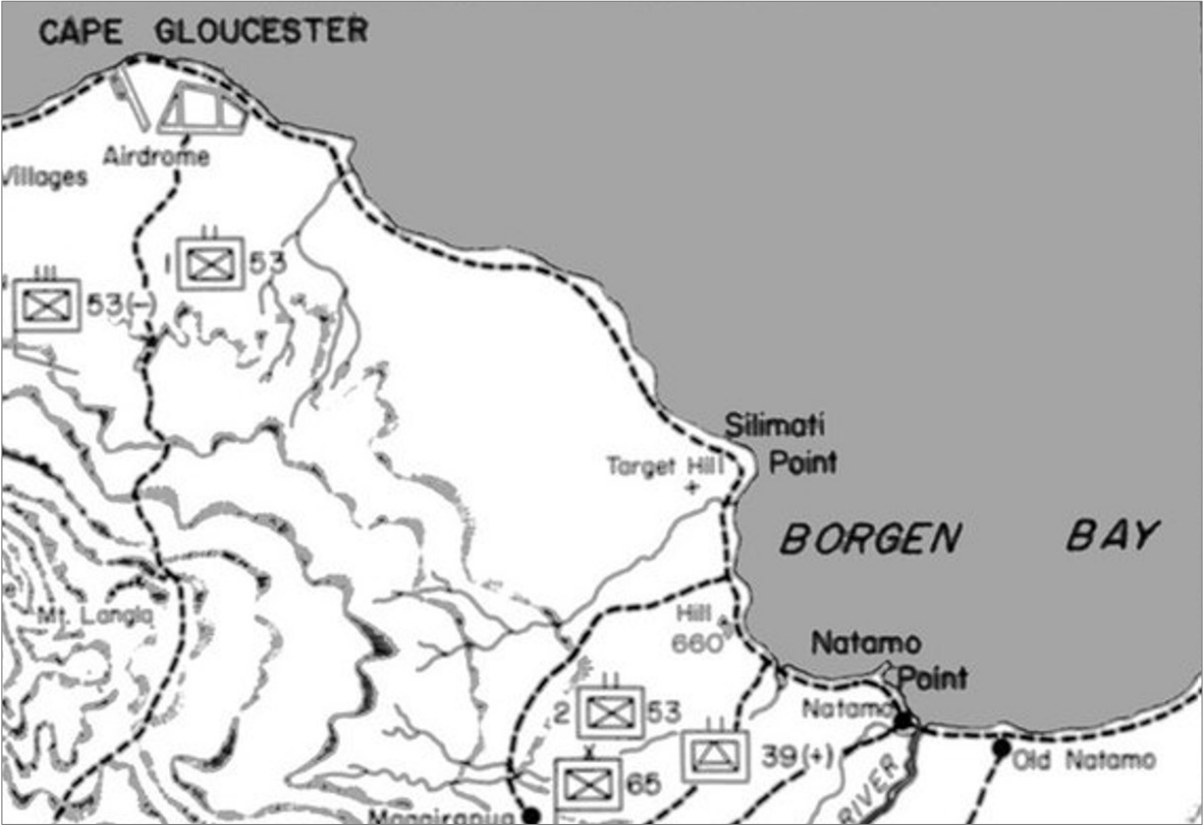
Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	29	Enroute to Borgen Bay	0000 Steaming with transports of TransDiv 18, temporary, on course 174 deg T, standard speed 14 knots, and zigzagging on plan #6 due to bright moonlight night. This unit is enroute to Borgen Bay, Cape Gloucester crossing the Bismark Sea.	War Diary, USS Calvert, November 1944
			Anchored: Borgen Bay, Cape Gloucester, New Britian	0100 Course was altered to 140 deg T. 0230 Course was altered to 108 deg T and zigzagging resumed on the new course. Tolokiwa Island was abeam bearing 198 deg T, distance 12 miles. Ascertained by radar. 0600 Passed Sakar Island, bearing 198 deg T, distance 10 miles. 0745 Course was altered to 115 deg T and for the approach on Borgen Bay. 0932 The outer reef was entered, on course 170 deg T. The ship proceeded to her assigned anchorage. 1028 Anchored in 27 fathoms of water, 1.5 miles from the beach with Razorback Hill bearing 248 deg T, and Target Hill bearing 150 deg T.	

