ILLUSTRATED HISTORICAL ATLAS OF THE
USS CALVERT

APA-32
ATTACK TRANSPORT

VOLUME 1
1919 – 1947

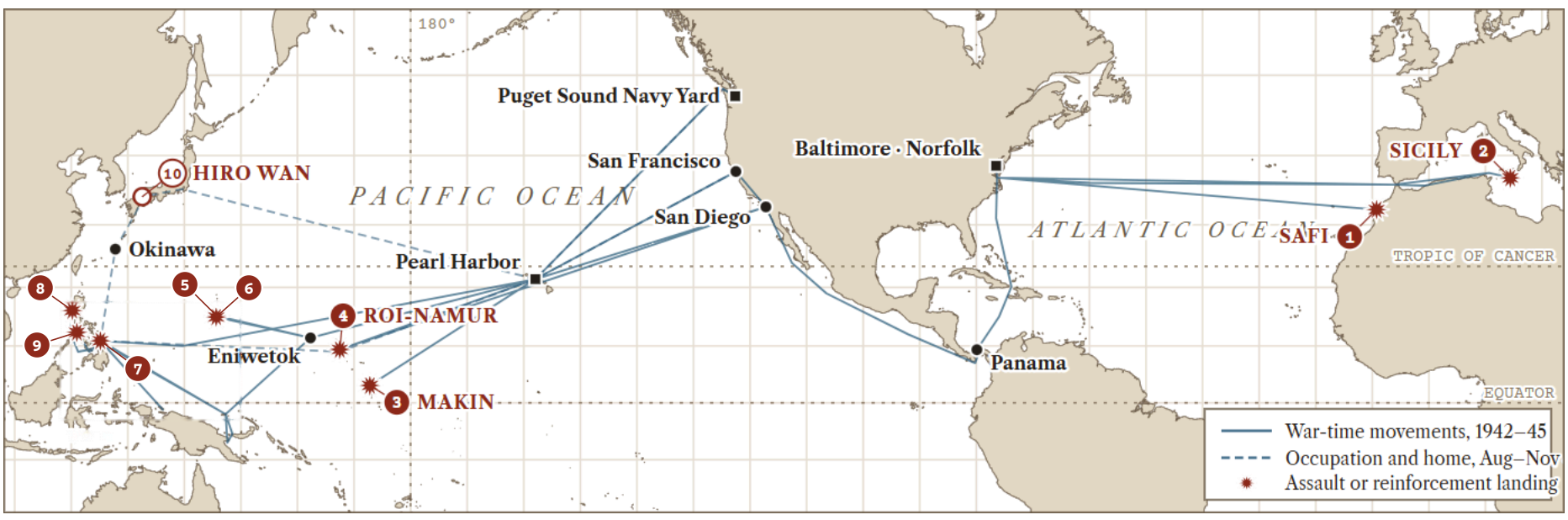


Origin Story
1919 – 1942
Delta Line, design, launch and readiness for war

World War II
1942 – 1945
Torch, the Chesapeake, Sicily and the Pacific assaults

Post-War
1945 – 1947
Japan, Magic Carpet and the Reserve Fleet

THE WAR YEARS · MOVEMENTS AND ASSAULTS, 1942 – 1945 *Mercator · route lines schematic*



ASSAULTS AND LANDINGS

1. Safi, French Morocco
   Operation Torch · 8 Nov 1942
2. Sicily
   Operation Husky · Jul 1943
3. Makin, Gilbert Islands
   Operation Galvanic · 20 Nov 1943
4. Roi-Namur, Kwajalein
   Operation Flintlock · 31 Jan 1944
5. Saipan, Marianas
   Operation Forager · 15 Jun 1944
6. Tinian, Marianas
   Operation Forager · 24 Jul 1944
7. Leyte, Philippines
   A-Day 20 Oct 1944 · reinforcements 18 Nov 1944
8. Lingayen Gulf, Luzon
   A-Day · 9 Jan 1945
9. San Agustin, Mindoro
   Reinforcement landing · 9 Feb 1945
10. Hiro Wan, Japan
    Occupation landing, unopposed · 7 Oct 1945

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USS Calvert (AP-65 · APA-32)

An introduction to the ship, and to Volume 1: 1919 – 1947

THE SHIP IN BRIEF

15 Nov 1941
Keel laid, Sparrows Point, Maryland

Apr 1942
Acquired by the U.S. Government, on the ways

1 Oct 1942
Commissioned USS Calvert, AP-65

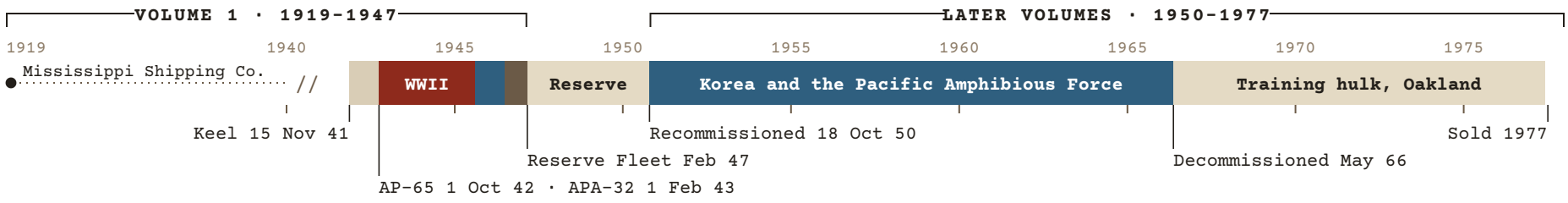
1 Feb 1943
Redesignated APA-32, attack transport

18 Oct 1950
Recommissioned for the Korean War

May 1966
Decommissioned; hulk at Oakland to 1977

A WORKING LIFE, 1919 - 1977

Scale broken at 1940; colours follow the ledger key



1919 - 1941

A Delta Line ship

The Calvert was meant for commercial cargo and passenger service. She was one of six ships designed for the Mississippi Shipping Company to give its Delta Line routes, between the Gulf and the east coast of South America, a modern, safe, efficient and fast service. Her keel was laid on 15 November 1941 at the Sparrows Point Shipyard, Maryland, by the Bethlehem Shipbuilding Corporation.

1942 - 1943

From liner to transport

In April 1942, still under construction, the ship was acquired by the U.S. Government, and work began to convert her to the Navy's troop transport specifications (the AP designation). She was commissioned USS Calvert, AP-65, on 1 October 1942, and on 1 February 1943 she was redesignated APA-32, an attack transport.

1942 - 1945

Ship to shore

As an attack transport the Calvert carried American troops and equipment from Allied bases to Axis beaches. At the invasion staging point, usually several miles off the landing beaches, her boat crews ran men and equipment from the ship's side to the beach in small and mid-sized landing craft, often under fire. With all men and cargo ashore she was at times a triage point for the wounded, and now and then she carried prisoners of war.



USS Calvert (APA-32), starboard side view, Norfolk Navy Yard, 17 August 1943. Photo no. 19-N-53214.

1945 - 1977

After the war

With the end of the Second World War the Calvert was decommissioned and placed in the Naval Reserve, with the Atlantic Reserve Fleet, James River Fleet (formerly the Norfolk Group of the Sixteenth Fleet).

She was called back in August 1950 with the start of the Korean War and recommissioned on 18 October 1950, again as USS Calvert (APA-32). The ship and her crews served in the Pacific with the Navy's Amphibious Force for the next 16 years. Decommissioned in May 1966, she was a training hulk at the Oakland Naval Supply Center until 1977, when she was sold and eventually scrapped.

A WELL-DESIGNED SHIP

"She rode like a duck"

"She rode like a duck ... I've ridden a good many ships in my day, some heavy rollers, thirty degrees on a side, and some with a snap and roll of 5 second period that would wear you plumb out. But Calvert was in a class by herself. Never experienced a better sea boat. She rode like a duck, never pounded or shuttered. Whoever put her together knew their ship design. And with the exception of a bridge door that banged like a saluting gun just the other side of my bedroom bulkhead, I had no complaints, only praise. I left her with regret in June 1956, after an unusually long cruise in command of Phibron V."

Kemp Tolley, former Commander, Amphibious Squadron Five, Pacific Fleet

A ship in a class by herself

The Calvert was well respected by her crews, commanders and passengers throughout her Navy service. Many former crew members have said that life aboard was far better than on other Navy ships, and Marine and Army passengers remembered her as a ship in a class by herself. Their stories leave the feeling that the ship itself brought her crews together, and helped build the can-do culture that ran through every era of her service.

An operator-centered design

The care in her design was deliberate. The Calvert and her five sisters of the Crescent City class were built for a combined luxury passenger and cargo service between the Gulf Coast and the eastern ports of South America. Commander V. M. Friede and the management of the Delta Line saw value in an operator-centered design philosophy, and the six ships are excellent examples of it. The philosophy stayed at the core of Friede's own firm, Friede & Goldman, Ltd., in the post-war years.

ABOUT THIS VOLUME

From the Delta Line to the Reserve Fleet

Volume 1 follows the Calvert from the Delta Line's plans to her lay-up at Norfolk in February 1947, one period at a time. Each period opens with a ledger page: a linear calendar, one row per month and one cell per day, and a ledger table of every port stay, passage, training period, exercise, assault and yard period. Charts drawn from the ship's position fixes and war diaries follow.

The landings, hour by hour

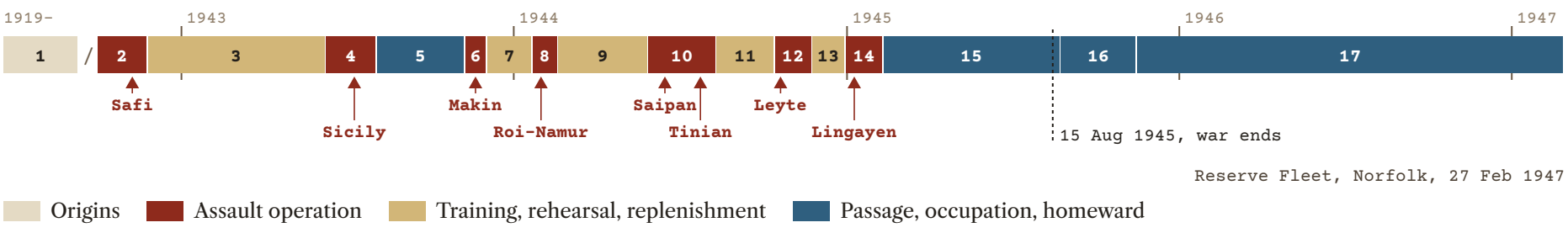
For each assault an invasion spread traces the landing day by day and hour by hour from the war diaries and action reports, with the plans, photographs and the crew's own memories. Where sources disagree, both are given; estimates are marked ≈.

VOLUME 1 IN FIGURES

17	8	1,611	≈115,000	5
Sections, in five parts	Assault landings, Safi to Lingayen Gulf	Days from commissioning to the Reserve Fleet	n.mi. in the ledgers, Aug 1943 – Feb 1947	Magic Carpet lifts home, 1945 – 1946

THE VOLUME AT A GLANCE

Section numbers match the contents; assault landings in red



CONTENTS

Days as printed on each period's ledger page; neighbouring periods share their boundary date

	Section	Dates	Days	n.mi.	On the pages
PART I · ORIGINS					*1919 – October 1942*
1	Origin Story: Design, Launch, and Readiness for War *The Delta Line, the six Delta hulls, building at Sparrows Point, commission…*	1919 - 21 Oct 1942			*Story ribbon, hull, charts · 5 pp*
PART II · ATLANTIC AND MEDITERRANEAN					*October 1942 – August 1943*
2	Commissioning and Operation Torch · Safi *Assault at Safi, French Morocco; convoys out and home*	Oct - Dec 1942			*Ledger and convoy charts*
3	Amphibious Training in the Chesapeake Bay *Landing cycles off Cove Point and Cedar Point; New York*	25 Nov 42 - 8 Jun 43	196		*Ledger, charts, events, memories · 5 pp*
4	Operation Husky · Sicily *Sortie from Hampton Roads 8 Jun 1943; assault in Sicily*	Jun - Aug 1943			*Ledger and charts*
PART III · CENTRAL PACIFIC					*August 1943 – August 1944*
5	Navy Yard, to the Pacific, and Hawaii *Panama Canal, San Diego, San Francisco; training off Kauai, Oahu, Maui*	4 Aug - 8 Nov 1943	97	≈7,323	*Ledger and chart · 1 p*
6	Operation Galvanic · Makin, Gilbert Islands *Red Beach; first crossing of the Line and the date line*	9 Nov - 2 Dec 1943	24	4,974	*Ledger, chart · invasion spread, 3 pp*
7	Prep for Flintlock *Honolulu, San Diego, the San Clemente rehearsal, Lahaina Roads*	3 Dec 43 - 21 Jan 44	50	4,481	*Ledger, chart, highlights · 1 p*
8	Operation Flintlock · Roi-Namur, Kwajalein *Floating reserve on D-Day; Red Beach, Roi, 1 Feb*	22 Jan - 18 Feb 1944	28	4,453	*Ledger, chart · invasion spread, 3 pp*
9	Preparation for Operation Forager, Hawaiian Islands *Landing exercises off Maui and Hawaii; Pearl Harbor yard*	19 Feb - 28 May 1944	100		*Ledger, charts, photos · 4 pp*
10	Operation Forager · Saipan and Tinian *Saipan 15 Jun, Tinian 24 Jul; prisoners of war to Pearl Harbor*	28 May - 10 Aug 1944	75	9,074	*Ledger, chart · spreads, 8 pp*
PART IV · THE PHILIPPINES					*August 1944 – February 1945*
11	Preparation for the Philippines Landings *Leyte rehearsal off Maui; Eniwetok; Seeadler Harbor, Manus*	11 Aug - 13 Oct 1944	63	3,852	*Ledger, chart · companions, 5 pp*
12	Leyte Operations *A-Day 20 Oct; reinforcements off Bito Lake, 18 Nov*	14 Oct - 24 Nov 1944	42	6,375	*Ledger, charts · two spreads, 6 pp*
13	Replenishment and Exercises *Borgen Bay, the Huon Gulf and Manus; the 40th Division*	24 Nov - 31 Dec 1944	38	1,229	*Ledger, charts · 2 pp*
14	Amphibious Landings at Luzon and Mindoro *Lingayen Gulf 9 Jan; Biak; San Agustin, Mindoro*	31 Dec 44 - 9 Feb 45	41	5,689	*Ledger, charts · 4 pp*
PART V · HOME, OCCUPATION AND RESERVE					*February 1945 – February 1947*
15	Return to CONUS *Ulithi, Pearl Harbor; conversion at Puget Sound Navy Yard*	10 Feb - 24 Aug 1945	197	7,253	*Ledger, charts · 5 pp*
16	The Occupation of Japan *Hiro Wan, Hiroshima, Matsuyama; Yokohama*	24 Aug - 16 Nov 1945	85	12,923	*Ledger, chart · 5 detail pages*
17	Magic Carpet, Return to Norfolk, and Reserve *Five lifts home; inactivation; Southgate Annex, Norfolk*	16 Nov 45 - 27 Feb 47	469	≈47,520	*Ledger, routes, crew · 3 pp*
	Totals	**1919 - 27 Feb 1947**		**≈115,146**	*Sections 5–17*

READING THE LEDGER PAGES

Each period opens with a linear calendar and a ledger table

Moored/Anchored · Local operating area · Underway at sea · Amphibious Training
Amphibious Exercise · Assault, war-time operation · Yard · No record / Other dates

Days are nights counted at 2400, ship's time, corrected for the date line; a dropped date prints as a white cell with "–", a date lived twice as "2". Miles and knots appear on sea rows only. **≈** miles not from position fixes · **‡** sources conflict, or over 16 kn · **§** under 6 kn · **†** impossible at 16 kn · ***** date line crossed. The badge number in the table sits on that row's first day in the calendar.

The Calvert in World War II · Photographs

From her delivery at Sparrows Point to Operation Magic Carpet, in date order

1942 – 1946
23 photographs

Twenty-three photographs of the ship in her wartime service, from her first days on the water off the Bethlehem yard at Sparrows Point in 1942 to the Magic Carpet voyages that brought servicemen home. Sixteen come from the Maritime Administration's vessel history file: the 1942 set off Sparrows Point and two formal Navy yard series, each shot on a single day, at Norfolk on 17 Aug 1943, a week before she left for the Pacific, and at Puget Sound on 12 Aug 1945, at the end of her conversion. The rest are prints kept by men who served in her.

1942 · OFF SPARROWS POINT, MARYLAND

Bethlehem Steel, before commissioning, 1 Oct 1942



1 *Under way off Sparrows Point, Maryland, 1942, in fresh gray paint: no hull number, no life rafts and no boats in the davits yet. The day is not recorded; her official trials were run on 20 Sep 1942 and she was commissioned on 1 Oct. MARAD Vessel History 5730_009.*



2 *Starboard quarter, under way, 1942. Gun platforms aft; the boat davits amidships stand empty. MARAD 5730_010.*



3 *Starboard bow, under way, 1942. MARAD 5730_012.*

1942 · OFF SPARROWS POINT, CONTINUED



4 *Bow on, a tug at her starboard side, 1942; shipyard sheds and a crane behind. MARAD 5730_011.*



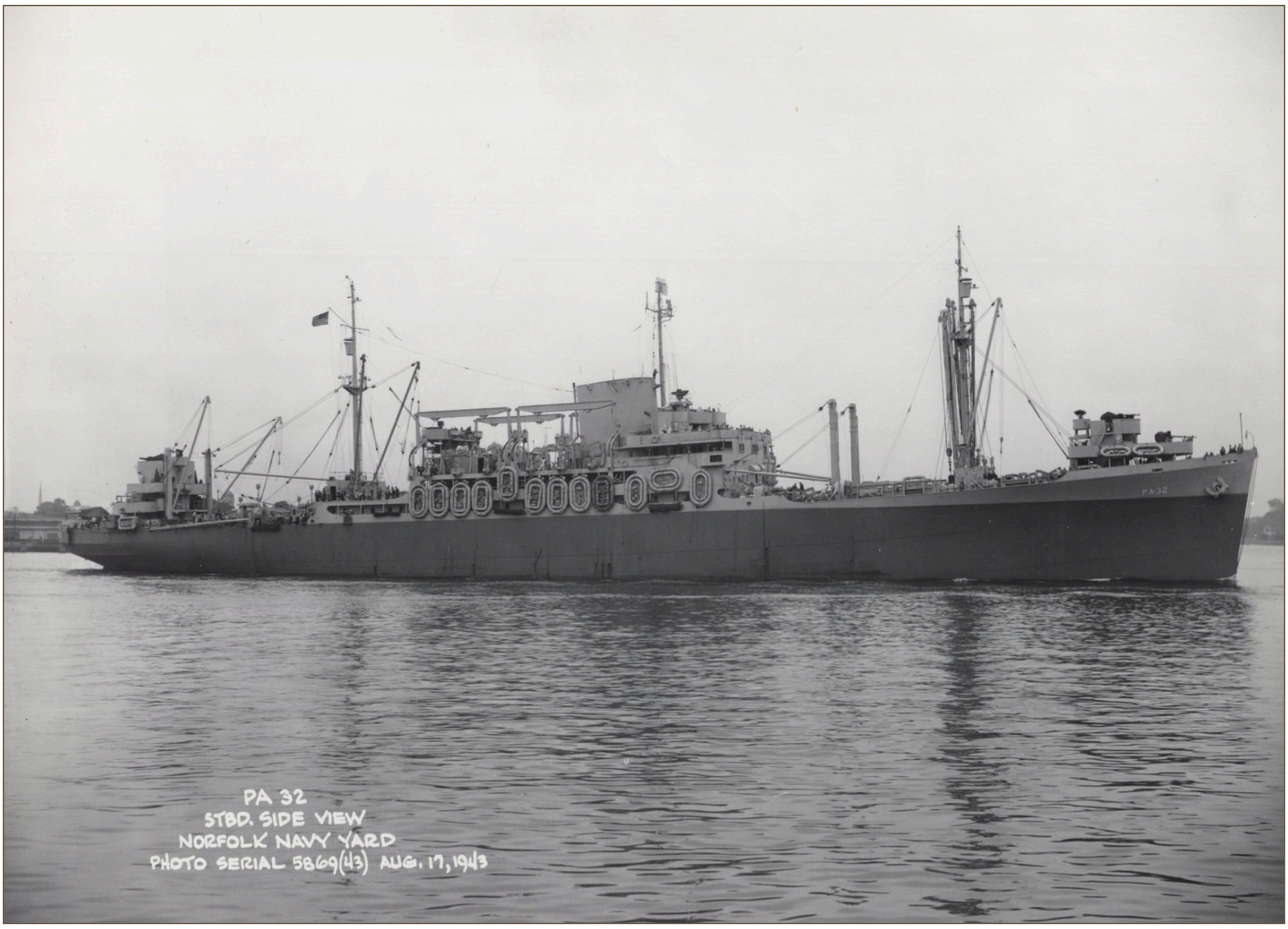
5 *Stern on, going away, 1942. MARAD 5730_013.*

3 MAR 1943 · OFF SOLOMONS ISLAND, MARYLAND *Chesapeake Bay landing exercises*



6 *At anchor during the Chesapeake Bay landing exercises, 3 Mar 1943 (date and place from the file name). Debarkation nets over the side, a boat alongside and another on a forward boom; life rafts in a row along the boat deck; "PA 32" painted small on the stern. Source not recorded.*

17 AUG 1943 · NORFOLK NAVY YARD, VIRGINIA *One week before sailing for the Pacific*



7 *Starboard side, Norfolk Navy Yard, 17 Aug 1943, photo serial 5869(43). A week later, on 24 Aug, she sailed from Hampton Roads for the Panama Canal and the Pacific. Life rafts in tiers on the boat deck; "PA-32" at the bow. MARAD 5730_014.*

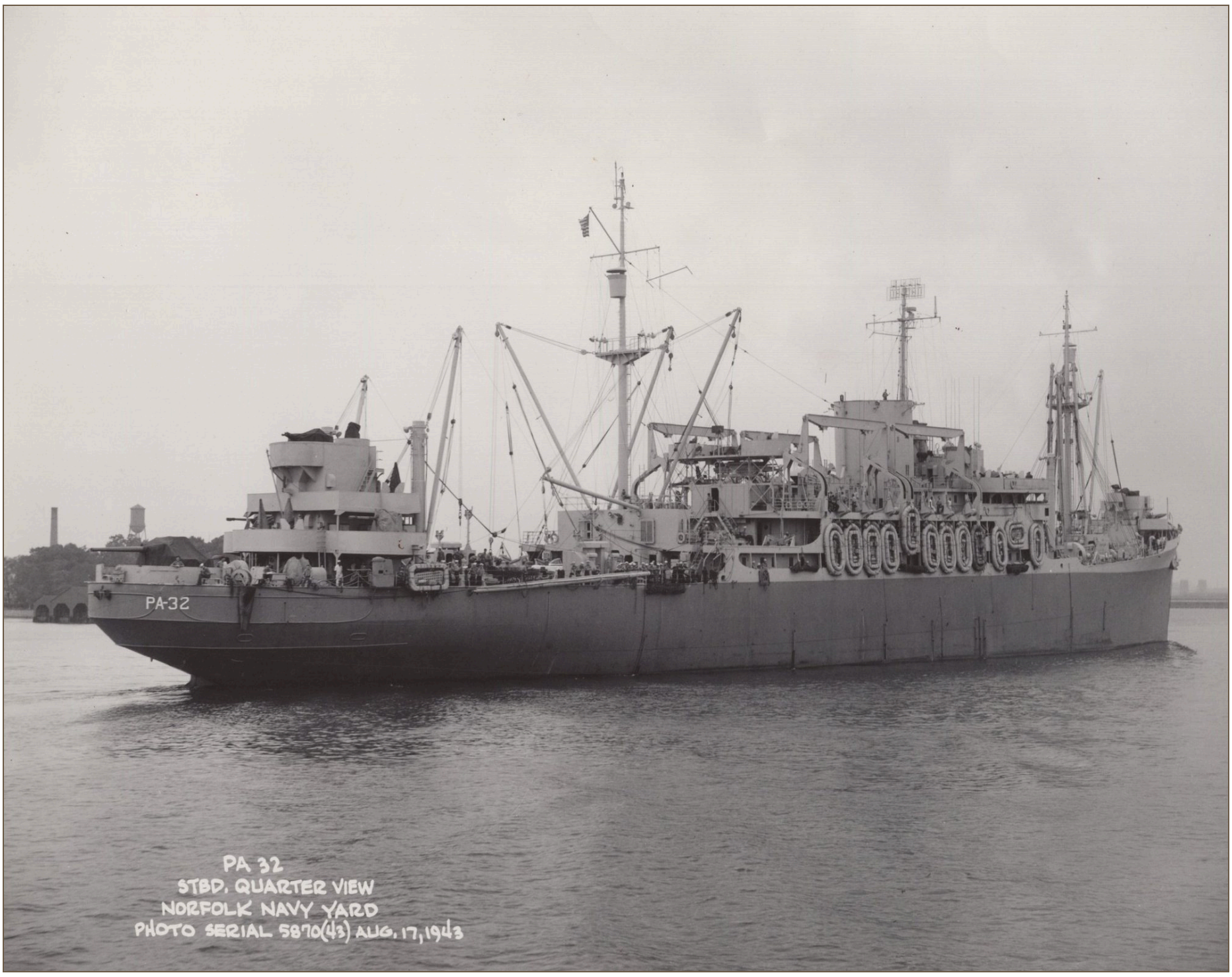


8 *Head on, with a yard tug, serial 5868(43). MARAD 5730_016.*



9 *Stern view, serial 5871(43); landing boats to starboard and transports at the piers beyond. MARAD 5730_017.*

17 AUG 1943 · NORFOLK NAVY YARD, CONTINUED



10 *Starboard quarter, Norfolk Navy Yard, 17 Aug 1943, serial 5870(43). Crew along the rails, "PA-32" on the stern, the 5-inch gun aft. MARAD 5730_015.*

12 AUG 1945 · PUGET SOUND NAVY YARD, BREMERTON, WASHINGTON *Serials 3936–3942-45*



11 *Stern view, starboard side, 12 Aug 1945, serial 3936-45. Darker paint and large "PA 32" numbers. MARAD 5730_008.*



12 *Bow view, port side, serial 3937-45. MARAD 5730_004.*

12 AUG 1945 · PUGET SOUND NAVY YARD, CONTINUED *Twelve days before she sailed for Japan*



13 *Broadside, starboard side, Puget Sound Navy Yard, 12 Aug 1945, serial 3938-45. Taken near the end of nearly five months in the yard (26 Mar – 22 Aug) for conversion to a relief AGC; she sailed on 24 Aug for Pearl Harbor and the Occupation of Japan. MARAD 5730_003.*



14 *Broadside, port side, serial 3939-45. MARAD 5730_023.*



15 *Stern view, port side, serial 3940-45. MARAD 5730_007.*

12 AUG 1945 · PUGET SOUND NAVY YARD, CONTINUED



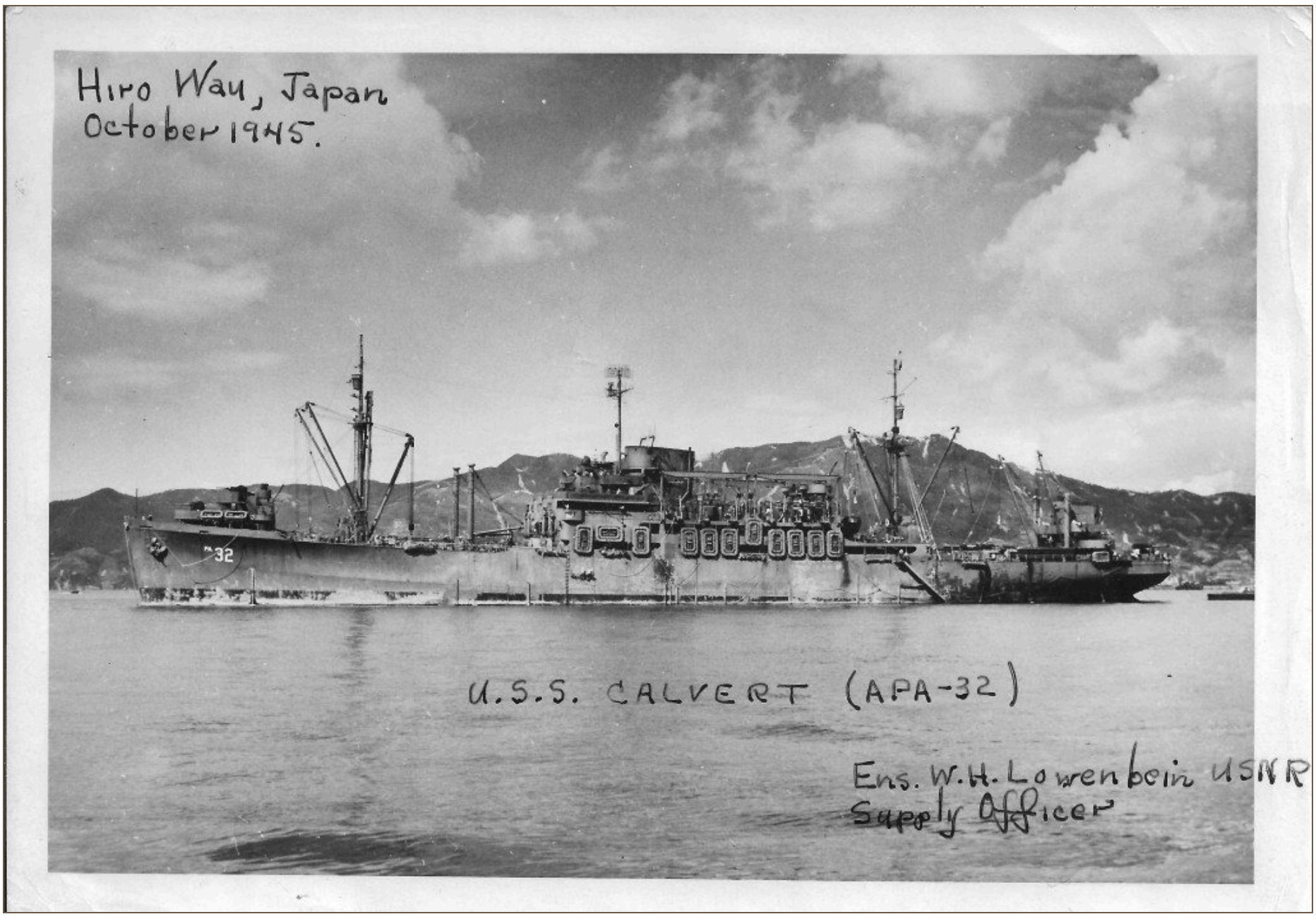
16 *View directly astern, serial 3941-45; a ferry at left. MARAD 5730_005.*



17 *Head on, with a yard tug, serial 3942-45. MARAD 5730_006.*

OCTOBER 1945 · HIRO WAN, JAPAN

The Occupation of Japan



18 *At anchor in Hiro Wan, Japan, October 1945; she landed occupation troops there on 7 Oct and stayed into November. The print is inscribed by Ens. W. H. Lowenbein, USNR, Supply Officer.*



19 *Port bow, every deck crowded with men going home, Operation Magic Carpet, 1945 or 1946 (file name). Placed with the Portland arrival, as on the Magic Carpet pages; the day is not recorded. Hilmer Anderson.*



20 *Bridge and boat deck lined with passengers, Magic Carpet. Milton Hartman.*

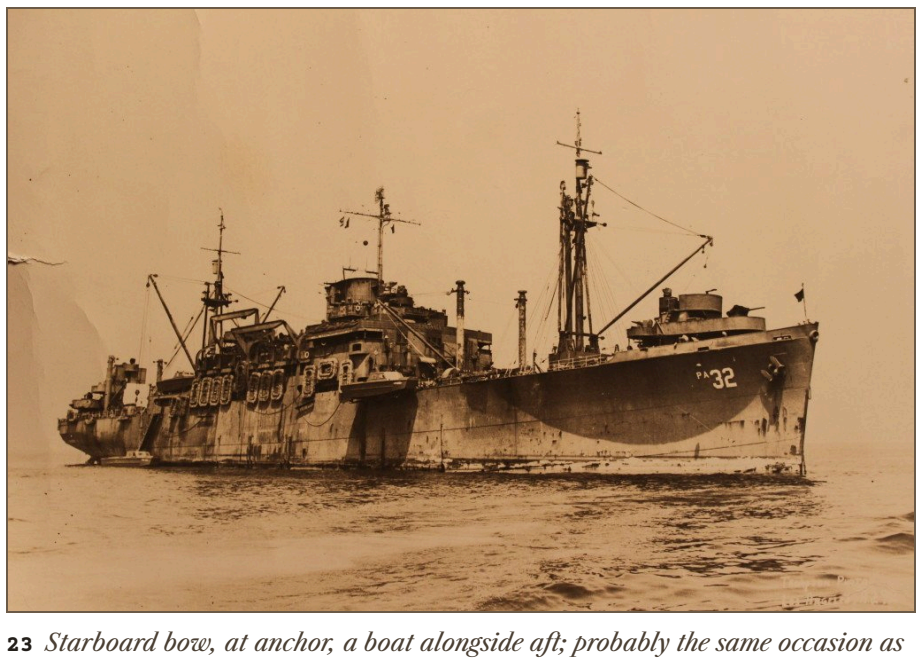


21 *Coming alongside under a plume of smoke, a tug beyond, Magic Carpet. Milton Hartman.*

DATE AND PLACE NOT RECORDED



22 *Starboard side, at anchor, in weathered paint. The file name reads "1945 ... late 1940s"; date, place and source are not recorded.*



23 *Starboard bow, at anchor, a boat alongside aft; probably the same occasion as 22. Not dated; a faint stamp at lower right is not legible.*

INDEX OF PHOTOGRAPHS

MARAD = Maritime Administration, Vessel History file

#	DATE	PLACE	VIEW	SOURCE	PAGE
1942 · Off Sparrows Point					
1	1942	Off Sparrows Point, Md.	Starboard side	MARAD 5730_009	p.1
2	1942	Off Sparrows Point, Md.	Starboard quarter	MARAD 5730_010	p.1
3	1942	Off Sparrows Point, Md.	Starboard bow	MARAD 5730_012	p.1
4	1942	Off Sparrows Point, Md.	Bow on, tug alongside	MARAD 5730_011	p.2
5	1942	Off Sparrows Point, Md.	Stern on	MARAD 5730_013	p.2
1943 · Chesapeake Bay					
6	3 Mar 1943	Off Solomons Island, Md.	Port side, at anchor	Not recorded	p.2
17 Aug 1943 · Norfolk Navy Yard					
7	17 Aug 1943	Norfolk Navy Yard	Starboard side	MARAD 5730_014	p.3
8	17 Aug 1943	Norfolk Navy Yard	Head on, tug alongside	MARAD 5730_016	p.3
9	17 Aug 1943	Norfolk Navy Yard	Stern on	MARAD 5730_017	p.3
10	17 Aug 1943	Norfolk Navy Yard	Starboard quarter	MARAD 5730_015	p.4
12 Aug 1945 · Puget Sound Navy Yard					
11	12 Aug 1945	Puget Sound Navy Yard	Stern, starboard side	MARAD 5730_008	p.4
12	12 Aug 1945	Puget Sound Navy Yard	Bow, port side	MARAD 5730_004	p.4
13	12 Aug 1945	Puget Sound Navy Yard	Broadside, starboard	MARAD 5730_003	p.5
14	12 Aug 1945	Puget Sound Navy Yard	Broadside, port	MARAD 5730_023	p.5
15	12 Aug 1945	Puget Sound Navy Yard	Stern, port side	MARAD 5730_007	p.5
16	12 Aug 1945	Puget Sound Navy Yard	Directly astern	MARAD 5730_005	p.6
17	12 Aug 1945	Puget Sound Navy Yard	Head on, tug	MARAD 5730_006	p.6
Oct 1945 · Hiro Wan					
18	Oct 1945	Hiro Wan, Japan	Port side, at anchor	W. H. Lowenbein	p.6
1945–46 · Operation Magic Carpet					
19	1945 or 1946	Portland, Ore. (presumed)	Port bow, troops aboard	Hilmer Anderson	p.7
20	1945 or 1946	Portland, Ore. (presumed)	Bridge and boat deck	Milton Hartman	p.7
21	1945 or 1946	Portland, Ore. (presumed)	Port bow, coming alongside	Milton Hartman	p.7
Date and place not recorded					
22	Not recorded	Not recorded	Starboard side, at anchor	Not recorded	p.8
23	Not recorded	Not recorded	Starboard bow, at anchor	Not recorded	p.8

Reading the photographs

Hull number. None shows in the 1942 set. By March 1943 "PA 32" is painted small on the stern; at Norfolk in August 1943 "PA-32" is small at bow and stern; the 1945 photographs carry large "32" figures with a small "PA".

Life rafts. The 1942 boat deck is bare. From 1943 the rafts hang in tiers along the boat deck, the quickest way to tell a wartime photograph from the trials set.

Paint. Light gray in 1942 and 1943, much darker by August 1945, and heavily weathered in the Hiro Wan and Magic Carpet prints.

Dating notes

The day of the 1942 set is not recorded. The file names place it off Sparrows Point; the official trials were on 20 Sep 1942 (place not recorded).

Photo 6 is dated and placed from its file name only.

Photos 19–21 are dated "1945 or 1946" in their file names. The Magic Carpet pages place them at Portland, where the ship lay into February 1946.

Photos 22 and 23 are not dated. Their file names read "1945 ... late 1940s"; they may belong with the war years or with Magic Carpet.

