

A History of the USS Calvert. Research notes for the period February 10, 1945 to August 24, 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
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Introduction

This document contains chronological research notes covering the details for the period February 10, 1945 to August 24, 1945.

During this period, the USS Calvert and crew:

- * Departed from the Philippines, following the completion of landings at San Augustin, Mindor Island, Philippines on February 9, 1945.
- * Spent time at Mog Mog, Ulithi Atoll, for the period February 18, 1945 to March 6, 1945.
- * Underwent conversion to a Relief Relief ACG, Amphibious Force Flagship in Bremerton, WA for the period March 26, 1945 to August 24, 1945.
- * Departed the Bremerton, WA area for service in the Occupation of Japan, August 24, 1945.

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

Primary sources for the period February 10, 1945 to August 24, 1945, include:

- * A History of the USS Calvert (APA-32), David B. Cullen
- * Various Calversion newsletter editions, originally published by John Cole
- * War Diary and Muster Rolls for the USS Calvert, via the National Archives for the months covered in this document.
 - February: War Diary - <https://catalog.archives.gov/id/134091415> | Muster Rolls - <https://catalog.archives.gov/id/125656395>
 - March, April, May: War Diary - <https://catalog.archives.gov/id/140040174> | Muster Rolls - <https://catalog.archives.gov/id/125656395>
 - June: War Diary - <https://catalog.archives.gov/id/134091415> | Muster Rolls - <https://catalog.archives.gov/id/125656395>
 - July: War Diary - <https://catalog.archives.gov/id/101764735> | Muster Rolls - <https://catalog.archives.gov/id/125656395>
 - August: War Diary - <https://catalog.archives.gov/id/77500553> | Muster Rolls - <https://catalog.archives.gov/id/125656395>

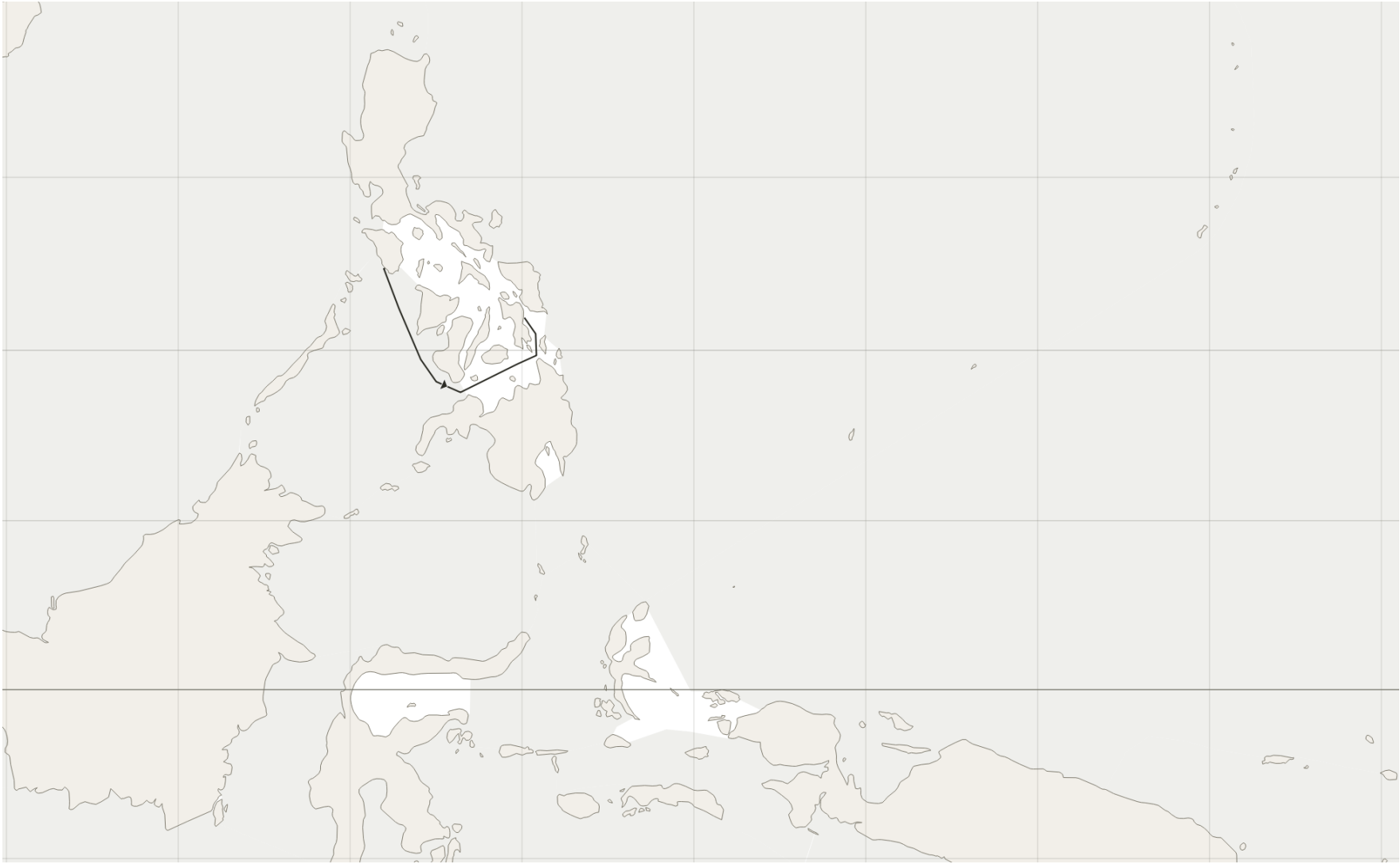
1945-February, starting the 10th

The Calvert sailed for San Pedron Bay, Leyte, Philippines					
1945	February	10	Anchored off San Augustin, Mindoro Island, Philippines	2) Anchored in company with TG 78.6 in area off San Augustin, Mindoro Island, Philippines, awaiting remaining ships to complete unloading.	1) A History of the USS Calvert - David Cullen - p. 17 2) War Diary, USS Calvert, February 1945
				1356 Sortied from San Augustin, Mindoro Island in company with TG 78.6 and proceeded to form normal cruising disposition at speed of 12 knts.	
			Steaming to Leyte Gulf, Philippines	1459 Changed course for West Coast of Panay. Strong winds and moderate rough sea were met as soon as ship left lee of Mindoro Is. and entered Panay Gulf.	
				2340 Changed, steaming off Nason Point, Panay, speed 13 knots, heading for Cuyo East Pass. Strong winds was felt in the Cuyo Island Area requiring strong changes of course. Radar was again proved its value in navigation through close waters at night.	

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Chart of route: Mindoro, Philippines to Leyte, Philippines