Year	Month	Day	Location	Historical Details	Sources, Notes
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Borgen Bay, Cape Gloucester, New Britain



Map 12: Huon Gulf, New Guinea
The U.S. Army in World War II. The War in the Pacific. Cartwheel: The Reduction of Rabaul
CHAPTER XI: The Markham Valley and the Huon Peninsula
Online:
<https://www.ibiblio.org/hyperwar/USA/USA-P-Rabaul/USA-P-Rabaul-11.html>

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	November	29	Anchored: Borgen Bay, Cape Gloucester, New Britian	1) 1028 Anchored in 27 fathoms of water, 1.5 miles from the beach with Razorback Hill bearing 248 deg T, and Target Hill bearing 150 deg T. 2) Map of Cape Gloucester and Borgen Bay	1) War Diary, USS Calvert, November 1944 2) Map: Backhander Objective Area. December 1943 Wikipedia: https://en.wikipedia.org/wiki/Battle_of_Cape_Gloucester
A detailed map of Cape Gloucester and Borgen Bay. The map shows the coastline of Cape Gloucester with various locations marked. Key locations include Villages, Airdrome, Target Hill, Silimati Point, Borgen Bay, Natamo Point, Old Natamo, and the Natamo River. Military positions are indicated by boxes with numbers inside, such as 53, 53(-), 53, 2, 53, 65, and 39(+). Topographical features like Mt. Longia and Hill 660 are also labeled. The map is oriented with the coastline on the left and the bay on the right.					
1944	November	30	Anchored: Borgen Bay, Cape Gloucester, New Britian	Anchored as before off Borgen Bay, Cape Gloucester, New Britian. In general work continues in upkeep and maintenance of the ship. All running and standing cargo gear is being overhauled. Boats are being repaired and readied for forthcoming operations. Troop and cargo compartments are ready to receive the assigned combat team which will be embarked at this port.	War Diary, USS Calvert, November 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944-December, 1 - 10				December 1 - 10 Borgen Bay, Cape Gloucester, New Britain December 4 Embarked elements of the 160th Infantry Regiment, 40th Infantry Division. December 6 Amphibious training exercise, Cape Gloucester December 10 Underway for Seeadler's Harbor, Manus Island, Admiralty Islands, Papua New Guinea.	
Additional sources for December 1944					
War Diary, USS Calvert, December 1944: https://catalog.archives.gov/id/139810648					
Report of Changes, Muster Roll, USS Calvert, October 1944: https://catalog.archives.gov/id/125656395?objectPage=851-878					
1944	December	1	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	Anchored in Borgen Bay Area, Cape Gloucester, New Britain in company with ships of Transport Division 18 (temporary). The CALVERT is part of Transport Division 30 with CTD 30 in USS KNOX (Captain Short), for administrative command is a unit of Transport Division 18 (temporary) with CT 18 temp. Ship's work continues in routine order preparing ship for forth coming operation.	War Diary, USS Calvert, December 1944
1944	December	2	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	Anchored as before. 0845 Underway and shifted berth to a position closer to Borgen Bay. 0929 Proper position reached and anchor let go. The new berth is directly off Nip Island in 29 fathoms of water. The following land marks are recommended for navigational purposes when piloting in this area: (a) Razorback (a sharp peak ridge in from coast of Cape Gloucester, the top and sides of which are devoid of trees and the slopes pack marked from early serial and surface bombardments). It is 570 feet above sea level. (b) Target Hill (an abrupt hill rising 380 feet above sea level on the North West edge of Borgen Bay. It is also devoid of trees and is covered with shell and bomb craters). (c) Hill 60 which lies South East and behind Target Hill rises from the edge of the bay to a height of 660 feet. It is tree covered but stands out sharply against the mountains rising from the coast. Due to the barrier reef lying seaward of Cape Gloucester the coastal waters in this area are free of rough seas and swells except in cases of strong Northerly winds.	War Diary, USS Calvert, December 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	December	3	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	Anchored as before.	War Diary, USS Calvert, December 1944
				0545 Commenced lowering all ships boats and hatches were opened to receive combat vehicles and cargo. Boats were dispatched to the beach for cargo as soon as lowered. LSM #28 was assigned this ship to assist in the transportation of cargo from beach to ship. The equipment and cargo being loaded is the equipment and cargo of the following U.S. Army Units, personnel of which will be embarked at a future date.	