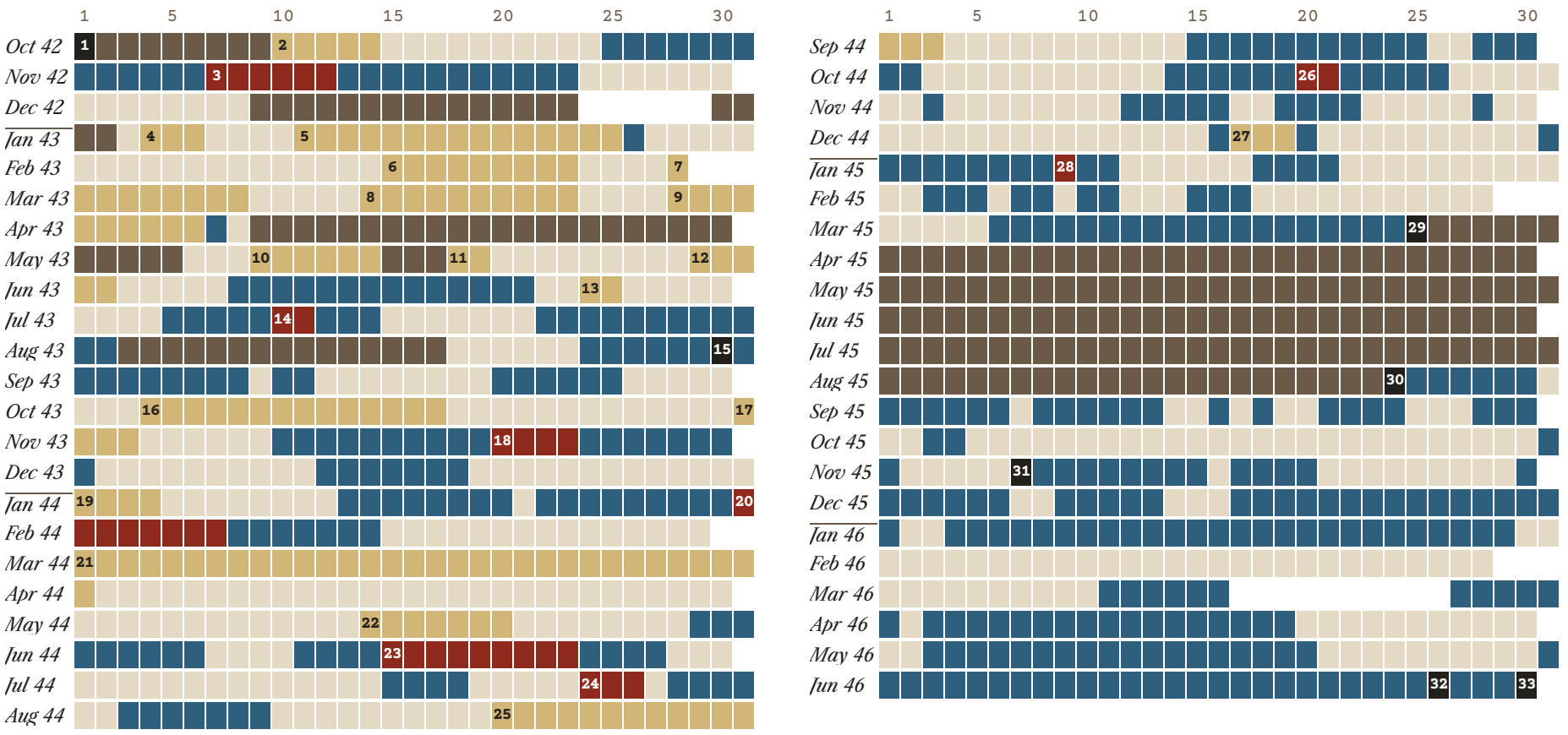
Log of the USS Calvert

Wartime and post-war service at a glance · from Norfolk, Virginia, back to Norfolk

1 October 1942 – 30 June 1946 · 1,369 days

Track miles from the 1942–1946 leg file, 65 legs

Period	Days	In port	Training	Yard	At sea	War-time	No record	Legs	Track n.mi.	Knots
1942, from 1 Oct	92	25	5	26	24	6	6	2	7,132	12.6
1943	365	138	89	47	85	6	0	10	24,257	11.9
1944	366	186	61	0	97	22	0	21	29,532	11.3
1945	365	97	0	152	115	1	0	22	33,223	12.6
1946, to 30 Jun	181	67	0	0	104	0	10	10	36,195	15.0
Totals	**1,369**	**513**	**155**	**225**	**425**	**35**	**16**	**65**	**130,339**	**12.5**



Training, operations and notable events, in date order

Each number marks the first day on the calendar. Dates are inclusive days at 2400.

No	Place, duty or event	Dates	Days
1	**Norfolk, Virginia** · *commissioned, war service begins*	1 Oct 42	
2	Chesapeake Bay · *shakedown cruise*	10–14 Oct 42	5
3	**TORCH** · *Safi, French Morocco*	7–12 Nov 42	6
4	Cove Point, Wolf Trap · *direction-finder calibration*	4–6 Jan 43	3
5	Cove Point · *landing exercises, 23rd Marines*	11–25 Jan 43	15
6	Cove Point · *exercises, 45th Infantry Division*	15–23 Feb 43	9
7	Cove Point · *Exercises Nos. 1–3*	28 Feb – 8 Mar 43	9
8	Cove and Drum Points · *1st Bn, 179th RCT*	14–23 Mar 43	10
9	Cove, Cedar, Drum Points · *1st Bn, 180th RCT*	28 Mar – 6 Apr 43	10
10	Chesapeake Bay · *boat training, new LCVPs*	9–14 May 43	6
11	Point No Point · *radar calibration*	18–19 May 43	2
12	Upper Chesapeake Bay · *final exercises*	29 May – 2 Jun 43	5
13	Gulf of Arzeu, Algeria · *Husky rehearsal*	24–25 Jun 43	2
14	**HUSKY** · *Scoglitti, Sicily*	10–11 Jul 43	2
15	**Panama Canal** · *westbound, to the Pacific*	30–31 Aug 43	
16	Off Maui and Lanai · *27th Inf. Div., TG 55.2*	4–17 Oct 43	14
17	Maalaea Bay, Kahoolawe · *Galvanic rehearsal*	31 Oct – 3 Nov 43	4
18	**GALVANIC** · *Makin, Gilbert Is.*	20–23 Nov 43	4
19	From San Diego · *maneuvers*	1–4 Jan 44	4
20	**FLINTLOCK** · *Kwajalein, Marshalls*	31 Jan – 7 Feb 44	8
21	Maalaea Bay, Maui · *maneuvers*	1 Mar – 1 Apr 44	32
22	Hawaiian waters · *maneuvers*	14–20 May 44	7
23	**FORAGER** · *Saipan, Marianas*	15–23 Jun 44	9
24	**FORAGER** · *Tinian, Marianas*	24–26 Jul 44	3
25	Lahaina Roads, Maui · *maneuvers*	20 Aug – 3 Sep 44	15
26	**KING II** · *Leyte, Philippines*	20–21 Oct 44	2
27	Huon Gulf, New Guinea · *maneuvers*	17–19 Dec 44	3
28	**MIKE I** · *Lingayen Gulf, Luzon*	9 Jan 45	1
29	**Overhaul as relief AGC** · *Seattle*	25 Mar – 23 Aug 45	152
30	**Occupation of Japan** · *troops to Kure, Yokohama*	24 Aug – 6 Nov 45	75
31	**Operation Magic Carpet** · *troops home*	7 Nov 45 – May 46	
32	**Panama Canal** · *eastbound, home from the Pacific*	26 Jun 46	
33	**Norfolk, Virginia** · *war service ends*	30 Jun 46	

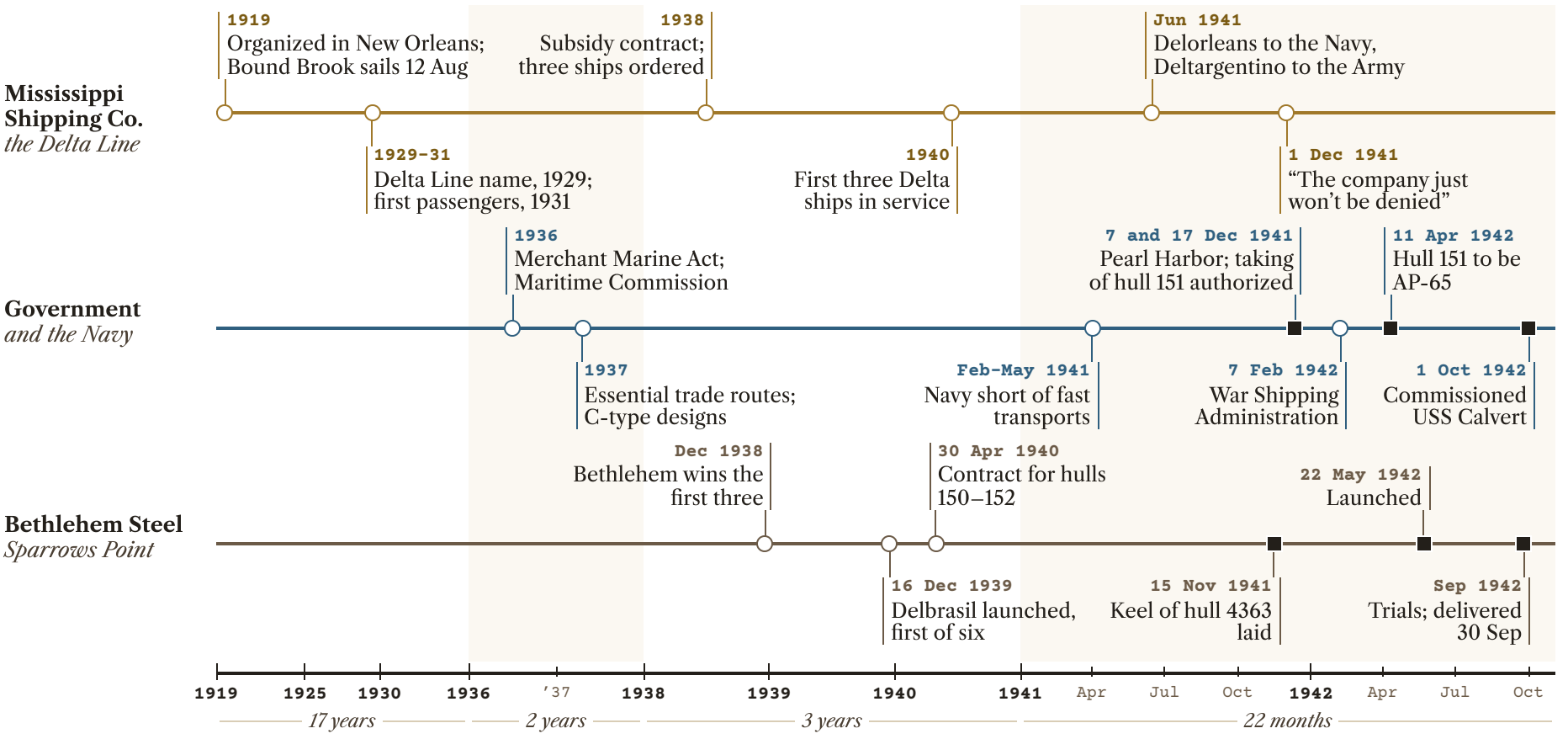
18 training periods · 155 days **8 assaults · 35 days at the objective** **7 notable events**

Origin Story, Design, Launch, and Readiness for War

Part 1 · The Delta Line and the road to Sparrows Point, 1919–1942

Twenty-three years in three lanes · *1919 to October 1942*

Squares mark the Calvert's own milestones



Dates from the research notes. The time scale stretches as the story quickens: the seventeen years to 1936 take the first stretch of the line, and 1941–42 is drawn at about 15 px a month.

A · The Mississippi Shipping Company and the Delta Line, 1919–1939

Before 1919 no steamship line ran a regular two-way service between the Gulf ports and the east coast of South America. That year a group of New Orleans businessmen organized the Mississippi Shipping Company, with the cooperation of the United States Shipping Board, chiefly to give importers of Brazilian green coffee a dependable northbound schedule. Among them were Thomas F. Cunningham, M. J. Sanders and Theodore Brent of the Federal Barge Lines, R. S. Hecht of the Hibernia Bank, and the coffee broker George G. Westfeldt.

The company's first ship, the Bound Brook, left Pensacola on 12 August 1919 with 4,100 tons of cargo for Rio de Janeiro and Santos. Acquisitions and operating agreements with other lines in the trade followed between 1922 and 1926. In 1929 the company bought the route from the Shipping Board and took the trade name the Delta Line, and by 1930 it was planning "new fast passenger-cargo liners with space for refrigerated cargo."

Passenger service began in 1931, when the small North Delta sailed from New Orleans with 28 passengers, the first of four mixed passenger freighters. By the end of the decade the line was, in the words of the Manufacturers Record, "financially able to replace its fleet with new high class vessels": six ships of a new Delta type, the fifth of which would become the Calvert.

At her launching in December 1939 the Delbrasil was hailed as "the first ship built in the South with Southern materials and labor for a Southern shipping company."

"Ship lines cannot secure profitable trade with old, ugly, rusty, slow, poorly designed, and poorly equipped ships. … The new Delta Line ships are among the best in the Maritime Commission's program."

E. S. Land, Chairman, U.S. Maritime Commission · Manufacturers Record, December 1939



The Delta Line's service to the east coast of South America, with the ports named in the 1940 sources. The route line is schematic, drawn through the usual fairways, and its miles are approximate; the Calvert never made this run. Land from Natural Earth.

The run they were built for

Delta ships sailed from New Orleans at 1:00 PM on a six-week round trip, calling at Pernambuco, Rio de Janeiro, Santos, Montevideo and Buenos Aires. A round-trip ticket to Brazil cost $200 with meals, and every stateroom faced the sea and had its own bath.

"The beaches of Copacabana seemed very far from the blitzkrieg in Europe; South America was neutral ground."

Carlos Mey, "Delta Line (Mississippi Shipping Co.), New Orleans 1919–1985," Historia y Arqueología Marítima (histarmar.com.ar), in translation

Origin Story, Design, Launch, and Readiness for War

Part 2 · From the Merchant Marine Act of 1936 to the Delta type, C3-C&P

B · The Merchant Marine Act of 1936 and the C-type ships

1936
Merchant Marine Act
Replaced the Shipping Board of the First World War; aimed at 500 modern ships to replace its aging tonnage.

→

1936–37
U.S. Maritime Commission
Under Joseph P. Kennedy, laid out 30 essential trade routes from Atlantic, Gulf and Pacific ports.

→

Contracts
Operating subsidy
Paid operators the difference between American and foreign costs, in return for serving a route.

→

1940–47
Standard C-types
C1, C2 and C3 cargo designs; 465 C3 hulls built, most taken by the Navy in the war.

→

1938
Delta type, "Passenger & Cargo"
A private design of C3 size for the Gulf – South America route, with Navy defense features.

"One of the primary purposes of the 1936 act is to ensure that the American merchant marine will be adequate … as a naval and military auxiliary in time of war or national emergency." H. X. Kelly, president, Mississippi Shipping Co., 1953–54.

C · The Delta type, C3-C&P

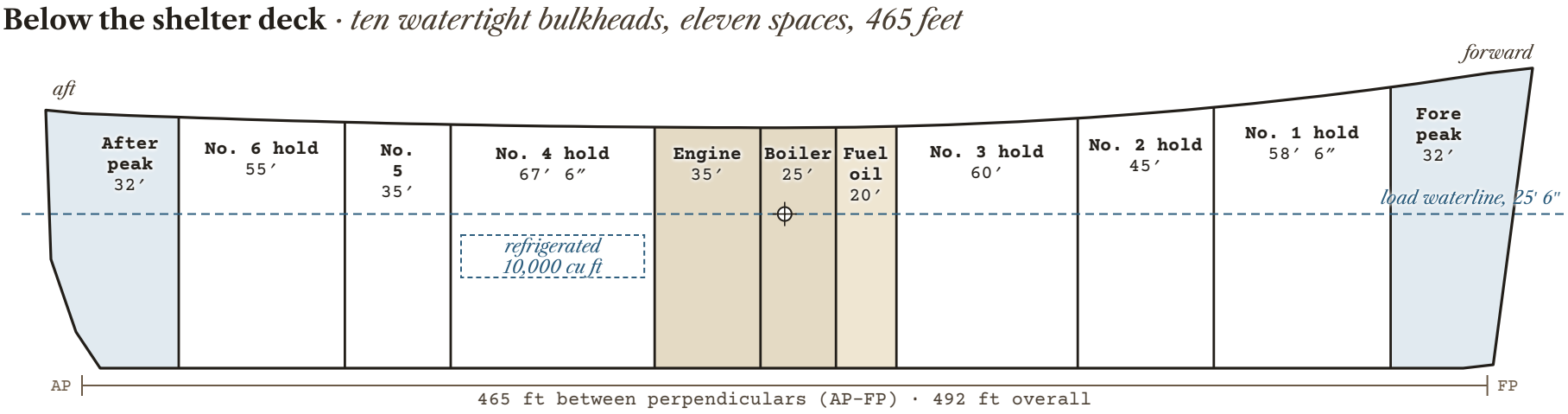
When the Maritime Commission called for private owners to help rebuild the merchant marine, the Mississippi Shipping Company was among the first to answer. Assigned the route between the Gulf and the east coast of South America, it contracted in 1938 for three combination passenger and cargo ships of 16½ knots and engaged V. M. Friede, a New Orleans naval architect, to design them with the company's officers. Friede also supervised their building at Sparrows Point.

The design was hailed as the first American combination ship to meet every current safety rule, rated in the highest class of the American Bureau of Shipping, with the National Defense features the Navy recommended for the C3-P class. Owner and architect laid out the public rooms and staterooms together, so that decoration and hull were covered in one specification.

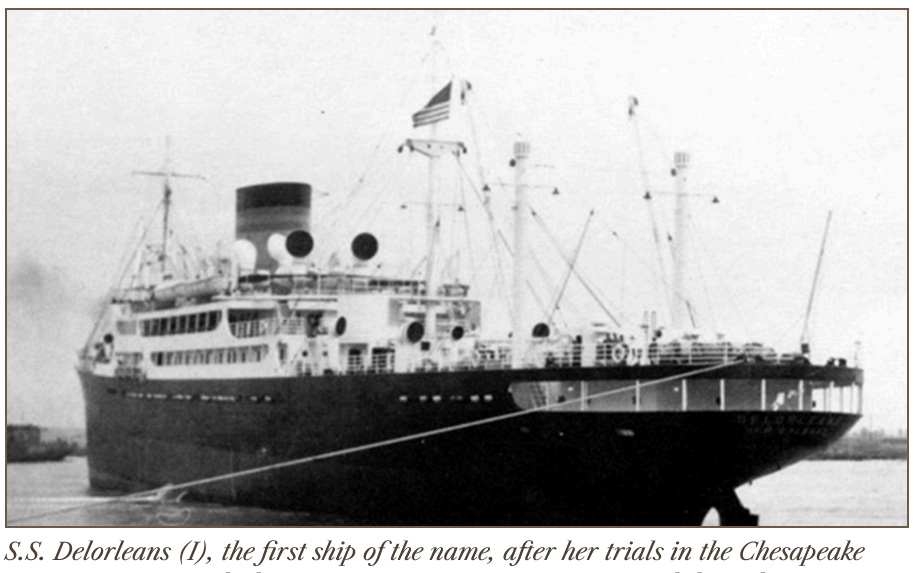
	MC C3 standard	Delta type C3-C&P, 1940	USS Calvert as fitted, 1945
Length overall	492 ft	**492 ft 0 in**	491 ft 0 in
Length b.p.	—	**465 ft 0 in**	465 ft (wl)
Beam	69 ft 6 in	**65 ft 6 in**	65 ft 6 in
Draft	28 ft 6 in	**25 ft 6 in**	25 ft 8 in
Gross tons	7,800	**8,300**	—
Displacement, tons	—	**14,210**	14,247
Shaft horsepower	8,500	**7,800–8,600**	7,800
Speed, knots	16.5	**16.5**	16.5
Passengers, troops	—	**67**	1,283
Ship's crew	—	**78**	558
Refrigerated cargo	—	**10,000 cu ft**	none?
Guns	—	**Navy features**	5″, 3″, AA

C3 figures are the Commission's general specification; Delta figures from the 1940 trade press (the 1938 contract gave 6,800 cu ft refrigerated). Calvert figures are from Ships' Data, U.S. Naval Vessels, April 1945, as a squadron flagship: troops 92 officers and 1,191 men; crew 48 officers and 510 men.

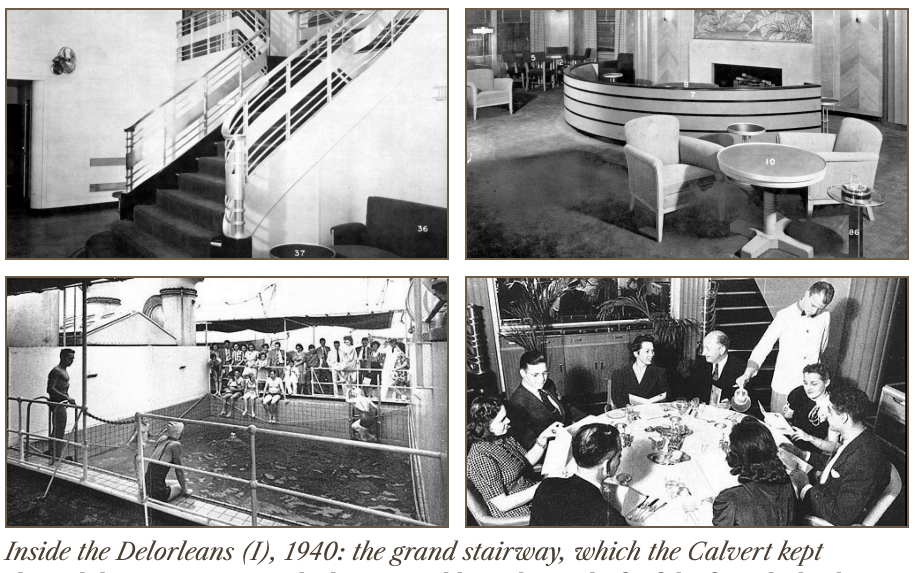
Below the shelter deck · *ten watertight bulkheads, eleven spaces, 465 feet*



Drawn to scale along the hull from the compartment lengths published in 1940, which add up exactly to the 465 ft between perpendiculars; vertical scale doubled. The sheer, bow rake and stern overhang are schematic, as is the height of the refrigerated space in the lower 'tween deck of No. 4. The 1940 articles describe a two-compartment design under the rules for stability when flooded.



S.S. Delorleans (I), the first ship of the name, after her trials in the Chesapeake Bay, August 1940. She became USS Crescent City in 1941, and the Calvert was to have been the second Delorleans.



Inside the Delorleans (I), 1940: the grand stairway, which the Calvert kept through her Navy career; the lounge and bar; the pool aft of the funnel; the dining room. Maryland Steel Co./Bethlehem Steel – Sparrows Point, Facebook, 2019.

Propulsion
GE cross-compound turbine, one screw; two B&W boilers, 450 psi, 750 °F

Power and speed
7,800 shp at 105 rpm for 16.5 knots; 8,600 shp max.; 19 ft 3 in screw

Steering
Electro-hydraulic gear; Goldschmidt rudder, 70° in 30 seconds at 17.5 kn

Electric power
Two 350 kW turbo-generators; 75 kW emergency diesel in the dummy funnel

Safety
Electric watertight doors; Marinite joinery; three fire zones

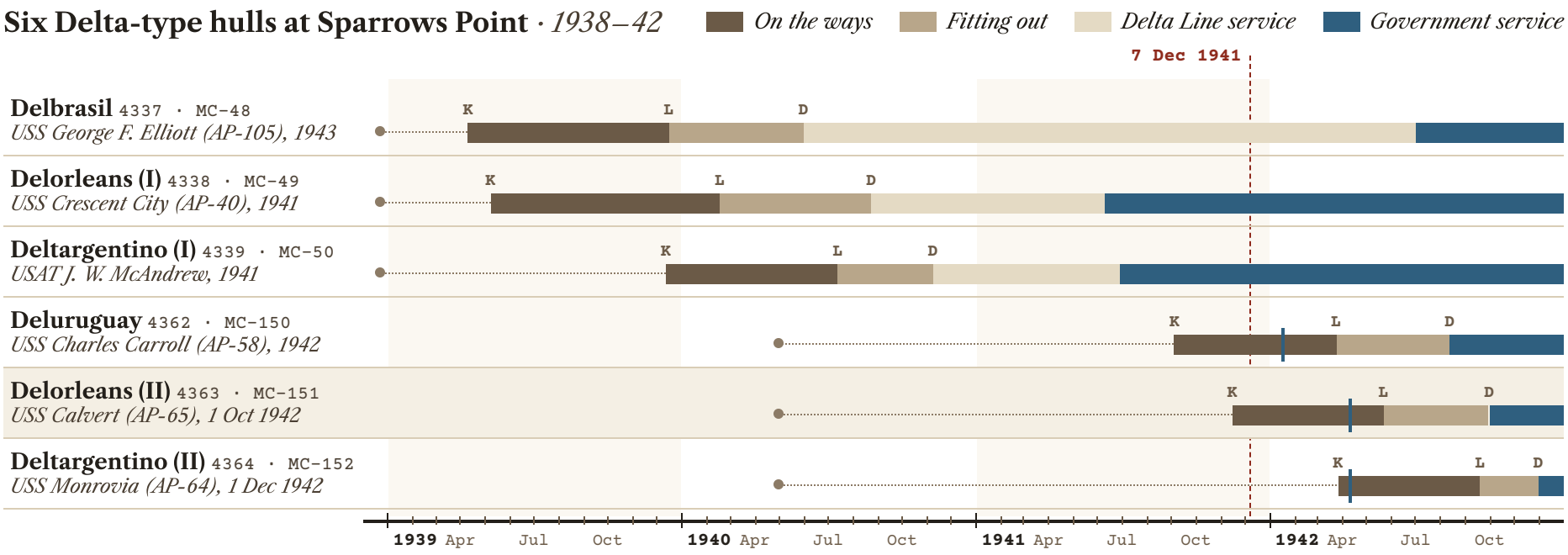
Passengers
67 in 26 outside staterooms with baths; library, barber, two-ward hospital

Public rooms
Two-deck entry hall, lounge, veranda café, smoking room, dining for 70

Designer
V. M. Friede (1895–1966), New Orleans naval architect, ex-Russian Navy

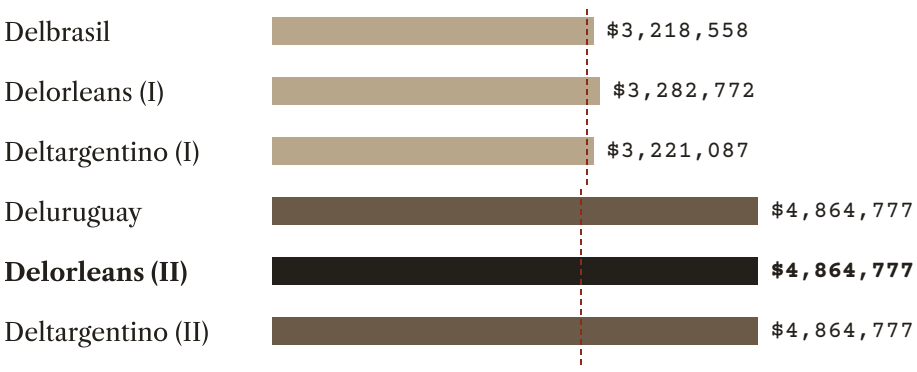
Origin Story, Design, Launch, and Readiness for War

Part 3 · Six ships for the Delta Line at Sparrows Point, and the war that took them



K keel, L launch, D delivery; dotted from the contract; blue ticks mark Navy decisions made while a hull was building. Delbrasil's requisition is dated only "by July 1942"; Monrovia's launch, 19 Sep 1942, is from DANFS. Sources differ on Deltargentino (I)'s keel (12 or 22 Dec 1939) and Deluruguay's launch (2 or 24 Mar 1942).

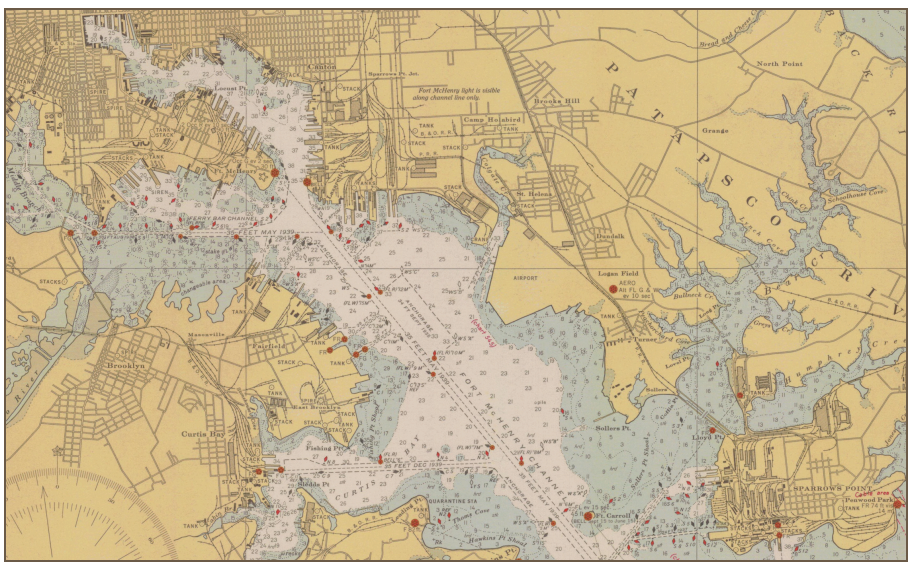
What they cost



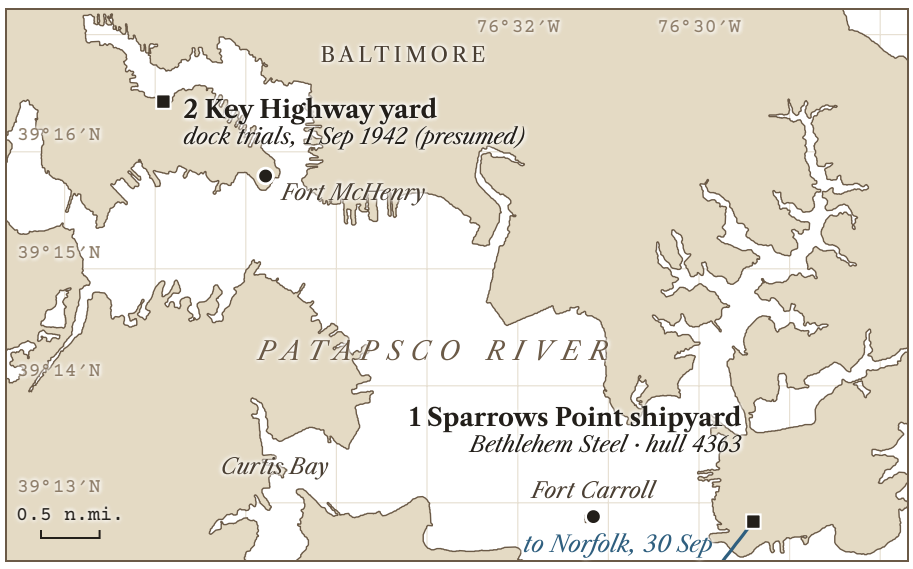
The first three cost the Maritime Commission $3.22 to $3.28 million each against a 1938 contract of $3.13 million a ship (dashed), and came in ahead of their delivery dates. The second three, finished to Navy plans, cost $4,864,777 apiece, more than half again Bethlehem's 1940 bid of $3,075,000, which had not allowed for the Navy's combat requirements. For the Calvert that was $4,651,873 to the yard, $165,172 for facilities and $47,732 for administration: about $104 million in 2022 dollars.

How the Navy took them

11 Feb 1941	Auxiliary Vessels Board: the Navy needs 15 more transports of 16 knots; the President bars taking more merchant ships.
26 May 1941	The President orders 19 ships turned over, among them four C3-passenger types, by 30 June.
Jun 1941	Delorleans (I) to the Navy, 9 Jun, as Crescent City; Deltargentino (I) to the Army, 28 Jun.
17 Dec 1941	Ten days after Pearl Harbor, the taking of hull 151, Delorleans (II), is authorized.
30 Dec 1941	The Board recommends nine C3s as combat-loaded transports; hull 150 joins the military program, 17 Jan.
7 Feb 1942	Executive Order 9054 creates the War Shipping Administration.
2 Mar 1942	"It was decided to build the last three vessels directly to navy specifications." Evening Sun.
8–11 Apr 1942	The Commission offers combat-loader features in hulls 151–152; the Board recommends purchase as AP-64 and AP-65.
28 May 1942	Delta Line: "We are glad to have had a part in making these ships available."



Baltimore harbor in 1940: Key Highway yard at upper left, Sparrows Point at lower right. Extract, Approaches to Baltimore, chart 549, USC&GS, 1940.



1, 2 *The same harbor redrawn: shoreline traced from the 1940 chart and fitted to its 76°35′ and 76°30′ W meridians and 39°15′ N parallel. Shipyard positions approximate.*

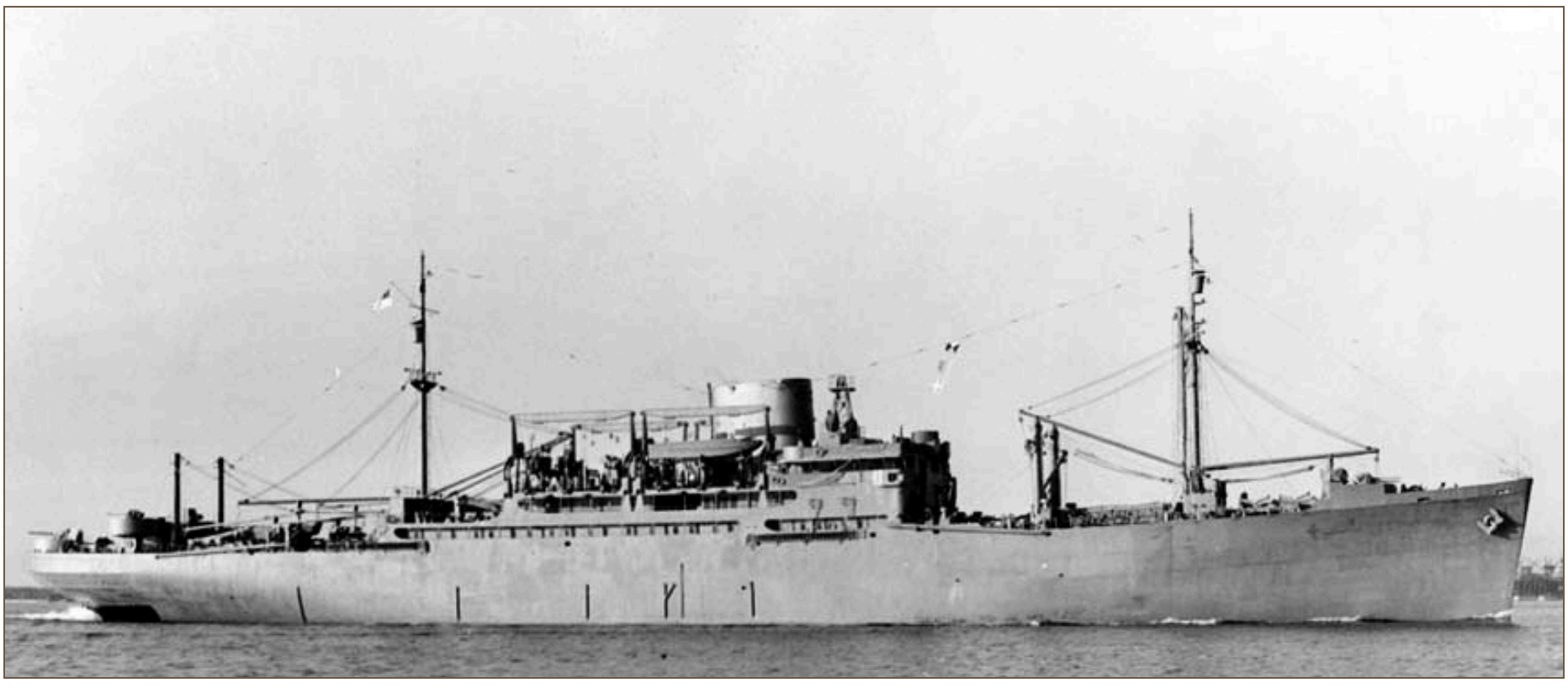
D · Bethlehem's Sparrows Point yard

All six Delta ships were built at the Sparrows Point plant of Bethlehem Steel's shipbuilding division, on the Patapsco below Baltimore. Founded as Maryland Steel in 1887, building ships from 1891 and bought by Bethlehem in 1916, it beat at least six other yards for the first three ships in December 1938.

"I was not only a passenger on your ship. I made my first beach head from it, and also helped build it in Sparrows Pt. Md. before I enlisted in the Marine Corps."

M. P. (Mac) McIntyre, USMC, in Calversion, vol. 12

A narrated 2015 tour of the former yard with Ed Poturalski is on usscalvert.com.



USS Calvert (AP-65) off Sparrows Point on 30 September 1942, the day she was delivered and the day before her commissioning. As first converted she looked plain: the two forward 3-inch/50 guns sat on deck, the two aft on a single level platform, and a 5-inch/38 on the stern. National Archives, RG-19-LCM, 19-N-35762, via NavSource.