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



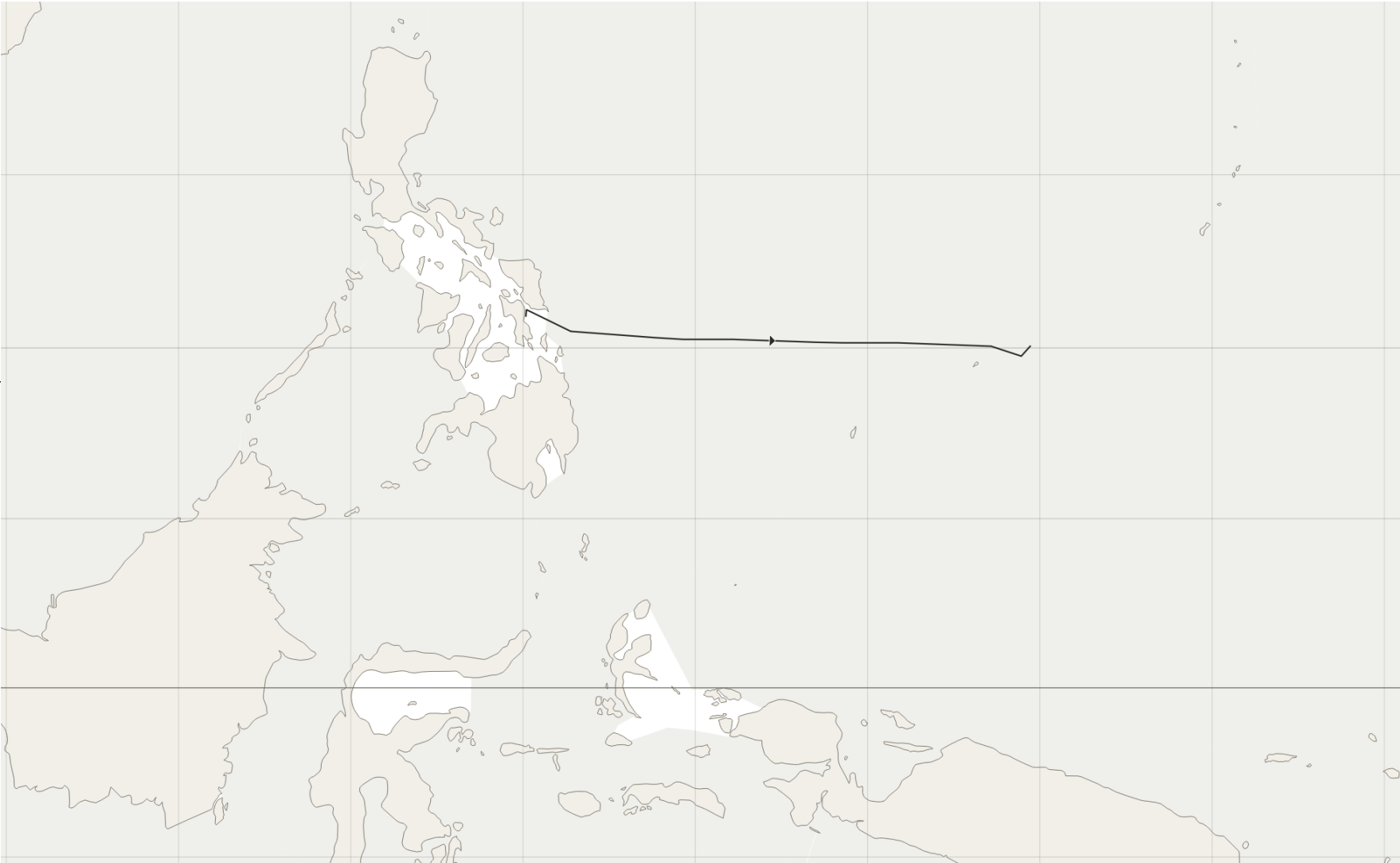
Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	11	Steaming to Leyte Gulf, Philippines	Steaming with TG 78.6, down the west coast, Panay Island through Cuyo East Pass, speed 13 knots. 0215 - 1117 - various course changes. Steaming across Mindanao Sea. 1725 Set course for Suriago Strait Weather: Weather continued as with moderate variable breezes, small sea and no swell. Skies remained partially cloudy.	War Diary, USS Calvert, February 1945
1945	February	12	Steaming to Leyte Gulf, Philippines Anchored, San Pedro Bay	Steaming with TG 78.6 across Mindanao Sea on course 062 deg T, speed 13.5 knots toward Surigao Strait. 0227 Changed course, entering Surigao Strait between Panaon Is. And Mindanao Is. 0334 Changed course, proceeding through the Strait. Navigation was entirely by surface radar. 0556 Changed course for the Dulag Anchorage Area entering Leyte Gulf. 0845 Ship arrived off Dulag, Leyte, Philippines. 0900 Proceeding independently to San Pedro Bay at the head of Leyte Gulf to assigned anchorage. 1125 Ship was anchored in San Pedro Bay in company with ships of TG 78.6. "The night passage of Surigao Strait with a large group of ships solely by radar navigation is another proof of its value."	War Diary, USS Calvert, February 1945
1945	February	13	Anchored, San Pedro Bay, Leyte, Philippines	Anchored in San Pedro Bay, PI in company with ships of TG 78.6 and other Pacific Fleet Units. 1300 Ship was underway and proceeded to Berth #92, San Pedro Bay to moor alongside the USS Freedom. 1345 Commenced fueling ship from USS Freedom. 1600 Fueling was completed and ship cleared the tanker's side. 1619 Ship is clear of the USS Freedom. 1705 Ship was anchored in her own Berth.	War Diary, USS Calvert, February 1945
1945	February	14	Anchored, San Pedro Bay, Leyte, Philippines	Anchored Berth #131, in San Pedro Bay, PI in company with ships of TG 78.6 and other ships of the Pacific Fleet Units. Commander TransRon Twenty and staff boarded the USS Calvert this date and hoisted flag in this ship. Commander TransRon Twenty (Commodore Graf, US Navy) will exercise administrative and tactical command over TU 78.5.3 comprised of Transport types of TG 78.5 and 78.6 and escorts upon departure from Leyte to next destination.	War Diary, USS Calvert, February 1945
1945	February	13-15	Anchored, San Pedro Bay, Leyte, Philippines	After two days of replenishment and repairs, departed from Leyte on 15 February for Ulithi Atoll, Caroline Islands, in company with units of TU 78.5.3, commanded by Commodore Homer W.Graf, USN, Comtransron 9, whose flag was in the Calvert.	A History of the USS Calvert - David Cullen - p. 17

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	15	Anchored, San Pedro Bay, Leyte, Philippines	Anchored as before. USS Calvert has Commander TransRon 9 (temp), Commodore HW Graf, US Navy, aboard with staff as CTU 78.5.3, TransRon 9 (temp). TransDiv "Able" - Calvert (SF) APA32, Pres. Polk (F) AP103, Mercury AKA2, Winged Arrow AP170, Golden City AP169 USS Calvert sortied, in company with TU 78.5.3 to Ulithi Atoll, from San Pedro Bay; taking departure at 1400 from San Pedro Bay Entrance Channel; after getting underway at 1136.	War Diary, USS Calvert, February 1945
			Steaming to Ulithi, Caroline Islands	1400 Course was set, speed 13.5 knots for exit from Leyte Gulf, PI. 1610 Changed course, midway between Honowhom Is. and Desolation Pt., Dingat Is., PI. 1800 Changed course, clear of Leyte Gulf, steaming for Ulithi Atoll in a 3 column formation "2-T" Weather: Moderate NE breeze and moderate NE sea and swell were met upon leaving the Gulf. Sky is partly cloudy, visibility good.	
1945	February	16	Steaming to Ulithi, Caroline Islands	Steaming as before, fleet guide and CTU in USS Calvert (APA32), cruising formation "1-T" (3 columns transport types), speed 13 knots. 0615 Commenced zig-zag Plan #6. 0653 Changed speed to 13.5 knots. 0910 Ceased zig-zagging. 0930 - 1011 - Conducted tactical exercises for all ships present. 1025 Commenced zig-zag plan #6. General drills were conducted for ships' company during the afternoon. 2152 Moonset, ceased zig-zagging for the night. Weather: Light rain squalls in the early morning. Remainder of the day - Wind ExN - 20 knots. Sea and swell moderate from NE. Sky - partly cloudy. Barometer - Steady.	War Diary, USS Calvert, February 1945

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Chart of route: Leyte, Philippines to Ulithi, Caroline Islands

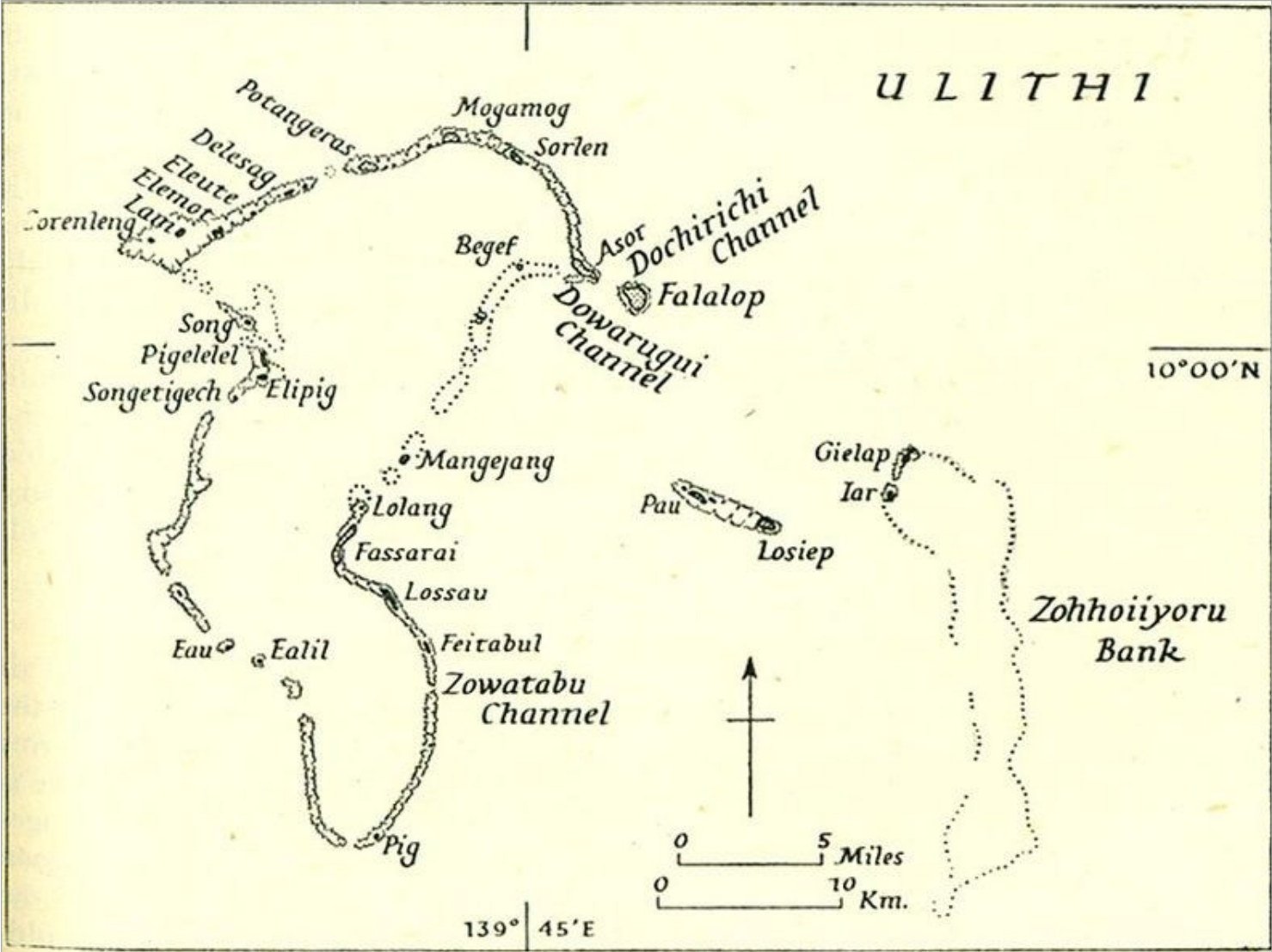
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	17	Steaming to Ulithi, Caroline Islands	Steaming as before, speed 13.5 knots. 0600 Commenced zig-zagging - Plan #6 0950 Ceased zig-zag 1000 The following ships under tactical command of USS Leonard Wood dropped out of formation and formed second section to proceed Ulithi Atoll at a slower rate of speed: Leonard Wood, Herald of Morning, Mercury, Winged Arrows, Golden City, Electra, ATA 179 1035 Remaining ships under Tactical Command, Commodore Graf in USS Calvert increased speed to 15 knots in order to arrive Ulithi prior to darkness 18 February 1945. 1042 Commenced zig-zag plan #6. 1300 Conducted General Drills for ship's company. 1600 USS Zeilin (APA3) reported sighting of mine on starboard side. 2228 Ceased zig-zag, moonset. Weather: NE trades are blowing steadily at 20 knots. Sea and swell ENN to E moderate. Sky - scattered clouds, visibility good.	War Diary, USS Calvert, February 1945
1945	February	18	Steaming to Ulithi, Caroline Islands	Steaming as before, speed 15 knots. 0525 Commenced zig-zag plan #6. 0545 Yap Islands were abeam bearing 180 deg T, distance 32 miles by radar. 0615 Hunter Bank was abeam bearing 180 deg T, distance 8.5 miles by dead reckoning. 0645 Changed course for a point off South end of Ulithi Atoll. 1200 Sighted EAU Island bearing 0551/2 deg T and Pig Island bearing 084 deg T, distant 11 miles. Both are Islands of Ulithi Atoll, SW end. 1257 Pig Island abeam to port, distance 06.3 miles. 1303 Changed course. Proceeded up the eastern side of the Atoll on various courses to enter Mugai Passage at 1453 into the Lagoon. Weather: NE trades blowing steadily at 20 knots, sea and swell remained moderate.	War Diary, USS Calvert, February 1945
1945	February	18	Anchored: Urshi Anchorage at North end of the Atoll, Ulithi	February 18th - Arrival, Northern lagoon area, Ulithi Atoll, Caroline Islands 1530 Ship anchored in Berth #25, Urshi Anchorage, North end of the lagoon, Ulithi Atoll, in company with Task Unit 78.5.3 Weather: Within the Lagoon the wind is unabated and waters are rough. Good holding ground. Sky was partly cloudy with excellent visibility.	War Diary, USS Calvert, February 1945