				0915 Loading of cargo commenced and continued through out the day employing ship's boats to affect the shore to ship transfer supplemented by the LSM #28. Heavy rains fell throughout the day but sea and swell were slight. Boats were handled easily along side the ship. However beach conditions were such that boats were damaged, particularly propellers, rudders, and shafts; due to coral heads, shallow beach and lava rocks. Subsequent repairs imposed a severe strain on the ship's spares parts for these boats.	
1944	December	4	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	1) On 4 December, Calvert loaded 487 tons of combat cargo and on 9 December embarked 1,117 members of the 1st Battalion, 160th Infantry Regiment, 40th Infantry Division.	1) A History of the USS Calvert - David Cullen - p. 16 2) War Diary, USS Calvert, December 1944
				2) Anchored as before. The loading of cargo and vehicles continued throughout the night with a brief pause in early morning when the beach was secured due to tidal conditions. Holds number 3, 5 and 6 were topped off at 1427. Hold number 1 was topped off at 1610. Hold number 4 was topped off at 1652. Hold number 2 was topped off at 1845, thus completing the loading of all combat equipment and cargo. A total of 485 tons of cargo were loaded.	
1944	December	5	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	Anchored as before. Ship is now preparing boats and gear and briefing concerned personnel for debarkation drills and simulated landings on the morrow.	War Diary, USS Calvert, December 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	0000 Anchored as before.	
				0420 Underway and proceeded independently 7 miles westward along the Cape Gloucester coast.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	Amphibious Training Exercise, Cape Gloucester	
				0515 At anchor one mile west of Cape Gloucester, one mile off beach in 26 fathoms of water. Immediately upon anchoring, 16 landing craft were lowered and sent to the beach 1/2 mile west of the Cape Gloucester Airfield where they loaded personnel of the 1st BLT. - 160 Reg. - 40 Div. (INF.) and transferred them to the ship.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	0640 400 assault troops were embarked and boats were hoisted.	War Diary, USS Calvert, December 1944
				0715 the ship was underway for assigned berth in Transport area off Borgen Bay.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	0824 The ship reached her berth and anchored in 39 fathoms of water.	
				The forenoon was spent in instructions and drills of the embarked assault troops in debarkation procedure.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	1230 Ship's company manned their Condition One Able stations.	
				1300 All boats were lowered and troops commenced actual debarkation into the landing craft.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	1327 Debarkation was completed with all boats waterborne at that time. The lowered boats were dispatched to the Line of Departure off Kauho Beach, Borgen Bay, in three waves:	
				1335 First wave left the ship	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	1345 Second wave left the ship	
				1350 Third wave left the ship.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	1404 The ship was underway for her previous berth off Nip Island.	
				1535 Anchored in 30 fathoms of water, 3/4 mile off Nip Island. The landing craft made the simulated assault landing on the Kauho Beach and then reloaded the assault troops and ferried them to the Fink Pier Area just east of Cape Gloucester. Thence returning to the ship.	
1944	December	6	Borgen Bay Area, Cape Gloucester, New Britain	1610 Boats returned and were refueled and hoisted on arrival.	War Diary, USS Calvert, December 1944
				1720 All boats being clear of the water.	
1944	December	7 - 8	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	Weather throughout the drill: Smooth Sea, Slight Swell, Light Breeze, Overcast Sky, Intermittent Showers, Excellent Visibility.	