Hull 4363

Ordered as	S.S. Delorleans (II), for the Delta Line
Builder	Bethlehem Steel, Sparrows Point · yard no. 4363
Maritime Comm.	hull MC-151 · contract MCc-810, 30 Apr 1940
Keel laid	15 Nov 1941 (14 Nov in one source)
Launched	22 May 1942 · sponsor Mrs. Marguerite G. Fitch
Delivered	30 Sep 1942
Commissioned	1 Oct 1942, USS Calvert (AP-65)
Named for	George Calvert, first Lord Baltimore,
	and Calvert County, Maryland
Cost	$4,864,777, about $104 million in 2022 dollars
Reclassified	APA-32, attack transport, 1 Feb 1943

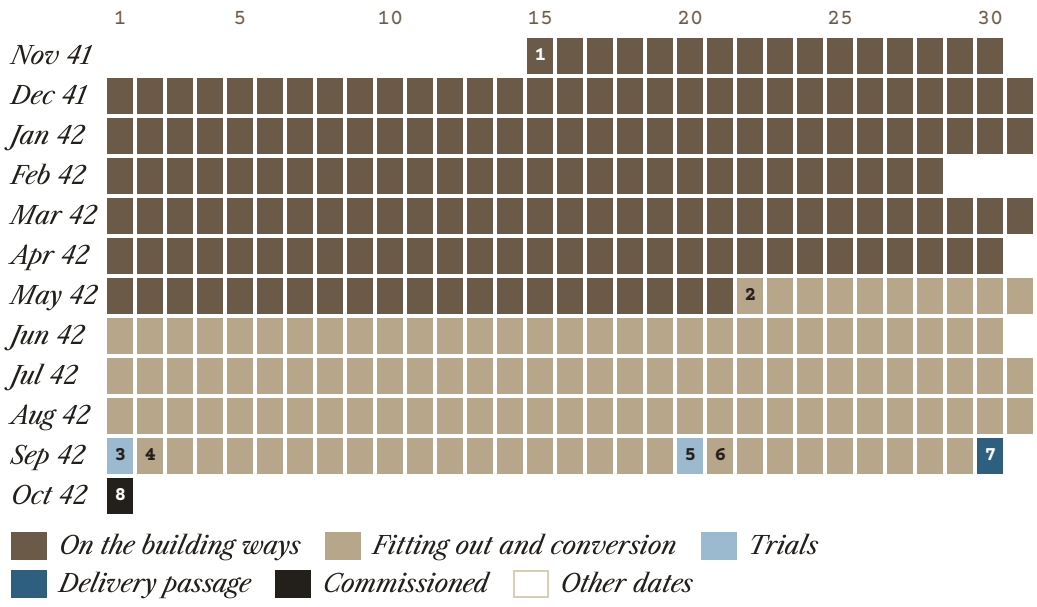
Christened 22 May 1942





The christening bottle, wrapped in silk ribbon and a flag, on a carved walnut plaque lettered "U.S.S. Calvert · Launched May 22 1942 · Mrs. Marguerite G. Fitch · Sponsor." The Navy name on the plaque shows she had been renamed by her launching. Sold by Morphy Auctions, lot 529, 2018, from the Ray Bentley collection.

Keel to commissioning · *321 days, 15 Nov 1941 – 1 Oct 1942*



		Dates	Days
1	On the building ways *keel 15 Nov; AP-65, 11 Apr*	15 Nov 41 – 21 May 42	188
2	Launched; fitting out *sponsor Mrs. M. G. Fitch*	22 May – 31 Aug	102
3	Dock trials *probably at Key Highway yard*	1 Sep	1
4	Fitting out; crew joins *many down from Philadelphia*	2–19 Sep	18
5	Official trials *place not recorded*	20 Sep	1
6	Fitting out *ready for delivery*	21–29 Sep	9
7	Delivered; to Norfolk *the photograph above*	30 Sep	1
8	Commissioned AP-65 *Capt. Donald W. Loomis*	1 Oct	1
	Keel to commissioning	**15 Nov 41 – 1 Oct 42**	**321**

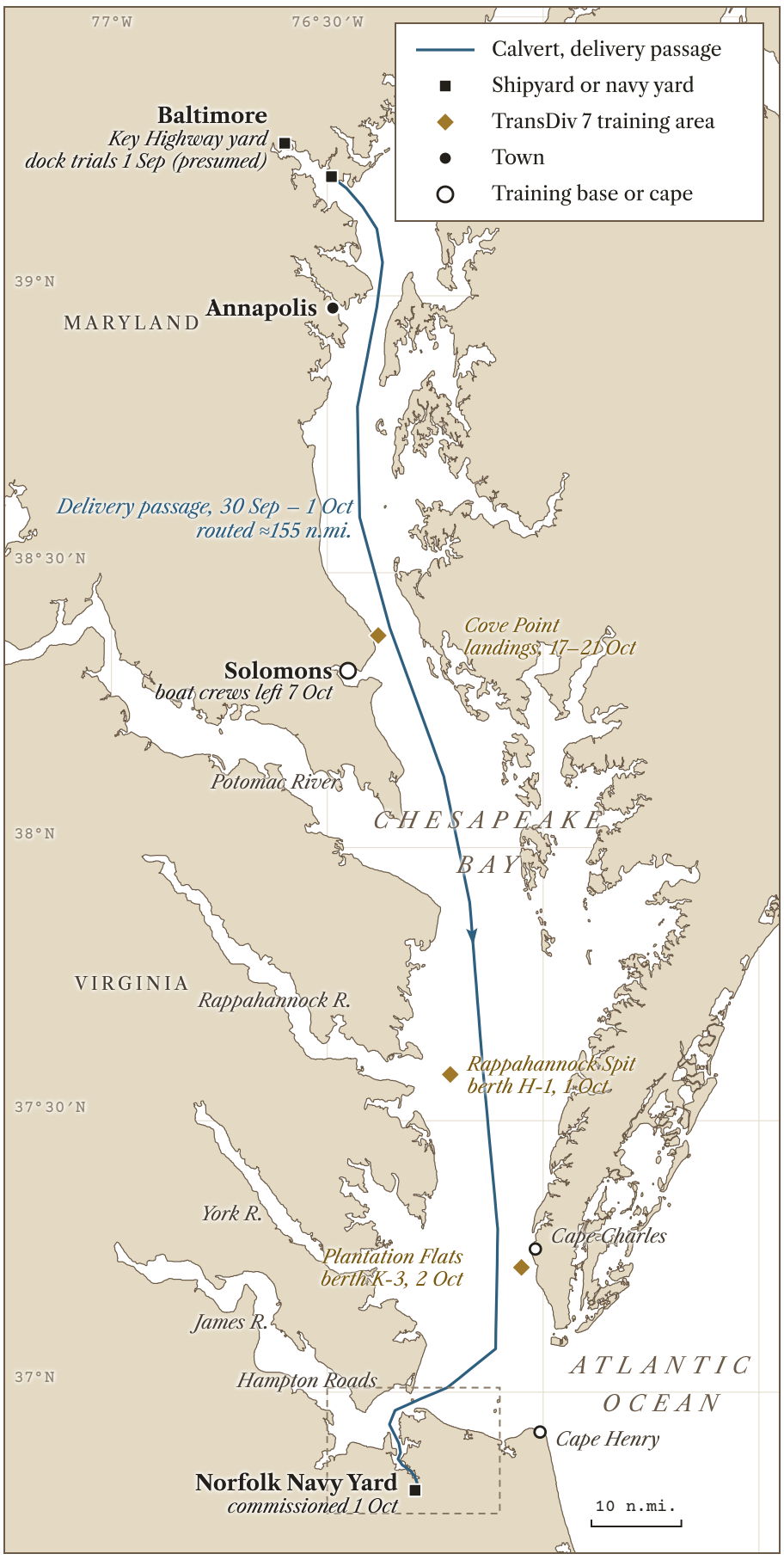
Her keel was laid on 15 November 1941. Ten days after Pearl Harbor her requisition was authorized, and in April 1942 the Commission undertook to build Navy combat-loader features into hulls 151 and 152 on the ways; designated AP-64 and AP-65, both were finished to the plans drawn up for the Charles Carroll. Dock trials came on 1 September and official trials on 20 September. NavSource's "launched 19 September 1942" is the launch date of her sister Monrovia.

"I was with the original crew when the ship was commissioned. Most of us came down from Philadelphia to go aboard the ship before it was even commissioned."

Glen E. Malin, plank owner, Calversion, vol. 2. C. J. "Mitch" Mitchell, a survivor of the Yorktown at Midway, reported at Sparrows Point in August or September.

Origin Story, Design, Launch, and Readiness for War

Part 5 · Commissioned at Norfolk; crew, boats, shakedown and the Harry Lee



The delivery passage of 30 Sep – 1 Oct, presumed overnight, is routed through the main channel; the shakedown (about 10–14 Oct) and the degaussing run (about 20 Oct) are not located in the sources. Harry Lee anchorages and exercise areas from her war diary. Coast from GSHHS full resolution; positions approximate.

Two ships, 1–21 October 1942

Yard · *Training, shakedown* · *Moored or anchored* · *Underway, local*

U.S.S. CALVERT
AP-65, Capt. D. W. Loomis

U.S.S. HARRY LEE
Transport Division Seven

Thu 1 — **Commissioned**
Navy Yard; 315 enlisted aboard

Fri 2 — **Converting and fitting out**
berthed astern of the old Kearsarge, now a crane ship; corpsmen aboard 3 Oct to stow hospital stores. Ericsson's diary lists her at NOB, 2 Oct; one memoir puts her at the Army base piers

Sat 3

Sun 4

Mon 5

Tue 6

Wed 7

Thu 8 — **Boat crews, ammunition**
boat crews from Little Creek; most of 210 new men; ammunition, 8 Oct

Fri 9

Sat 10 — **Shakedown in the Bay**
presumed from the orders: boat crews learn to hoist boats out from over the hatches; ammunition and pyrotechnics, 10 Oct; Capt. Loomis ill

Sun 11

Mon 12

Tue 13

Wed 14

Thu 15 — **Norfolk, ready for troops**
at NOB, 15 Oct (Ericsson); ready to embark troops from 16 Oct. About 20 Oct, a run up the Bay to be degaussed: figure-eights all day (presumed)

Fri 16

Sat 17

Sun 18

Mon 19

Tue 20

Wed 21

Thu 22 — **The lanes meet: Harry Lee to Calvert**
Her boat crews, officers, troops and cargo move to the Calvert, which sails for North Africa in her place. *Continued on the Torch page.*

Rappahannock Spit
berth H-1; TransDiv 7 training

AA practice, towed sleeves
anchored Plantation Flats, K-3

Craney Island to Pier 6
fueled; docked at 1918

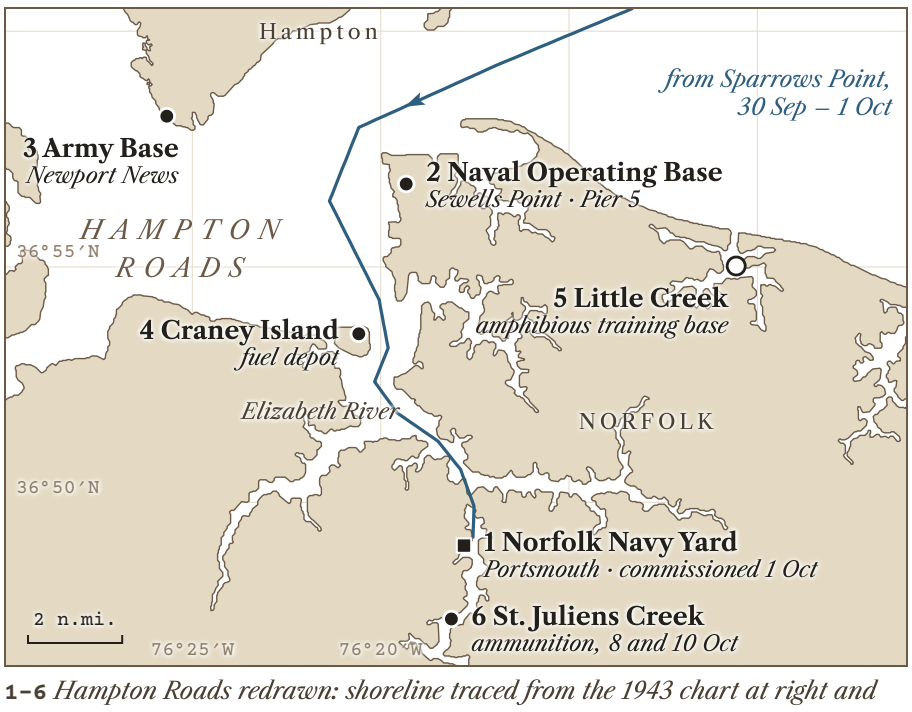
Pier 6, Newport News
loads about 800 tons and the 2nd Armored Division's 1,020 men and 46 officers, with Lyon, Dorothea L. Dix and Titania at Piers 5 and 7. Crew promotions, effective 1 Oct

Underway for Cove Point
sailed 1434

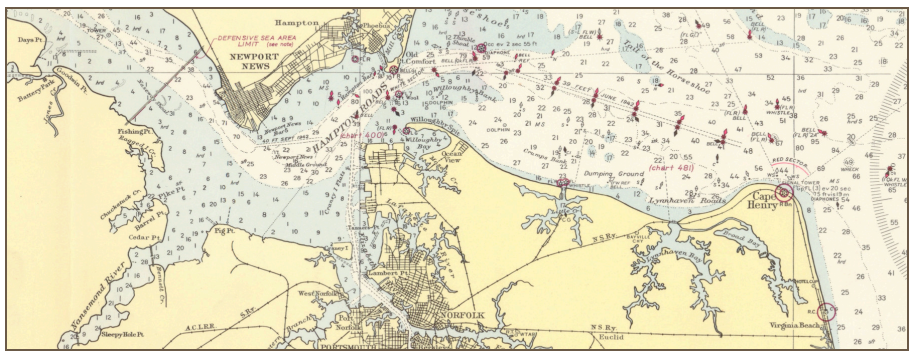
Landings off Cove Point
with Philadelphia (OTC), Dix, Lyon, Titania; 19 Oct, TransDiv 7 shifts to Harris; sails 2125

Pier 5, NOB Norfolk
fuel and ammunition

Cove Point, night landing
night exercises from 2300



1–6 *Hampton Roads redrawn: shoreline traced from the 1943 chart at right and fitted to its 76°20′ and 76°00′ W meridians and 37° N parallel. Track routed; positions approximate.*



1–3 *Norfolk Navy Yard, NOB and the Army Base. Extract, Chesapeake Bay, Southern Part, chart 78, USC&GS, 1943.*

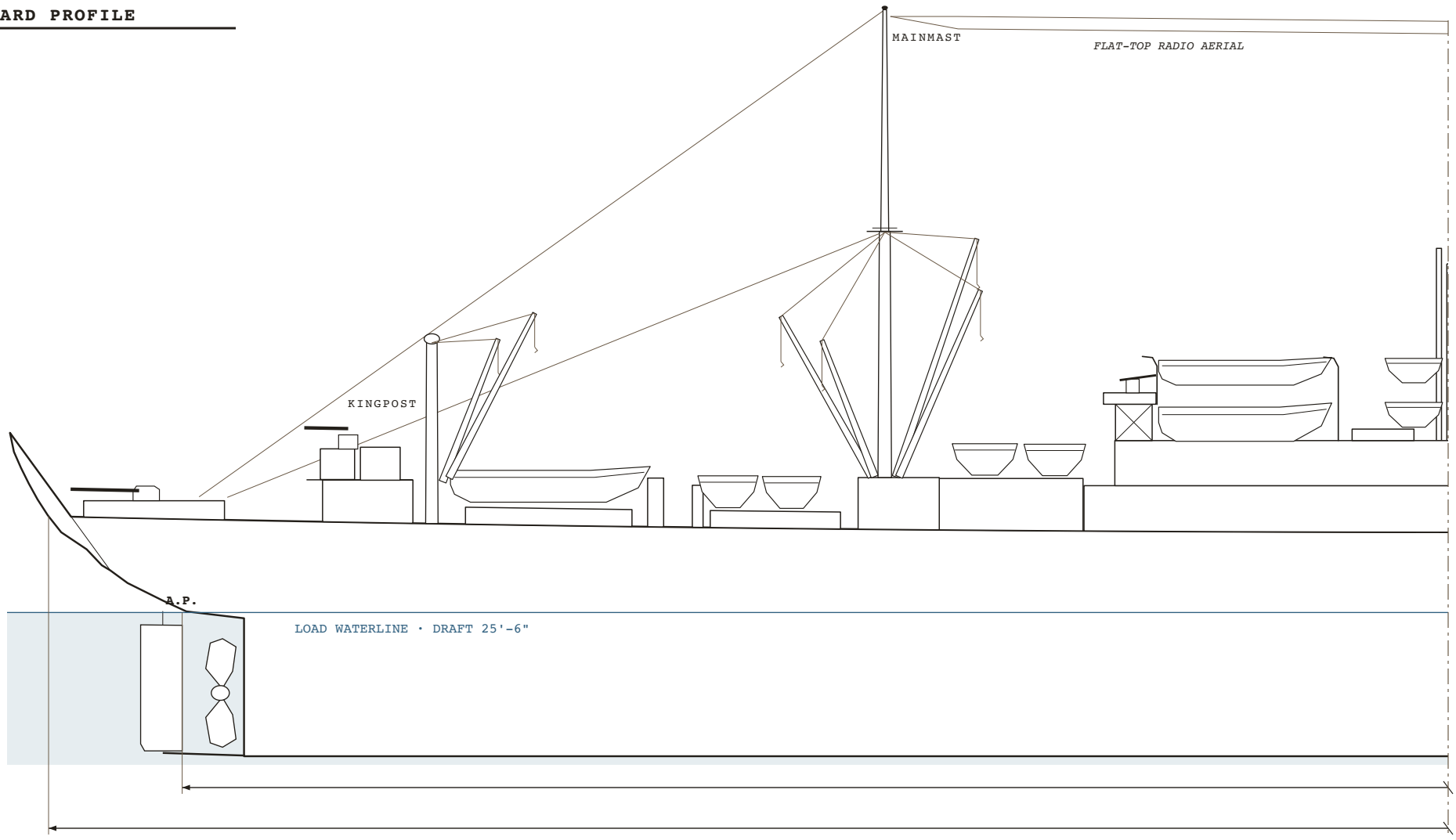


1 *Norfolk and Portsmouth. Extract, Norfolk South quadrangle, 1:25,000, Corps of Engineers, 1944.*

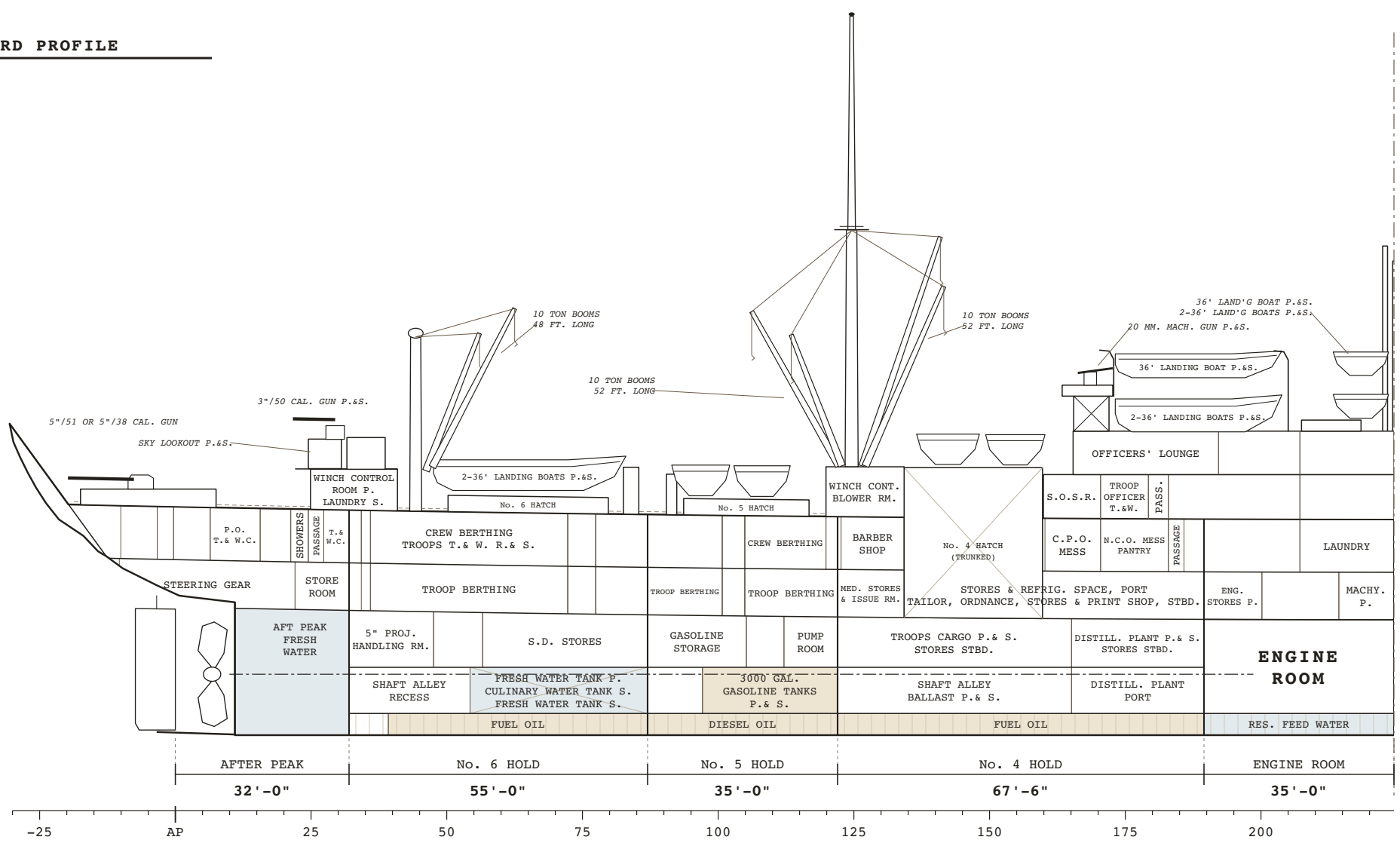
U.S.S. CALVERT · AP-65 / APA-32

Redrawn from the circa-1942 general arrangement, with principal dimensions and compartment lengths from Pacific Marine Review, July 1940.

OUTBOARD PROFILE

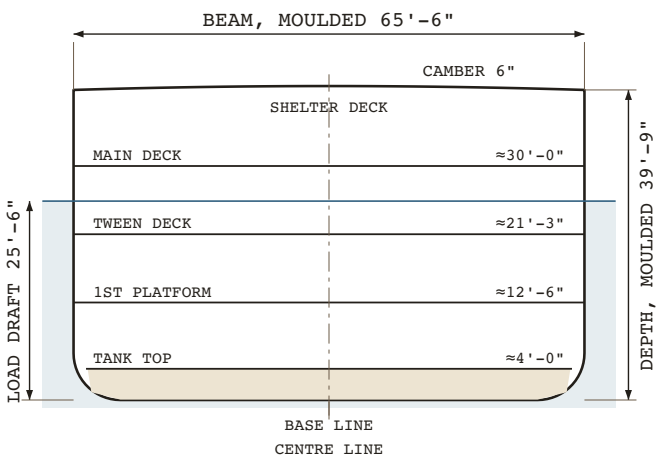


INBOARD PROFILE



BOTH PROFILES AT ONE SCALE. RULER: FEET FROM THE AFTER PERPENDICULAR (A.P.); F.P. = FORWARD PERPENDICULAR.

MIDSHIP SECTION

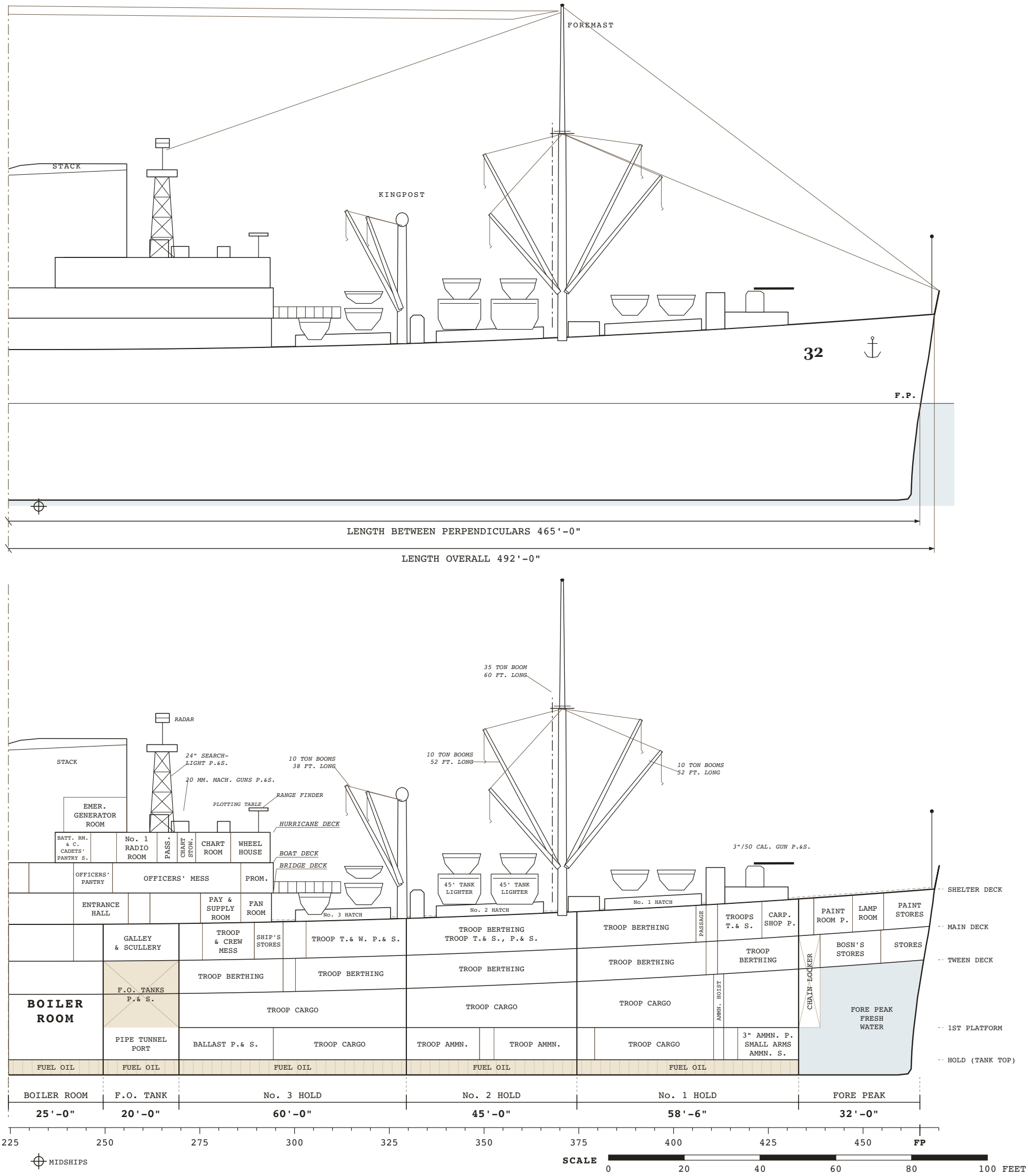


PRINCIPAL CHARACTERISTICS

Length overall	492'-0"
Length between perpendiculars	465'-0"
Beam, moulded	65'-6"
Depth, moulded (shelter deck)	39'-9"
Load draft	25'-6"
Sheer, forward / aft	9'-0" / 2'-4"
Camber, shelter deck	6"
Displacement	14,210 tons
Gross / net tonnage	8,300 / 5,100
Shaft h.p., max. / normal	8,600 / 7,800
Sea speed	16.5 knots
Propeller, 4-bladed bronze	19'-3" dia.
Watertight bulkheads / spaces	10 / 11

HULL SPACES, FWD. TO AFT

Fore Peak	32'-0"
No. 1 Hold	58'-6"
No. 2 Hold	45'-0"
No. 3 Hold	60'-0"
F.O. Tank	20'-0"
Boiler Room	25'-0"
Engine Room	35'-0"
No. 4 Hold	67'-6"
No. 5 Hold	35'-0"
No. 6 Hold	55'-0"
After Peak	32'-0"
Between perpendiculars	**465'-0"**



DECK HEIGHTS AMIDSHIPS

Deck	Above base
Hurricane deck	≈64'-0"
Boat deck	≈56'-0"
Bridge deck	≈48'-0"
Shelter deck (moulded depth)	39'-9"
Main deck	≈30'-0"
Tween deck	≈21'-3"
1st platform	≈12'-6"
Tank top	≈4'-0"

Shelter, main and tween decks follow the sheer, 9′-0″ forward and 2′-4″ aft. ≈ scaled from the 1942 print.

KEY

- Watertight bulkhead
- Partition
- Fuel, diesel oil, gasoline
- Fresh and feed water
- Propeller shaft
- Break at the gutter

P. = port, S. = starboard, T.&W. = toilet and washroom. Boats drawn end-on are 36-ft landing boats stowed athwartships; P.&S. items are drawn once.

NOTES

Two-compartment shelter-deck ship, transversely framed, with raked stem and fantail (“duck tail”) stern. Single screw: General Electric cross-compound turbine, double-reduction gearing; two Babcock & Wilcox water-tube boilers.

Both profiles break at the engine-room forward bulkhead, 224′-6″ forward of the A.P. Length overall is taken at the shelter deck; the upswept stern bulwark runs about 6 ft beyond it.

Superstructure and all deck heights but the shelter deck are scaled from the 1942 print. The bilge radius is drawn indicatively.

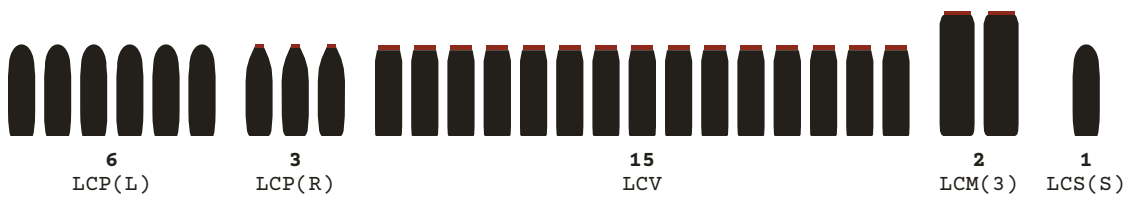
Maritime Commission hull 151, Bethlehem-Sparrows Point yard no. 4363. Launched 22 May 1942; commissioned AP-65 1 Oct 1942; APA-32 from Feb 1943.

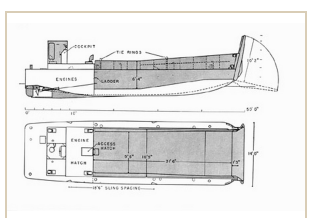
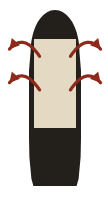
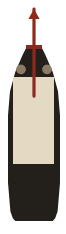
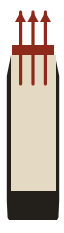
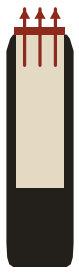
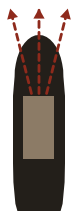
Landing Craft Aboard the USS Calvert for Her First Invasion

Five types and 27 boats, combat-loaded for the assault on Safi, French Morocco

Operation Torch · 8 Nov 1942

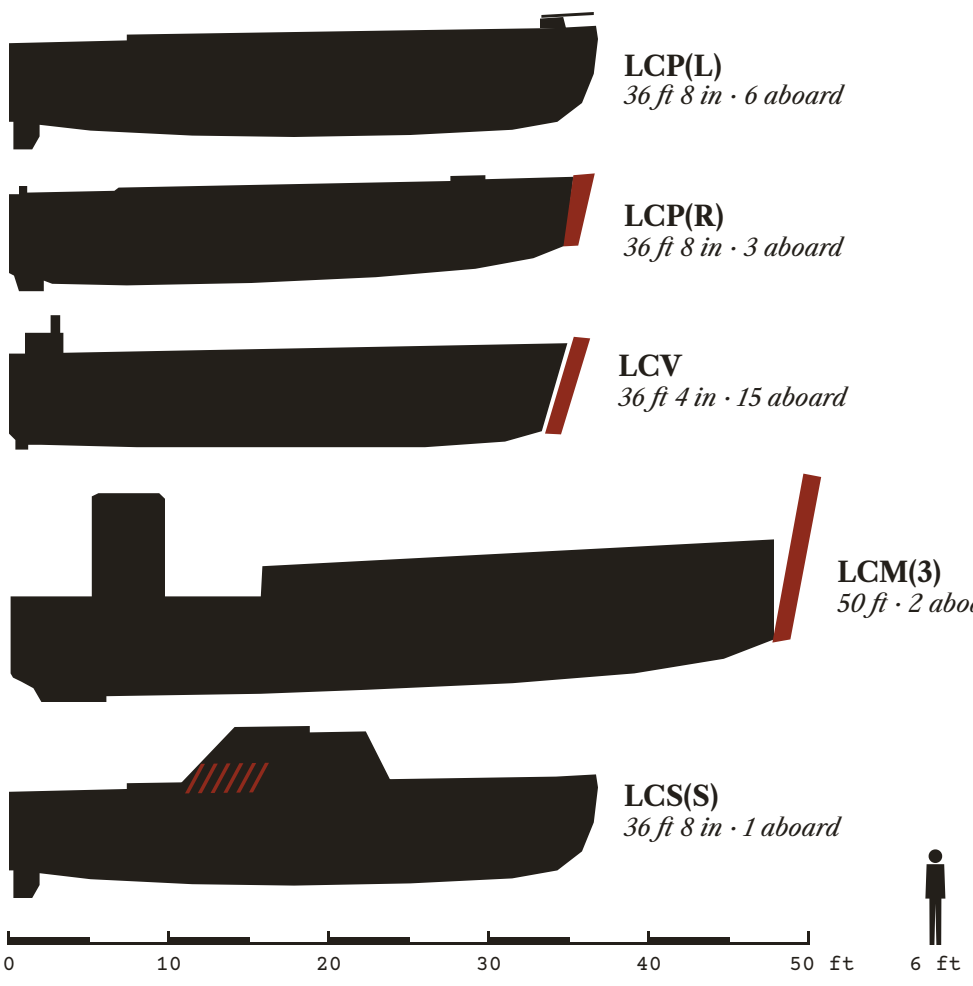
When the Harry Lee broke down on 22 October 1942, 18 of her landing craft and their crews came across the pier at Norfolk to the Calvert. By the landing attack order's master boat list, 27 were aboard when she anchored in the transport area off Safi at 2355 on 7 November: more than half of them LCVs, the newest type.



	6 LCP(L)	3 LCP(R)	15 LCV	2 LCM(3)	1 LCS(S)
	Landing Craft, Personnel (Large) Higgins "Eureka" · "T boat"	*Landing Craft, Personnel (Ramp)* The first Higgins ramp boat	*Landing Craft, Vehicle* The newest type in 1942	*Landing Craft, Mechanized, Mark 3* "Mike boat" · "tank lighter"	*Landing Craft, Support (Small), Mark 1* The rocket support boat
Aboard at Safi					
As photographed	 *HyperWar*	 *HyperWar*	 *Chris-Craft in World War Two*	 *Drawing, HyperWar*	 *NHHC 80-G-264461*
How the troops got out	*Over the sides, near the bow*	*Single file down a 3 ft 4 in bow ramp*	*Down a ramp the width of the bow; a jeep trailer or 37 mm gun rolls off*	*Off a 10 ft 2 in steel ramp; vehicles drive straight out*	*Lands no troops: fires on the beach ahead of the first wave*
Plans, bow up, all to one scale 10 ft					
Length × beam	36 ft 8 in × 10 ft 10 in	36 ft 8 in × 10 ft 10 in	36 ft 4 in × 10 ft 11 in	50 ft × 14 ft 1 in	36 ft 8 in × 10 ft 10 in
Draft, loaded, aft	3 ft 6 in	3 ft 6 in	2 ft 10 in	4 ft	3 ft 6 in
Weight, light / loaded, tons	6¾ / 10.8	6¾ / 12.1	7 / 11	26 / 52	— / ≈10.8
Load	36 troops or 8,100 lb of cargo	36 troops, 8,100 lb or a light vehicle	36 troops, a 1-ton truck or 10,000 lb	60 troops, a 30-ton tank or 30 tons of cargo	None; fire support
Engine	One diesel, Gray 165–225 hp; a few gasoline	One Gray 64HN9 diesel, 225 hp	One 225 hp diesel or 250 hp gasoline	Two 225 hp Gray diesels, twin screws	One gasoline, 250 hp
Speed	10 kn loaded	9 kn loaded	9 kn	8 kn	12 kn
Crew	3; one officer to every 3 boats	3	3; coxswain stands atop the stern	4; enclosed steel conning box aft	3, and a support-boat officer
Armament	2 × .30 cal. machine guns	2 × .30 cal., in cockpits either side of the ramp	None fitted	2 × .50 cal. machine guns	Machine guns; 4.5 in. barrage rockets in racks either side of the cabin
Hull	Plywood and pine; a solid pine block at the bow	Wood frame, plywood sides, double-planked bottom	Wood, with an armored bow ramp	All steel; twin rudders	Wood; steel cabin with vision slits
Built, 1941–45	2,193	2,631	2,366; 1,870 of them in 1942	8,631	559, all marks; 151 Mk 1 in 1942

Profiles, all to one scale

Bows to the right · ramps and rocket racks in red



Over the side, or down a ramp

Men in the LCP(L) went over the gunwales, often heavily loaded and sometimes into water over their heads, and the slow exit held boat, crew and troops under fire. The LCP(R) cut a narrow ramp into the same hull. The LCV widened it to the whole bow, though its coxswain stood exposed on top of the stern. The steel LCM(3) was clumsy to handle but sturdy enough to be driven hard onto a beach. The support boat carried no troops: as the bombardment lifted it stood in just ahead of the first wave to take on the beach defenses.

The Calvert's support boat hung from a major boom in her 1st Division, slung outboard to starboard.