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Map of Ulithi Atoll, Pacific Ocean



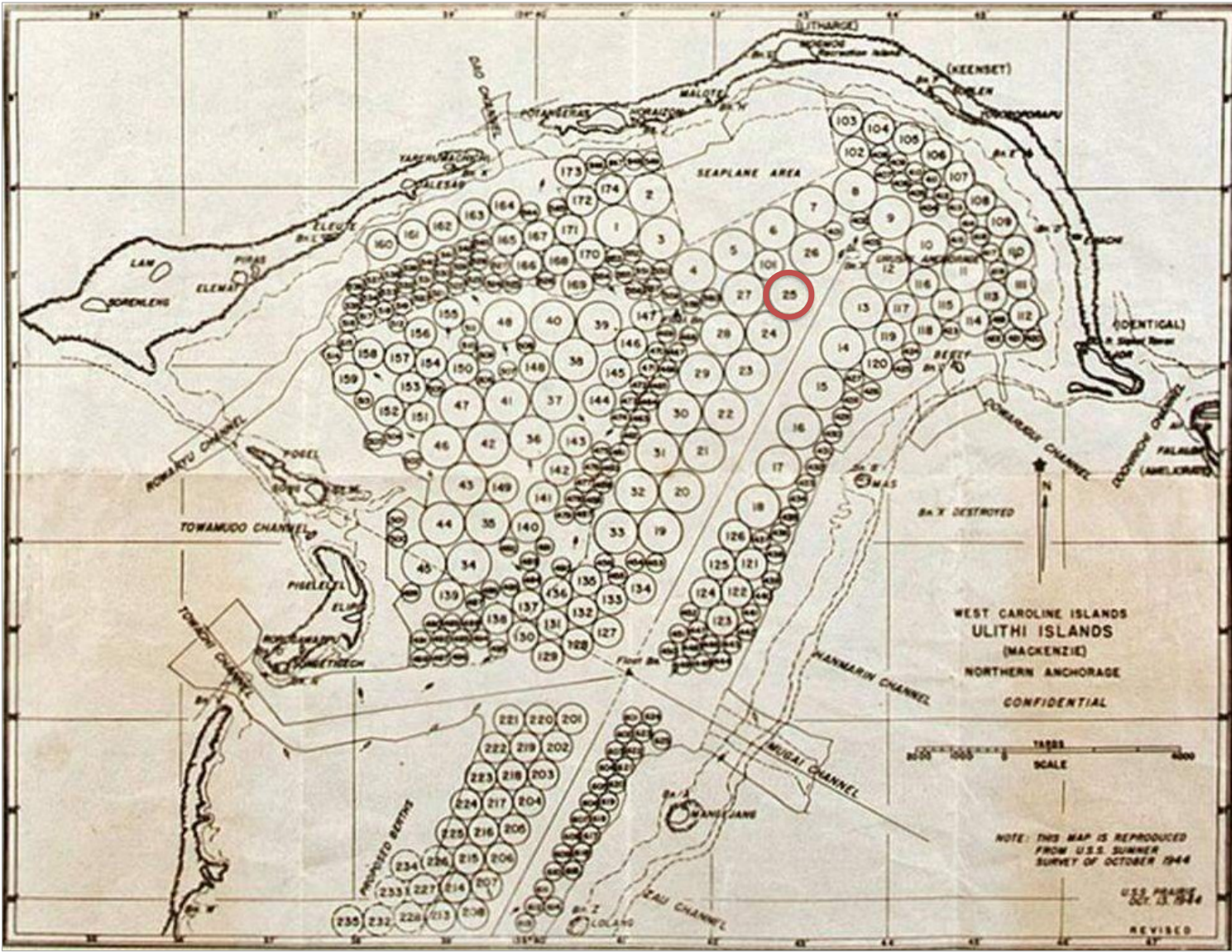
Map source:
<https://commons.wikimedia.org/wiki/File:Ulithi.jpg>
and
http://lib.utexas.edu/maps/historical/pacific_islands_1943_1945/ulithi.jpg
Author unknown, Public domain, via Wikimedia Commons

About Ulithi:
"Ulithi is 1300 miles south of Japan, specifically Tokyo, 850 miles east of the Philippines, and 360 miles southwest of Guam. It is a classic Pacific atoll with coral reef, palm trees, and white sand. It had depths ranging 80 to 100 feet; suitable depths for anchoring the huge naval ships. It was the only fitting haven for 800 miles where the US Navy could anchor its ships. The coral reef is approximately 20 miles long and 10 miles wide, and there are over 30 little islands rising slightly above sea level, the largest only half a square mile in area."
Source: Online:
https://mighty90.com/15_Mog_Mog.html

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US Navy 1944 berthing chart for the Northern Anchorage of the Ulithi Lagoon, Ulithi Atoll.
The USS Calvert was anchored in Berth 25 (indicated with the red circle on the chart), Urushi Anchorage, Ulithi Atoll, in company with other Pacific Fleet Units for the period February 18th to March 1st, 1945.

Source:
Top Secret: US Naval Base At Ulithi Was For A Time The World's Largest Naval Facility
INSTANT ARTICLESWORLD WAR II
Nov 27, 2017 Jack Beckett, Guest Author
Online:
<https://www.warhistoryonline.com/world-war-ii/naval-facility.html?chrome=1&A1c=1>