				Anchored in Borgen Bay Area, Cape Gloucester, New Britain	
1944	December	7 - 8	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	No further remarks.	War Diary, USS Calvert, December 1944

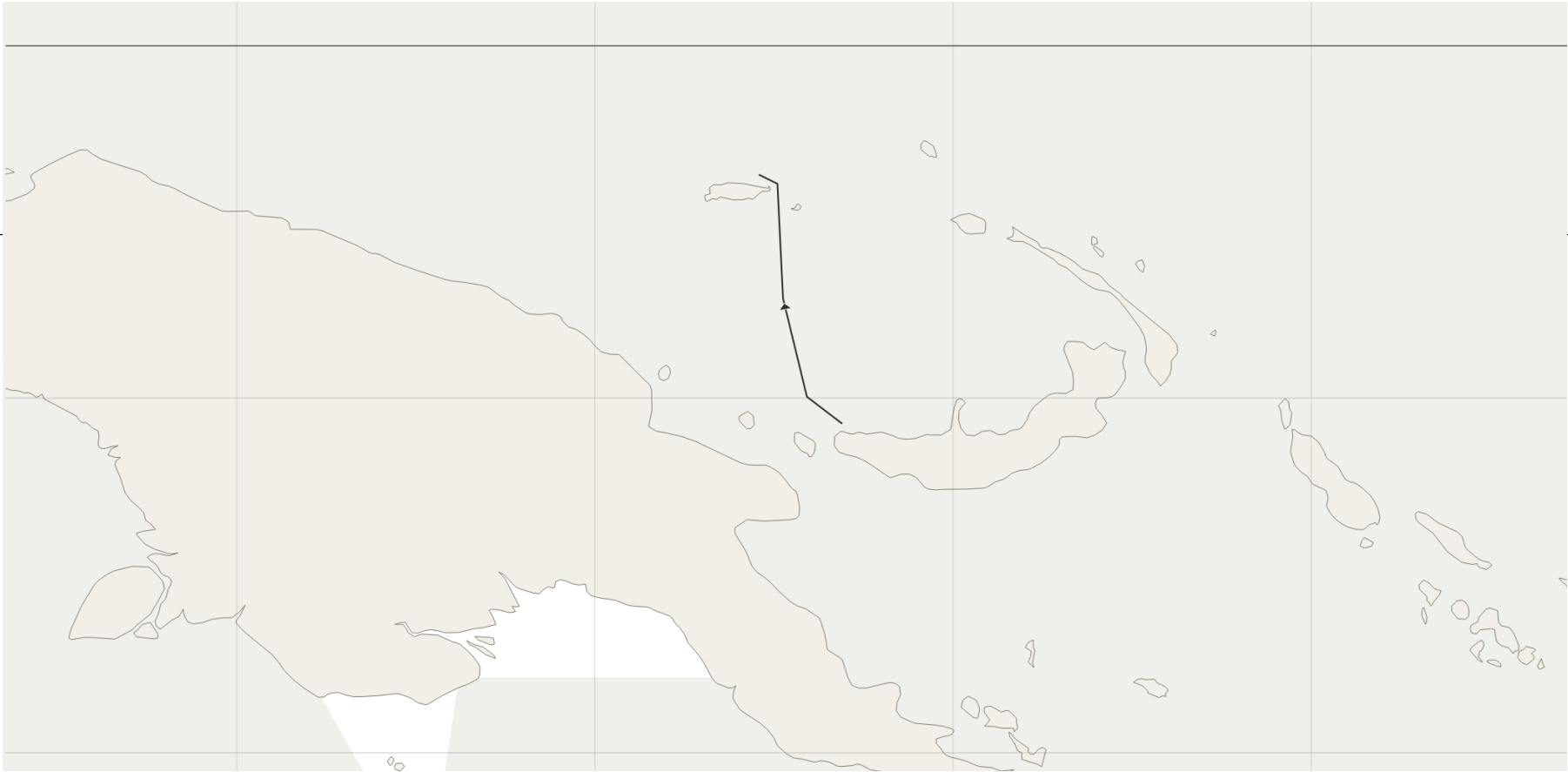
Year	Month	Day	Location	Historical Details	Sources, Notes																																																																																				
Elements of the 160th Infantry, U.S. Army, embark aboard the Calvert																																																																																									
Anchored Borgen Bay Area, Cape Gloucester, New Britain in company with TG #79.4.																																																																																									
1944	December	9	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	1230 Commenced lowering boats and dispatched to a designated beach in Borgen Bay and were loaded with Army personnel assigned this ship. 1335 Embarkation of the Landing Team and its reinforcing elements. 1520 Completed troop embarkation. 1810 All boats aboard. Throughout the embarkation a heavy swell and rough sea from the North West plus driving rain squalls made it a hazardous procedure. Ship's engines and rudder were utilized to provide a lee despite being at anchor. As soon as embarkation was completed, boats were hoisted aboard and secured for sea.	War Diary, USS Calvert, December 1944																																																																																				
1944	December	9	Anchored in Borgen Bay Area, Cape Gloucester, New Britain	The following Units of Troops were embarked: <table><thead><tr><th>UNIT</th><th>OFFICERS</th><th>ENLISTED MEN</th></tr></thead><tbody><tr><td>Company A 160th Infantry</td><td>4</td><td>156</td></tr><tr><td>Company B 160th Infantry</td><td></td><td>8</td></tr><tr><td>Company C 160th Infantry</td><td></td><td>8</td></tr><tr><td>Company D 160th Infantry</td><td>3</td><td>74</td></tr><tr><td>Hq. Co. 1st Bn. 160th Infantry</td><td>10</td><td>101</td></tr><tr><td>Medics 1st Bn. 160th Infantry</td><td>1</td><td>21</td></tr><tr><td>143rd FA Bn.</td><td>7</td><td>101</td></tr><tr><td>164th FA Bn.</td><td>3</td><td>9</td></tr><tr><td>240th Chem. Comp. Co.</td><td>2</td><td>23</td></tr><tr><td>Company A 594th EB & SR.</td><td>1</td><td>11</td></tr><tr><td>21st Port. Surg. Hosp.</td><td>4</td><td>30</td></tr><tr><td>Hq. Co. 160th Infantry</td><td></td><td>11</td></tr><tr><td>39th Military Police</td><td>1</td><td>40</td></tr><tr><td>40th Military Police</td><td></td><td>13</td></tr><tr><td>Company C 82nd Cml.Mort. Bn.</td><td>2</td><td>50</td></tr><tr><td>Hq. Co. 2nd Bn. 108th Infantry</td><td>1</td><td>2</td></tr><tr><td>593rd JASCO</td><td>3</td><td>24</td></tr><tr><td>3118th QM Serv. Co.