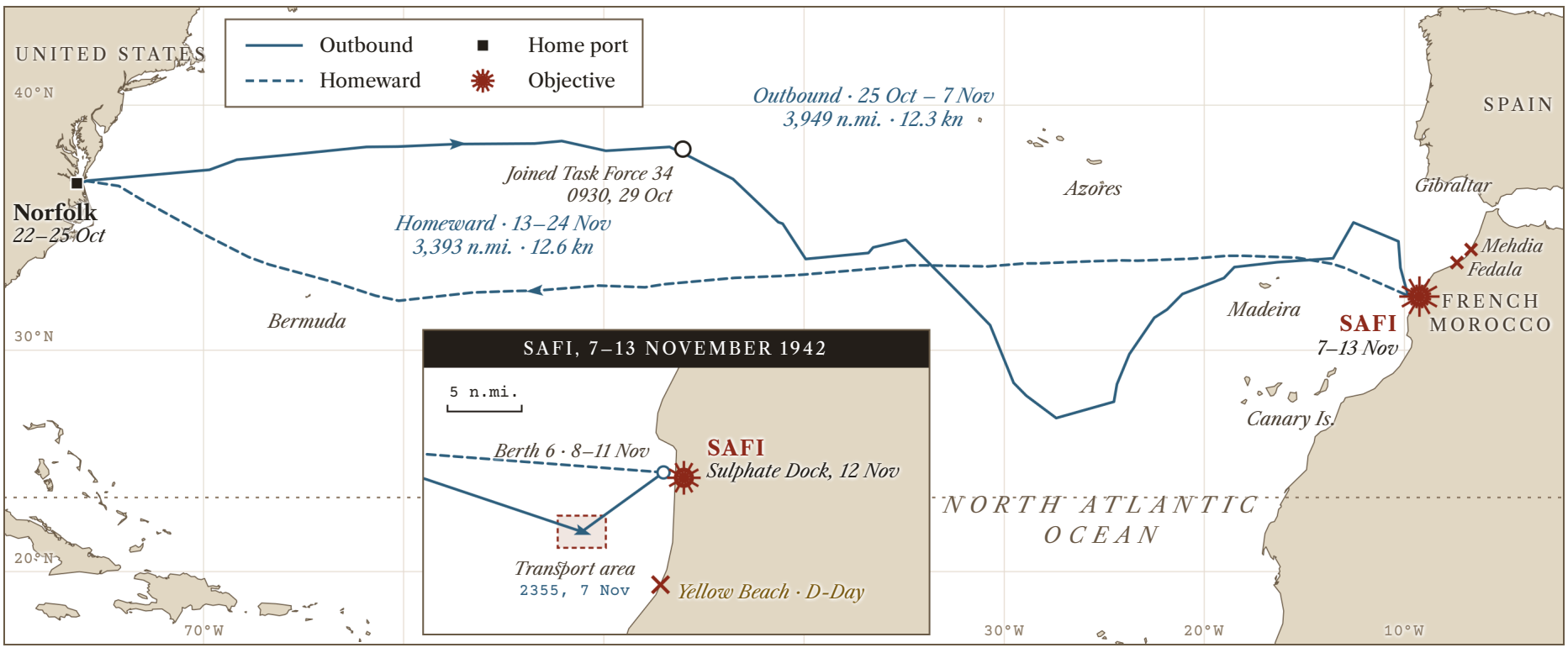
Figures differ between sources. The LCP(R) size is taken from the plan in the notes; HyperWar gives 35 ft 10 in × 10 ft 9 in. Funck gives the support boat 24 rocket tubes a side; navypedia lists two 12-round launchers on the later Mark 2. Profiles are traced from the drawings in the notes and scaled to the listed lengths. The LCV and LCS(S) outlines are drawn from photographs, and the LCS(S) hull below the waterline is the LCP(L)'s. Tons are short tons.

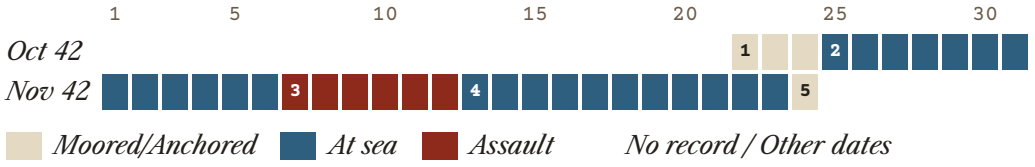
Master Boat List, Landing Attack Order, CTU 34.10.2, Encl. A, in Assault on Safi, Encl. A-T (NARA 134002814); Funck, Adventures of a Landing Craft Coxswain, pp. 27, 57; Calversion, v. 21; HyperWar, Ships of the U.S. Navy, 1940–1945; navypedia.org; J. Rickard, historyofwar.org; Colton, shipbuildinghistory.com.

Operation Torch, The Invasion of North Africa

USS Calvert (AP-65) with the Southern Attack Group: Norfolk to Safi, French Morocco, and back

22 Oct – 24 Nov 1942 · 34 days





Moored/Anchored	4
Underway at sea	24
Assault, war-time operation	6
Total days for this period	**34**

		Dates	Days	n.mi.	Knots
1	Norfolk, Army Base, Pier 1 *Harry Lee disabled 22 Oct; her troops, cargo and boats transferred*	22-24 Oct	3		
2	Norfolk to Safi *TG 34.15 with Boyle and Eberle; joined Task Force 34, 0930, 29 Oct*	25 Oct - 6 Nov	13	3,949	12
3	Operation Torch · Safi, French Morocco *Transport area 2355, 7 Nov; D-Day 8 Nov; Sulphate Dock 12 Nov*	7-12 Nov	6		
4	Safi to Norfolk *Return convoy with Harris, Dix, Lyon and Lakehurst; gale 20–21 Nov*	13-23 Nov	11	3,393	13 ǂ
5	Hampton Roads, Va. *Cape Henry 1845; TG 34.10 dissolved, Calvert to Task Force 30*	24 Nov	1		
	Totals	**22 Oct - 24 Nov**		**7,342**	

2 Norfolk to Safi *25 Oct – 7 Nov*

22 October: The Calvert is called into action in place of the disabled Harry Lee, taking on cargo and troops of the 2nd Armored Division, and 18 of the Harry Lee's landing craft. The Calvert sailed on the 25th, two days behind the convoy, with the destroyers Boyle and Eberle as escorts. Driving through heavy seas at up to 17.5 knots, she joined Task Force 34 at 0930 on 29 October as ship 82. The convoy zigzagged by day and avoided reported U-boats during the night.

3 Operation Torch · Safi, French Morocco *7–13 Nov*

Detached at 0600 on 7 November, the Southern Attack Group reached the transport area, eight miles off Safi, at 2355. Before dawn the Calvert's boats shifted her troops to the Titania, which carried the Armored Landing Team's tanks. The swell held the Yellow Beach landing until daylight. At 0657 the Calvert's gun crew fired on an enemy plane. By 1550 she was anchored off Safi, continued unloading, and took aboard Army wounded on the 9th. She finished unloading at the Sulphate Dock on the 12th, and sailed for home at 1730 on the 13th.



Off the Phosphate Pier, Safi, 10 November 1942: from left the Dorothea L. Dix, Calvert, Harris, Lyon and Housatonic. U.S. Navy photograph 80-G-31424, National Archives.



Transports and landing craft finish unloading at Safi under a Navy SBD scout bomber, 10 or 11 November 1942. U.S. Navy photograph W-NA-13-13936.

4 Safi to Norfolk *13–24 Nov*

Riding light, the transports steamed home, escorted by the Philadelphia and seven destroyers. Rough weather kept the cruiser's planes aboard most days, and a moderate gale on 20–21 November set the ships laboring. On the 24th the Calvert passed Cape Henry at 1845, and the safety of Norfolk, VA.

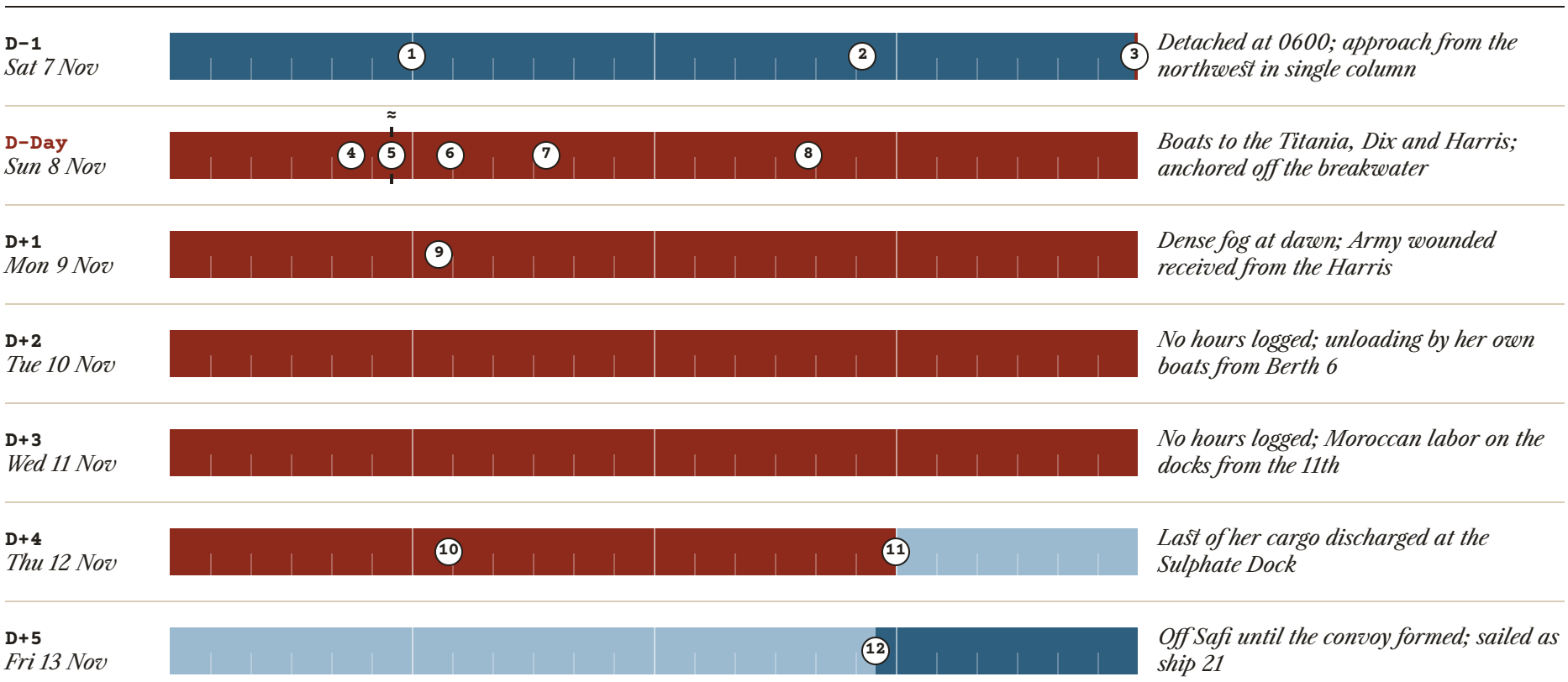
Operation Torch · Safi, French Morocco

The assault hour by hour · Southern Attack Group, TG 34.10 · troops of the 2nd Armored Division embarked

7–13 Nov 1942
6 nights at the objective

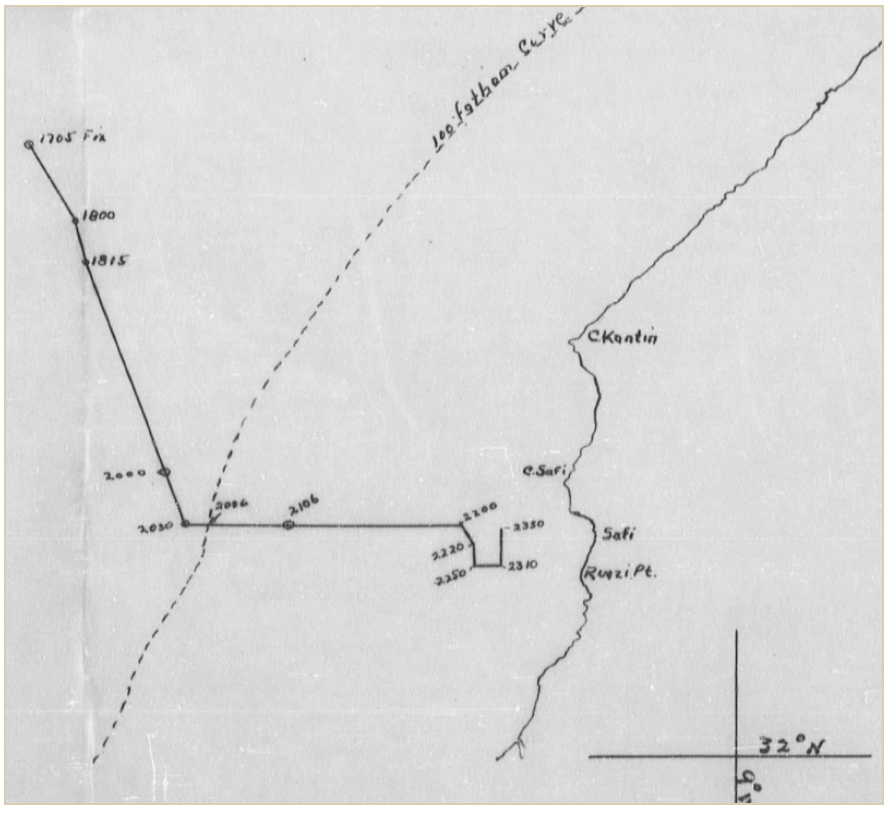
HOUR BY HOUR, 7-13 NOVEMBER

ship's time as logged; one row per day



EVENT LOG

	Date	Time	Event
1	7 Nov	0600	Southern Attack Group, TG 34.10, detaches from Task Force 34 for Safi
2	7 Nov	1711	Single column for the approach: Philadelphia, Harris, Lyon, Calvert, Dix, Titania
3	7 Nov	2355	Calvert in the transport area, 8 miles 243° from Safi
4	8 Nov	0430	H-hour, put back from 0400 by slow loading in the swell; "Play Ball" at 0438
5	8 Nov	≈0530	A boat alongside the Dix catches fire and lights up the transport area
6	8 Nov	0657	Calvert's antiaircraft battery fires on an enemy plane
7	8 Nov	0920	Troops land at Yellow Beach; the second wave is strafed by a French plane
8	8 Nov	1550	Anchored in Berth 6 off the breakwater; unloading continues through the night
9	9 Nov	0641	A lone French plane bombs the pier beside the Lakehurst and is shot down
10	12 Nov	0655	Stood in and moored to the Sulphate Dock
11	12 Nov	1800	Cargo discharged; stood out of the harbor
12	13 Nov	1730	Convoy of all ships remaining at Safi forms and sails for the United States



Approach to the transport area, 7 November 1942: the 1705 fix to anchoring at 2350, with Cape Kantin, Safi and the 100-fathom curve. Enclosure A-T.

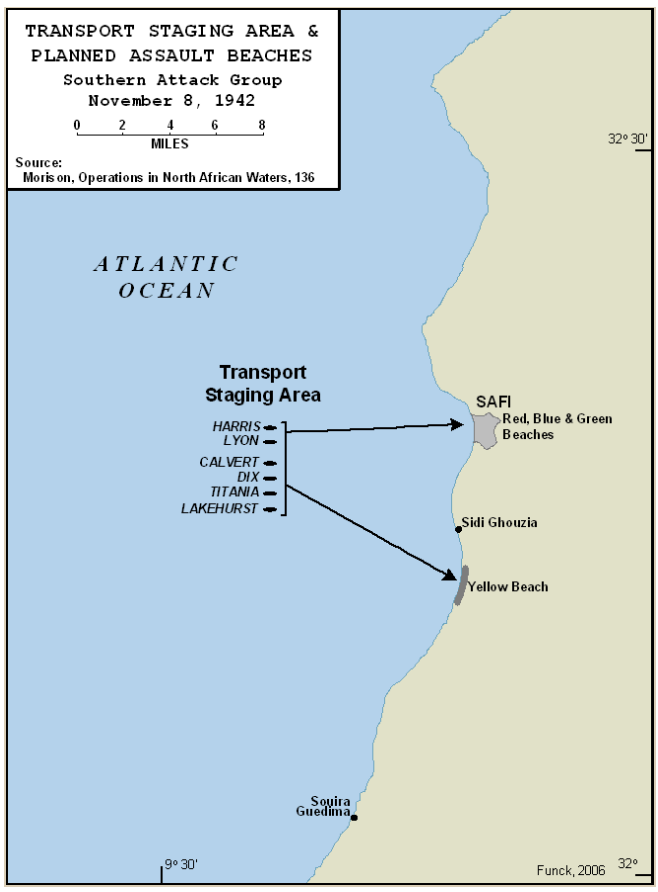
Transport area

The group came in from the northwest, turned south off Safi, then reversed onto a northerly course into the transport area. None of the transports carried the right radar, so after dark the group commander navigated by the dim lights of the town and harbor. In the area there was no wind and only a slight swell, and the coast of Morocco showed faintly seven miles to the east.

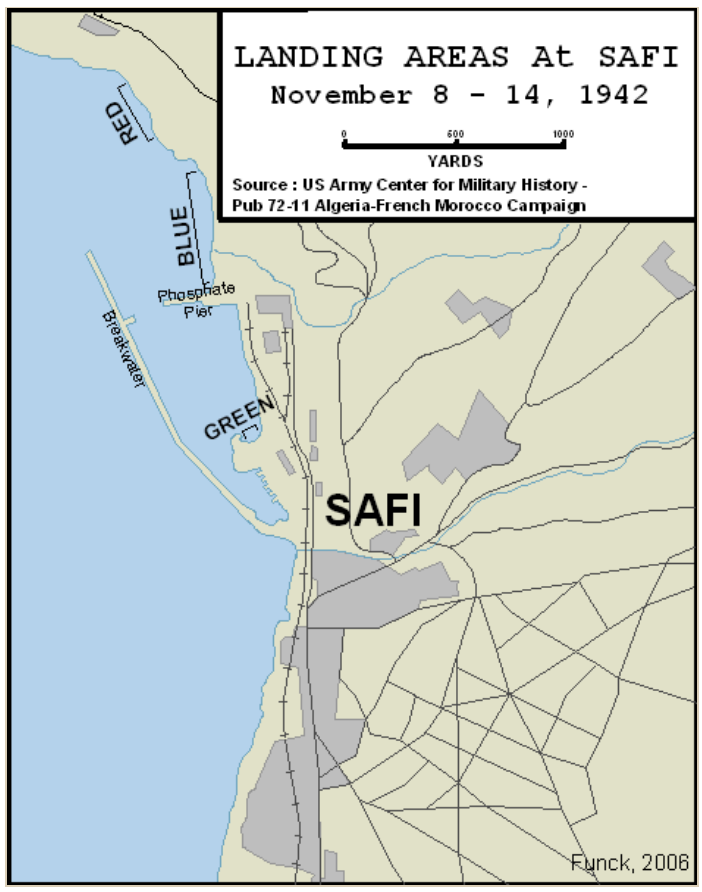
D-DAY · 8 NOVEMBER 1942

Transport area 8 miles 243° from Safi · H-hour 0430 · Bernadou and Cole into the harbor 0445 · troops ashore at Yellow Beach 0920 · Calvert anchored in Berth 6, 1550.

Executive Officer's report, U.S.S. Calvert; reports of the Harris, Dix and Transport Division Seven; War Diary, Commander Cruiser Division Eight (Enclosure A-T); Morison; CMH, Northwest Africa; Funck.



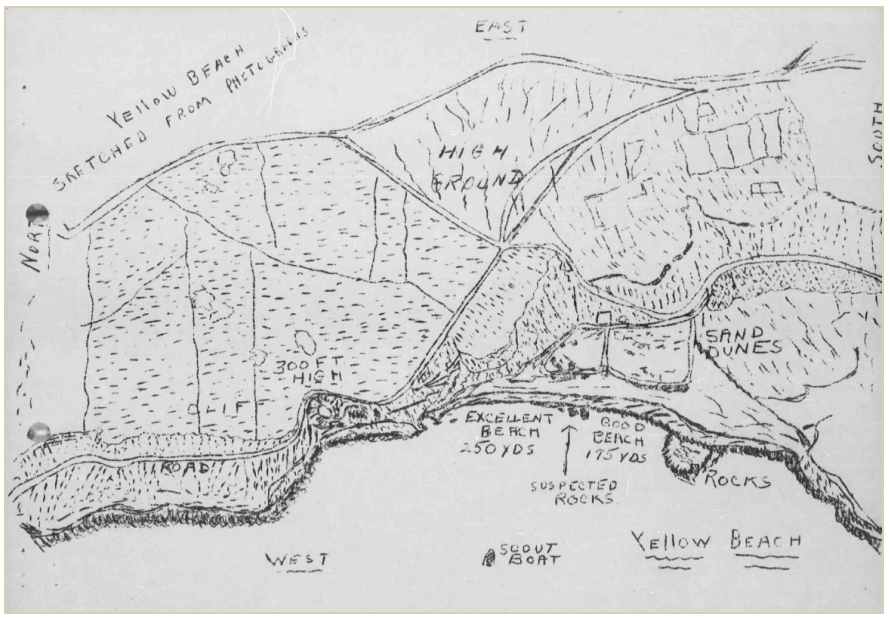
Transport staging area and planned assault beaches, 8 November 1942. Funck, 2006, after Morison.



Landing areas at Safi, 8–14 November 1942. Funck, 2006, after CMH Pub. 72-11.

"... the Calvert made her full contribution to the success of our aims in Operation Torch."

Commendation, Action Report,
U.S.S. Calvert, November 1942



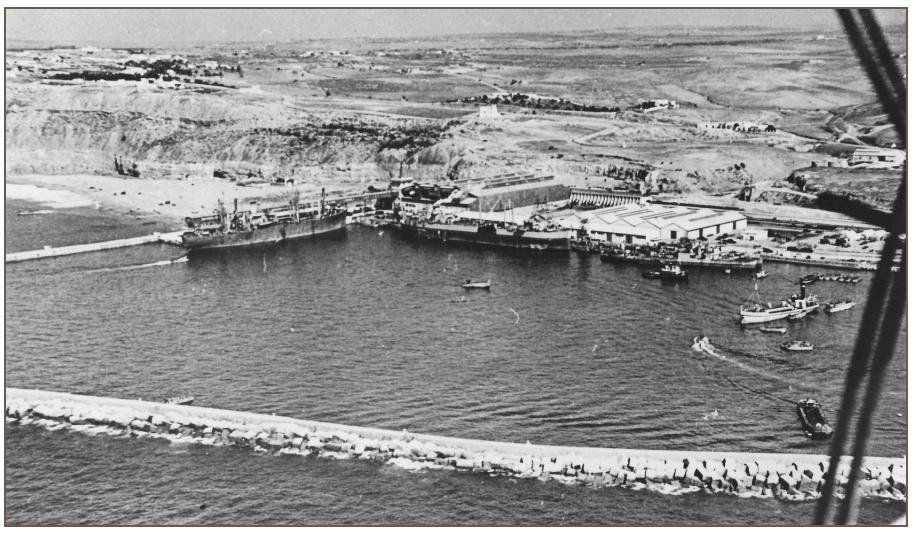
Yellow Beach, sketched from photographs for the landing. Enclosure A-T.

The Calvert's Boat Plan

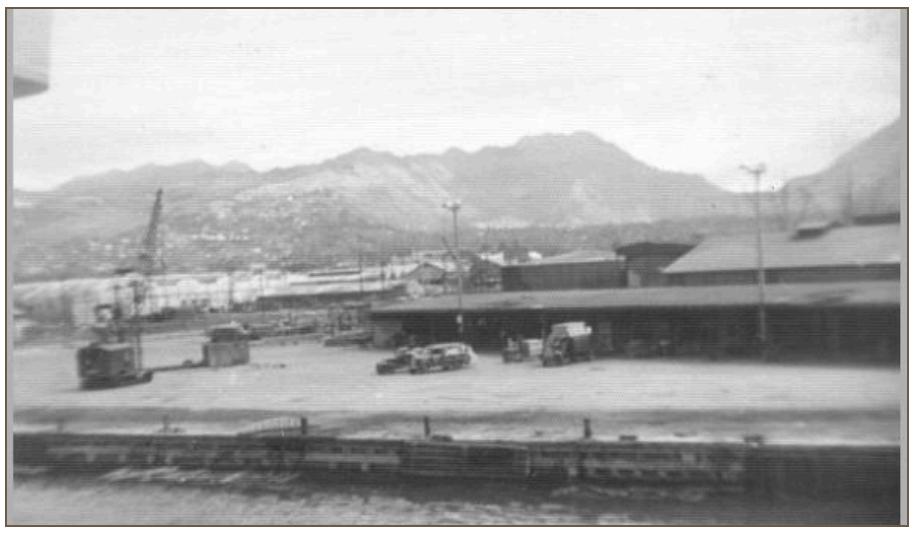
The Calvert's boat crews' primary job was to shuttle the 460 embarked troops of the 2nd Armored Division to the Titania, where their tanks would be loaded into landing craft for landing at Yellow Beach. Another 12 of her boats were assigned to assist the Dix's landing at the same beach. The support boat and two LCP(R)s assisted the Harris for Red and Blue Beaches. Three LCVs and five LCP(L)s remained with the Calvert's boat group commander.

Yellow Beach

The beach lay eight miles south of the harbor at Jorf el Houdi, below rugged bluffs near a road. In the dark the Dix's first waves lost their escort, the destroyer Knight, and circled back to the transport area; they started again at 0800, and the troops were ashore at 0920, opposed only by a strafing French plane. The surf wrecked seven boats, and landing was abandoned at the beach, and the Transports' boats redirected to Safi.



The harbor at Safi during the occupation, a tank carrier at the dock, perhaps the Lyon. ACME press photograph, December 1942; private collection.



The Sulphate Dock, Safi harbor, from the deck of the Calvert, moored there on 12 November 1942. Sterling Funck's photograph collection.

THE DAYS AT SAFI

9–11 NOVEMBER

Unloading at the piers

The Calvert's beachmaster cleared fishing craft from the finger piers and began landing boats there. Work almost stopped after dark, with no lights on the wharves, until the Pasha sent a thousand men to the docks on the 11th.

12–13 NOVEMBER

The Sulphate Dock

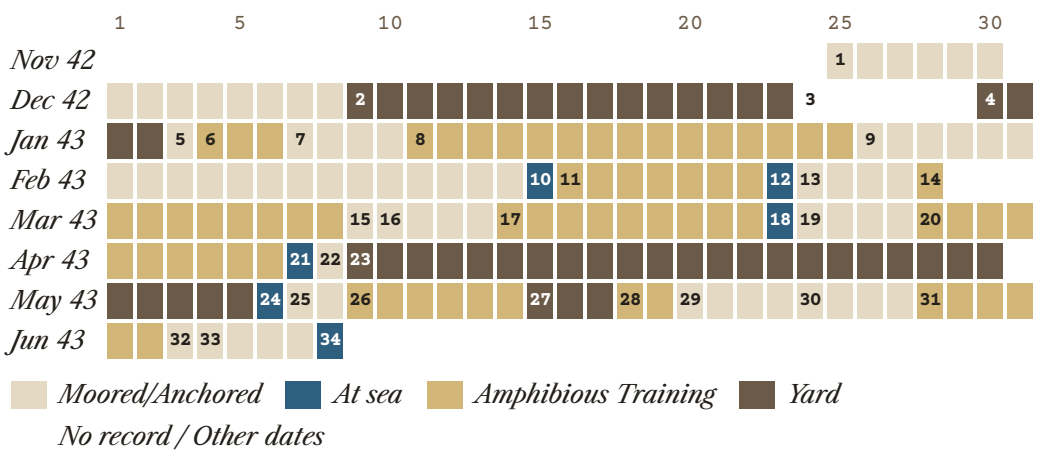
On the 12th she stood in at 0655, moored to the Sulphate Dock, discharged the last of her cargo and stood out at 1800. At 1730 the next day the ships still at Safi formed up and sailed for home, the Calvert as ship 21.

Reports of the Harris, Dix and Lakehurst; War Diaries, Commander Cruiser Division Eight and Transport Division Seven; Randle, Safi Adventure; CMH, Northwest Africa; Funck; Calversion.

Amphibious Training Exercises in the Chesapeake Bay

From Norfolk to Cove Point and Solomons, Md., with a yard period in Brooklyn · AP-65, then APA-32

25 Nov 1942 – 8 Jun 1943
196 days · page 1 of 5



Moored/Anchored	68
Underway at sea	6
Amphibious Training	67
Yard	49
No record / Other dates	6
Total days for this period	**196**

		Dates	Days	n.mi.	Knots
1	Norfolk, Army Base, Piers 1 and 2 *minor repairs and training; Thanksgiving liberty, 26 Nov*	25 Nov - 8 Dec	14		
2	Norfolk Navy Yard, Portsmouth *14-day availability; Mk 50 director, six 20 mm guns, troop berthing*	9–23 Dec	15		
3	Whereabouts not established *left the yard 1335, 24 Dec; back 1330, 30 Dec*	24–29 Dec	6		
4	Norfolk Navy Yard, berths 7 and 8 *back 1330, 30 Dec; repairs completed 1 Jan*	30 Dec 42 - 2 Jan 43	4		
5	Hampton Roads, Berth 26 *sailed from the yard 0812 for sea trials; anchored 1040*	3 Jan	1		
6	Sea trials and calibration, Chesapeake Bay *RDF and compasses off Wolf Trap; boat drills off Rappahannock Spit*	4–6 Jan	3		
7	Norfolk, Army Base (Base HOW), Pier 2 *loads vehicles and Company C, 1st Bn, 23rd Marines, 8–10 Jan*	7–10 Jan	4		
8	Landing exercises off Cove Point, Md. *23rd Marines (reinforced); fog and low visibility, 17–19 and 25 Jan*	11–25 Jan	15		
9	Norfolk, Army Base, Piers 1 and 2 *APA-32 from 1 Feb; Capt. A. P. Mullinnix relieves Whitfield, 3 Feb*	26 Jan - 14 Feb	20		
10	Norfolk to Cove Point *TransDiv 1 in column with the 45th Infantry Division embarked*	15 Feb	1	≈98	10
11	Landing exercises off Cove Point *45th Infantry Division, group 1: Exercises 1 and 2; low of 11°F*	16–22 Feb	7		
12	Cove Point to Norfolk *after Exercise 5AP off Cedar Point; in column with the Leonard Wood*	23 Feb	1	≈87	8
13	Norfolk, Army Base *beach party to Camp Bradford, 26 Feb; 45th Division group 2 embarks*	24–27 Feb	4		
14	Landing exercises off Cove Point *45th Inf. Div., group 2: Exercises 1–3; snow, gales, night landing*	28 Feb - 8 Mar	9		
15	Hampton Roads, Berth 22 *Mersigs exercises on the way down from Cove Point*	9 Mar	1		
16	Norfolk, Army Base, Pier 2 *new boat crews from Fort Pierce, 12 Mar; orders for New York*	10–13 Mar	4		
17	Landing exercises, Cove, Drum and Cedar Points *1st Bn, 179th RCT, 45th Inf. Div.; 3.5 in. of snow, 22 Mar*	14–22 Mar	9		
18	Cove Point to Hampton Roads *TransDiv 1 in column; through the guard net at 2356*	23 Mar	1	≈93	12
19	Norfolk, Naval Supply Annex, Pier 2 *179th ashore; loads 1st Bn Landing Team, 180th Infantry*	24–27 Mar	4		
20	Landing exercises, Cove, Cedar and Drum Points *1st BLT, 180th Infantry; Boise fires over the boat waves, 31 Mar*	28 Mar - 6 Apr	10		
21	Norfolk to New York *TG 20.15 with the Harry Lee; Mayo, Gleaves and Plunkett screening*	7 Apr	1	≈279	11
22	Gravesend Bay, Lower New York Bay *ammunition unloaded for the yard period*	8 Apr	1		
23	Todd Erie Basin Drydocks, Brooklyn *40 mm guns, LCVP stowage; Capt. L. A. Thackrey in command, 12 Apr*	9 Apr - 5 May	27		
24	New York to Hampton Roads *TG 20.11 with the Harry Lee and Dorothea L. Dix, zigzagging*	6 May	1	≈276	12
25	Hampton Roads, Berth 7 *first LCVPs come aboard, 8 May; fuel and ballast*	7–8 May	2		
26	Boat-group training and gunnery, Chesapeake Bay *new LCVPs; Cove Point, Windmill Point, Bloodsworth Island*	9–14 May	6		
27	Norfolk Navy Yard, Berth 1A *first radar fitted; four light AA machine guns*	15–17 May	3		
28	Radar and air-defense exercises, Point No Point *TransDiv 7 with Funston and Bellatrix; PT-boat and air attacks*	18–19 May	2		
29	Newport News, Berth George 13 *running boats; ammunition and stores from barges*	20–23 May	4		
30	Newport News, Army Base, Pier 5 *combat-loads 45th Infantry Division equipment, Group A*	24–27 May	4		
31	Final exercises, upper and middle Bay *off the Severn, 28 May; seven-wave landing north of Cove Point, 30 May*	28 May - 2 Jun	6		
32	Newport News, Pier 5 *stores at Hampton Roads anchorage; moored 2105*	3 Jun	1		
33	Old Plantation Flats, Berth 51 *1st Bn, 180th RCT embarked 4 Jun; sortie set for 0800, 8 Jun*	4–7 Jun	4		
34	Chesapeake Bay to Mers-el-Kébir *sailed 0841 with TG 65 for Operation Husky; leg runs to 21 Jun*	8 Jun	1		
	Totals	**25 Nov 42 - 8 Jun 43**		**≈833**	

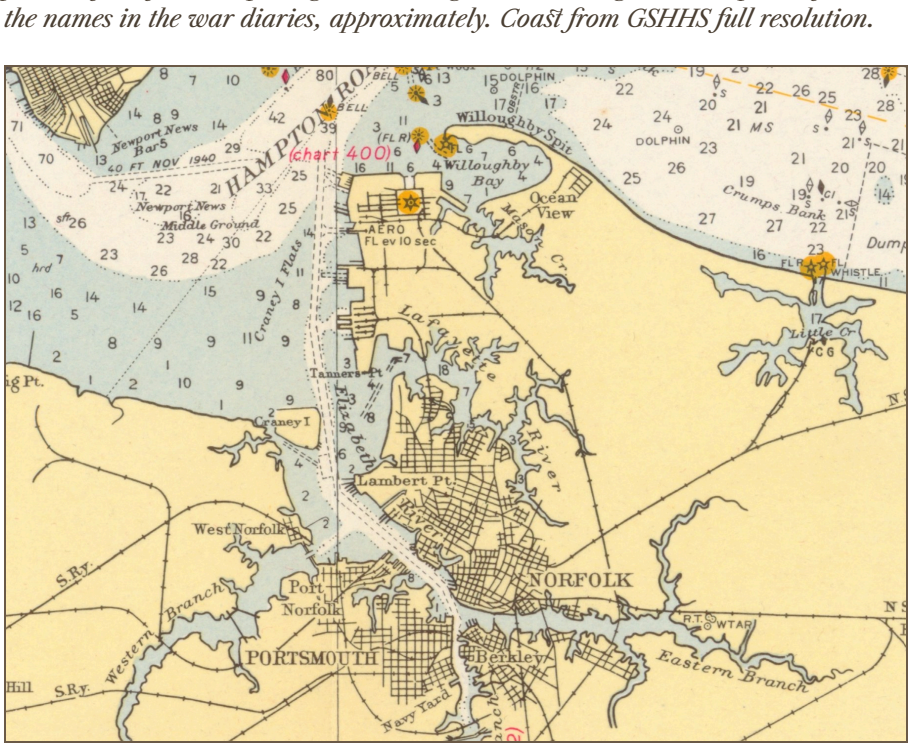
Amphibious Training Exercises in the Chesapeake Bay

Charts · the Bay, the Cove Point landing area, and the passage to the New York yard

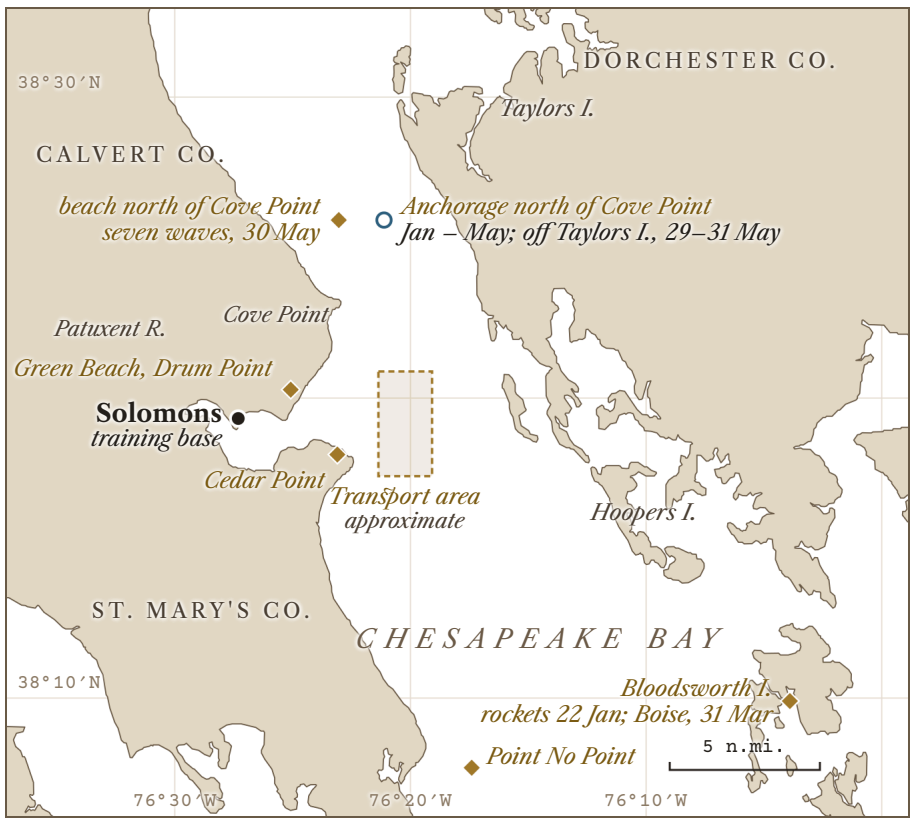
25 Nov 1942 – 8 Jun 1943



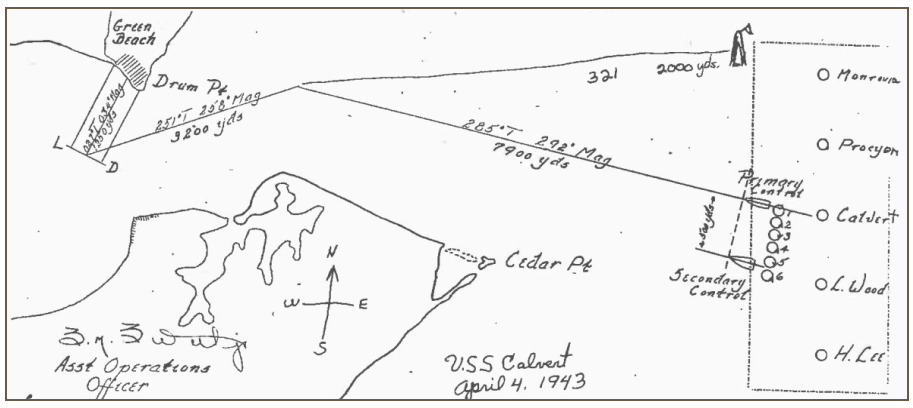
The Bay, Norfolk to the Severn. The run up the Bay is routed through the main channel, about 98 n.mi.; the war diaries give times and anchorages but no position fixes for these passages. Anchorages and training areas are placed from the names in the war diaries, approximately. Coast from GSHHS full resolution.