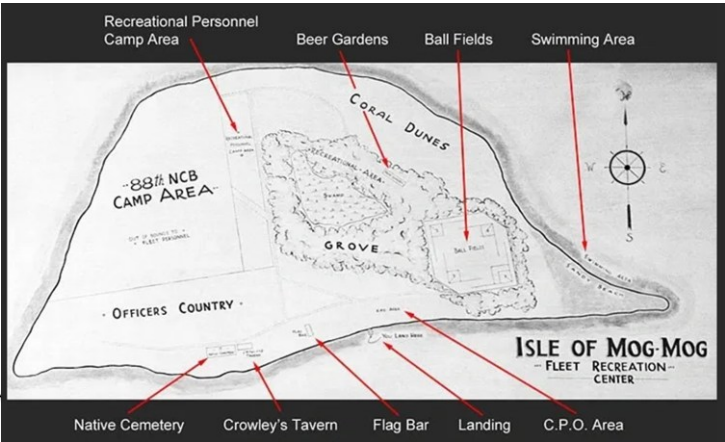
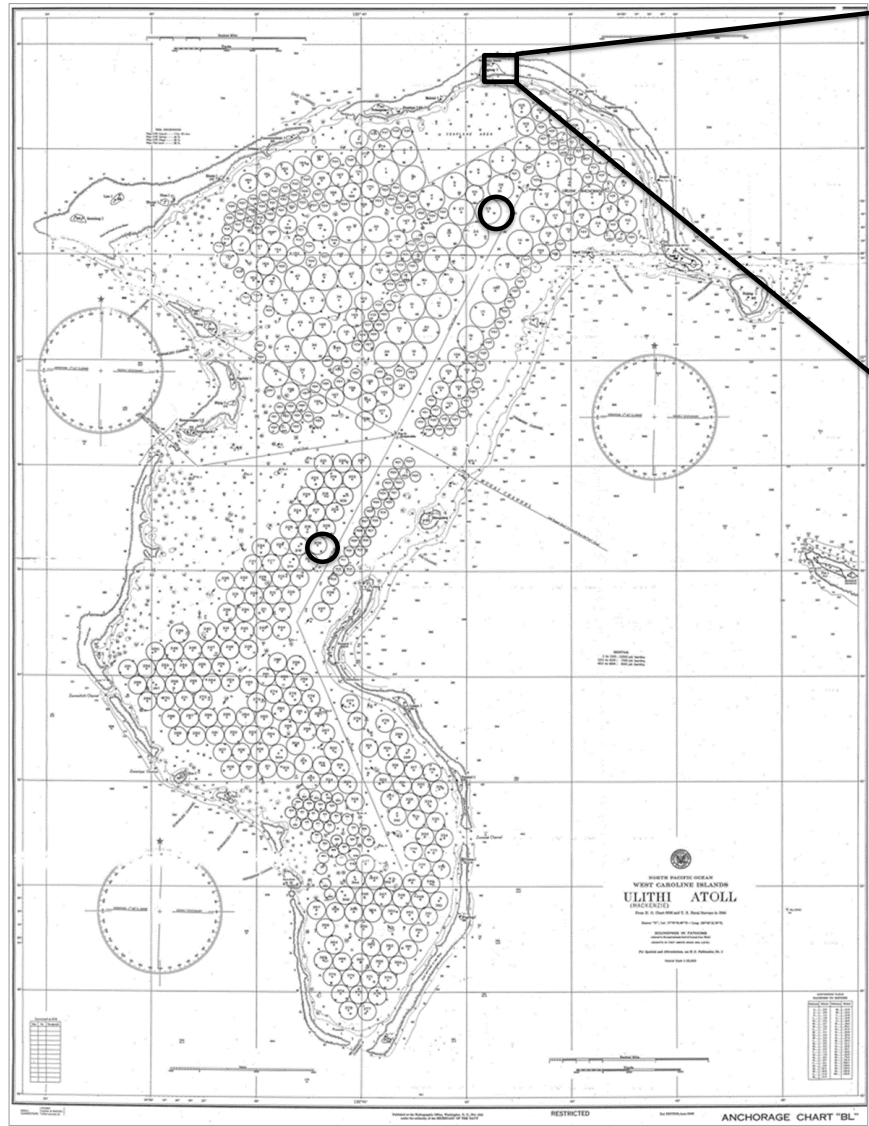
Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	19	Anchored: Urshi Anchorage at North end of the Atoll, Ulithi	1) Anchored as before. Commander Task Unit 78.5.3, Commodore Graf and staff, shifted flag from USS Calvert to USS Zeilen (APA3). Task Unit 78.5.3 was dissolved and upon orders of CINPAC Task Unit 12.6.1 was formed of ships of TU 78.5.3 and other Transport types present. Commander Task Unit 12.6.1 is Commodore Graph in USS Zeilen (APA3). Weather: The NE trades blow steady at 20 knots over the atoll causing rough water within the Lagoon. Frequent rain squalls pass over. Skies remain clear with excellent visibility. Holding ground is good. 2) "At Ulithi TU 78.5.3 was dissolved while anchored in Urushi Anchorage at the north end of Ulithi Atoll, Commodore Graf and his staff shifted flag from the Calvert to the USS Zeilin APA-3."	1) War Diary, USS Calvert, February 1945 2) A History of the USS Calvert - David Cullen - p. 17
1945	February		Anchored: Urshi Anchorage at North end of the Atoll, Ulithi	Staging for the Invasion of Iwo Jima During the period mid-February 1945 through early-March 1945 a large force of U.S. naval ships, naval personnel, and Marines convened at Ulithi to stage and prepare for the landings at Iwo Jima. Task Unit (TU) 12.6.1 was part of this force. The USS Calvert, initially assigned to this task unit and intended to participate in the invasion at Iwo Jima, was ordered back to the United States. Additional details on this change in plans are provided below. 1) 1) "We took the ship to Ulithi Atoll to prepare for Iwo Jima. Instead, orders were received to depart Ulithi for Seattle, WA."	1) Calversion V13, P4 - Bill Marks 42-45
1945	February	20	Anchored: Urshi Anchorage at North end of the Atoll, Ulithi	Anchored as before. Organization of TU 12.6.1, Commander Task Unit: Commodore HW Graf, US Navy, for forth coming operations: Div Dog: Calvert (F) APA-32, Warren APA-53, War Hawk AP-168, Storm King AP-171, Alcione AKA-7	War Diary, USS Calvert, February 1945
1945	February	21 - 27	Anchored: Urshi Anchorage at North end of the Atoll, Ulithi	Recreational periods granted to the USS Calvert crew and officers: Mog Mog 1) Anchored as before. Ship's company is occupied with general repair and upkeep of the ship. Available recreational facilities on Mog Mog Island are being taken advantage of for the benefit of ship's company. February 21st - Weather: Weather continues to be clear with steady ENE winds. February 24th - 27th - Weather: NE Trade winds blow with usual steadiness attaining 32 knots in the frequent wind and rain squalls. 2) "Calvert's liberty section, thirsty for beer and ready to slam a few homers, invaded Mog Mog, Ulithi Atoll, in February 1945. One sailor didn't make it. He was on restriction for trying to smuggle a couple of beers aboard ship at Seeadler Harbor, Manus Island."	1) War Diary, USS Calvert, February 1945 2) Calversion, Vol 29, P 5

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US Navy Mooring Plan for Ulithi Lagoon, Caroline Islands (1)

Bold black circles indicate Calvert's berths during her stay at Ulithi Atoll.
The top circle is berth #25 (February 18th to March 1st) and the bottom is berth #206 (March 1st to 6th). The Isle of Mog Mog is indicated in the call-out box.

Isle of Mog Mog, Fleet Recreation Center, Northern Ulithi Atoll (2,3)



1) US Navy Mooring Plan for Ulithi Lagoon, Caroline Islands. 1944-45
Online:
https://ww2db.com/image.php?image_id=25072
Full high-resolution image:
<https://ww2db.com/images/56230bdd7944e.jpg>

2) Mog Mog Fleet Recreation Center
Online:
https://mighty90.com/15_Mog_Mog.html

"The map of Mog Mog posted near the landing area. It shows the west side of the island limited to a Seabees camp and restricted officers' area (88th NCB Camp Area), while the east side provided a variety of activities for enlisted men. Areas designated as ball fields, sandy beach, swimming area, and shady grove sounded perhaps more glamorous than their rugged reality. Manipulated from U.S. Navy photo in NARA record group 80-G-408162"