</td><td></td><td>8</td></tr><tr><td>Hq. Btry. 209th AAA AW Bn.</td><td>1</td><td>41</td></tr><tr><td>Company A 115th Med. Bn.</td><td>2</td><td>37</td></tr><tr><td>Hq. & Serv. Co. 115th Engr.</td><td>4</td><td>58</td></tr></tbody></table> <table><thead><tr><th>UNIT</th><th>OFFICERS</th><th>ENLISTED MEN</th></tr></thead><tbody><tr><td>AT Co. 160th Infantry.</td><td>2</td><td>62</td></tr><tr><td>Company B 115th Engr.</td><td>1</td><td>67</td></tr><tr><td>Serv. Co. 160th Infantry.</td><td>4</td><td>25</td></tr><tr><td>740th Ord. Co.</td><td>4</td><td>77</td></tr><tr><td></td><td>60</td><td>1057</td></tr></tbody></table>	UNIT	OFFICERS	ENLISTED MEN	Company A 160th Infantry	4	156	Company B 160th Infantry		8	Company C 160th Infantry		8	Company D 160th Infantry	3	74	Hq. Co. 1st Bn. 160th Infantry	10	101	Medics 1st Bn. 160th Infantry	1	21	143rd FA Bn.	7	101	164th FA Bn.	3	9	240th Chem. Comp. Co.	2	23	Company A 594th EB & SR.	1	11	21st Port. Surg. Hosp.	4	30	Hq. Co. 160th Infantry		11	39th Military Police	1	40	40th Military Police		13	Company C 82nd Cml.Mort. Bn.	2	50	Hq. Co. 2nd Bn. 108th Infantry	1	2	593rd JASCO	3	24	3118th QM Serv. Co.		8	Hq. Btry. 209th AAA AW Bn.	1	41	Company A 115th Med. Bn.	2	37	Hq. & Serv. Co. 115th Engr.	4	58	UNIT	OFFICERS	ENLISTED MEN	AT Co. 160th Infantry.	2	62	Company B 115th Engr.	1	67	Serv. Co. 160th Infantry.	4	25	740th Ord. Co.	4	77		60	1057	War Diary, USS Calvert, December 1944
UNIT	OFFICERS	ENLISTED MEN																																																																																							
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164th FA Bn.	3	9																																																																																							
240th Chem. Comp. Co.	2	23																																																																																							
Company A 594th EB & SR.	1	11																																																																																							
21st Port. Surg. Hosp.	4	30																																																																																							
Hq. Co. 160th Infantry		11																																																																																							
39th Military Police	1	40																																																																																							
40th Military Police		13																																																																																							
Company C 82nd Cml.Mort. Bn.	2	50																																																																																							
Hq. Co. 2nd Bn. 108th Infantry	1	2																																																																																							
593rd JASCO	3	24																																																																																							