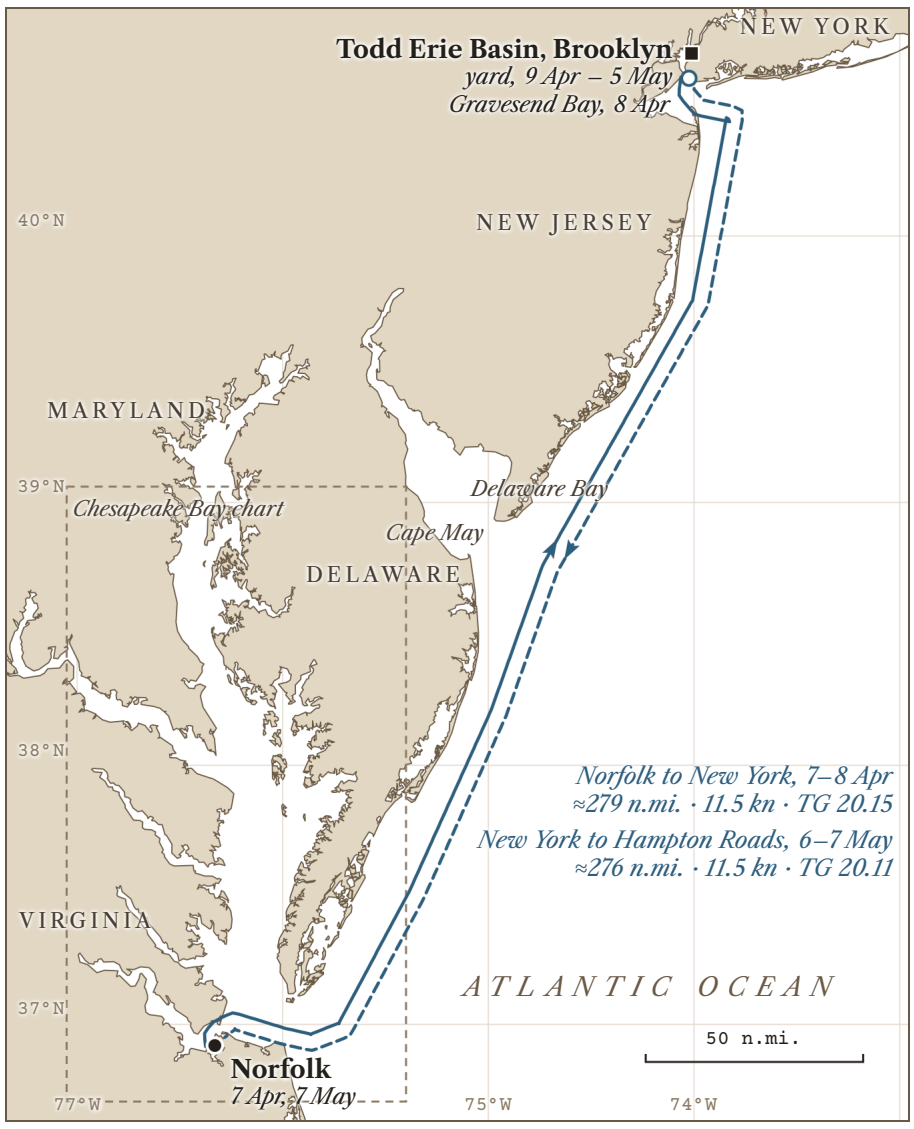
1, 2, 4, 5, 7, 9, 13, 15, 16, 19, 25, 27 *Hampton Roads, Norfolk and Portsmouth, with the Naval Operating Base at top and the Navy Yard at the foot of the Elizabeth River. Extract, chart 78, Chesapeake Bay, Southern Part, U.S. Coast and Geodetic Survey, 1943.*



8, 11, 14, 17, 20, 26, 31 *The Cove Point training area, off Calvert County, the ship's namesake. Beaches and the transport area are placed from the war-diary names and the diagram below, approximately. Coast from GSHHS full resolution.*



20 *Landing-exercise diagram, Drum Point and Cedar Point, 4 April 1943: the Monrovia, Procyon, Calvert, Leonard Wood and Harry Lee in line, with boat lanes of 285° T, 7,900 yds, and 251° T, 9,200 yds, to the line of departure off Green Beach. Signed by the assistant operations officer; not to scale. Calversion, vol. 25, p. 6.*



21–24 *To the yard and back. Both passages are routed through fairway waypoints and checked against the coast; the return is drawn dashed beside the outbound track. Miles are estimates, not track.*

Amphibious Training Exercises in the Chesapeake Bay

Notable events · five landing cycles with the Marines and the 45th Infantry Division, and the road to Sicily

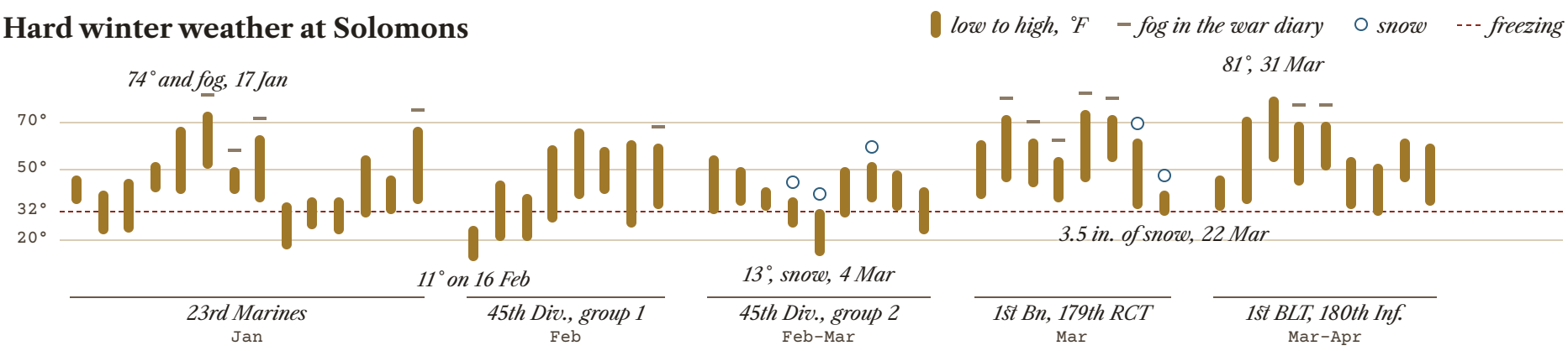
Back from Safi on 24 November 1942, the Calvert spent the winter and spring of 1943 learning her trade in the Chesapeake Bay. With Transport Division One she made five round trips between Norfolk and the anchorage off Cove Point, Maryland, each with new troops embarked: the 23rd Marines in January, then three groups of the Army's 45th Infantry Division, the division she would carry to Sicily.

The landings went in by day and by night, in fog, gales and snow. In April she went to Todd's Erie Basin yard in Brooklyn for 40 mm guns and stowage for the new LCVP; in May she took on new landing craft and her first radar, combat-loaded at Newport News, and on 8 June sailed with Task Group 65 for North Africa.

Landing cycles and training periods

Row	Dates	Embarked	What was practiced	Weather and mishaps
8	11–25 Jan	Company C, 1st Bn, 23rd Marines	Boat drills; battalion and regimental landings, the dawn landing of 24 Jan judged a great improvement; rockets off Bloodsworth Island	*Fog and low visibility 17–19 and 25 Jan; 16°F on 20 Jan*
11	16–23 Feb	45th Infantry Division, group 1	Exercise 1, a daylight landing; Exercise 2, night debarkation and withdrawal; Exercise 5AP off Cedar Point	*11°F on 16 Feb; boat 23 sinks with a jeep, 18 Feb*
14	28 Feb – 8 Mar	45th Infantry Division, group 2	Exercises 1 and 2 by day; Exercise 3 called off when the waves missed their beaches, then a night opposed landing with LSTs	*Snow 3, 4 and 6 Mar; 13°F on 4 Mar*
17	14–22 Mar	1st Bn, 179th RCT, 912 men	A day landing; night debarkation and a dawn landing; an opposed night landing under aircraft flares, 21 Mar	*Fog most mornings; 3.5 in. of snow, 22 Mar*
20	28 Mar – 6 Apr	1st Bn Landing Team, 180th Infantry	Landings from 10,000 yards; the Boise fires over the boat waves, 31 Mar; LCS(S) rocket boats join, 1 Apr	*High winds 2 and 6 Apr; LCV 26 left on Smith Island*
26 28 31	9 May – 2 Jun	New boat crews; then combat-loaded	Boat-group tactics with the new LCVPs; gunnery; radar tracking of PT boats; a seven-wave landing north of Cove Point, 30 May	*With Transport Division Seven from 18 May*

Hard winter weather at Solomons



Daily low and high at Solomons Island, Md., from the National Weather Service NOWData figures recorded in the research notes; fog and snow as logged in the war diaries and the weather record.

Ship and crew

9–23 Dec 1942	Norfolk Navy Yard: a Mk 50 gun director, six more 20 mm guns, troop berthing.
27 Dec	Transport Division One: Leonard Wood, Procyon, Harry Lee, Calvert and Monrovia.
4 Jan 1943	Sea trials; the Monrovia runs aground nine miles north of Cove Point.
10 Jan	Company C, 1st Bn, 23rd Marines arrives by train from Camp Lejeune.
1 Feb	Reclassified from transport AP-65 to attack transport APA-32.
3 Feb	Capt. Allen P. Mullinnix relieves Capt. J. W. Whitfield, who takes over the training base at Camp Bradford.
26 Feb	The beach party, about 42 men, leaves for Camp Bradford and Fort Pierce.
12 Mar	About 125 new boat crewmen arrive from Fort Pierce; about 70 of the ship's own leave.
1 Apr	Two LCS(S) rocket boats and their crews join by telephone order.
7–9 Apr	To New York with the Harry Lee and three destroyers; Todd Erie Basin, Brooklyn.
12 Apr	Capt. Lyman A. Thackrey relieves Capt. Mullinnix; 19 Apr, to Transport Division Seven.
26–29 Apr	Dry dock No. 4; the ship's dance at the Hotel Capitol, 29 Apr.
8 May	The first LCVPs, with bow ramps, replace the older Higgins boats.
15–17 May	First radar fitted at the Norfolk Navy Yard.
24–27 May	Combat-loaded with the 45th Infantry Division's equipment, Newport News.
8 Jun	Underway 0841 with Task Group 65 for Mers-el-Kébir and Operation Husky.

"Four or five AP's (troop transports) of the transport squadron likely were lying off Cove Point. The landing crafts' white wakes were visible as they ran for the beach, retracted, or circled off the quarters of the mother ship. ... Alongside the inner harbor, the LCTs, LCMs, and LCVPs would be moored as solid as cigars in a box."

"Cove Point, Md.: Cradle of Invasion," Calversion, vol. 25, p. 6. The memories on this page are quoted as the research notes record them; cuts are marked ...

Thanksgiving at the Naval Operating Base

"On Thanksgiving Day we were back in N.O.B. and Liberty was declared and I got to go ashore."

1 *James E. Samsell, PhM2c. Calversion, vol. 51, p. 3*

The roughest sea he ever experienced

"Climbing down or up the rope nets with the Higgins boats rising and falling with forty foot sea swells was not a picnic. We learned in a hurry to let go instantly as the Higgins boat reached the crest of the swell. ... If you climbed down too far, the boat would rise to swat you in the keister and knock you off the net. That was the better choice – at least you were in the boat, not falling. ... Our practice landings were made on Solomon Island and as Russ Gross observed, it was 'colder than hell'."

8 *Company C, 1st Battalion, 23rd Marines, unit history, chapter 1 (c123rd.com)*

Boats frozen in the ice

"The landing craft could only make slow progress in the ice-ridden waters of the northern Chesapeake. In very cold temperatures the landing craft would sometimes freeze-up. Pumps, and sometimes even the props, would freeze leaving the boat crew and embarked troops floating powerless in the rough waters."

Christian Funck, Adventures of a Landing Craft Coxswain, p. 23

Bouncing around the Bay

"Those pre-Sicily days and nights rehearsing off Cove Point in the Chesapeake, bouncing around the bay, was the only time I ever got sea sick in the Navy."

Hal Winter, QM3. Calversion, vol. 20, p. 2

Liberty in Norfolk

"When we returned to Norfolk, the Brass gave us 'Liberty' in Norfolk – until 6 p.m. That was because Norfolk rolled up the sidewalks at 6 p.m. anyway ... they gave us – each and every man – ten dollars in two-dollar bills."

9 *Company C, 1st Battalion, 23rd Marines, unit history, chapter 1*

No dogs on the grass

"First time we ever pulled into Norfolk, VA, I can still see the signs: No soldiers, sailors, marines, or dogs on the grass. You see Norfolk was a rough Navy town."

Sterling Funck, coxswain, in Adventures of a Landing Craft Coxswain, pp. 23–24

The captain's offer

"Captain Whitfield offered John Zdanowicz and Sterling to join him at the training base prior to departing for Little Creek. Sterling and John chose to remain on the Calvert."

9 *Adventures of a Landing Craft Coxswain, p. 23. Whitfield left the ship on 3 February*

Beach Party Training

"When L.T. Corbin and I get together we reminisce about being transferred off in February, 1943, for Beach Party Training with Chief Matty Schwan, as a unit of 42 men, and then returning to the Calvert in August, 1943."

13 *George W. Copas. Calversion, vol. 33, p. 4*

Two hundred and fifty boat crewmen

"The train backed right out on the dock and about 250 boat crewmen unloaded. In the count off (about 125) we were told 'this group go to that ship and this group go to the other ship' ... We were taken care of with the usual 'baked beans and corn bread' meal."

16 *John L. Rhea, BM. Calversion, vol. 14, p. 2. The new crews came from Fort Pierce on 12 March*

Rocket boats, top secret

"At that time it was Top Secret and we even had to post 24 hour guards at our own U.S. Base at the Solomons. ... on April 1, 1943 there were telephonic orders detaching us from Temporary Duty and assigning 2 officers with 5 men crews to each of the transports in the training exercises. I was assigned to the USS Calvert."

20 *William J. Eiseman, LCS(S) officer. Calversion, vol. 9, p. 4*

New York

"Upon arrival all hands unloaded ammunition, there was no liberty."

22–23 *Bill Habrat or John Regan, Calvert Associates reunion, Baltimore, 2015*

The new LCVP

"Most Coxswains preferred the handling of the older LCPs compared to the newer LCVPs. When the LCVP beached, with the ramp lowered, the craft was easily swamped if unloading proceeded slowly. ... He was happy that the Captain's Gig remained an LCP."

25 *Adventures of a Landing Craft Coxswain, p. 25*

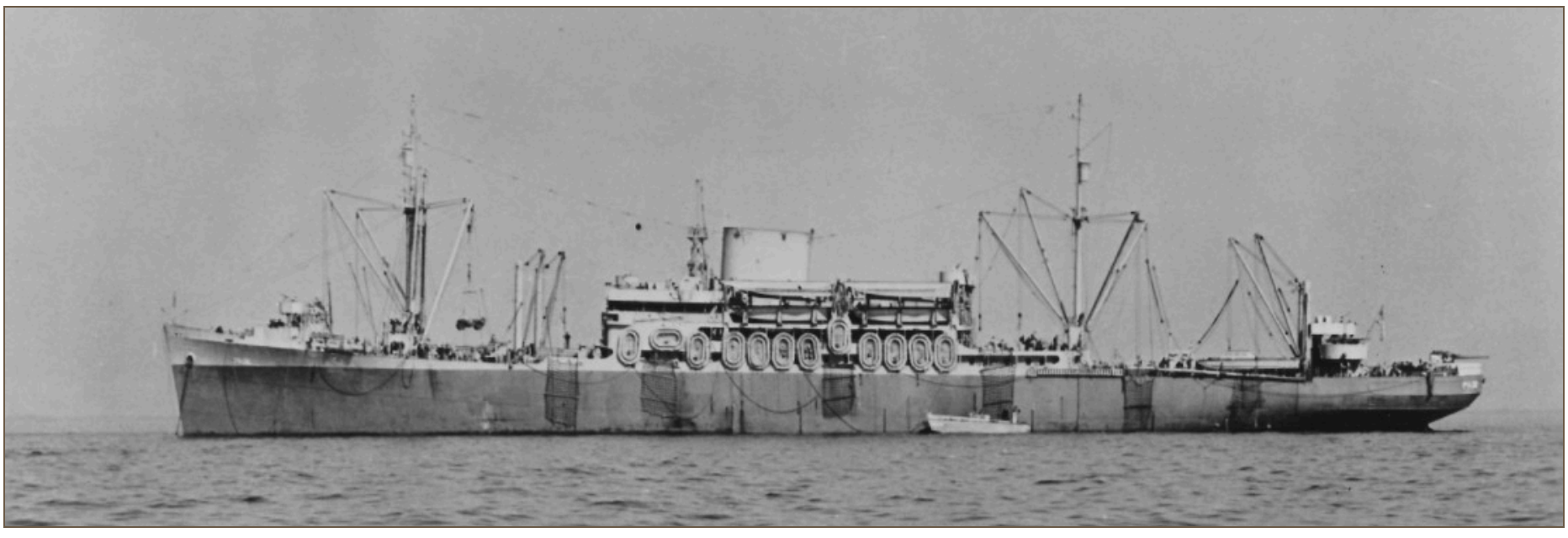
LCTs playing submarines

"I do remember, the exercises in Chesapeake Bay and one particular instance where LCT's were used to simulate submarines on the surface to see if the 'new' radar could pick up such low lying vessels in the water."

28 *Charles Francher. Calversion, vol. 10, p. 2*

Memory and the record

Funck and Fountain remembered training at Fort Pierce, Florida, between mid-February and mid-March, and two National Archives photographs are captioned Fort Pierce, but the war diaries keep the ship in the Bay and at Norfolk. Cullen gives 10 January and 9 April for the two changes of command; the war diaries give 3 February and 12 April. The Calversion places the radar installation in New York; the Norfolk Navy Yard's war diary has it at Norfolk in mid-May.



14 *The Calvert off Solomons Island, 3 March 1943, debarkation nets rigged along her side. Pencilled on the back: "3/3/43 – TQM School – USS Calvert at Solomons Is., MD Operation." That day the war diary logged snow, a rough sea and, at night, a "dry debarkation" drill for the troops. Photograph, usscalvert.com collection.*



14 *Three landing craft alongside the Calvert during amphibious training near Solomons, Maryland, 4 March 1943, the day she and the Monrovia landed the assault waves of Exercise 2. U.S. Navy photograph 80-G-39488, National Archives; Calvert Marine Museum.*



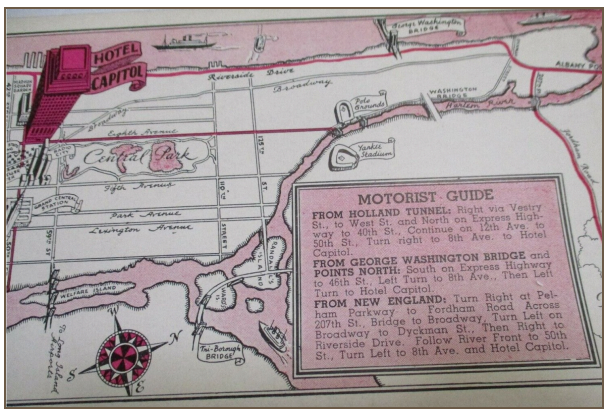
25 *Boat PA32-9, one of the Calvert's LCVPs, under way with troops. Naval History and Heritage Command, USN 1102979; the date is not given.*



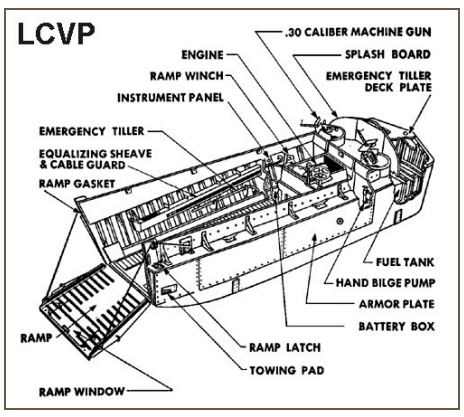
20 *An LCS(S) rocket boat, LCS(S)-2, off New Orleans in 1944. Two joined the Calvert on 1 April 1943, each with a crew of five, machine guns and 96 bombardment and 42 smoke rockets. Naval Institute Archive.*



23 *The U.S.S. Calvert ship's dance, Hotel Capitol, New York, 29 April 1943, while the ship lay at Todd's Erie Basin yard. Framed panorama, offered for sale on Etsy.*



The Hotel Capitol, Eighth Avenue at 51st Street: the motorist guide from a hotel brochure of the period.



25 *The LCVP. Diagram via the USS Rankin Association.*

The boats in the war diaries

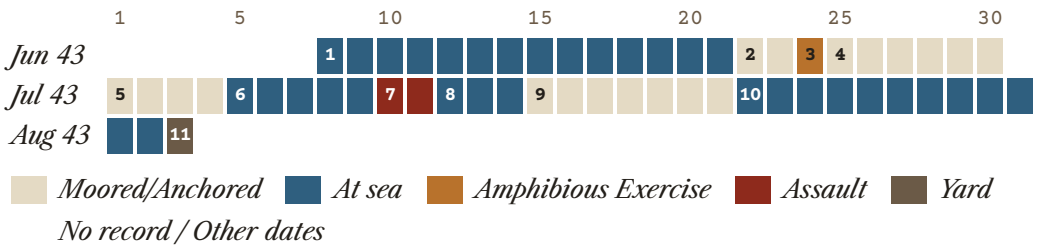
LCP(L)	Landing Craft, Personnel (Large), the original Higgins boat, without a ramp. The captain's gig stayed an LCP.
LCP(R)	The same boat with a narrow bow ramp. Eleven were handed in at Norfolk on 7 April.
LCV	Landing Craft, Vehicle, with a ramp for a jeep or light truck; replaced by the LCVP in May.
LCVP	Landing Craft, Vehicle and Personnel: plywood, full-width ramp, 12 knots, two .30-caliber guns. First aboard 8 May.
LCM(3)	Landing Craft, Mechanized, the tank lighter; the Procyon sent six for the landing of 1 March.
LCS(S)	Landing Craft, Support (Small): the armored, gasoline-powered rocket boat, from 1 April.
LCT	Landing Craft, Tank, which came alongside off Cove Point to take troops and vehicles to the beach.

17 *On 16 March the Calvert's exercise used 21 LCP(R), 20 LCV, 7 LCM(3), one LCP(L) and one LCS(S).*

Operation Husky: the invasion of Sicily

Chesapeake Bay to Mers El Kebir, the landing at Scoglitti, and home to Norfolk

8 Jun – 3 Aug 1943 · 57 days

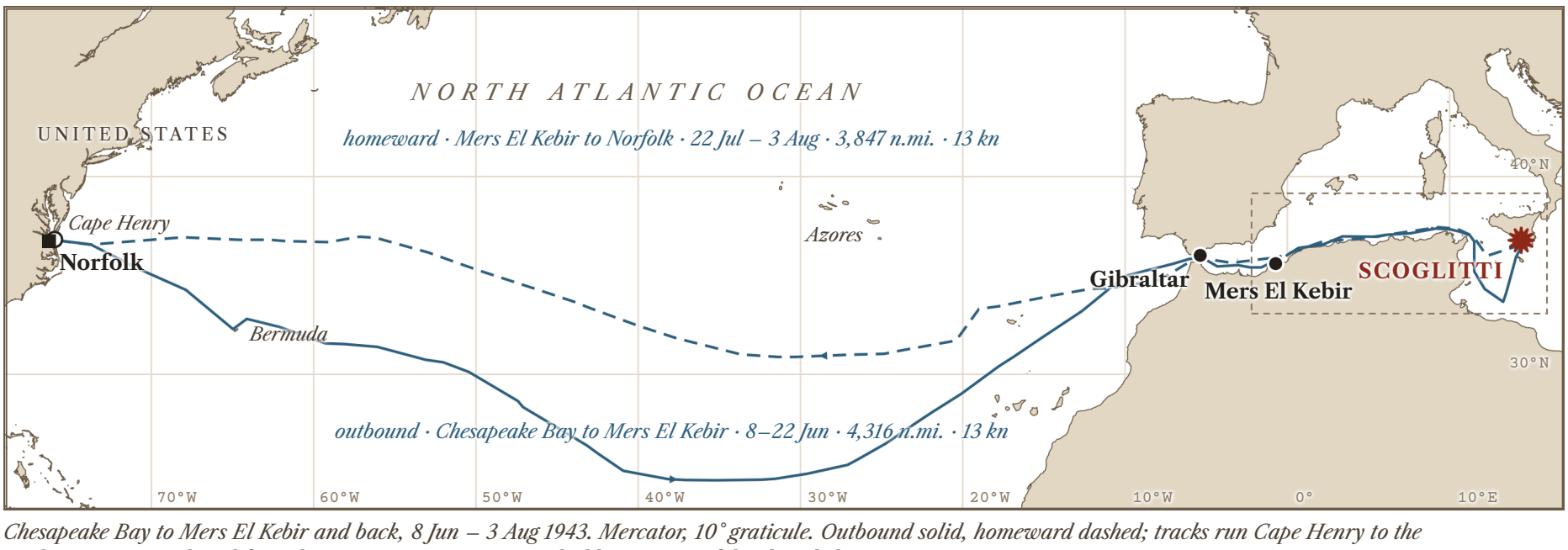


Moored/Anchored	19
Underway at sea	34
Amphibious Exercise	1
Assault, war-time operation	2
Yard	1
Total days for this period	**57**

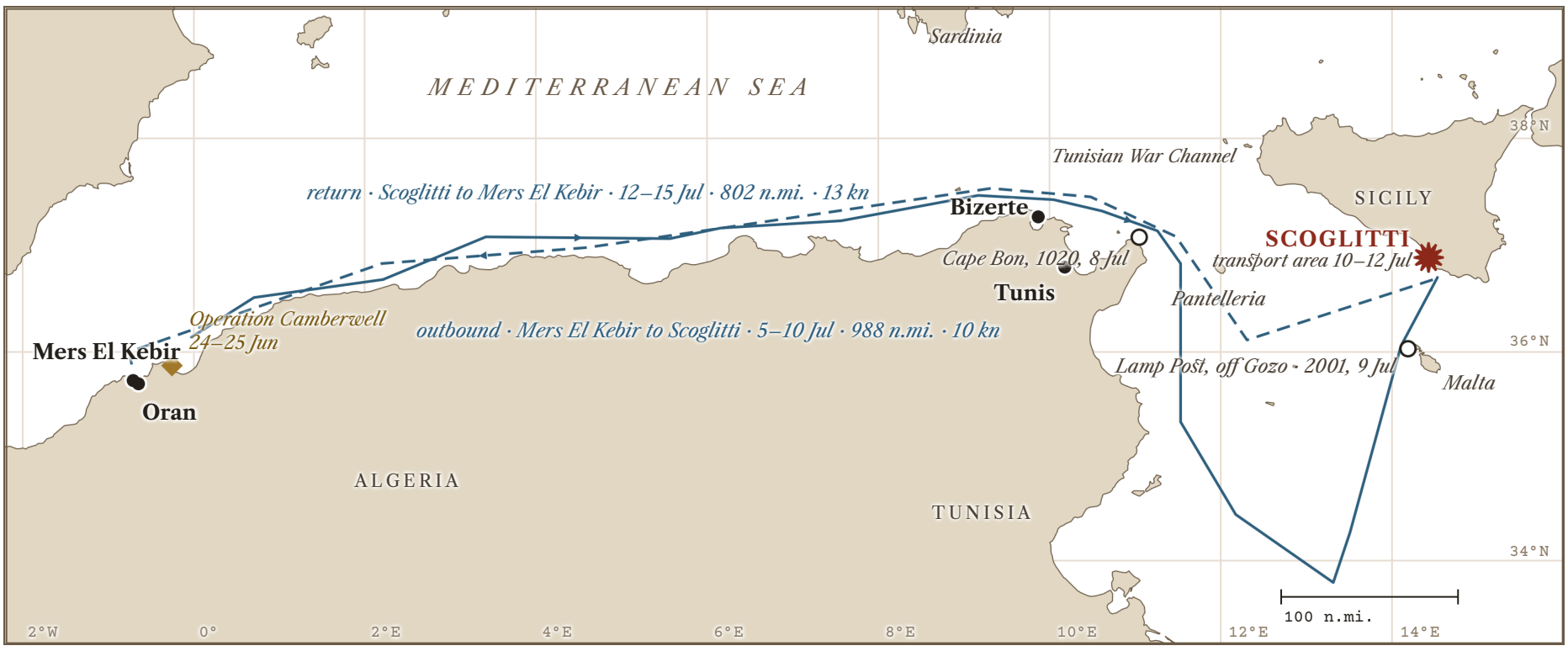
		Dates	Days	n.mi.	Knots
1	Chesapeake Bay to Mers El Kebir *Task Force 65; 1st Bn, 180th RCT, 45th Div. embarked; Gibraltar 21 Jun*	8–21 Jun	14	4,316	13
2	Mers El Kebir, Algeria *North Male, Berth 8; TF 65 dissolved and re-formed as TF 85*	22–23 Jun	2		
3	Operation Camberwell · Gulf of Arzeu, Algeria *Husky rehearsal with TransDivs 1, 5 and 7; troops landed 25 Jun*	24 Jun	1		
4	Mers El Kebir, Algeria *Upkeep and stores; ammunition shifted; ships sealed 29 Jun*	25–30 Jun	6		
5	Mers El Kebir, Algeria *1st Bn, 180th RCT re-embarked; fire in No. 1 hold, 1 Jul*	1–4 Jul	4		
6	Mers El Kebir to Scoglitti, Sicily *CENT Attack Force, TG 85.1; Tunisian War Channel; gale on 9 Jul*	5–9 Jul	5	988	10
7	Operation Husky · Scoglitti, Sicily *TG 85.1, Wood's Hole sector; 1st Bn, 180th RCT landed, Red Beach*	10–11 Jul	2		
8	Scoglitti to Oran and Mers El Kebir *12 unloaded transports, 9 destroyers; anchored off Oran 15 Jul*	12–14 Jul	3	802	13
9	Mers El Kebir, Algeria *North Male, Berth 5; 69 Army casualties embarked 20 Jul*	15–21 Jul	7		
10	Mers El Kebir to Norfolk *TF 85, RAdm Kirk's flag in Calvert; 69 Army casualties embarked*	22 Jul – 2 Aug	12	3,847	13
11	Norfolk Navy Yard: upkeep and alterations *Pier 4, Berth 27; yard workmen aboard 2310, 3 Aug*	3 Aug	1		
	Totals	**8 Jun – 3 Aug**		**9,953**	

THE VOYAGE · TO AND FROM THE INVASION

War Diary leg files · Natural Earth 10 m



Chesapeake Bay to Mers El Kebir and back, 8 Jun – 3 Aug 1943. Mercator, 10° graticule. Outbound solid, homeward dashed; tracks run Cape Henry to the Mediterranean as plotted from the War Diary positions. Dashed box: extent of the chart below.



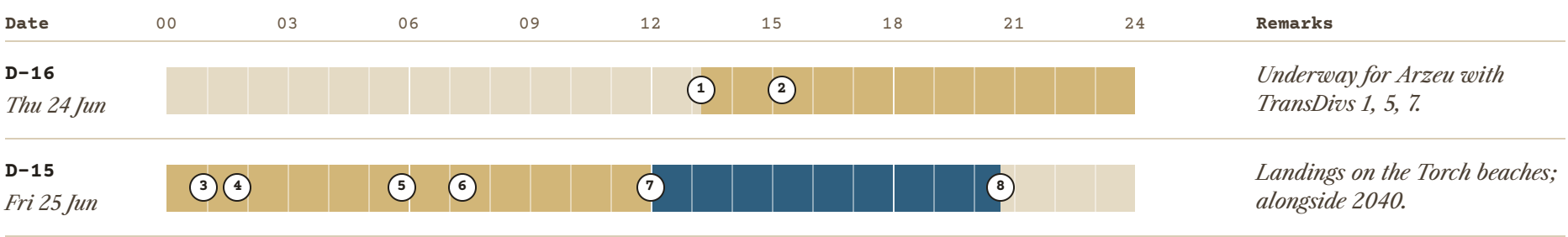
Western Mediterranean, 5–15 Jul 1943. Mercator, 2° graticule. Tracks from the War Diary leg files with manual edits: outbound solid, through the Tunisian War Channel and the feint to the south; return dashed. Miles from the track; knots from logged times (5 Jul underway time assumed 1800). Land Natural Earth 10 m.

Rehearsal and staging *Gulf of Arzeu and Mers El Kebir*

22 Jun – 4 Jul 1943

THE REHEARSAL · OPERATION CAMBERWELL, GULF OF ARZEU

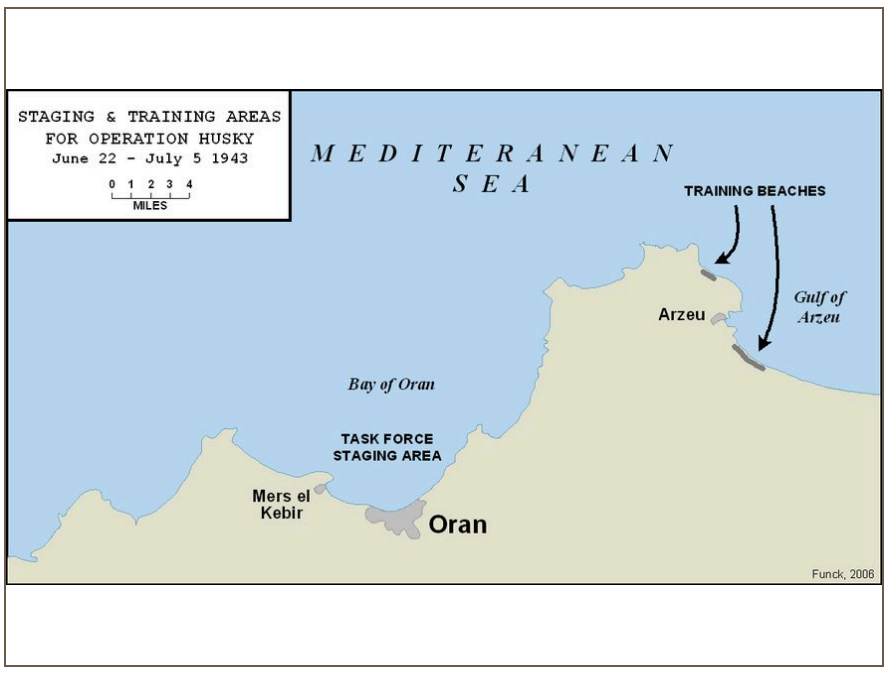
D-16 and D-15 counted from D-Day, 10 Jul



EVENT LOG · REHEARSAL

ship's time, as logged

	Date	Time	Event
1	24 Jun	1315	Underway from Mers El Kebir for the Gulf of Arzeu, training operation
2	24 Jun	1515	Debarkation drill for troops under way
3	25 Jun	0055	Arrived in the transport area, column with TransDivs 1-5-7, 10 kn
4	25 Jun	0146	Commenced lowering port boats; all boats in the water 0308
5	25 Jun	0550	Primary control and waves head for the beach
6	25 Jun	0720	Let go port anchor; boats returning 0730
7	25 Jun	1159	All boats aboard; anchor aweigh, underway for Mers El Kebir
8	25 Jun	2040	Moored at Mers El Kebir



Staging and training areas for Husky, 22 Jun – 5 Jul 1943. Chart by C. Funck, 2006.



RAdm Kirk and Gen. Patton inspect the task force, Mers El Kebir, 1–4 Jul 1943.