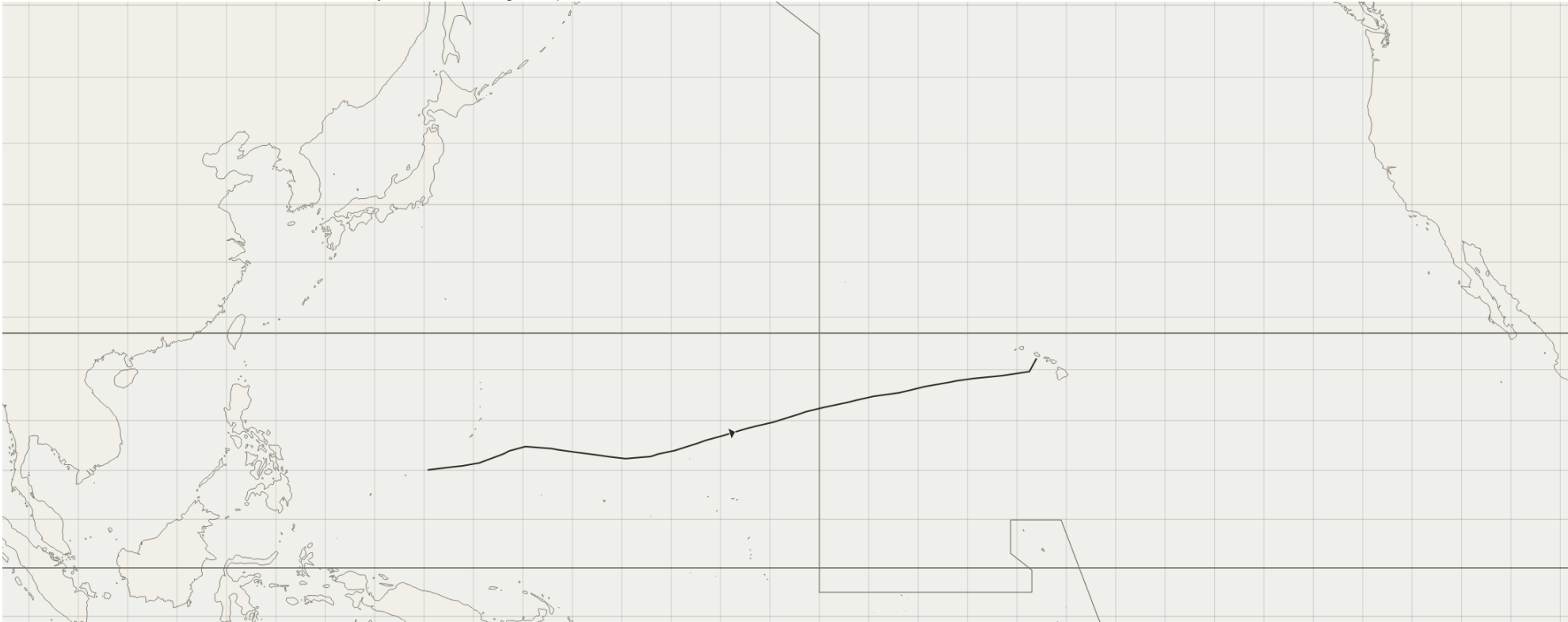
Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	Late	Mog Mog, Ulithi Atoll, West Carline Group	Remember Mog Mog "Dear Sirs: This is Mog Mog! The recreation center of the central Pacific. The best place in the world to catch hydrophobia, Halitosis, Hallucinations and Sunstroke all at the same time. The only place in the world where you have to stand in line with the flies to go to the Head. The best place in the world to see ten fights, six wrestling matches, four crap games, and two beers, all at the same time. Baseball? Sure. Right over by the beach. You have to be careful though, because the other day a batter on Field 4 swung on a batted ball from Field 2 and was called out. And the Mog Mog Circle is the best little beach this side of the 180th Meridian. At least the octopuses and crabs think so. But if you can get by the Shore Patrol, fight off the octopuses and have the strength and endurance, you might be able to wade out to your shoulders. The beauty of Mog Mog is the fact that when you first arrive you see a nice, cool, shady spot, not to mention visions of Beer floating before your eyes. To top it off, they line you up and you file past two huge Beer Warehouses -- Loaded! After leaving this picture of Heaven, you go to your table to get your own Beer. Thus influenced, closed are your eyes to the huge crowds gathering among the trees, closed are your nostrils to the dust that is rising from the ground. You feel not the Hot Pacific Sun beating down through those little shade-giving palms - you have Beer!"	Remember Mog Mog. Our Navy. 1944 Calversion, Vol 29, P 5 R.W. Parsons, WT3c, USN, USS Superior (AM 311) Mog Mog: Additional information and photographs: https://www.wearethemighty.com/articles/12-photos-island-city-navy-built-invade-japan/
1945	February	Late	Mog Mog, Ulithi Atoll, West Carline Group	Remember Mog Mog (continued) "But after a month of Patrol, or an Invasion Operation, or a Naval Battle, or two under your belt, it doesn't matter much. Whether off large ships or small, Wagon or Minesweeper, Mog Mod always looks good. Whatever we say about it after we leave, we know that without such places of recreation a lot of us would become pretty morbid. I think that I can speak for every "John Gob" out there when I say that these small, dusty recreation centers, spaced all over the Pacific, look pretty good to us all! And the Officers and Men that operate these centers are doing pretty well at handling the 1000s of thirsty sailors that flock in to them everyday looking for a little relaxation. Here's a Toast to them!"	Remember Mog Mog. Our Navy. 1944 Calversion, Vol 29, P 5 R.W. Parsons, WT3c, USN, USS Superior (AM 311)

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	February	Late	Mog Mog, Ulithi Atoll, West Carline Group	Fubar's Adventures in Mog Mog - The Calvert's dog and mascot snatched by Marines "On arrival in Mog Mog in February 1945, Fubar joined a Liberty Party that went ashore to cavort in nudity beneath the palm trees with green beer can in hand amid those peculiar looking funnel-like pipe jutting from the sand. Mog Mog was one of the few if not the only place in the Southern Pacific where enlisted men could fraternize with officers. When garbed with only a beer can, who know another's rank! One lad approached me to report the snatching of Fubar by a Marine from an encampment on the other side of Mog Mog. I assumed my rank by getting dressed, and commandeering a jeep and driver, proceeded to the Marine Camp to rescue Fubar from the clutches of the United States Marine Corps. Two beers on an empty stomach under the hot sun were responsible for my brief show of bravado in the face of verbal fire of the irate kidnappers. At sundown, Fubar and I managed to catch the last running boat to make the voyage across the lagoon for the Calvert anchored some nine miles away. The boat was a 26 foot motor whale boat loaded to the gunnels with sailors in varying degrees of intoxication and undress. As we bounded across the briny in an ever increasing head sea and wind to unload semi-conscious, unconscious and/or seasick cargo at ship after ship, darkness fell and Fubar took shelter inside my life jacket where he fell asleep. The Calvert was the last stop on our water taxi's route. Upon arriving at the Calvert's gangway long after dark, the Officer of the Deck (a real smart ass whose name I've forgotten) called up Side Boys to pipe Fubar and I aboard. The next day, to my discomfort and to the glee of the crowded wardroom, the Captain presented me with a "Leather Medal" for efforts above and beyond the call of duty to rescue Fubar. I have recollection that Chips Emroy manufactured the medal itself, while Charlie Schooler cooked up the impromptu award ceremony."	Calversion, Vol 30, P 4 - Bill Marks, Lieut. USNR (Ret) - Plank owner & Navigator See additional details on Fubar the dog later in this document, May 1945
				Anchored in Berth 25, Urushi Anchorage, Ulithi Atoll, West Carline Group in company with ships of Task Unit 12.6.1 and other Pacific Fleet Units. The USS Calvert is attached to Task Unit 12.6.1 which is under command of Commodore Graf, USN in the USS Zeilin, APA-3. Division "DOG": APA-32 USS Calvert (F) Captain Allen, APA-53 USS Warren, APA-171 USS Storm King, AKA-19 USS Thurban	
				At 1252 underway independently and proceeded to South Anchorage of Ulithi Atoll to shift berths. At 1355 ship was anchored in Berth 206, South Anchorage in company with other ships of the Task Unit who had also shifted berth. "This anchorage is exposed to the swells from the sea beyond Mugai Entrance Channel but good holding ground was found. Wind continues to blow steady from the E.N.E. at 20 to 18 knots. Skies are partly cloudy with unlimited visibility. Occasional rain squalls pass over the atoll but weather in general is fine."	War diary, USS Calvert, March 1945
1945	March	2-5	South Anchorage, Ulithi Atoll, West Carline Group	1) March 2 - 5: Anchored as before in Berth 206, South Anchorage of Ulithi Atoll in company with Task Unit 12.6.1. 2) March 2: Received orders from Commander in Chief Pacific Fleet, Advance Headquarters: The Calvert was formally released from Task Unit 12.6.1 in preparation for recall to the western U.S. for conversion to a Relief ACG, Amphibious Force Flagship.	War diary, USS Calvert, March 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
Departure for Eniwetok					
1945	March	6	Anchored as before in South Anchorage of Ulithi Atoll (Mog Mog). Steaming eastward, enroute to Eniwetok	1) The Calvert remained at Ulithi until 6 March, on which date she sortied from Ulithi Lagoon for Eniwetok in company with Commodore Graf's TU 12.6.1 2) 1507 Underway from South Anchorage. 1540 Sortied from Ulithi Lagoon and took proper station in Ulithi - Eniwetok Convoy #88, speed 14.5 knots for Eniwetok. In company with 11 merchant tankers of Convoy #88 and 4 APAs (APA 12 - USS Leonard Wood APA 8 - USS W.P. Biddle APA 6 - USS Heywood APA 53 - Warren) and Escort Division 8 (T.U. 94.18.16 - DE 7, Griswold DE 256 - Seid DE 9 - Carlson DE-265 - Cloues). 1733 - Convoy was formed up and speed of 14.5 knots was set. 1815 - Commenced zig-zagging on Plan No. 38. 1900 - Ceased zig-zagging, resumed base course Weather during the day: Strong E.N.E. Trades, Moderate sea and swell, sky partly cloudy, visibility unlimited.	1) Cullen, p17 2) War diary, USS Calvert, March 1945
1945	March	7	Steaming eastward, enroute to Eniwetok	Steaming with Ulithi-Eniwetok Convoy #88, convoy speed 14.5 knots. 0615 - Commenced zig-zagging pattern. 1020 - Ceased zig-zag - Increased interval to 1,000 yards. 1048 - 1110 - Convoy was exercised at tactical drills by the Convoy Commander. 1120 - Commenced zig-zagging on Plan No. 38. 1158 - Closed distance between ships in column to 600 yards. 1750 - Ceased zig-zagging - resumed base course. 1820 - Resumed zig-zagging. 1900 - Ceased zig-zag for the night. Weather: Winds hold steadily from E.N.E at 18 to 20 knots. Sea is rough (N.E.) and swells are moderate (E). Skies partly cloudy, visibility unlimited. In accordance with Secret Sailing Orders of the Ulithi Port Director, Calvert will, after dispersal of the convoy off Eniwetok, proceed independently to Pearl Harbor along a track laid down in the sailing orders.	War diary, USS Calvert, March 1945
1945	March	8	Steaming eastward, enroute to Eniwetok	Steaming with Ulithi-Eniwetok Convoy #88, convoy speed 14.5 knots. 0535 to 0550 - Convoy was exercised in tactical maneuvers employing convoy lights and whistle to signal the movements. 0610 - Commenced zig-zag on Plan No. 38. 1800 - Ceased zig-zag and resumed base course. 1831 - Set Condition I, unidentified aircraft in vicinity. 1840 - Aircraft identified as friendly - Secured from Condition I. Weather: Wind is steady at 20 to 24 knots from N.E. Sea and swell moderate from N.E., scattered clouds, good visibility.	War diary, USS Calvert, March 1945

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Chart of route: Ulithi, Caroline Islands to Eniwetok Island to Pearl Harbor
Source: Positions from the USS Calvert's War Diary latitude and longitude position entries.