3118th QM Serv. Co.		8																																																																																							
Hq. Btry. 209th AAA AW Bn.	1	41																																																																																							
Company A 115th Med. Bn.	2	37																																																																																							
Hq. & Serv. Co. 115th Engr.	4	58																																																																																							
UNIT	OFFICERS	ENLISTED MEN																																																																																							
AT Co. 160th Infantry.	2	62																																																																																							
Company B 115th Engr.	1	67																																																																																							
Serv. Co. 160th Infantry.	4	25																																																																																							
740th Ord. Co.	4	77																																																																																							
	60	1057																																																																																							

Year	Month	Day	Location	Historical Details	Sources, Notes
1944	December	10	Anchored in Borgen Bay Area, Cape Gloucester, New Britain Enroute to Seeadler's Harbor, Manus Island,	Underway for Seeadler Harbor, Manus Island, Admiralty Islands, Papua New Guinea. 1) On 10 December the group departed Cape Gloucester and anchored at Seeadler Harbor the next morning. 2) Anchored as before with TG 79.4, off Borgen Bay, Cape Gloucester, New Britian. 0650 Underway. 0740 Passed through barrier reef and sortied with TG 79.4 for Seeadler's Harbor, Manus Island. Calvert is a unit of Transport Division 30 (Temp) - Captain Short, USN in USS Knox. Course 286 degrees True and standard speed 12 knots set. Cruising formation #2 was formed and is screened by DesDiv 98. The route from Cape Gloucester to Seeadler's Harbor is the "Standard Route" as set forth by Attack Plan A305-44. 1330 to 1500 Ship in company with the Task Unit was exercised in Tactical Maneuvers with CTC and Fleet Guide in the USS Cambria. 1633 Cruising disposition #4 was formed for the night's steaming. Weather through out the day was a small sea, light winds, slight swell and partly cloudy skies.	1) A History of the USS Calvert - David Cullen - p. 16 2) War Diary, USS Calvert, December 1944

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Borgen Bay, Cape Gloucester, New Britain to Seeadler's Harbor, Manus Island, Admiralty Islands, Papua New Guinea

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



End of research notes for the period August 21, 1944 to December 10, 1944.