24–25 JUNE

Operation Camberwell

The rehearsal was held to improve the training of Task Force 85 on the beaches of the Bay of Arzeu, the same beaches used in Operation Torch the autumn before. Debris still littered them, which made the practice landings dangerous, though Sterling Funck does not recall any of the Calvert's boats or crews running into trouble.

22 JUN – 4 JUL

Staging at Mers El Kebir

Task Force 65 became Task Force 85 on arrival, 22 June, and the Calvert went to TG 85.1, Attack Group One. Moored at North Male, Berth 8, she took on stores and shifted cargo; the ships were sealed on 29 June. The battalion came back aboard 1–2 July from its bivouac near Oran.

1 JULY

Fire in No. 1 hold

On 1 July, fully combat loaded, a fire broke out in No. 1 hold among several hundred tons of ammunition. BM1c Donald Brotherton went down into the smoke and helped hoist out a box of smoking chemical grenades; he received the Navy and Marine Corps Medal. SF1c Marshall Lee was first on the scene with the hoses.

"To All Hands. We are sailing to Sicily … We are at the hinge."
RAdm A. G. Kirk to the task force, 6 July 1943

THE APPROACH IN FIGURES

988
n.mi. on the track, Mers El Kebir to the transport area

10
knots average, from logged times

≈1800
underway, 5 Jul (time not logged)

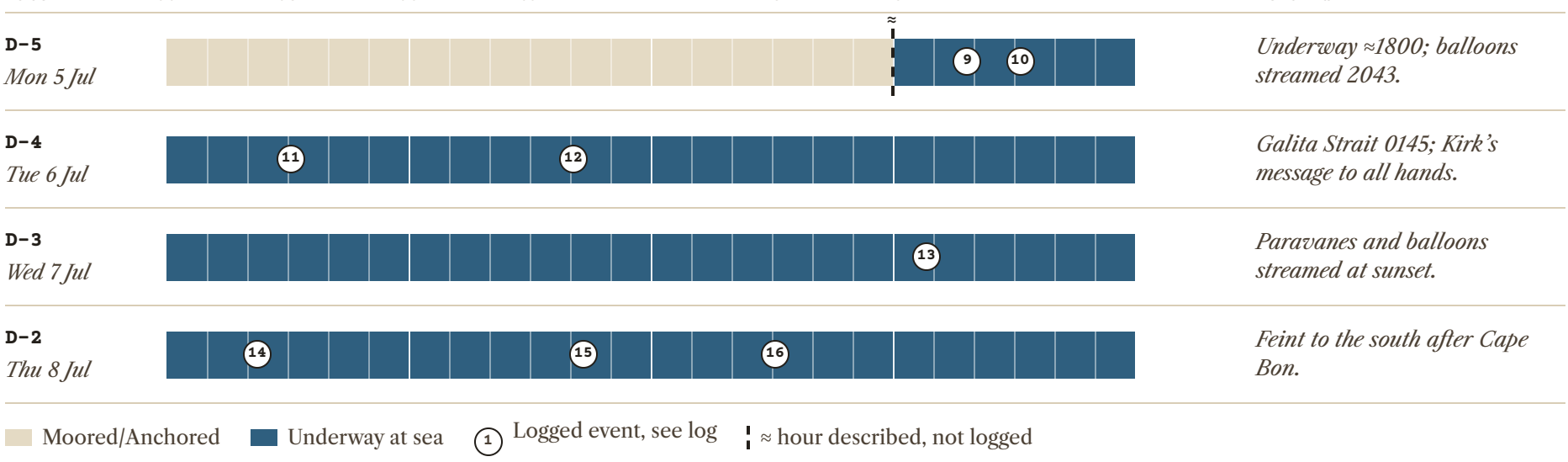
1020
Cape Bon Light, 225° 4 mi, 8 Jul

2001
Lamp Post abeam off Gozo, 9 Jul

0017
Anchored in the transport area, 10 Jul

HOUR BY HOUR · 5-8 JULY 1943

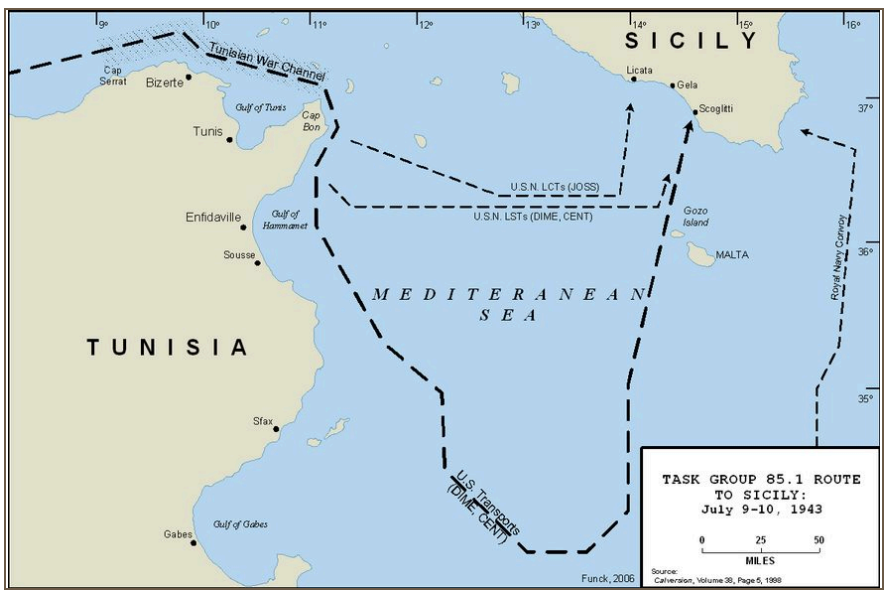
9 July is the first row of the assault strip



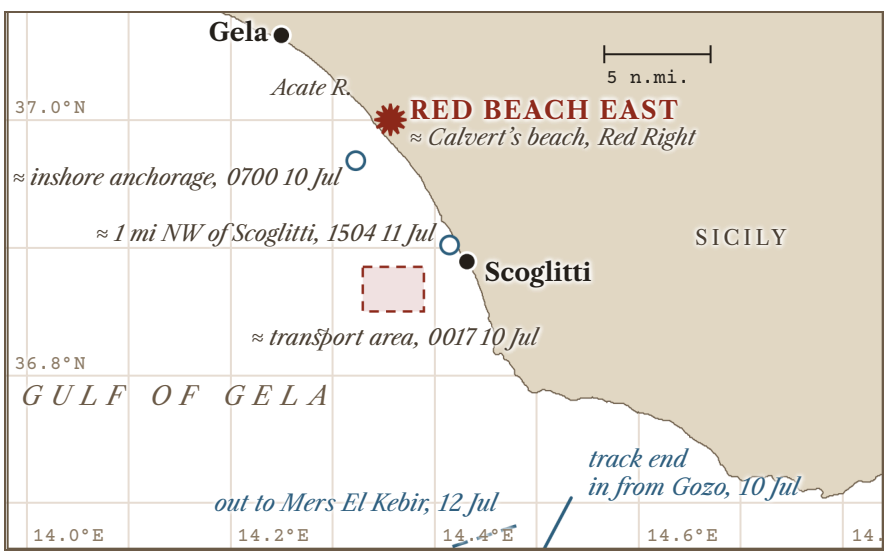
EVENT LOG · APPROACH

ship's time, as logged

	Date	Time	Event
9	5 Jul	1951	Leonard Wood takes station as guide off the swept channel; course 315°, 8 kn
10	5 Jul	2109	Convoy commences zig-zagging; balloons streamed at 1,000 ft at 2043
11	6 Jul	0305	A civilian tanker on the opposite course passes between columns one and two
12	6 Jul	1005	Zig-zagging ceased and convoy speed increased to 13 kn
13	7 Jul	1850	Speed reduced to 6 kn to stream paravanes; back to 9.5 kn after
14	8 Jul	0215	Entered the Tunisian War Channel
15	8 Jul	1020	Cape Bon Light bears 225°, distance 4 miles
16	8 Jul	1505	About 48 Lightnings and Mitchell bombers fly across the convoy



Task Group 85.1 route to Sicily, 9–10 Jul 1943: through the Tunisian War Channel, the feint to the south, then north past Malta and Gozo. Chart by C. Funck, 2006.

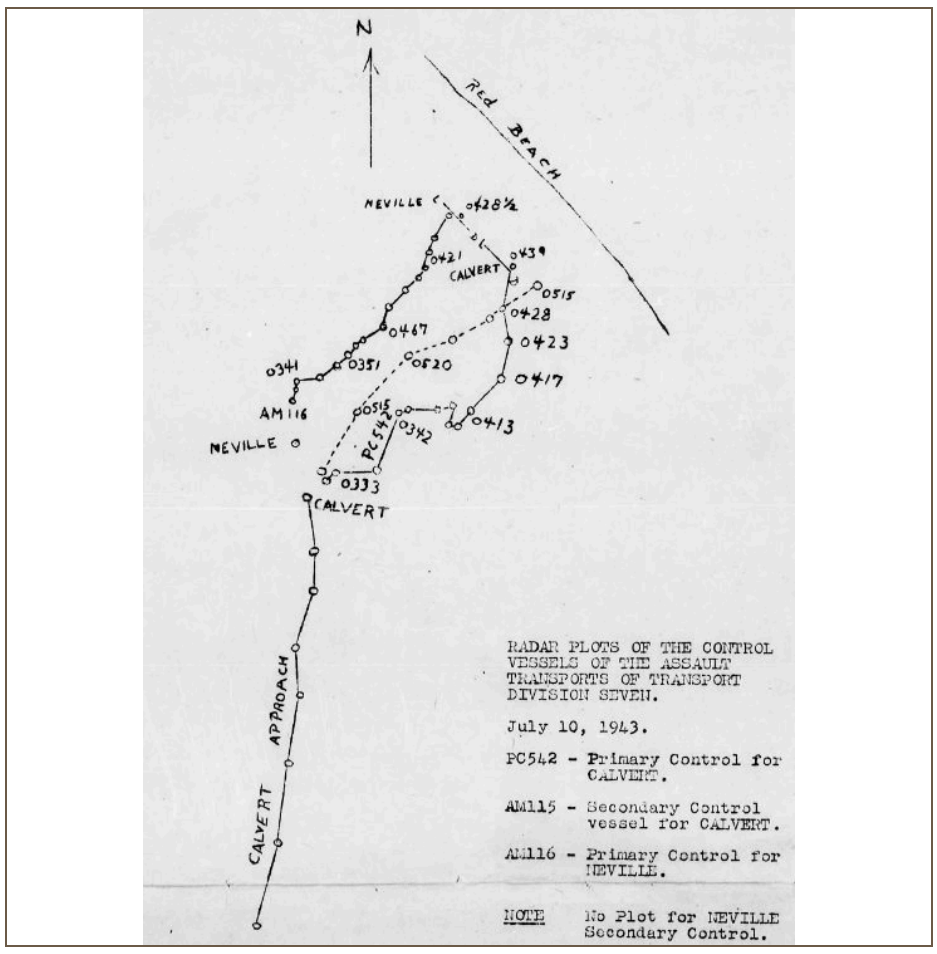


Wood's Hole sector, 10–12 Jul 1943. Mercator; coast GSHHS full. Tracks from the War Diary leg files. Beach, anchorages and transport area (≈8 mi S of Red Beach, per the notes) placed from the notes; the leg tracks end ≈11 n.mi. S of Scoglitti.

5-9 JULY

The approach

The attack group sailed on 5 July, past the Galita Strait and Bizerte, through the Tunisian War Channel and past Cape Bon on the 8th, then south as a feint before turning north, west of Malta. On the 9th a 30-knot wind raised a heavy sea; the final approach began at Lamp Post, off Gozo, at 2001.



Radar plot of the control vessels of TransDiv 7, 10 Jul 1943: PC 542 primary control and AM 115 secondary control for the Calvert. From the Calvert's action report.

Operation Husky · Scoglitti, Sicily

1st Bn, 180th RCT, 45th Infantry Division embarked · TG 85.1, Attack Group One, CENT Attack Force

9–12 Jul 1943
2 nights at the objective

THE ASSAULT IN FIGURES

0450
First wave on Red Beach East, 10 Jul

1,324
Troops landed by the Calvert's seven assault waves

53
Rockets fired by her two support boats onto Red Beach

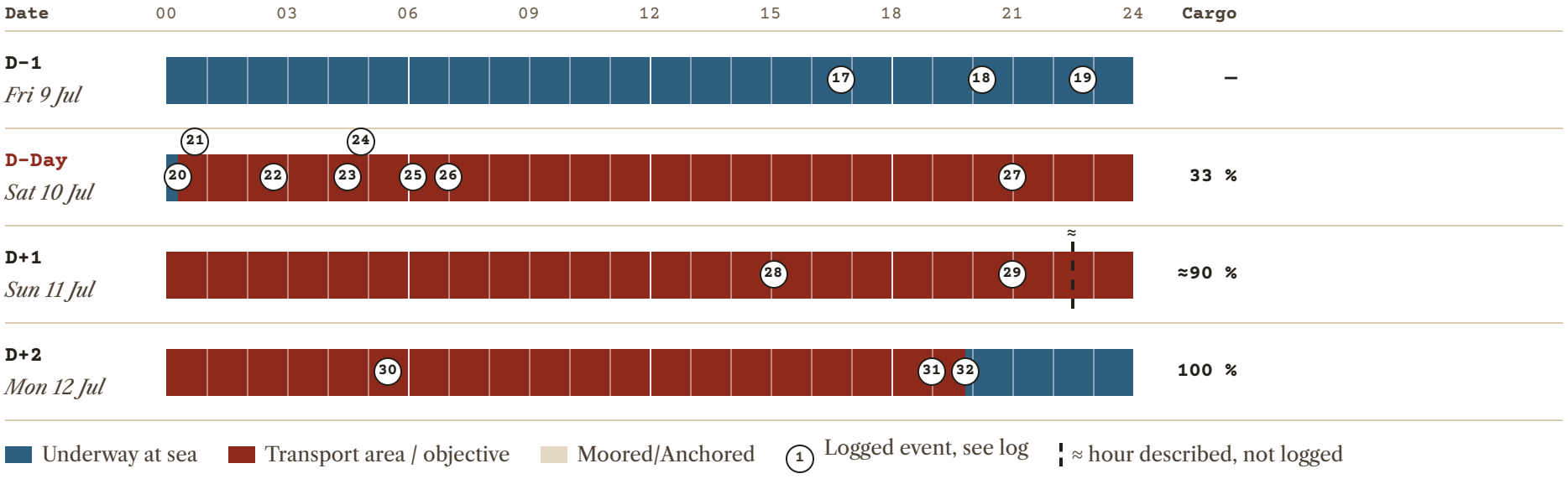
381
LCVP loads to unload her, with 28 LCM and 3½ LCT

33 %
Unloaded by 2100 on D-Day

1900
Last cargo out, 12 Jul; sailed 1950

HOUR BY HOUR · 9-12 JULY 1943

cargo unloaded at 2100 (D+2 at sailing)



EVENT LOG

ship's time, as logged

	Date	Time	Event
17	9 Jul	1645	Wind judged force 6–7; heavy sea running, balloons carried away
18	9 Jul	2014	TransDiv 7 takes the final approach formation, course 002, 14.5 kn
	9 Jul	2230	*Wind eases to about force 4 as the convoy nears the transport area*
19	9 Jul	2245	Hatch and davit stations manned; landing craft hoisted out to the rails
20	10 Jul	0017	Stopped engines; port anchor let go in the transport area
21	10 Jul	0043	Commenced lowering boats; scout boat PA32-21 away at 0025
22	10 Jul	0239	HOW Hour delayed one hour, 0245 to 0345; assault waves recalled
23	10 Jul	0430	First wave shoves off from the line of departure
24	10 Jul	0450	First wave lands on Red Beach East: 8 boats, 241 troops
25	10 Jul	0608	Seventh wave lands; 1,324 troops ashore from the Calvert
26	10 Jul	0700	Anchored in the inshore anchorage, 5,000 yd off Red Beach East
27	10 Jul	2100	Ship 33 % unloaded; four of her boats badly stranded
28	11 Jul	1504	Anchored one mile NW of Scoglitti; Red Beach East closed to cargo
29	11 Jul	2100	Unloaded except ≈10 % of ammunition, barracks bags and impedimenta
	11 Jul	≈2230	*Paratroop C-47s pass low over the fleet and are fired on; the Calvert holds her fire*
30	12 Jul	0530	LCT 420 sent to Red Beach near Scoglitti with a 100-man working party
31	12 Jul	1900	Last of the cargo unloaded; ship reported ready to sail
32	12 Jul	1950	Sortie for Mers El Kebir with TF 85: 12 transports, 9 destroyers

D-DAY AT RED BEACH EAST

Red Right, the Calvert's beach, beside Neville's Red Left, in the Wood's Hole sector west of the Acate River. First wave away 0430, beached 0450; seventh wave beached 0608. Waves 1–4 landed with 4 of 34 boats missing; three came in with later waves and the fourth on the first shuttle. No Calvert casualties in the assault waves.

THE CALVERT'S SEVEN WAVES

Wave	Away	Beached	Boats	Troops
1	0430	0450	8	241
2	0437	0448	8	241
3	0447	0505	7	202
4	0452	0510	8	197
5	0550	0555	9	171
6	0555	0605	6	116
7	0558	0608	6	156
Total			**52**	**1,324**

10 JULY 1943 · D-DAY

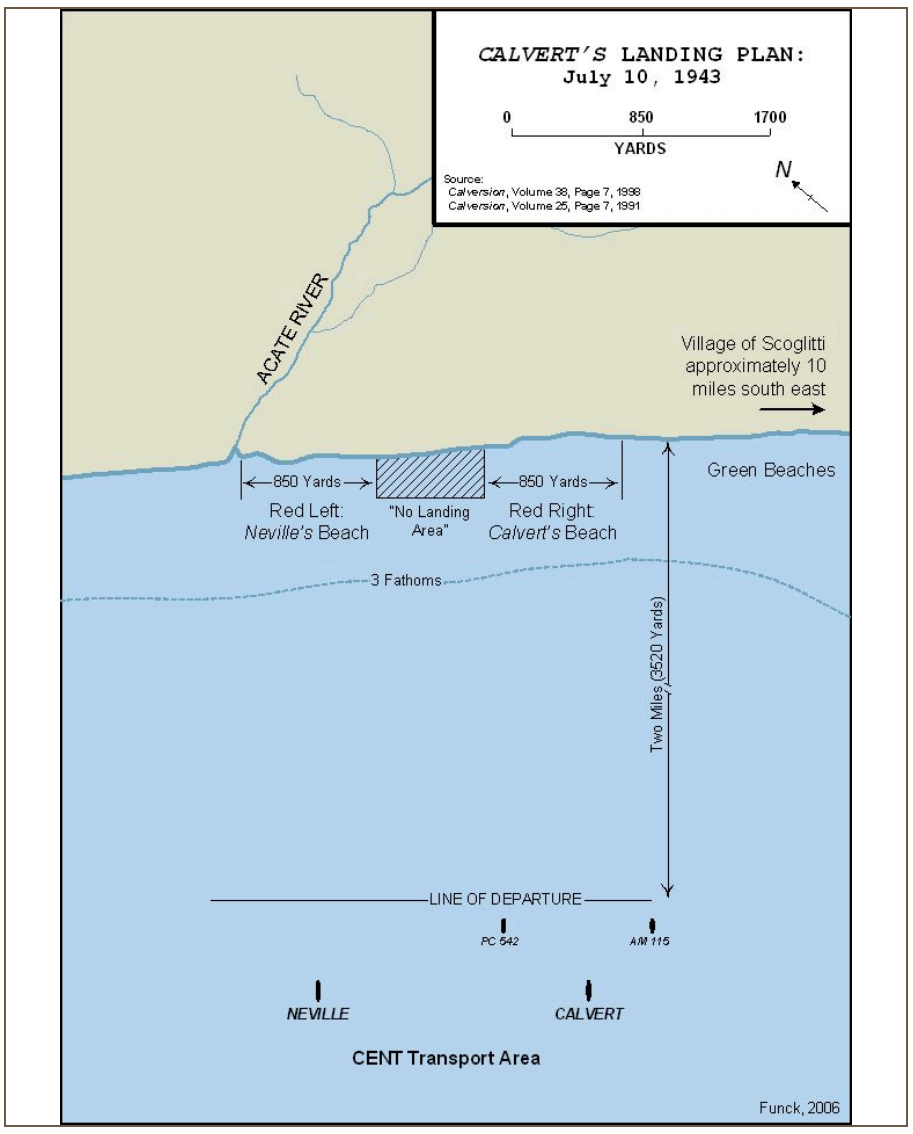
Recalled, re-formed, and in by first light

The Calvert anchored at 0020, northwest of her berth, with a heavy swell still running. Thirty of the thirty-four boats of the first four waves were circling by 0200, well ahead of the other transports. When HOW Hour was put back an hour, Captain Thackrey recalled them; they came back scattered, were re-formed, and crossed the line of departure at 0430. Support-boat rockets silenced a pillbox, and the first wave beached at 0450 in two and a half feet of water.

"The wind died down almost as abruptly as it had started … compared to what it was only a short time back, as quiet as if God had put his hand on it."

Lt. John Mason Brown, RAdm Kirk's staff, broadcast to the crew of the Ancon, night of 9–10 July

Sources: Calvert war diary and Action Report (Husky); ComTransDiv 7 report of activities; CTF 85 narrative; crew accounts in the research notes, 8 Jun – 31 Aug 1943.



Calvert's landing plan, 10 Jul 1943: Red Right (Calvert) and Red Left (Neville) west of the Acate River, line of departure two miles (3,520 yd) off. Not to a modern chart. Chart by C. Funck, 2006.

10 JULY

Seaman Carpenter goes ashore

Francis Carpenter, S1c, a former Broadway actor who had ridden on these beaches before the war, landed with the first wave to scout the roads. He survived a mine that killed the soldier beside him, calmed a peasant family by singing from Rigoletto, and brought in Italian soldiers. He was awarded the Silver Star.

"Skillfully directing the accurate and deadly fire of his boats, he silenced a hostile pillbox which was attacking the first wave of our landing units."

Legion of Merit citation, Lt (jg) W. H. File Jr., USNR, support boat squadron, Calvert

"The officers and men in the ship's company conducted themselves in an exemplary manner throughout the landing."

Capt. L. A. Thackrey, commanding officer, Husky action report

10–12 JULY

Boats on the bars

A bar 150–200 yd off the beach and a heavy surf broached boat after boat. By the 11th, 120 landing craft lay beached, swamped or damaged in the CENT area. The Calvert's crews spent D+1 and D+2 shuttling cargo and salvaging craft; some, left behind, came back to Mers El Kebir in the Alcyone.



Scoglitti, looking northwest toward the Wood's Hole sector beaches.



CENT force landing operations at Scoglitti, 0800, 10 Jul 1943.



Broached landing craft, Wood's Hole sector, 10–11 Jul.



Working parties on a stranded craft, Red Beach.



Salvage of a broached LCVP, 11–12 Jul.

"By his courageous, devoted, and intelligent performance ... escorted the assault waves to their assigned beach and effected a successful landing."

Commendation, Lt (jg) W. B. Cott, USNR, boat group commander

Awards: Ens. T. J. Glennon (scout boat); Lt (jg) W. H. File Jr., Legion of Merit (support boats); Lt (jg) W. B. Cott commended (boat group).

AFTER SCOGLITTI IN FIGURES

802
n.mi. back to Mers El Kebir, 12–15 Jul, 13 kn

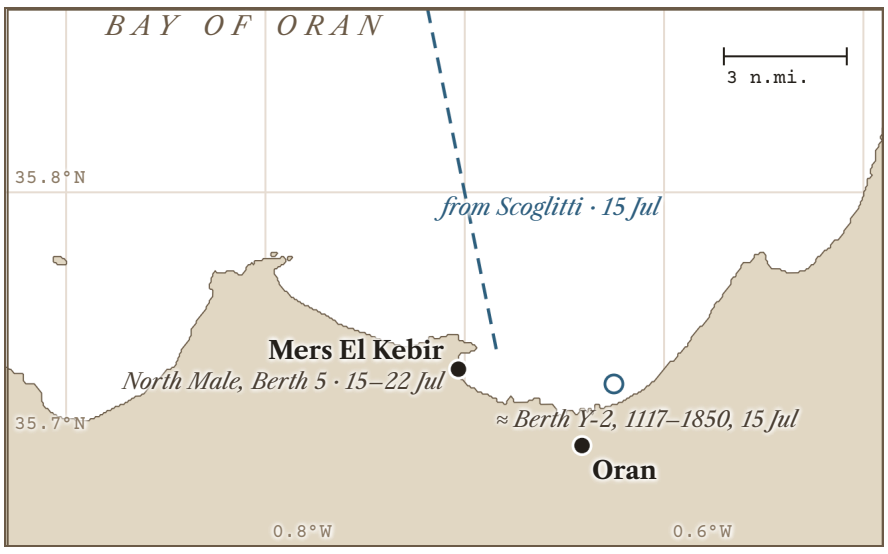
7
nights at North Male, Berth 5, 15–21 Jul

69
U.S. Army casualties embarked, 20 Jul

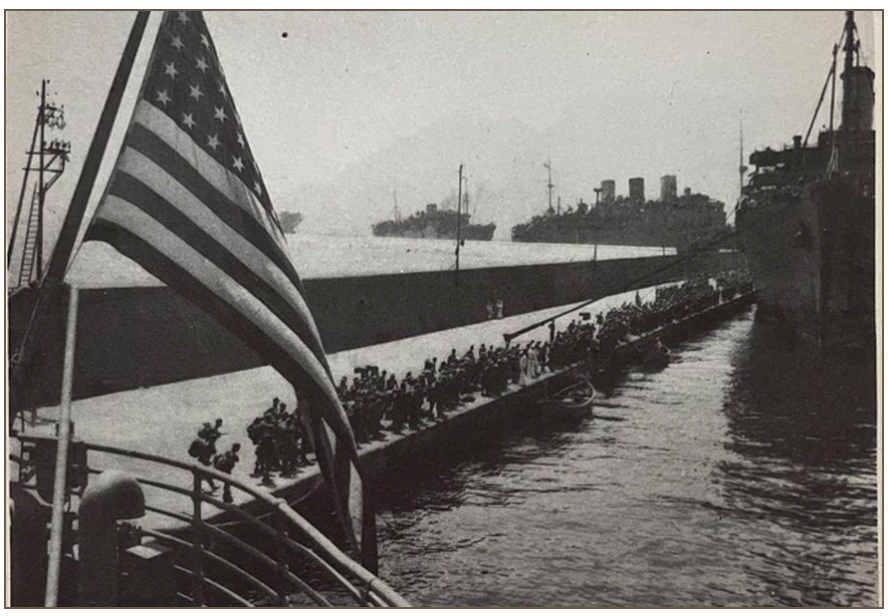
5
LCP(V)s transferred to the Procyon, 21 Jul

0139
RAdm Kirk and staff aboard, 22 Jul

3,847
n.mi. home to Norfolk, 22 Jul – 3 Aug, 13 kn



Bay of Oran, 15–22 Jul 1943. Mercator, 0.1° graticule. Coast GSHHS full resolution. Berth Y-2 placed from the war diary (≈). Return track from the War Diary leg file.



German prisoners being loaded, Mers El Kebir, 20 or 21 Jul 1943 (notes caption).

15-19 JULY

Back to Mers El Kebir

The Calvert anchored off Oran at 1117 on 15 July and was alongside North Male, Berth 5, at 1950. The ships wrote their Husky action reports, landed Army stores and dunnage, and kept armed guards on the pier against sabotage.

20-22 JULY

Casualties, boats and the flag

On 20 July 69 Army casualties came aboard for passage home. Next day five LCP(V)s went to the Procyon for the boat pool staying in African waters, leaving her cradles nearly empty. At 0139 on the 22nd RAdm Kirk and his staff embarked; the Calvert sailed at 1332 as flagship of Task Force 85.

PRISONERS ABOARD? THE RECORD DISAGREES

Several crew members remember about 300 German prisoners of the Afrika Korps boarding at Oran. The ComTrans war diary for 19 July orders the Calvert to take no prisoners, and official records list only the 69 casualties and the admiral's staff. Left open on this page.

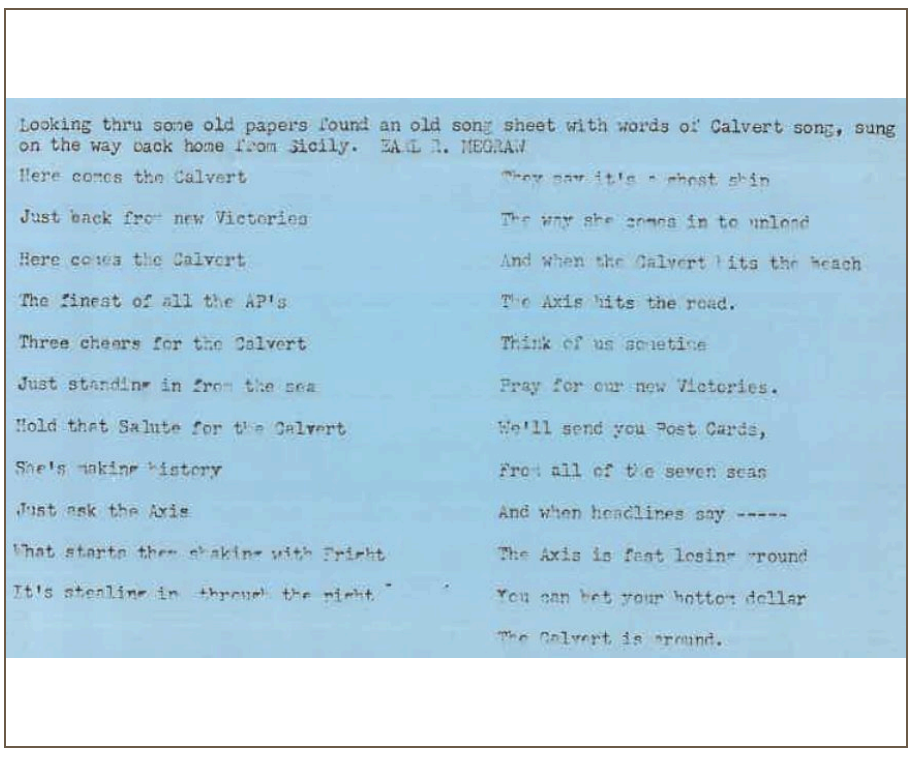
23 JUL - 3 AUG

"Battle Station" broadcasts

Lt. John Mason Brown of Kirk's staff kept up his daily talks over the Calvert's announcing system on the way home; the ship appears as the "Bond" in his book *To All Hands*. The Norfolk group split from the convoy on 2 August.

"Now for the first secret, which is about as much a secret as the fact that Mae West is not a male. We are heading home."

Lt. John Mason Brown, first address to the Calvert's crew, 23 July 1943



Looking thru some old papers found an old song sheet with words of Calvert song, sung on the way back home from Sicily. EARL R. HEDMAN

Here comes the Calvert	They say it's a ghost ship
Just back fro new Victories	The way she comes in to unload
Here comes the Calvert	And when the Calvert hits the beach
The finest of all the AP's	The Axis hits the road.
Three cheers for the Calvert	Think of us sometime
Just standing in from the sea	Pray for our new Victories.
Hold that Salute for the Calvert	We'll send you Post Cards,
She's making history	From all of the seven seas
Just ask the Axis	And when headlines say -----
What starts them shaking with fright	The Axis is fast losing ground
It's stealing in through the night	You can bet your bottom dollar
	The Calvert is around.

The "Calvert Song", sung on the way home from Sicily; song sheet kept by Earl R. Hedman.



Calvert crewmen photographed on the voyage home, from To All Hands – An Amphibious Adventure (1943).

"Scoglitti! You sons of boats and beaches! Scoglitti! And Farewell."

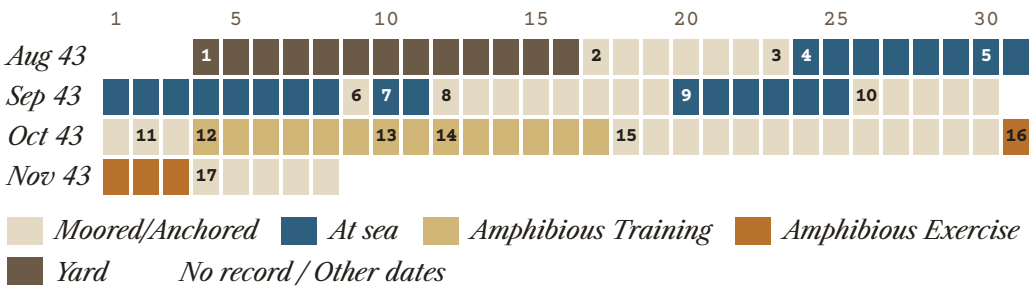
Lt. John Mason Brown, last broadcast to the men of the Bond and the Flag, 2 August 1943

Sources: Calvert war diary, 15 Jul – 3 Aug 1943; ComTrans Amphibious Force war diary, 19 Jul; crew accounts and To All Hands excerpts in the research notes; War Diary leg files, 12–15 Jul and 22 Jul – 2 Aug 1943.

Re-assigned to the Pacific

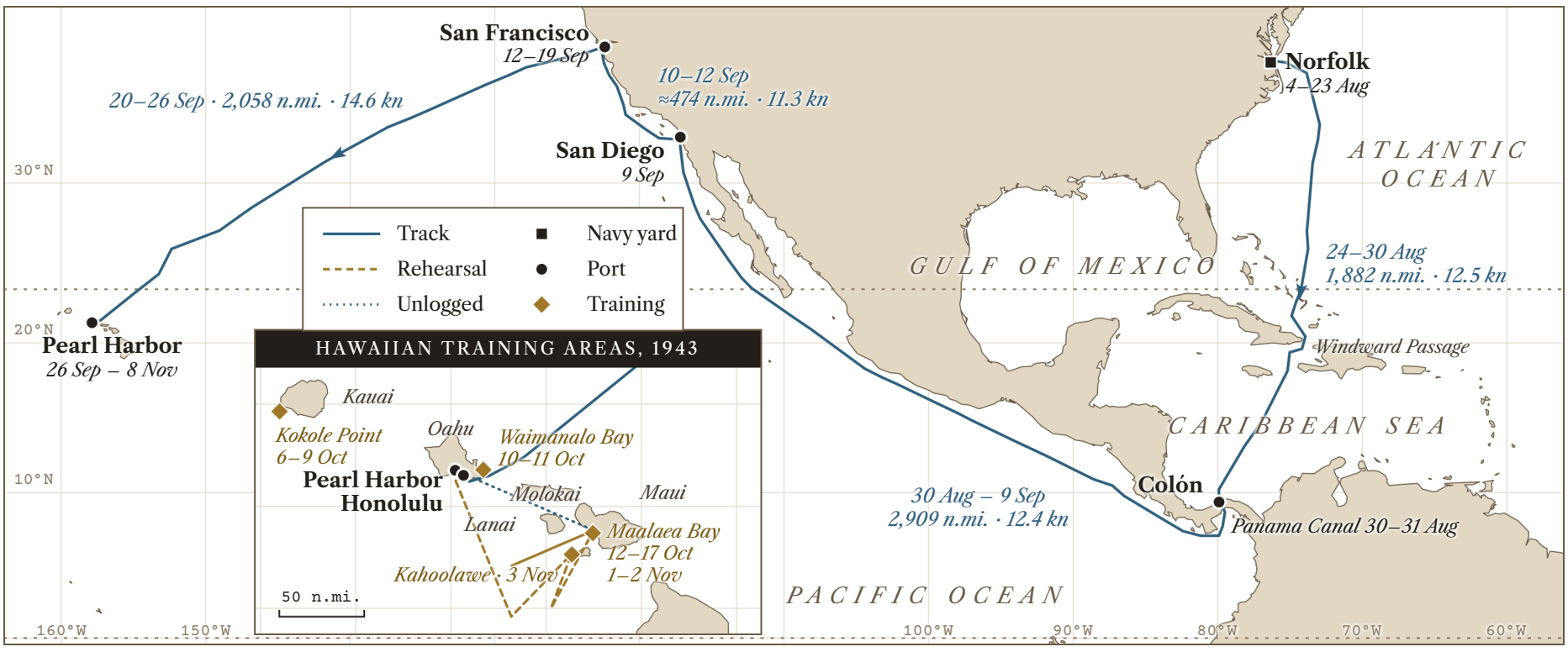
Norfolk to San Diego via the Panama Canal, San Francisco, and training in the Hawaiian Islands

4 Aug – 8 Nov 1943 · 97 days



Moored/Anchored	42
Underway at sea	24
Amphibious Training	14
Amphibious Exercise	4
Yard	13

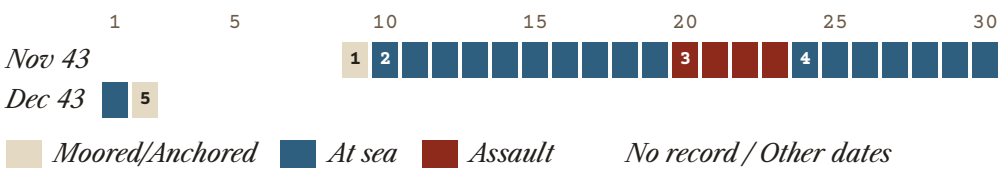
		Dates	Days	n.mi.	Knots
1	Norfolk Navy Yard: upkeep and alterations *Pier 4, Berth 27; four light AA mounts added after Sicily*	4–16 Aug	13		
2	Lambert Point, Norfolk *25th Marines embarked; Lt. Cdr. E. J. Sweeney in command, 21 Aug*	17–22 Aug	6		
3	Hampton Roads, anchorage Berth 23 *Task Group 20.15 assembling; sailed 0733, 24 Aug*	23 Aug	1		
4	Hampton Roads to Colón, Panama *TG 20.15, Leonard Wood guide; Windward Passage 28 Aug*	24–29 Aug	6	1,882	12
5	Colón to San Diego via the Panama Canal *Canal transit overnight 30–31 Aug; TG 12.5 formed off Balboa 31 Aug*	30 Aug – 8 Sep	10	2,909	12
6	San Diego, Navy Yard Pier 1 *Marines and their equipment landed; fueled*	9 Sep	1		
7	San Diego to San Francisco *Task Unit 12.5.3 with Monrovia, Neville and Biddle*	10–11 Sep	2	≈474	11
8	San Francisco, Pier 28 *Anchorage 12 on 12 Sep; availability; Army troops embarked 18–19 Sep*	12–19 Sep	8		
9	San Francisco to Honolulu *Task Group 12.5, Army troops embarked; convoy speed 15.5 kn*	20–25 Sep	6	2,058	15
10	Honolulu, Piers 24 and 11 *Troops and cargo landed; TG 12.5 dissolved 28 Sep*	26 Sep – 1 Oct	6		
11	Pearl Harbor, Berth K-7 *Loading 27th Infantry Division supplies and equipment*	2–3 Oct	2		
12	Landing exercises off Kokole Point, Kauai *TG 55.2, TransDiv 20, 27th Inf. Div. troops; left Pearl 4 Oct*	4–9 Oct	6		
13	Landing exercises off Waimanalo Bay, Oahu *Boats and an LCM(3) lent to Leonard Wood for her landings*	10–11 Oct	2		
14	Landing exercises, Maalaea Bay, Maui *Unloading and reloading drills; off Keawakapu Beach, 15 Oct*	12–17 Oct	6		
15	Pearl Harbor *Berths K-8, X-6, K-8, X-9; stores, ammunition; troops embarked*	18–30 Oct	13		
16	Galvanic rehearsal, Maalaea Bay, Maui, and Kahoolawe *Task Force 52; Red Beaches 1–2 Nov; Kahoolawe 3 Nov, no landing*	31 Oct – 3 Nov	4		
17	Pearl Harbor, Pier S-20 *Fuel, stores and ammunition for Galvanic; sailed 10 Nov*	4–8 Nov	5		



Tracks: Norfolk–San Diego from the leg GeoPackage (war-diary positions, adjusted near the Canal), split at Colón; San Francisco–Honolulu from 18 war-diary fixes (CTG 12.5), closed to Honolulu past Diamond Head by hand; San Diego–San Francisco routed outside the Channel Islands (≈). Rehearsal track from the Hawaii operating-area GeoPackage; the 31 Oct run from Pearl Harbor is not logged. Training areas placed from the war diaries' named points (approximate). Land: Natural Earth 50 m (inset 10 m). Miles and knots from the leg files.