Steaming with Ulithi-Eniwetok convoy #88, convoy speed 14.5 knots.

0610 Commenced zig-zagging - plan # 38.
1121 Set condition one - Japanese high frequency radio transmission was intercepted. Source believed to be in vicinity of convoy.
1330 No further development of the cause of the alarm. Secured from Condition One.
1930 Ceased zig-zagging for the night.

Weather: Remains unchanged with strong NE winds, moderate sea and swell; partly cloudy skies unlimited visibility.

1945 March 9 Steaming eastward, enroute to Eniwetok

War diary, USS Calvert, March 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	March	10	Steaming eastward, enroute to Eniwetok	Steaming with Ulithi-Eniwetok convoy #88, convoy speed 14.5 knots.	War diary, USS Calvert, March 1945
				0540 Commenced zig-zagging on plan # 38. 1900 Ceased zig-zagging - resumed base course.	
				Weather: Wind - ENE, 22 knots, barometer steady. Sea - EN moderate. Swell - EN, moderate. Skies - Partly cloudy, visibility unlimited. Infrequent rain squalls.	
Arrival at Eniwetok; USS Calvert Independent to Pearl Harbor					
1945	March	11	Steaming independently for Pearl Harbor	1) Upon arrival at Eniwetok, the USS Calvert proceeded immediately to Pearl Harbor.	1) Cullen, p17 2) War diary, USS Calvert, March 1945
				Steaming eastward, enroute to Eniwetok 2) Steaming with Ulithi-Eniwetok convoy #88, convoy speed 14.5 knots. 0415 Convoy arrived at terminus of the Ulithi - Eniwetok track, 12 miles south of Eniwetok Island. 0430 Convoy #88 was disbanded.	
				0430 USS Calvert, now steaming independently for Pearl Harbor. 0800 Commenced zig-zagging on plan # 6. 1231 Changed speed to 15.1 knots to maintain SOA. Weather: A Northerly set is experienced between Eniwetok and Bikini Atolls that overcome any leeway to the south due to NE Trades. Wind ENE 22 knots. Barometer 29.80, sea ExN, rough; Swell ExN, moderate and skies partly cloudy.	
1945	March	12	Steaming enroute to Pearl Harbor	Steaming independently, speed 15.2 knots, zig-zagging on Plan #6. 0620 Increased speed to 15.6 knots to maintain SOA. Seas and swells gradually increasing made this necessary. 1900 Ceased zig-zag.	War diary, USS Calvert, March 1945
				Weather: Wind ExN, 22 knots to 28 knots; Sea ExN, rough. Swell ExN, moderate; Skies partly cloudy.	
1945	March	13	Steaming enroute to Pearl Harbor	Steaming independently, speed 15.8 knots (95 rpm). 0600 - Commenced zig-zagging per plan # 6. 1206 - Changed speed to 15.5 knots to maintain SOA. 2005 - Ceased zig-zag - resumed base course, changed speed to 15 knots.	War diary, USS Calvert, March 1945
				Weather: Wind - ExN 22 knots; Skies - partly cloudy, visibility 8 miles. Sea: ENE, rough; and Swell ENE moderate.	

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	March	14 the 1st	Steaming enroute to Pearl Harbor	14 March 1945 -12 zt - West Longitude Date Steaming independently, speed 15 knots (90 rpm). 0545 - Commenced zig-zagging per plan No. 6. 0640 - Changed speed to 15.5 knots to maintain SOA (12.75). International Date Line crossing 1815 - Entered West Longitude at Latitude 16 deg 13' N, Longitude 180 deg 00'. Changed date to West Longitude date (14). 1900 - Ceased zig-zag, resumed base course. Weather: Wind - ExN 20 to 25 knots; Sea rough; Partly cloudy.	War diary, USS Calvert, March 1945
1945	March	14 the 2nd	Steaming enroute to Pearl Harbor	14 March 1945 +12 zt - West Longitude Date. Steaming independently at 15.5 knots. 0630 - Commenced zig-zagging. 1930 - Ceased zig-zagging and resumed base course. Weather: Heavy rain squalls prevailed through out the day. Wind - ExN, 25 knots; Sea - E, rough; Swell - E, moderate; Sky - partly cloudy.	War diary, USS Calvert, March 1945
1945	March	15	Steaming enroute to Pearl Harbor	Steaming independently at 15.5 knots. 0640 - Commenced zig-zagging. 1905 - Ceased zig-zag and resumed base course. Weather: Frequent rain squalls passed over. Wind - ExN, 28 knots; Sea - E, rough; Swell - E, heavy and Sky - partly cloudy.	War diary, USS Calvert, March 1945
1945	March	16	Steaming enroute to Pearl Harbor	Steaming independently at 15.5 knots. 0647 Commenced zig-zagging. 2000 Ceased zig-zagging - Resumed base course. Weather: Heavy swells and rough sea all day. Wind and rain squalls are frequent. Wind - E, 25 knots; Sea - Eastly, moderate.	War diary, USS Calvert, March 1945
1945	March	17	Steaming enroute to Pearl Harbor	Steaming independently at 15.5 knots. 0700 Commenced zig-zagging. 1000 - 1032 Ceased zig-zagging and conducted drill at after steering and emergency steering station taking the conn from the bridge to "after conn". 1035 Commenced zig-zagging. 1335 Reduced speed to 13.5 knots to maintain speed of advance 1920 Turned on dimmed side lights at sunset in conformance with Hawaiian Sea Frontier Orders. 1952 Ceased zig-zagging and resumed base course. 2020 Reduced speed to 9 knots to maintain speed of advance. Weather: Wind - ExN, 18 knots; Sea - ENE, moderating; Swell - ENE to East, moderate - Sky, mostly cloudy.	War diary, USS Calvert, March 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	March	18	Steaming enroute to Pearl Harbor Pearl Harbor, Berth C-4.	Steaming independently at 9 knots. 0500 Made Radar Landfall on Oahu distant 44 miles. 0740 Sighted Diamond Head, Oahu, distant 19 miles. 0745 Commenced AA gunnery exercises as ordered by CINCPAC. Steamed various courses at 8 knots until 1000 when AA gunnery was secured and ship speed 15.5 knots and left for Pearl Harbor Entrance Channel. 1108 Received pilot aboard and proceeded into Pearl Harbor passing the net at 1129 and securing alongside the USS General Bundy in berth C-4, Pearl Harbor at 1235. Reported to CINCPAC for duty.	War diary, USS Calvert, March 1945
1945	March	19	Pearl Harbor, Berth C-4. Steaming to Puget Sound Navy Yard, Seattle, Washington	1) Shortly after her arrival at Pearl Harbor, the Calvert was detached from Commander, Transports, Pacific Fleet, and at 1600 19 March this vessel received orders to proceed from Pearl Harbor for Seattle, Washington and upon arrival to report to the Com 13 and Comdt, PSNY, Bremerton, Washington to undergo overhaul. 2) Moored in berth C-4. Ready ship for sea again. This ship has received orders to sail at 1600 from Pearl Harbor, TH, for Seattle Washington, with orders to report to Commandant 13th Naval District (COM 13) and Commandant Puget Sound Navy Yard (COM PSNY) and to ComPhibTraPac for temporary duty under overhaul. Routing from Oahu to Seattle received from Port Director, Hawaiian Sea Frontier. 1720 Sortied from Pearl Harbor after getting underway from Berth C-4 at 1629, set course for Diamond Head L/H. 1759 Passed Diamond Head L/H abeam to port, distant 1.7 miles and changed course to clear Makapuu Point. 1900 Passed Makapuu Point L/H abeam to port, distant 5.5 miles. 2000 Changed course and proceeded to Great Circle Track for Cape Flattery, Washington, USA, speed 15.0 knots. No zigzag. Weather: Upon rounding Eastern end of Oahu, headwinds and seas were encountered from Northeast and East. Wind force 20 knots. Sky partly cloudy.	1) Cullen, p17 2) War diary, USS Calvert, March 1945
1945	March	Late	Steaming to Puget Sound Navy Yard, Seattle, Washington	Independent to Puget Sound Navy Yard, Seattle, Washington Chief Engineer Pat Carry hooked up the "iron fireman" and we ran 19-20 knots steady steaming for the Straits of Juan de Fuca.	Calversion V13, P4 - Bill Marks 42-45

Year	Month	Day	Location	Historical Details	Sources, Notes
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Chart of route: Pearl Harbor to Seattle, Washington