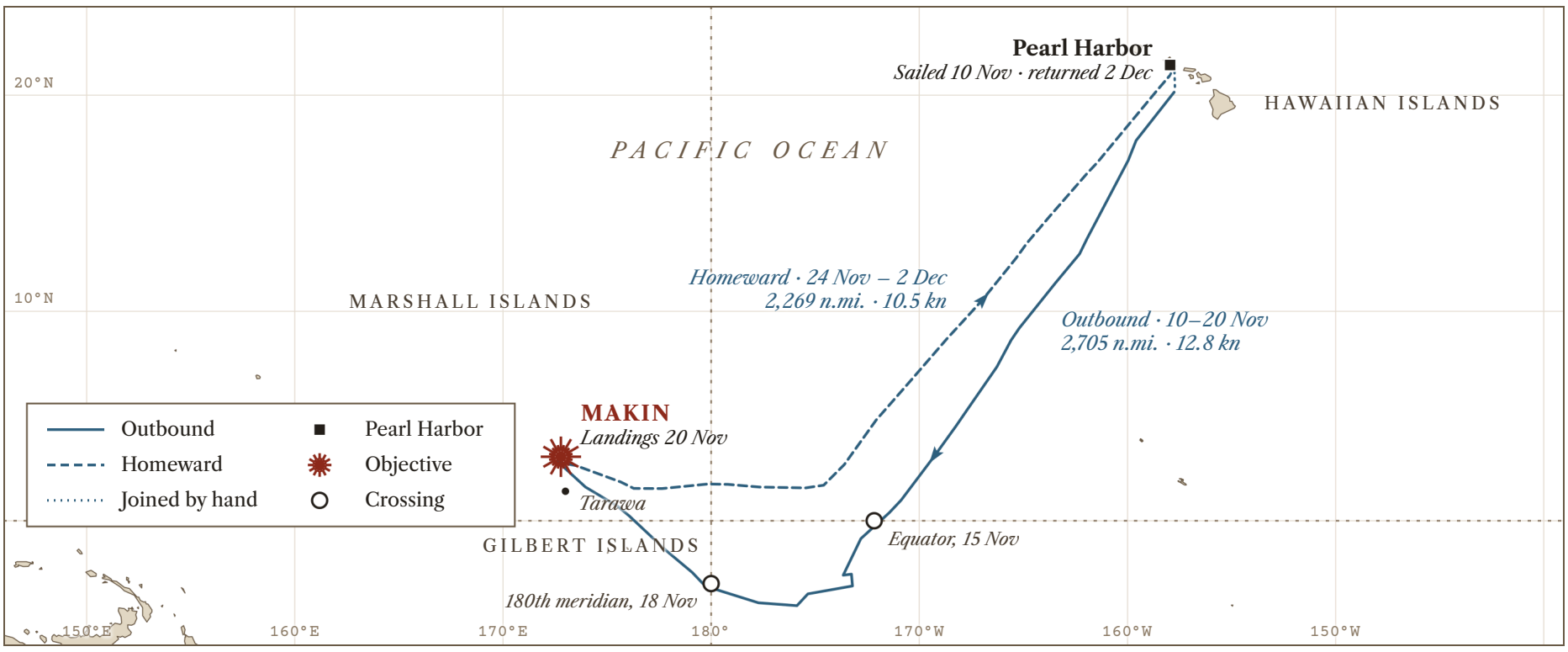
Operation Galvanic, The Invasion of Makin Island, Gilberts Group

Task Force 52, Northern Attack Group, with the 165th Regimental Combat Team, 27th Infantry Division emba... 9 Nov – 2 Dec 1943 · 24 days

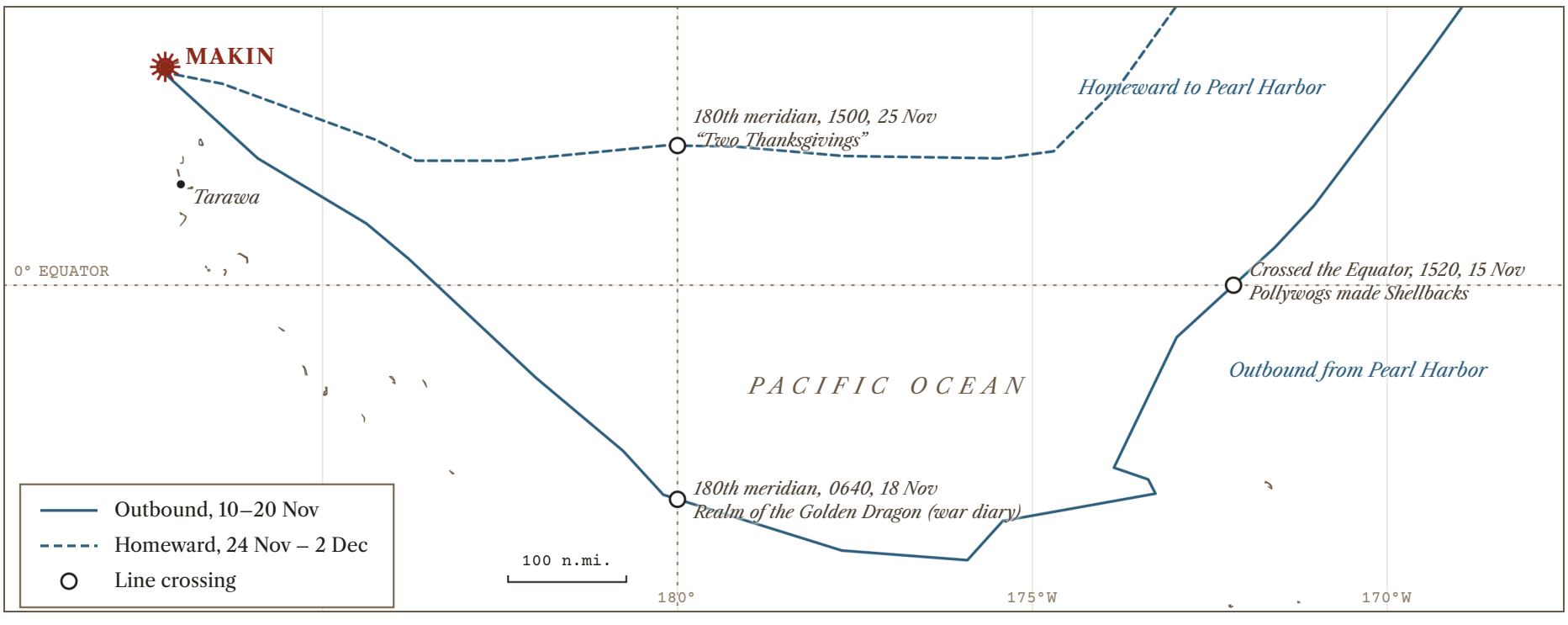


Moored/Anchored	2
Underway at sea	18
Assault, war-time operation	4

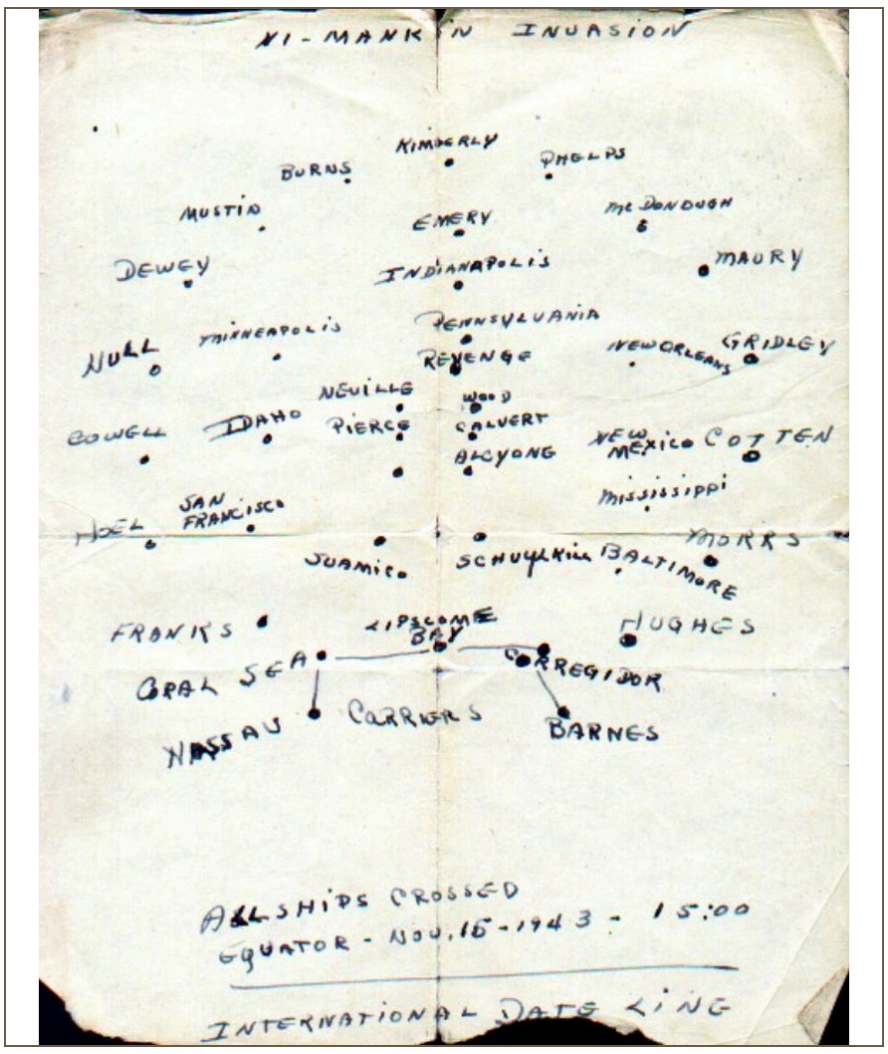
		Dates	Days	n.mi.	Knots
1	Pearl Harbor, Pier S-20 *Embarked 75 officers and 1,314 men of the 165th RCT*	9 Nov	1		
2	Pearl Harbor to Makin Island *Task Force 52; crossed the Equator on 15 Nov*	10–19 Nov	10	2,705	13 *
3	Operation Galvanic · Makin Island, Gilberts *D-Day 20 Nov, Red Beach; Makin taken 23 Nov*	20–23 Nov	4		
4	Makin Island to Pearl Harbor *TG 54.13 ašternof Leonard Wood; Liscome Bay lošt 24 Nov*	24 Nov – 1 Dec	8	2,269	11 *
5	Pearl Harbor *Arrived 1630; Transport Division Twenty, Fifth Amphibious Force*	2 Dec	1		
	Totals	**9 Nov – 2 Dec**		**4,974**	



Tracks from the war-diary position fixes in the two leg GeoPackages, Pearl Harbor to Makin and Makin to Pearl Harbor; the short runs between Pearl Harbor and the first and last fixes are joined by hand. Miles from the fixes, the outbound leg to the first fix off Makin; knots from the logged underway and arrival times. Equator crossing date from Cullen, 180th meridian from the war diary. Land from Natural Earth 10 m.



The line crossings on the way to Makin and back. Tracks from the war-diary fixes in the leg GeoPackages; crossing points interpolated between fixes. Equator 1520, 15 Nov, and 180th meridian 0640, 18 Nov and 1500, 25 Nov, from the war diary; Cullen and the Cox chart put the date line on 15 Nov as well. Land from Natural Earth 10 m; Mercator, 5° graticule.



Task Force 52 crossing the line, 15 Nov 1943: ship positions hand-drawn on the day by Walter "Fred" Cox, SC1. The Calvert is near the centre. He could not mail it home past the censors. Courtesy Ronnie Cox; usscalvert.com.

15 NOV · FIRST CROSSING

Pollywogs and Shellbacks

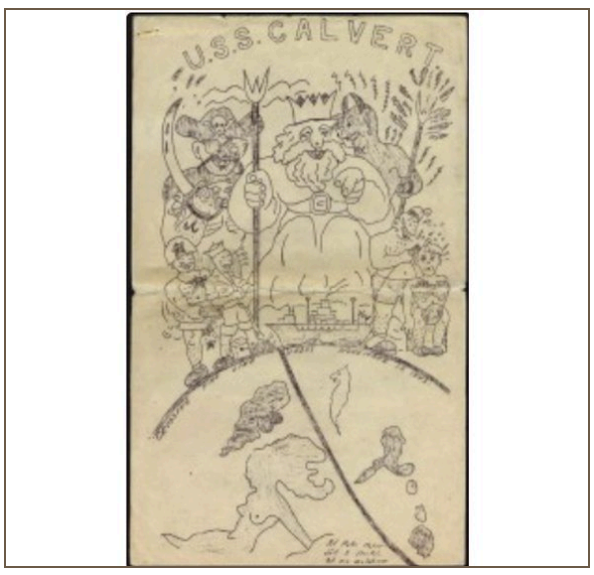
Very few aboard had crossed the line before, and the few Shellbacks made the most of it. The royal court sat through the morning, broke at 1130 for chow and reconvened at 1300. At 1520 the Calvert crossed the Equator in company with the Northern Attack Force and her Pollywogs were proclaimed Shellbacks; shipboard accounts made them Golden Shellbacks of the Realm of the Golden Dragon too. A booklet, *How the U.S.S. Calvert First Crossed the Line*, was compiled aboard by Lt (jg) Abe Weinberg and Chicago Tribune correspondent Harold P. Smith.

"Attention all hands! The USS Calvert is now passing over the Equator. ... All ye who were, previous to this date, vile and unmentionable Pollywogs have now been officially accepted into the Mysteries of the Ancient Order of the Deep."

The 1520 announcement, as recalled by Hal Winter, Navy Times, Feb 1988 (Calversion vol. 23)

"They made a pitchfork that had four prongs and was charged up with an automobile battery. ... All I got was my Indian haircut, I had to crawl through the maze, and I got poked with that pitchfork. It was a nice escape from the seriousness of the war."

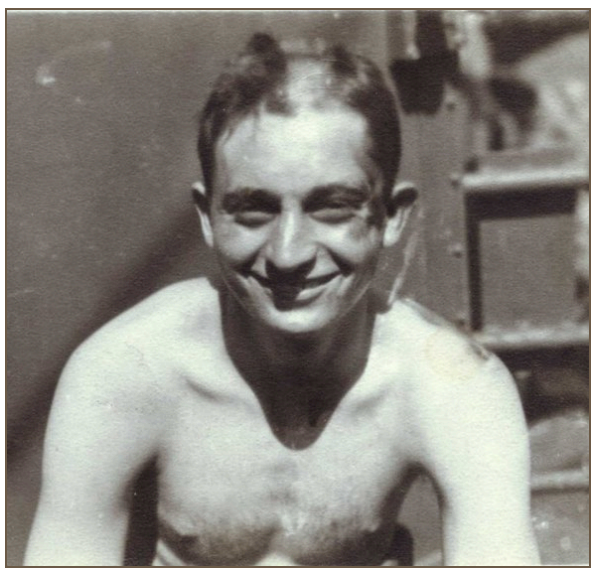
Sterling Funck, coxswain (Funck, Adventures of a Landing Craft Coxswain)



Cover of How the U.S.S. Calvert First Crossed the Line, by Pvt. Peter Metzger with Sgts. John Gonzales and Joseph Martel. Sterling Funck's copy.



After the ceremony, 15 Nov 1943. Sterling Funck photograph collection; the sailor is not named in the notes.



Sterling Funck after Crossing the Line aboard the Calvert, 15 Nov 1943. Sterling Funck photograph collection.

Sources: War Diary, USS Calvert, Nov 1943; Funck, pp. 44–45; usscalvert.com (How the U.S.S. Calvert First Crossed the Line; Cox diagram).

Operation Galvanic · Makin, Gilbert Islands

1st Battalion Landing Team, 165th Infantry, 27th Infantry Division · Transport Division Twenty, Task Force 52

19–24 Nov 1943
4 nights at the objective

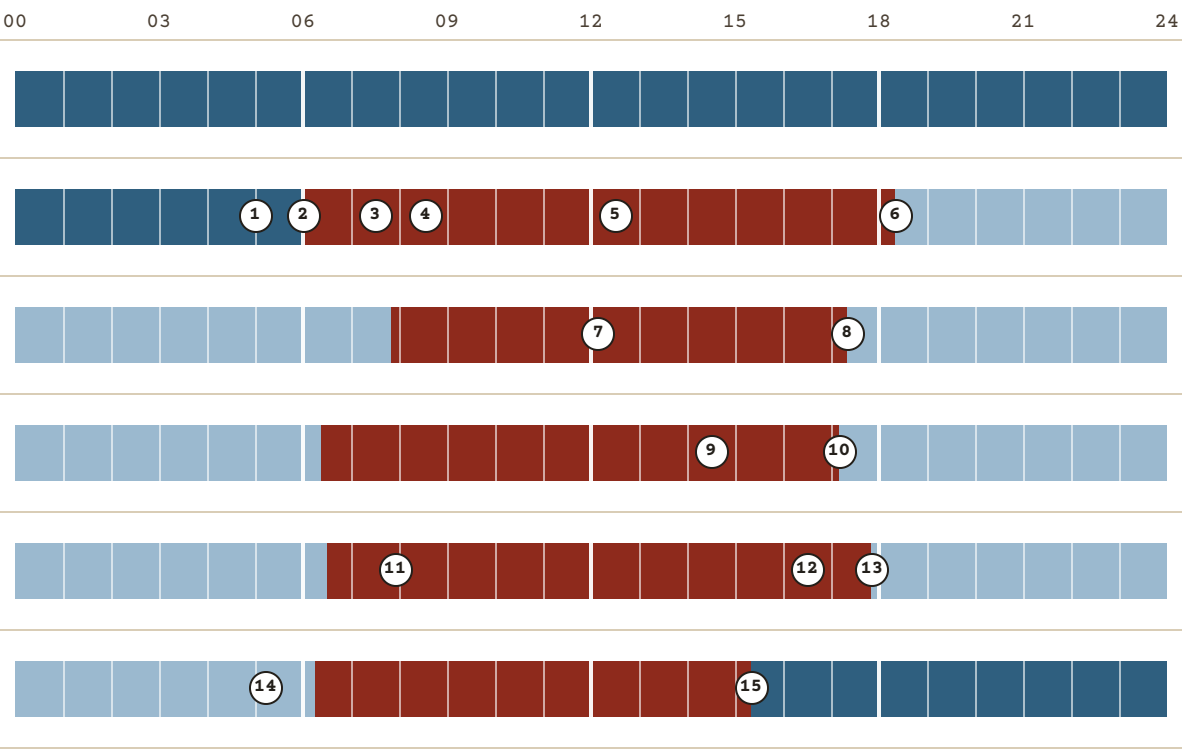
THE ASSAULT IN FIGURES

Action Report, Operation Galvanic

913	30	0833	98 %	21 / 28	0
troops, first waves	boats, five waves	first wave ashore	of cargo landed	boats damaged	crew casualties

HOUR BY HOUR, D-1 TO THE SAILING DAY

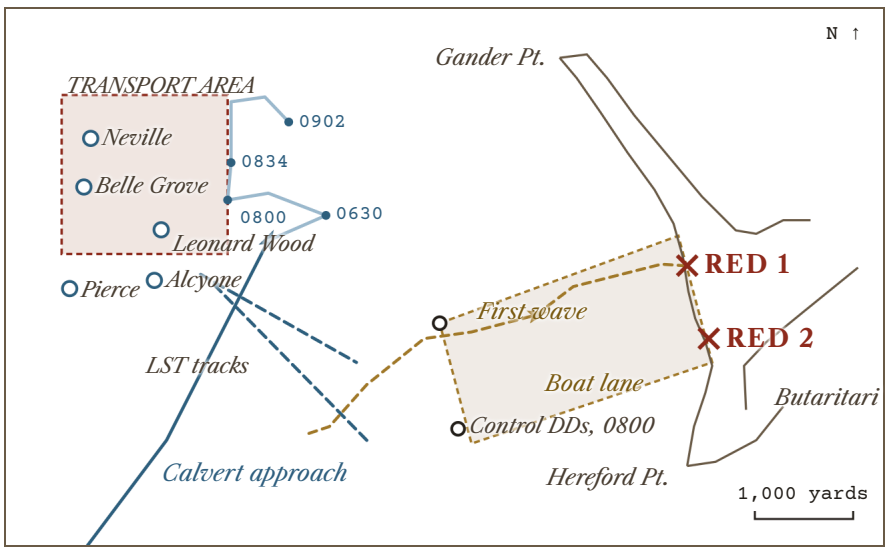
ship's time, from the war diary; 24 px to the hour



EVENT LOG

numbers match the hour strip

	Date	Time	Event
1	20 Nov	0500	General quarters; Condition One Able set for the approach
2	20 Nov	0600	Arrived in Transport Area 1; troops began debarking into the davit boats
3	20 Nov	0730	Guy of the heavy-duty boom carried away, last tank of the first wave still in the hold
4	20 Nov	0833	First wave landed on Red Beaches against light opposition (H-Hour 0830)
5	20 Nov	1230	All assault troops landed
6	20 Nov	1820	Underway with Task Force 52 to stand off for the night
7	21 Nov	1209	Anchored in Transport Area 2 to unload at Yellow Beach Two
8	21 Nov	1720	Took departure from the transport area for the night
9	22 Nov	1430	ComGen 27th Division: all organized resistance on Makin has ceased
10	22 Nov	1710	Underway after a storm warning; small tropical storm passed over at 1715
11	23 Nov	0755	General quarters for unidentified planes; underway 0802, friendly 0824
12	23 Nov	1630	Re-embarkation of troops commenced; all troops aboard 1745
13	23 Nov	1751	Underway; took departure from Transport Area 2
14	24 Nov	0513	Bright flame and explosion bearing 278° T: the Liscome Bay, torpedoed
15	24 Nov	1520	Took departure from Makin Atoll for Pearl Harbor with Task Group 54.13



Approach to Transport Area 1 and the first wave to Red Beach, 20 Nov 1943; transports at 0800, dashed lines the LSTs that launched the LVTs. Redrawn from the Calvert's radar plot (Action Report, p. 12); not fitted to a modern chart.

D-DAY · RED BEACH

H-Hour 0830. First wave ashore 0833 (radar 0834); fifth wave 0901.

Waves sent from the line of departure by the control destroyer *Phelps*, course to Red Beach 060° T.

Assault loading: 30 boats, 913 men and 81¾ tons in 1 h 40 min.

Unloading on D-Day 0630–1630: 204.5 long tons, 23 % of the cargo.

Coral at Red Beach

All waves reached the beach about on schedule, but only the LVTs and the first two waves could unload as planned. The beach was rock and coral; later waves lay off 50 to 100 yards out and landed one boat at a time. Boats broached and stranded, losing screws, skegs and rudders. Engineers blasted channels through the coral before dark.

Sources: War Diary and Action Report, USS Calvert, Nov 1943; War Diary, ComPhibFor 5, Nov 1943; Cullen, p. 6.



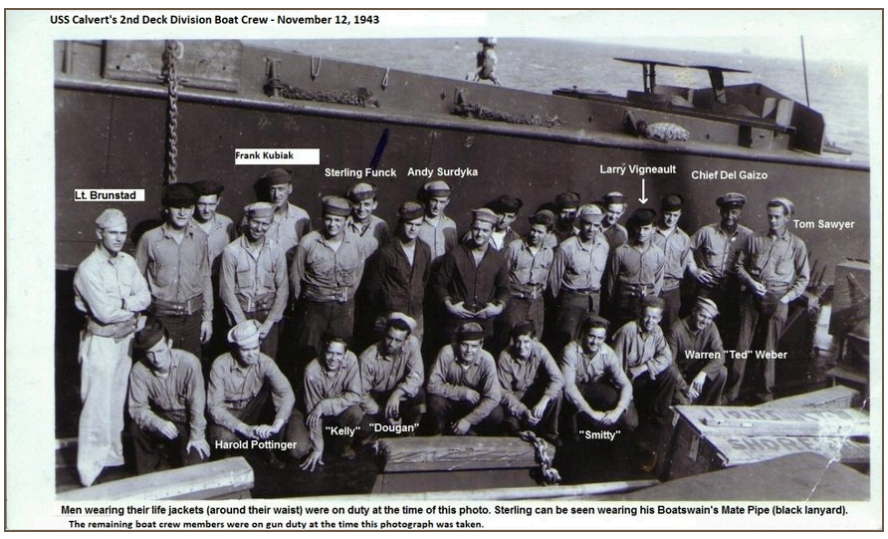
Landing craft circle in the rendezvous area off Butaritari, waiting to form the assault waves of the 1st Battalion Landing Team, 165th Infantry, from the Calvert. The Capture of Makin, Center of Military History, p. 35.



Troops on Red Beach One among the jagged boulders, D-Day. At right, a light tank of the 193d Tank Battalion that came ashore in the first wave. The Capture of Makin, p. 39.



21 Nov 1943: a landing craft carries captured Japanese soldiers and Korean laborers. The Calvert is ahead of the LCVP, moored with LST-31 for unloading. NavSource.



Part of the 2nd Deck Division boat crews, 12 Nov 1943, eight days before the landing; "the rest of the bunch were on gun watch" (Frank Kubiak). usscalvert.com.

"It is our job and duty to disembark and land the troops and their equipment with the utmost speed so they can complete the tough job assigned to them. There will be little or no rest for any one until all equipment is discharged."

Cdr. E. J. Sweeney, Memorandum to All Hands, 18 Nov 1943 (copy from Robert Hitch Jr.)

BOATS AND BEACHES

21 of 28 boats damaged on coral and boulders; one sank with two holes in her bottom. The salvage party buoyed sunken boat No. 12.

Damage: 10 bent skeg shoes, 10 bent screws, 9 bent and 8 broken rudder shafts, 6 holed hulls; 168 boat-hours out of commission.

No. 1 davit disabled during the assault; boom guy carried away at 0730 on D-Day.

Unloading took 27 h 5 min, 32.2 long tons an hour; 98 % landed, the rest held aboard by order.

No night unloading: Calvert boats lay off Yellow Beach Two for hours awaiting permission to land.

Standing off by night

Each evening the transports put to sea and returned at daylight, while the LSTs sheltered in the lagoon. On D+1 the Calvert shifted to Transport Area Two and unloaded into LST-31 for Yellow Beach Two. Organized resistance ended at 1430 on 22 November; on the 23rd the troops re-embarked, all aboard by 1745.

Islanders on the beach

Early in the landings the people of Makin began to come out of hiding, at first a chief and soon scores of all ages, onto Red Beach 1. Boat crews salvaging stranded craft were unsure of them at first; it quickly became clear they meant no harm.

FROM 22 NOV

Salvage at Tarawa

On D+2 Coxswain Sterling Funck and other 2nd Deck Division men were sent to Tarawa to pull stranded landing craft off the reef near Red Beach 1. He spent seven days there, at one point working a salvaged warping tug with a crane. No official record supports these accounts.

24 NOV

The Liscome Bay

At 0513 on 24 November, south of Makin, the Calvert saw a bright flame and explosion bearing 278°. The escort carrier Liscome Bay had been torpedoed by a submarine and sank; the Leonard Wood and Neville were designated to receive survivors. The Calvert left Makin at 1520.

25 NOV

Two Thanksgivings

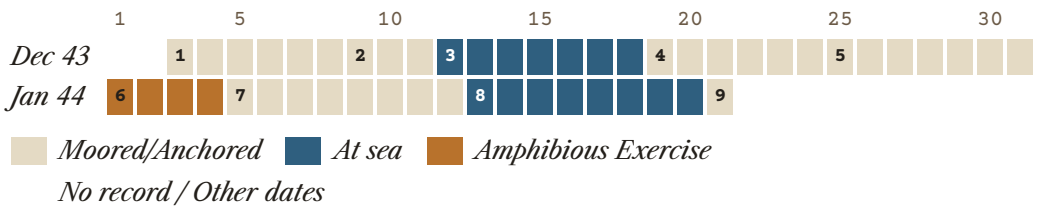
Homeward, the convoy crossed the 180th meridian at 1500 on Thanksgiving Day. "We had two Thanksgivings," Lawrence Copeland remembered, "we were fed well for the first one, but not for the second one." On the way home Captain Sweeney had all souvenirs thrown overboard.

Sources: Action Report, Operation Galvanic, USS Calvert; War Diaries of the Calvert and of Commander Fifth Amphibious Force, Nov 1943; Funck, Adventures of a Landing Craft Coxswain, pp. 49–53; Calversion vols. 14 and 42.

Preparation for Flintlock

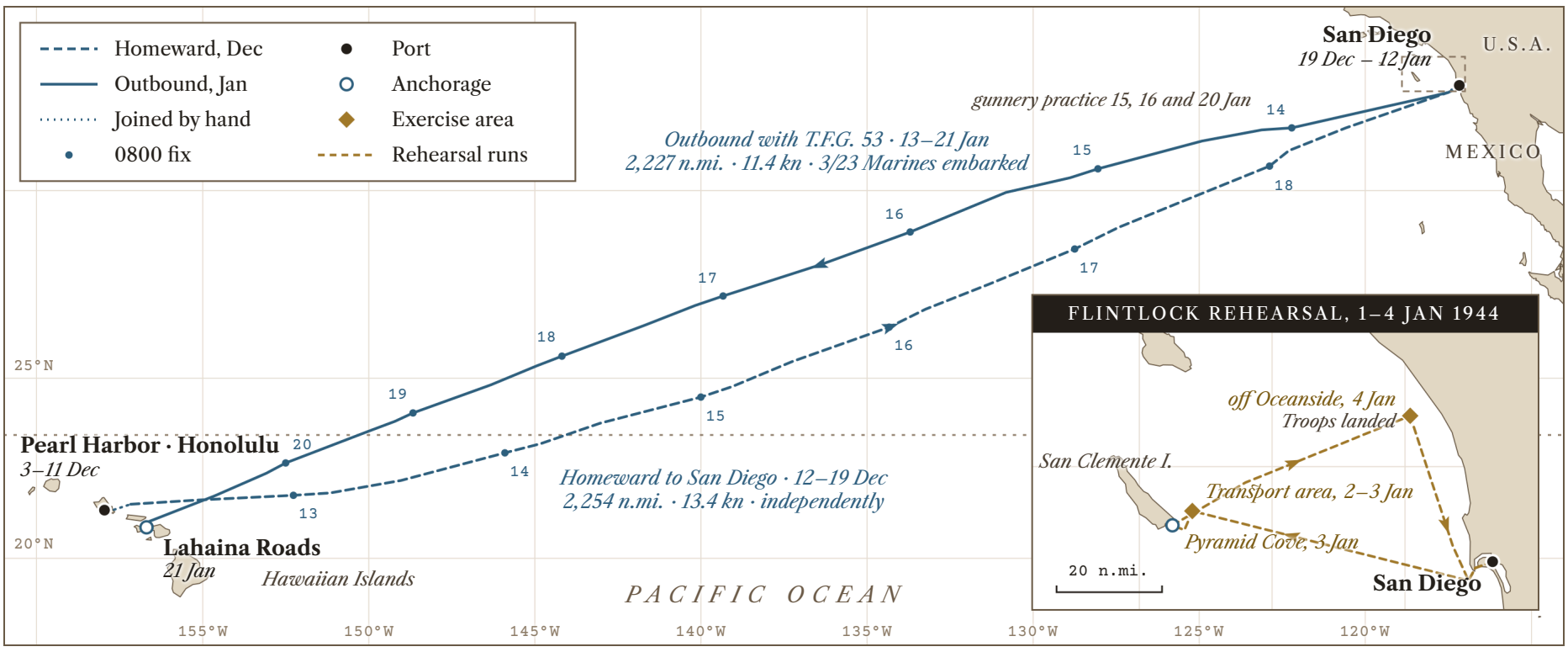
Pearl Harbor, San Diego and Lahaina Roads, 3 December 1943 to 21 January 1944

3 Dec 1943 – 21 Jan 1944 · 50 days



Moored/Anchored	31
Underway at sea	15
Amphibious Exercise	4
Total days for this period	**50**

		Dates	Days	n.mi.	Knots
1	Pearl Harbor *Detached from TransDiv 20; to TransDiv 28, 7 Dec*	3–8 Dec	6		
2	Honolulu *TransDiv 28 formed for Flintlock, 10 Dec; Tarawa beach party embarked*	9–11 Dec	3		
3	Honolulu to San Diego *Independent; 60 Tarawa beach-party men carried*	12–18 Dec	7	2,254	13
4	San Diego, Destroyer Repair Base *Flintlock loading plans, 20-26 Dec; ship's party, 23 Dec*	19–24 Dec	6		
5	San Diego, Destroyer Repair Base *3/23 Marines embarked 25 Dec; cargo loading from 26 Dec*	25–31 Dec	7		
6	Flintlock rehearsal, San Clemente Island *TG 53.14; landings 3 Jan; troops landed off Oceanside 4 Jan*	1–4 Jan	4		
7	San Diego, Destroyer Repair Base *Arrived 5 Jan, moored Pier 1 6 Jan; repairs and alterations*	5–12 Jan	8		
8	San Diego to Lahaina Roads *T.F.G. 53, 3/23 Marines embarked, Movement Order 156-44*	13–20 Jan	8	2,227	11
9	Lahaina Roads, Maui, T.H. *Anchored 0932; fuel, diesel and stores; no liberty*	21 Jan	1		
	Totals	3 Dec 43 – 21 Jan 44	4,481		



Tracks from the war-diary fixes at 0800, 1200 and 2000 (leg GeoPackages); Honolulu to the first fix, the last fix to San Diego and the last fix to Lahaina Roads joined by hand. Inset runs routed between the positions the war diaries name; positions approximate. Land: Natural Earth 10 m. Miles from the leg files; knots from logged times.

HIGHLIGHTS OF THE PERIOD

from the research notes

11–19 DEC · HONOLULU

Tarawa veterans ride east

Sixty enlisted men of the *Thuban* and *Virgo*, who had served in the *Sheridan*'s beach party at Tarawa, 20–26 Nov, came aboard at Honolulu on 11 Dec. One was told to report to the *Calvert* "for transportation to whatever port U.S.S. *Sheridan* might be."

23–25 DEC · SAN DIEGO

Christmas at the Repair Base

The ship's Christmas party was held at Turner Hall on 23 Dec. Christmas Day was a working day: a special service and dinner, then back to the work. Later that day about 1,200 Marines of the 3rd Battalion Landing Team, 23rd Regimental Combat Team, 4th Marine Division came aboard.

26–30 DEC · PIER 1

Loading out of order

Cargo reached the pier out of priority order and was sorted on the dock and in the holds. Additions kept coming: 83 long tons of B rations and a bulldozer on 27 Dec, 525 tons of ammunition on the 29th (No. 2 hatch was unloaded to restow it), 31,000 sandbags and 22 rubber boats on the 30th.

1–4 JAN · SAN CLEMENTE ISLAND

The rehearsal

TransDiv 28 (*Bolivar, Calvert, La Salle, Sheridan, Alcyone, Gunston Hall*) sailed on New Year's Day as T.G. 53.14 and joined Admiral Conolly's warships and carriers. Debarkation drills on 2 Jan, landing exercises on the 3rd, a night in Pyramid Cove, and the troops put ashore off Oceanside on the 4th.

7–13 JAN · SAN DIEGO

New hands aboard

A 32-man beach party, Billy Lee Bell among them, came over from the *Doyen* on 7 Jan. On the 13th the ship carried 74 officers and 1,170 men of Landing Team 3, Combat Team 23, and 1,046 tons of cargo, plus a Fighter Direction Station of 4 officers and 12 men and Naval Air Liaison teams.