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



1945	March	20	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently for Seattle, Washington, speed 15.0 knots. 0700 Changed speed to 16.0 knots. Weather: Wind - Northeast - 20 knots. Sea - Easterly - running moderate. Swell - Easterly, low. Sky - Cloudy - with distant rain.	War diary, USS Calvert, March 1945
1945	March	21	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently, speed 15.0 knots. Weather: Wind - Northeast - 20 knots, diminishing to variable light breezes. Sea - Easterly - moderate to slight. Swell - None. Sky - Cloudy to overcast.	War diary, USS Calvert, March 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	March	22	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently, speed 16.0 knots. Weather: Wind - Variable light breezes to Northeast, 20 knots. Sea - East to North, slight increasing to moderate. Swell - None. Sky - Overcast, distant rain squalls threatening appearance.	War diary, USS Calvert, March 1945
1945	March	23	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently, speed 16.0 knots. During the early afternoon, weather evinced signs of becoming nasty, and at 2011, course was changed to ease rolling of the ship in seaway. Weather: Wind - North, 20 knots, veering to South, 40 knots. Sea - Northerly, moderate increasing to high breaking, from South. Swell - Southerly, moderate. Sky - Overcast, with intermittent rain squalls.	War diary, USS Calvert, March 1945
1945	March	24	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently, speed 16.0 knots. 0600 Due to increasing heavy weather coupled with the fact that the ship is in light trim, rolling moment became excessive. 0800 Changed speed to 14.5 knots. Various headings were assumed along the course line, in an attempt to ease the ship in the seaway. This action was maintained throughout the day. Weather: South, 40 knots to SSW 45 - 50 knots. Sea: SW high. Sky: Overcast, with increasing heavy swells.	War diary, USS Calvert, March 1945
1945	March	25	Steaming to Puget Sound Navy Yard, Seattle, Washington	Steaming independently, speed 14.5 knots. Signs of moderating weather were noted at 0600, and at 0700 the ship was successfully steadied on course. Speed was juggled throughout the morning, but 15.0 knots appeared by 1300, to be the maximum sustained speed allowable. 1900 Turned on dimmed side lights. 2100 Energized De Gaussing coils. Weather: Wind: SSW 45 - 50 knots, diminishing and backing to SE, 30 knots. Sea: South, very high, moderating to rough from South. Swell: South high, reducing to moderate. Sky: Overcast, heavy squalls, breaking to cloudy.	War diary, USS Calvert, March 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	March	26	Steaming to Puget Sound Navy Yard, Seattle, Washington	1) Steaming independently for Seattle, Washington, speed 15.0 knots. 0100 Changed course, reaching toward entrance to Puget Sound. 0300 Proceeded on various courses through Straits of Juan De Fuca. Weather: Wind and sea moderated rapidly prior to entering coastal waters. 1200 Pilot came aboard; Proceeded toward Bremerton, Washington, passing the nets at 1317, and anchoring in Berth "0" off the Navy Yard at 1342.	1) War Diary, USS Calvert, March 1945 2) War diary, Commandant, Thirteenth Naval District (COM 13), March 1945, p67 3) Calversion V13, P4 - Bill Marks
			Pier 5, Navy Yard Puget Sound, Bremerton, WA	2) 1348 - USS Calvert stood in and anchored in Sinclair Inlet. 1) 2027 Underway from anchorage, berthing alongside Pier 5, Navy Yard Puget Sound, Bremerton, Washington at 2055. Reported to Commandant 13th Naval District, and, by dispatch to ComPhibsTraPac for temporary duty during overhaul. 3) We traversed the Straits at night using surface & air search radar into Puget Sound thence down to Bremerton Navy Yard before we bothered to pick up a Pilot. As some of us had not experienced a leave since commissioning 2.5 years before, a goodly number of us were let go for 30 days leave.	
1945	March	26	Pier 5, Navy Yard Puget Sound, Bremerton, WA	1) "Upon arrival at the Puget Sound Ship Yard our ammunition was off loaded and the Calvert became a target for the ministrations of the civilian workforce."	1) Calversion, Vol 7, P3 - C.L. Schooler, CDR, USN.
Overhaul to Relief ACG, Amphibious Force Flagship - March 26, 1945 to August 24, 1945					
			Navy Yard Puget Sound, Bremerton, WA	1) "Upon it's arrival on 26 March 1945 at Seattle, a yard availability period was utilized to convert this vessel into a Relief ACG (RAGC). This was the first of several overhauls the Calvert was to experience tending to change her general characteristics from a conventional attack transport to an attack transport equipped to operate as a relief ACG-Amphibious Force Flagship. This entailed the installation of additional communication, plotting, gunnery, detection and administrative facilities, plus administrative and berthing facilities for embarked naval and troop staffs. During this period the original troop carrying capacity, and cargo capacity of the Calvert were reduced."	1) Cullen, p17 2) U.S. Amphibious Ships and Craft. An Illustrated Design History. Norman Friedman. 2002. p330.
				2) Editor's note: As a Relief ACG, the Calvert was fitted and capable for the dual purposes of serving as the flagship for an amphibious operation and land troops and equipment in support of the operation. As flagship, the squadron commander directed and coordinated the overall operation aboard ship.	
1945	March	27 - 31	Pier 5, Navy Yard Puget Sound, Bremerton, WA	1) At Pier 5, Navy Yard Puget Sound, Bremerton, Washington, for overhaul and conversion. 2) March 28th: Commander A.C. Lanteri, USNR, from ComPhibTraPac conferred with Officers in the Industrial Department relative to repairs of USS Calvert (APA32). 2) March 29th: Inspection of the USS Calvert by Board of Inspection and Survey, San Francisco, CA.	1) War Diary, USS Calvert, March 1945 2) War diary, Commandant, Thirteenth Naval District (COM 13), March 1945, p68

1945-April

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	April	1-30	Pier 5, Navy Yard Puget Sound, Bremerton, WA	At Pier 5, Navy Yard Puget Sound, Bremerton, Washington, for overhaul and conversion.	War diary, USS Calvert, April 1945
Fubar, the USS Calvert's beloved dog and mascot, departs the USS Calvert.					
1945	April		Bremerton, WA	1) "On our return to Seattle from Ulithi and Mog Mog in April 1945, the loveable pooch was rigged out in a Dress Blue Middy Blouse complete with Hash Marks and a full array of campaign ribbons when he was walked on the dock. You see, because he had spent most of his life aboard the Calvert and didn't know what a bush or tree or hydrant was, let alone another dog; he had to be dragged ashore on a leash." 2) Story has it that FUBAR remained behind in Washington state, sometime during the Calvert's visit to Bremerton Naval Yard during mid-1945: "... he too had a "dress blue" jacket with all campaign ribbons. I received a post card that he was found in a residential area of Seattle and was given a home until he could be claimed, but by then we were far out in the Pacific."	1) Calversion Vol 30, P4 - Bill Marks, Lieut, USNR 2) Calversion Volume 14, page 2. John L. Rhea, BM

FUBAR in the Calvert's bow section



Fubar the dog, the Calvert's mascot

<== 3) Fubar with the Ship Fitter crew

FUBAR in his uniform



1) Online:
<http://www.usscalvert.com/2014/02/24/fubar-the-dog-the-calverts-mascot-during-wwii/>
Original source: Mark Fountain, from his father's (Matt Fountain) photograph collection

2) From cruise map:
<http://www.usscalvert.com/wp-content/uploads/2017/03/USS-Calvert-Pacific-Cruise-Map-43-46-scanned-600dpi-1.jpg>

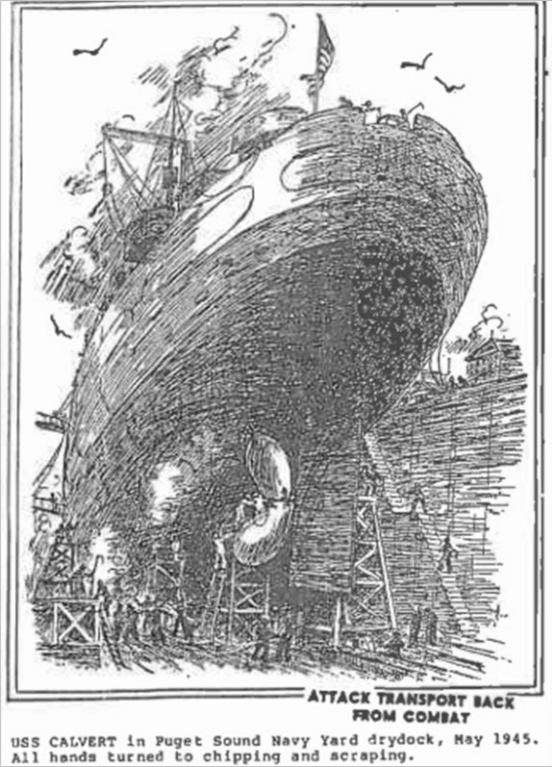
3) USS Calvert's Ship Fitter Crew, circa summer 1944
Complete Ship Fitter crew photo is available online:
<http://www.usscalvert.com/2013/09/17/ship-fitters-crew-1944/>

Year	Month	Day	Location	Historical Details	Sources, Notes
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1945-May

1945	May	1-31	Pier 5, Navy Yard Puget Sound, Bremerton, WA	At Pier 5, Navy Yard Puget Sound, Bremerton, Washington, for overhaul and conversion.	War diary, USS Calvert, May 1945
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"USS Calvert in Puget Sound Navy Yard drydock, May 1945. All hands turned to chipping and scraping." Illustration of Calvert's aft "duck tail" and screw.



Calversion V29, p5 - Hal Winter
Seattle Post-Intelligencer, Saturday,
May 26, 1945

1945	May	22	Seattle, WA	Ship's Ball, Seattle	Calversion V29, p6 - Hal Winter
1945	May	26 - 29	Pier 5, Navy Yard Puget Sound, Bremerton, WA	26th: The following alterations and repairs are being accomplished - Puget Sound Area - USS Calvert - Installing K coils on steering and standard compasses, making repairs to M-G sets. 29th: Pier side adjustments were made on the following ships: USS Calvert	1, 2) War diary, Commandant, Thirteenth Naval District (COM 13), May 1945, p78, 105

1945-June

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	June	1-30	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	1) At Pier 3-c, Navy Yard Puget Sound, Bremerton, Washington, for conversion. 2) June 1st: 0801 - USS Calvert departed on post repair trial run and returned at 1424. 2) Continuation of work listed as in progress on May 26th.	1) War diary, USS Calvert, June 1945 2) War diary, Commandant, Thirteenth Naval District (COM 13), June 1945, p65, p78
1945-July					
1945	July	1-31	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	1) At Pier 3-c, Navy Yard Puget Sound, Bremerton, Washington, for overhaul and conversion. 2) July 14 - 21: The following alterations and repairs are being accomplished - USS Calvert Installing K coils on steering and standard compasses Overhauling motor generator sets	1) War diary, USS Calvert, July 1945 2) War diary, Commandant, Thirteenth Naval District (COM 13), July 1945, pp100, 114
1945-August					
1945	August	1-22	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	At Pier 3-c, Navy Yard Puget Sound, Bremerton, Washington, for overhaul and conversion.	War diary, USS Calvert, August 1945
1945	August	4	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	USS Calvert - Installing type K compass coils on steering and standard compasses; overhauling motor generator sets.	War diary, Commandant, Thirteenth Naval District (COM 13), August 1945, p85
1945	August	6, 9	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	1) "On August 6, 1945, an American B-29 bomber dropped the world's first deployed atomic bomb over the Japanese city of Hiroshima. ... Three days later, a second B-29 dropped another A-bomb on Nagasaki." 2) The USS Calvert with its crew was in port in Bremerton, Washington at the time of the first atomic bomb, repairs and an overhaul on the ship had just been completed.	1) History.com, online https://www.history.com/topics/world-war-ii/bombing-of-hiroshima-and-nagasaki 2) Calversion, Vol 6, p9 - C. G. Clauss
1945	August	10	Pier 3-c, Navy Yard Puget Sound, Bremerton, WA	From: The Executive Officer To: All Hands 1. The Senior Officer Present Afloat will stop all liberty from ships present. 2. The OOD will take necessary measures to prevent sounding of ship's whistles, siren or bells. 3. The First Lieutenant will detail a complete Shore Patrol Party to augment existing Shore Patrol, to report to the OOD upon announcement of the termination of the Japanese War. The OOD will despatch the Shore Patrol detail upon request of the Senior Patrol Officer, to the Shore Patrol Headquarters, Bremerton. 4. Work for all yard workmen will cease and will be resumed at 0745 on the second day. 5. This Plan will be executed on announcement of the termination of hostilities in Japan by radio supplemented by orders from the Yard Duty Officer or higher authority. Upon conclusion of the emergency, as determined by Commandant, Task Force will be informed by telephone or by "Secure" (2 blasts) of the Yard Whistle. Signed: R.E. McClure, Lieutenant, USNR.	Calvert Marine Museum collection, photograph of document taken during 2015 Reunion

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	August	12	Puget Sound Navy Yard Degaussing range, Point Jefferson, Kingston, WA Puget Sound Navy Yard	1) 0805 - USS Calvert (APA32) departed on trial run and returned at 1835. (Puget Sound Navy Yard, Bremerton, Washington) 2) Routine calibrations and Magnetic Surveys, Check Runs: USS Calvert (Degaussing range, Point Jefferson, Kingston, WA) 1) 1835 - USS Calvert (APA32) returned at 1835. (Puget Sound Navy Yard, Bremerton, Washington)	1) War diary, Commandant, Thirteenth Naval District (COM 13), August 1945, p58 (Puget Sound Navy Yard, War Diary: Reports of Captain of the Yard and Assistant to the Industrial Manager) 2) War diary, Commandant, Thirteenth Naval District (COM 13), August 1945
VJ Day - Victory over Japan					
1945	August	15	Puget Sound Navy Yard, Bremerton, Washington	1) The Calvert was at Bremerton when hostilities with Japan ceased on 15 August 1945. 2) "Victory over Japan Day (also known as V-J Day, Victory in the Pacific Day, or V-P Day[1]) is the day on which Imperial Japan surrendered in World War II, in effect bringing the war to an end. The term has been applied to both of the days on which the initial announcement of Japan's surrender was made – August 15, 1945, in Japan, and because of time zone differences, August 14, 1945 (when it was announced in the United States and the rest of the Americas and Eastern Pacific Islands) – as well as to September 2, 1945, when the surrender document was signed, officially ending World War II."	1) Cullen, page 18 2) Wikipedia
Designated Flagship, Amphibious Group Fourteen					
1945	August	22	Puget Sound Navy Yard, Bremerton, Washington	1) The USS Calvert (APA32), a unassigned transport of the Pacific Fleet, was designated flagship for Amphibious Group Fourteen, United States Pacific Fleet under the command of Rear Admiral R.P. Brisco U.S.N. 2) On 22 August, the Calvert was designated by ComPhibsPac as flagship of Rear Admiral Robert P. Briscoe, USN, Commander Amphibious Group Fourteen. 3) Maintenance Inspections and Tests.	1) War diary, USS Calvert, August 1945 2) Cullen, page 18 3) War diary, Commandant, Thirteenth Naval District (COM 13), August 1945
1945	August	23	Navy Yard Puget Sound, Bremerton, WA to Anchored in Berth "C" Eliote Bay, Seattle, WA	1) Compass adjustments were made. 2) Calvert's war diary: 1130 - The Rear Echelon of the staff of Commander Amphibious Group Fourteen reported aboard. 1500 - All navy yard work was completed, and preparations were made for getting underway. 1544 - Underway from Puget Sound Navy Yard to Seattle Washington to take aboard landing craft. 1724 - Anchored in Berth "C" Eliote Bay, Seattle, Washington. 3) Calvert's muster roll, report of changes: While at Bremerton this day: Embarked approximately 90 enlisted and officers from Landing Craft School, Pacific, Commander Amphibious Group Fourteen (ComPhibGro 14), from A.T.B Coronado, Calif, for duty in flag allowance of ComPhibGro 14. Notes on Commander Amphibious Group Fourteen (ComPhibGro 14): 4) The rear echelon, PhibGroup Fourteen boarded USS Calvert (APA-32) at Bremerton, Washington for transportation to the Philippine Islands to join the Advance Planning Echelon.	1) War diary, Commandant, Thirteenth Naval District (COM 13), August 1945 2) War diary, USS Calvert, August 1945 3) Muster roll, Report of changes, USS Calvert, August 1945 4) War diary, Amphibious Group Fourteen, August 1945

Year	Month	Day	Location	Historical Details	Sources, Notes
1945	August	24	Anchored in Berth "C" Eliote Bay, Seattle, WA Degaussing Range, Point Jefferson, Kingston, WA	1) Anchored as before. 0150 - All landing craft secured aboard 0430 - Made preparations for getting underway 0516 - Underway for degaussing range off Point Jefferson to make degaussing runs and compensate magnetic compass 0652 - Commenced degaussing runs. 0800 - Off Point Jefferson, Puget Sound, Washington 1045 - Completed degaussing runs. 2) Degaussing Range, Point Jefferson, Kingston, Washington: USS Calvert - Routine Calibrations	1) War diary, USS Calvert, August 1945 2) War diary, Commandant, Thirteenth Naval District (COM 13), August 1945
Departure for service in the Occupation of Japan					
1945	August	24	Degaussing Range, Point Jefferson, Kingston, WA	1) "We put to sea August 24, 1945 for the South Pacific, with stops at Pearl Harbor and final at the very southern tip of the Philippines, a place called Zamboanga." 2) Calvert completed her conversion as the war ended in the Pacific, and on 24 August 1945 cleared for the Philippines to lift troops to Hiro Wan for the occupation of Japan.	1) Calversion, Vol 6, p9 - C. G. Clauss 2) USS Calvert, Wikipedia entry https://en.wikipedia.org/wiki/USS_Calvert_(APA-32)
Underway for Japan					
1945	August	24	Point Jefferson, Kingston, WA Steaming to Pearl Harbor, Hawaii	1115 - Set standard speed at 16 knots and proceeded out to sea. 1155 - Passed No Point abeam to port bearing 253 T; distance 0.9 miles 1200 - Off No Point, Puget Sound, Washington 1901 - Took departure with Strait of Jan De Fuca. Underway for Pearl Harbor, T.H. to embark additional staff of Commander Amphibious Group Fourteen (ComPhibGro 14).	War diary, USS Calvert, August 1945
End of research notes for the period February 10, 1945 to August 24, 1945					