13–21 JAN · AT SEA

"The longest shore-to-shore"

So the Marines' history calls the 4,300-mile lift. Dawn general quarters, drills and gunnery on 15, 16 and 20 Jan; in one shoot, 20 mm tracers fired by accident from the *Callaway* passed between the *Calvert* and the *Sheridan*. At Lahaina: 74,214 gallons of fuel oil, stores to capacity, no liberty.

"I saw a big, beautiful ship painted with blue, black and white diagonal camouflage stripes bearing the identification APA-32 written on her bow."

Joseph S. Bushell, ARM2/c, Naval Air Liaison team · *Calversion* v37

"Before I had gone up, Tom Sawyer said, 'Funcky, whatever you do watch it up on the stack.' When I came down I went to test the rigging and … I left go of the line. I was stunned for a while, but I was ok."

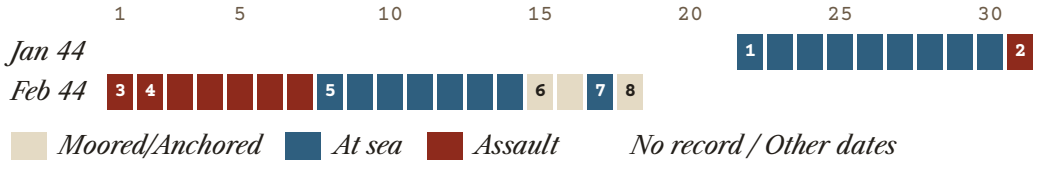
Sterling Funck, rigging the stack for the camouflage painters · Funck, p. 54

Sources: Calvert and ComTransDiv 28 war diaries; Kwajalein action report; Cullen; Funck; Bell, Beach Party; Calversion v12, v29, v37; Breaking the Outer Ring; Natural Earth.

Operation Flintlock, Roi-Namur

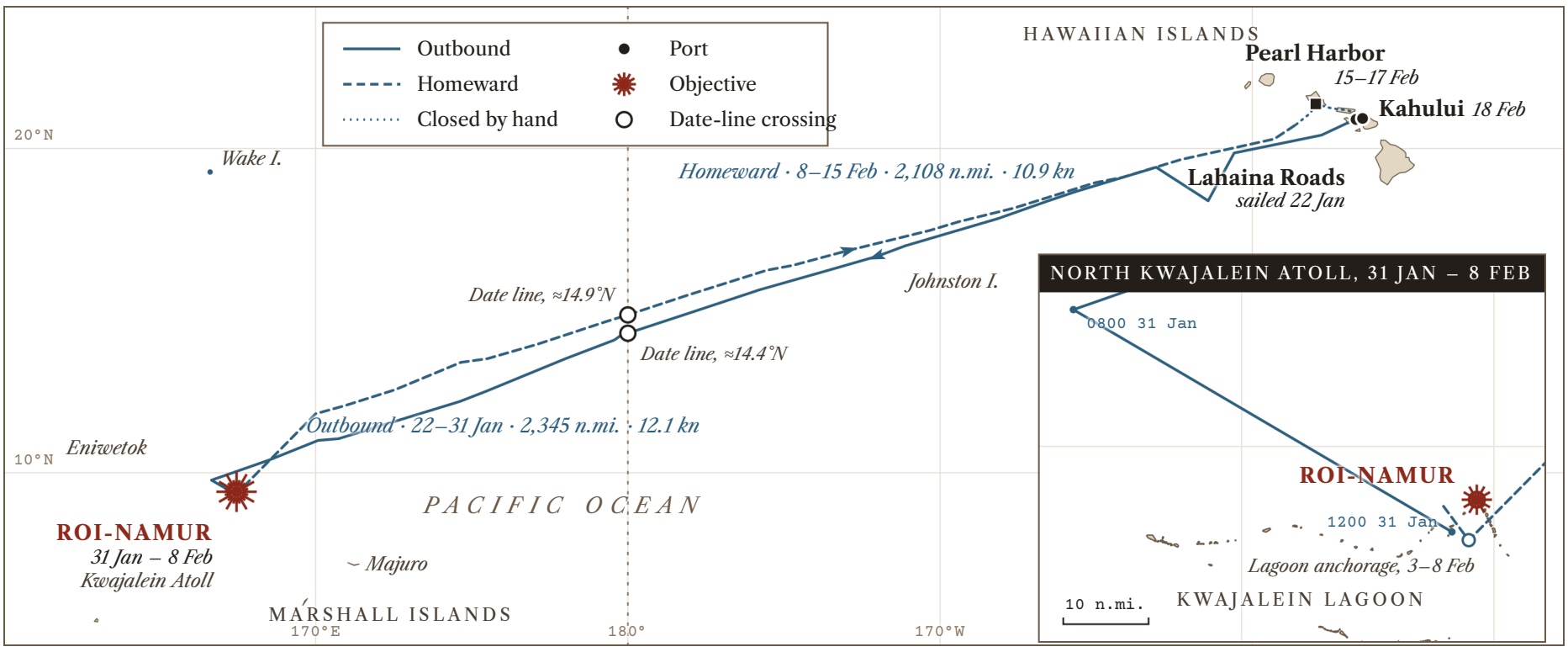
Lahaina Roads to Kwajalein Atoll, the assault on Roi-Namur, and return to Maui

22 Jan – 18 Feb 1944 · 28 days



Moored/Anchored	3
Underway at sea	17
Assault, war-time operation	8
Total days for this period	**28**

		Dates	Days	n.mi.	Knots
1	Lahaina Roads to Kwajalein Atoll *TU 53.11.3, Northern Attack Force · Landing Team 3, 23rd Marines*	22–30 Jan	9	2,345	12 *
2	Operation Flintlock · D-Day, Roi-Namur *Reserve; Transport Area off Roi 1257; underway for the night*	31 Jan	1		
3	Operation Flintlock · Red Beach, Roi *Landing Team 3 ashore on Red Beaches II and III; anchored 1735*	1 Feb	1		
4	Kwajalein Lagoon · Roi-Namur secured 2 Feb *Unloaded 1,046 tons; re-embarked 1,669 Marines, D+3 to D+6*	2–7 Feb	6		
5	Kwajalein Atoll to Pearl Harbor *TU 53.11.3, Bolivar OTC · 1,669 Marines and 38 casualties*	8–14 Feb	7	2,108	11 *
6	Pearl Harbor, Berth HOW 3 *Moored 1854, 15 Feb; no war-diary comment on 16 Feb*	15–16 Feb	2		
7	Pearl Harbor to Kahului, Maui *Overnight passage; departed 1844, 17 Feb*	17 Feb	1		
8	Kahului Harbor, Maui *Moored port side, Pier 1, 1020; Marines disembarked*	18 Feb	1		
	Totals	**22 Jan – 18 Feb**		**4,453**	



Tracks from the war-diary fixes in the two leg files; miles from the leg files, knots from logged times (the table rounds to 12 and 11). Last fix to Pearl Harbor and Pearl–Kahului drawn by hand, route approximate. Date-line crossings interpolated. Land: Natural Earth 10 m; inset islands GSHHS.

HIGHLIGHTS

from the war diary, action report and crew accounts

22 JAN · LAHAINA ROADS

The mission revealed

Once clear of Lahaina Roads all hands were told the objective, Roi and Namur, code-named Burlesque and Camouflage. The Calvert sailed in reserve with five alternative plans, carrying Landing Team 3, 23rd Marines: 79 officers, 1,170 men and 1,045 tons of cargo.

22–30 JAN · AT SEA

Nine days of drills

General Quarters at dawn and dusk every day, six abandon-ship drills and daily debarkation drills. Gunnery on 23 Jan used 1,125 rounds of 20 mm and 418 of 40 mm. On 28 Jan Navy dive bombers and torpedo planes made dry strafing runs on the convoy; on 29 Jan the crew heard gunfire ahead.

31 JAN · D-DAY

In reserve off Roi

At 1257 the Calvert reached the transport area about six miles off Roi, with fourteen pre-loaded boats ready at the rail. Thirteen LCV(P)s went to the La Salle to carry troops to the LSTs. Casualties began coming aboard at 1500. That night the transport groups steamed offshore.

1 FEB · D+1

Landing Team 3 to Red Beach

In Transport Area No. 4 from 0647, the landing team debarked in 3 hours 1 minute. The floating reserve waited 5½ hours in the boats through two rain squalls, then landed on Red Beaches II and III unopposed. At 1735 the ship anchored in the lagoon.

2 FEB · D+2

Burial at sea

PFC Stephen Hopkins, son of Harry Hopkins, died aboard of a head wound taken in a banzai charge and was buried at sea with full religious and military rites. Cmdr. Schooler recalled him as the first casualty the medical department had lost in any of the ship's invasions.

2–8 FEB · KWAJALEIN LAGOON

Unload, reload, sail

Boats discharged 110 tons on D+1 and 225 on D+2. Sixty-four casualties went to the hospital ship Solace on 3 Feb; 38 stayed aboard for Pearl. From D+3 to D+6 the ship re-embarked 1,669 Marines, 133 % of capacity, many sleeping on deck. She sailed at 1418 on 8 Feb.

"Most of us have served … on the past three invasions that the Calvert has made and I have the highest confidence in you. This time we are to land the Marines, who have trained long and hard for this meeting …"

Cmdr. E. J. Sweeney, USNR, Memorandum to All Hands, January 1944

"It was a big, beautiful ship with a terrific crew, carrying some of the best Marines I have ever known. I am proud to have served on board her …"

Joseph S. Bushell, ARM2c, Calversion vol. 37, on the arrival at Maui, 18 Feb

Sources: War Diary, USS Calvert, Jan–Feb 1944; Action Report, Kwajalein Atoll, 31 Jan – 8 Feb 1944; war diaries of ComTransDiv 28 (Bolivar) and USS Sheridan; Cullen, A History of the USS Calvert; Funck, Adventures of a Landing Craft Coxswain; Calversion (Bushell, Schooler).

Operation Flintlock · Roi-Namur, Kwajalein Atoll

Landing Team 3, 23rd Marines, 4th Marine Division · TransDiv 28, Northern Attack Force (TF 53)

30 Jan – 8 Feb 1944
8 nights at the objective

THE ASSAULT IN FIGURES

Action Report, Kwajalein Atoll

1,249
Marines embarked: 79 officers, 1,170 men

1,045 t
cargo and supplies, combat-loaded

3 h 01 m
to debark Landing Team 3, D+1

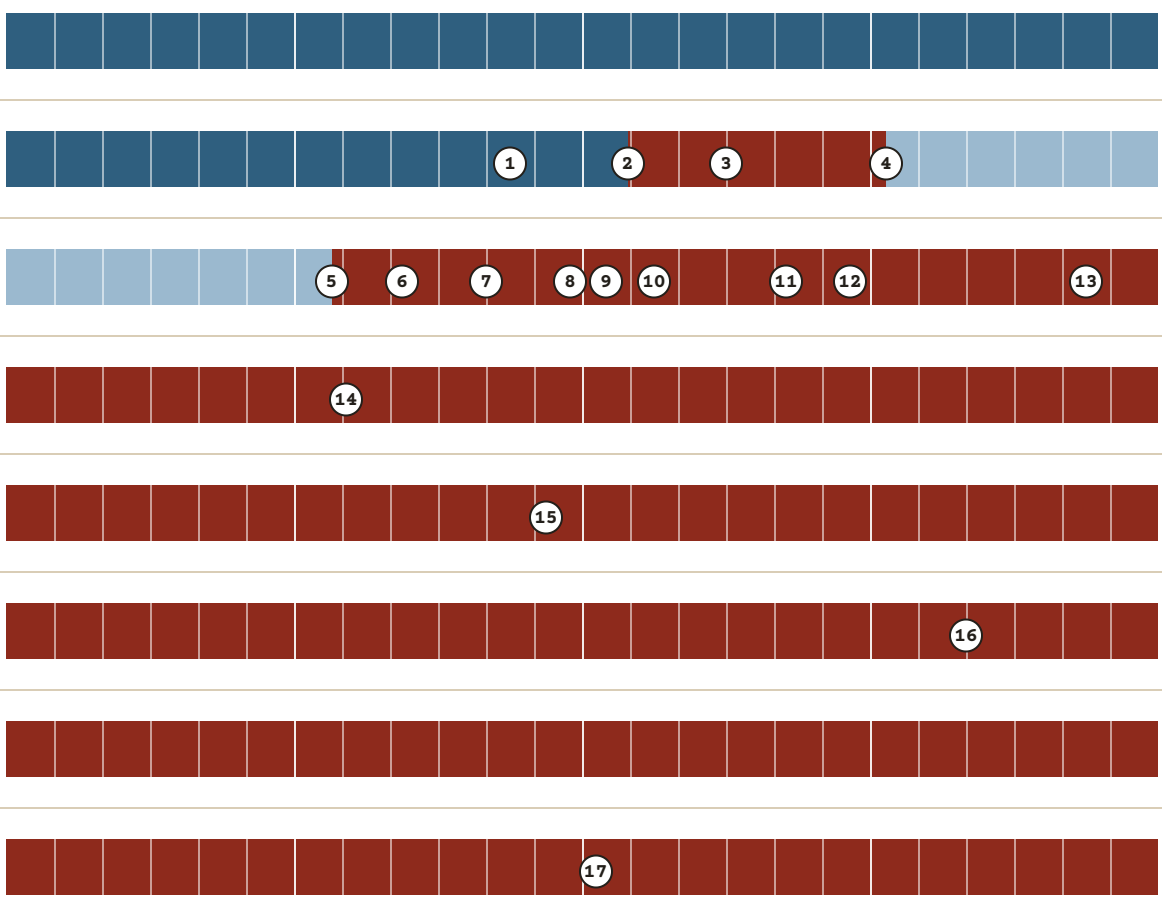
1,046 t
discharged at the objective

64 · 38
casualties to Solace · carried to Pearl

1,669
Marines re-embarked, D+3 to D+6

HOUR BY HOUR

ship's time, zone −12; continued on page 2



EVENT LOG

ship's war diary and action report unless noted

	Date	Time	Event
1	31 Jan	1030	Sighted Bigger-Man Island bearing 186°, distance 14 miles (ComTransDiv 28)
2	31 Jan	1257	Arrived in the transport area about six miles off Roi; all hands at GQ from 1245
3	31 Jan	1500	Casualties began arriving aboard
4	31 Jan	1820	Transport groups underway for the night; boats hoisted 1843, four left with the LSTs
5	1 Feb	0647	Arrived in Transport Area No. 4; began rail-loading the davit boats
6	1 Feb	0815	Hatch boats all lowered (0810); unloading of cargo began
7	1 Feb	1000	All assault troops and equipment debarked, except one bulldozer
8	1 Feb	1145	Landing Team 3's waves ordered to the line of departure
9	1 Feb	1230	First three waves transferred to LVTs; the rest landed as loaded
10	1 Feb	1330	All six floating-reserve waves landed on Red Beaches II and III; no resistance
11	1 Feb	1615	Left the transport area for the lagoon anchorage via Ivan (Mellu) Pass
12	1 Feb	1735	Anchored in anchorage No. 111, Kwajalein Lagoon
13	1 Feb	2230	Secured loading: 110 tons discharged on D+1 (86 LCV(P) trips, 7 LCM)
14	2 Feb	0705	Unloading resumed; 225 tons discharged on D+2 in 23 h 30 min
15	3 Feb	1115	Hospital ship Solace stood in and took casualties from the evacuation ships
16	4 Feb	2000	Permanent Beachmaster released the Calvert's beach party
17	6 Feb	1217	Gun stations manned: flagship reported unidentified aircraft nearby

D+1 · RED BEACH, ROI (BURLESQUE)

Unit: LT 3, 23rd Marines, floating reserve, six waves.
Beaches: Red II and III; beach party on the left of Red III.
Boats: 12 davit boats rail-loaded 417 troops in 45 min.
Landed: 1330 (action report); 1450 on the USMC chart.

"The reserve assault troops spent 5½ hours in the boats, enduring two rain squalls and a choppy sea. These troops became sea-sick, cramped, restless and manifested few assault characteristics when they finally landed."

Action Report, Kwajalein Atoll, USS Calvert, Jan–Feb 1944

HOUR BY HOUR

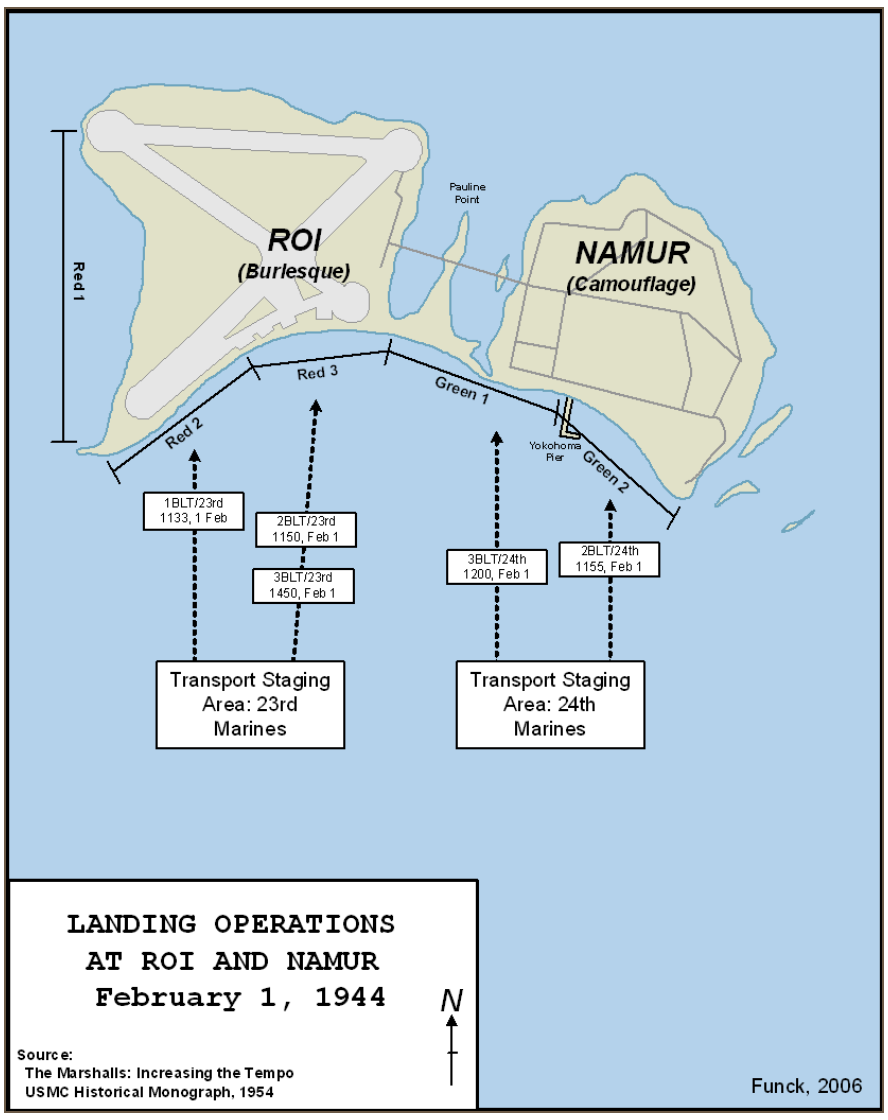
continued from page 1

Date	00	03	06	09	12	15	18	21	24	Tons	Remarks
D+7 *Mon 7 Feb*								(18) (19)		–	*Night air alert over the anchorage*
D+8 *Tue 8 Feb*								(20)		–	*1,669 Marines aboard, 133 % of capacity*

EVENT LOG

Bolivar war diary for 7 Feb

	Date	Time	Event
(18)	7 Feb	2130	Unidentified aircraft circled the anchorage; GQ, screen laid smoke (Bolivar)
(19)	7 Feb	2250	Secured from General Quarters
(20)	8 Feb	1418	Took departure from Kwajalein Atoll for Pearl Harbor with TU 53.11.3



Landing operations at Roi and Namur, 1 Feb 1944, north up, not to scale. Drawn by Christian Funck (2006) after The Marshalls: Increasing the Tempo, USMC Historical Monograph, 1954. The Calvert carried 3BLT/23rd; the chart's 1450 is later than the action report's 1330.

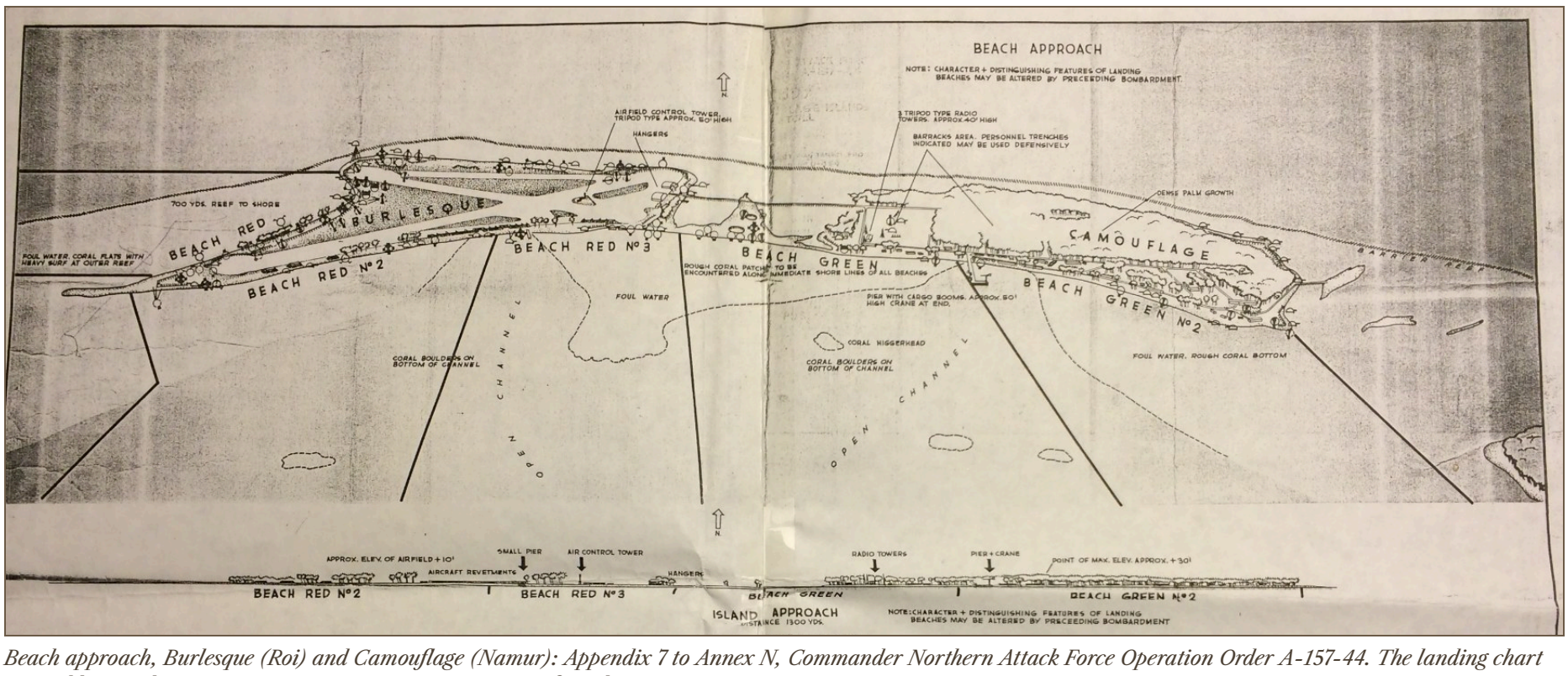


1305, 1 Feb: members of the 23rd Marines on Roi turn toward the explosion of a torpedo magazine on Namur, which killed twenty Marines and wounded over a hundred. Department of Defense photo (USMC) 71921.

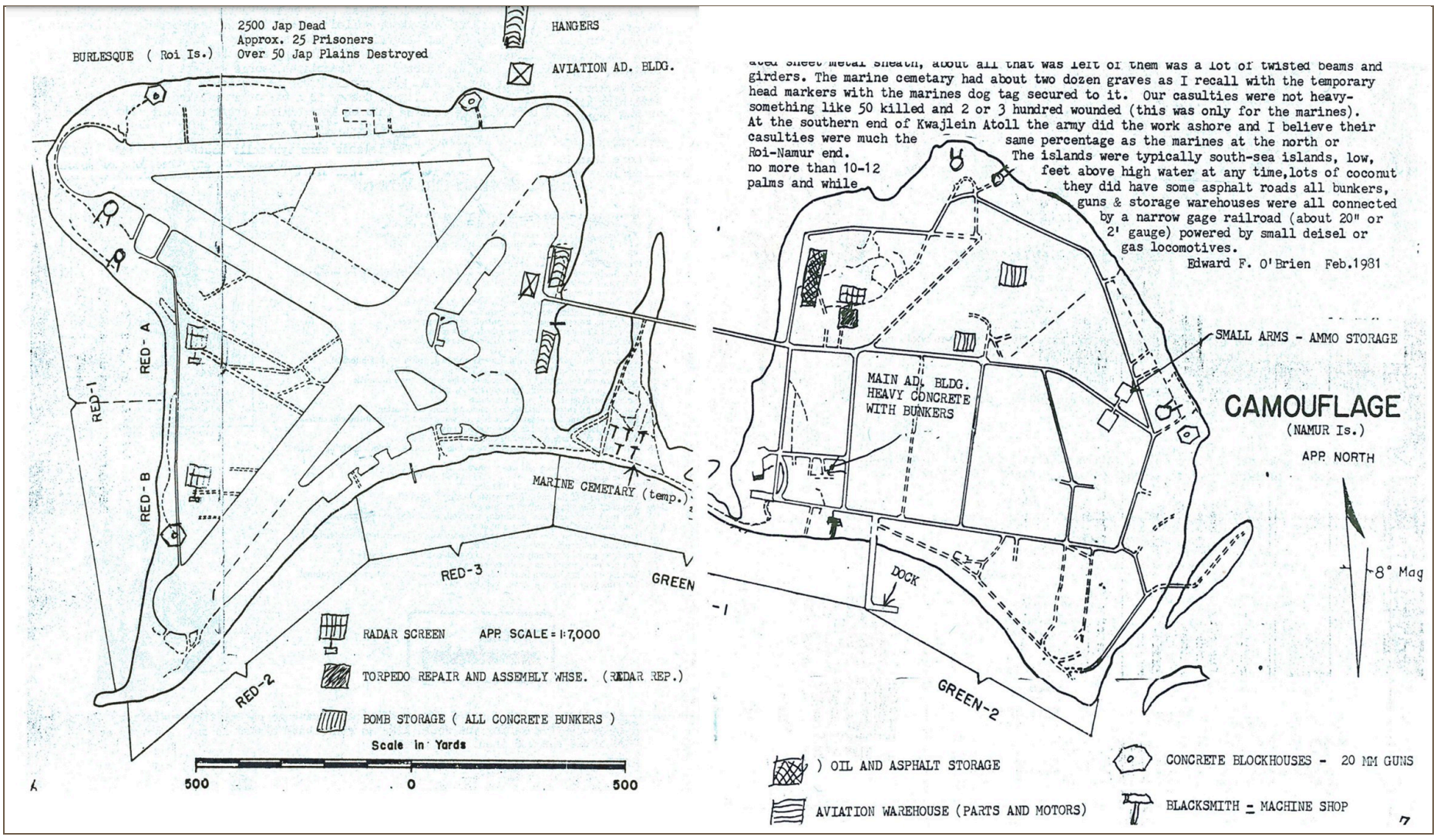
1 FEB · D+1

Into the lagoon

After the waves were away the boats began shuttle trips at 1350. At 1615 the Calvert left Transport Area No. 4, passed through Ivan Pass at 1655 and anchored in the lagoon at 1735 to support the troops ashore.



Beach approach, Burlesque (Roi) and Camouflage (Namur): Appendix 7 to Annex N, Commander Northern Attack Force Operation Order A-157-44. The landing chart carried by Matthew Fountain, BM1c, coxswain. Courtesy of Mark Fountain.



Roi (Burlesque, left) and Namur (Camouflage, right), annotated by Edward F. O'Brien from the notes he made going over the islands a day or two after D-Day to salvage boats and life belts; letter of February 1981. Approx. scale 1:7,000. Calversion vol. 8, p. 7.

2 FEB · D+2

Burial at sea

PFC Stephen Hopkins, son of Harry Hopkins, kept his machine gun firing into a banzai charge until he was shot in the head. He died aboard the Calvert on the night of 2 Feb and was buried at sea with full religious and military rites.

1–4 FEB · RED BEACH

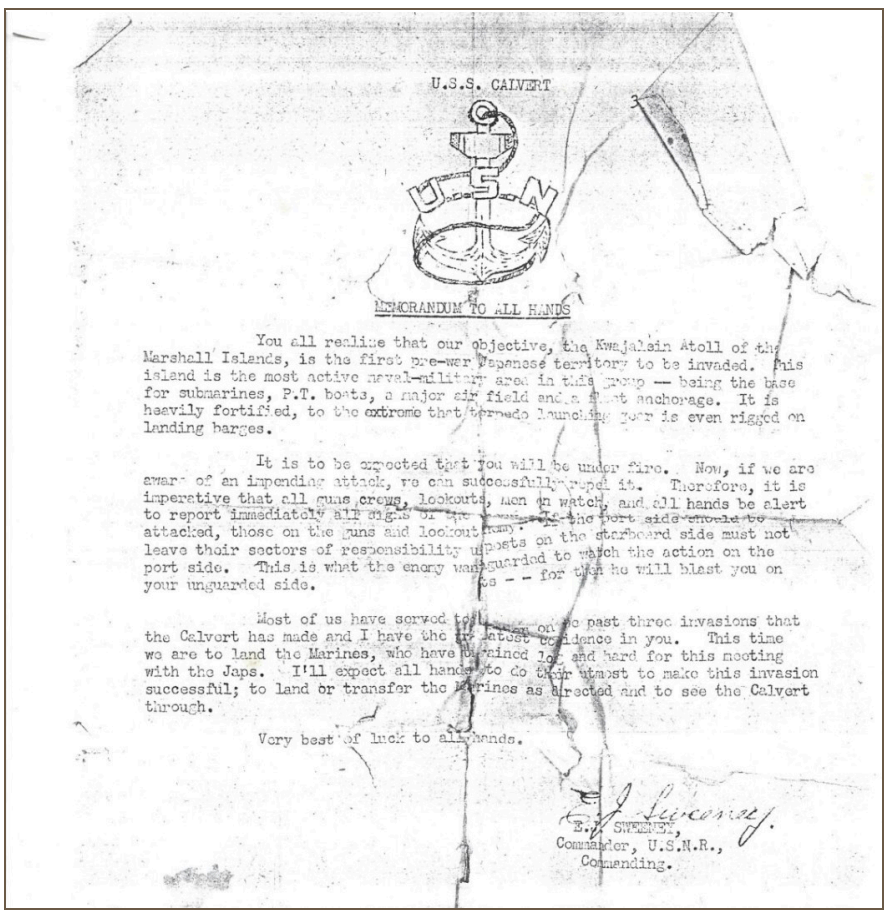
The beach party

Landing with the third wave, the beach party worked the left flank of Red III and later 75 yards of Red II. With one bulldozer, no tractors and no trained shore party, supplies cluttered the beach. A doctor and seven corpsmen stayed ashore until D+3.

31 JAN – 8 FEB

Evacuation ship

The Bolivar, Calvert, Sheridan and Doyen were named evacuation ships. From 1500 on D-Day casualties came aboard; 64 went on to the Solace, eight back to their own transports, and 38 Marines sailed with the Calvert for Pearl.


U.S.S. CALVERT

MEMORANDUM TO ALL HANDS

You all realize that our objective, the Kwajalein Atoll of the Marshall Islands, is the first pre-war Japanese territory to be invaded. This island is the most active naval-military area in this group — being the base for submarines, P.T. boats, a major air field and a fleet anchorage. It is heavily fortified, to the extreme that torpedo launching gear is even rigged on landing barges.

It is to be expected that you will be under fire. Now, if we are aware of an impending attack, we can successfully repel it. Therefore, it is imperative that all guns crews, lookouts, men on watch, and all hands be alert to report immediately all sights or [illegible]. If the port side should be attacked, those on the guns and lookout [illegible] on the starboard side must not leave their sectors of responsibility unposts on the watch the action on the port side. This is what the enemy wan[illegible]guarded to [illegible] for then he will blast you on your unguarded side.

Most of us have served to[illegible] on the past three invasions that the Calvert has made and I have the greatest confidence in you. This time we are to land the Marines, who have trained long and hard for this meeting with the Japs. I'll expect all hands to do their utmost to make this invasion successful; to land or transfer the Marines as directed and to see the Calvert through.

Very best of luck to all hands.

E. J. SWEENEY,
Commander, U.S.N.R.,
Commanding.

Memorandum to All Hands from Cdr. E. J. Sweeney, USNR, issued on the way to Kwajalein (date presumed 22 Jan 1944). Copy courtesy of Robert Hitch Jr., son of Coxswain Robert Howard Hitch.

"Burlesque (Roi) was secured about 1800. There was still some fighting on Camouflage (Namur) ... In a sense I felt very let down, that I had not done my job."

Joseph S. Bushell, ARM2c, ashore with the 23rd Marines, Calversion vol. 37

"The Marine cemetery had about two dozen graves as I recall with temporary head markers with the Marines' dog tags secured to it."

Edward F. O'Brien, Calversion vol. 8

"Although there were no individual instances of exceptionally meritorious conduct ... their spirit, courage, and devotion to duty was of the highest order."

Cdr. E. J. Sweeney, Commanding Officer's statement, Action Report

1–7 FEB

Boats and repairs

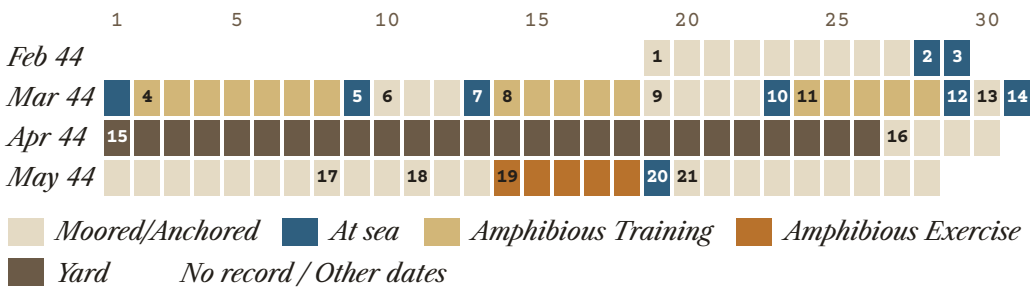
Coral and surf cost the boats 19 broken frames, 13 holed hulls, 6 screws and 3 twisted rudder shafts. Salvage boats pulled broached boats off Mellu Island. The ship also fuelled LCI 455 with 7,520 gallons of diesel.

Sources: War Diary, USS Calvert, Jan–Feb 1944; Action Report, Kwajalein Atoll, 31 Jan – 8 Feb 1944; war diaries of ComTransDiv 28 (Bolivar) and USS Sheridan; Cullen, A History of the USS Calvert; Funck, Adventures of a Landing Craft Coxswain; Calversion vols. 7, 8, 37; NPS, Marines in the Central Pacific.

Preparation for Operation Forager, Hawaiian Islands

Landing exercises from Hilo, the Navy Yard overhaul, and the rehearsal at Maui and Kahoolawe

19 Feb – 28 May 1944



Moored/Anchored	43
Underway at sea	9
Amphibious Training	17
Amphibious Exercise	5
Yard	26
Total days for this period	**100**

		Dates	Days	n.mi.	Knots
1	Pearl Harbor, Oahu *From Kahului 19 Feb; Berth X-Ray 8, then B-22 on 20 Feb*	19–27 Feb	9		
2	Pearl Harbor to Hilo Bay *TransDiv 28 column: Bolivar, Sheridan, Doyen, Calvert*	28 Feb	1		
3	Hilo Bay to Maalaea Bay *Embarked 2nd Combat Team, 2nd Marine Division, at Hilo*	29 Feb – 1 Mar	2		
4	Landing exercises, Maalaea Bay, Maui *Transport Area Baker; Regimental Landing Exercise 8 Mar*	2–8 Mar	7		
5	Maalaea Bay to Kawaihae *Column, 10 kn; PC 483 and PC 487 screening; troops landed*	9 Mar	1		
6	Hilo, Hawaii *Berth 4; discharged, then reloaded equipment and troops*	10–12 Mar	3		
7	Hilo to Maalaea Bay *Column: Bolivar, Sheridan, Doyen, Calvert; 10 knots*	13 Mar	1		
8	Landing exercises, Maalaea Bay, Maui *Battalion Landing Exercises 1 and 2, 16–17 Mar; Regimental, 18 Mar*	14–18 Mar	5		
9	Hilo, Hawaii *Off Kawaihae 19 Mar; troops landed 20 Mar; reloaded at Hilo*	19–22 Mar	4		
10	Hilo to Maalaea Bay *Second landing cycle; arrived in the transport area 0725, 24 Mar*	23 Mar	1		
11	Landing exercises, Maalaea Bay, Maui *Landing Exercises One and Two, 25–26 Mar; critique 27 Mar*	24–28 Mar	5		
12	Maalaea Bay to Kawaihae *Column, 12 then 15 kn; troops landed at 0715, 30 Mar*	29 Mar	1		
13	Hilo, Hawaii *Troops landed at Kawaihae 0715; entered Hilo 1600*	30 Mar	1		
14	Hilo to Pearl Harbor *Via Kawaihae to unload LVTs; with Sheridan and PC 487*	31 Mar	1		
15	Pearl Harbor Navy Yard: overhaul *Drydock No. 4, 6–10 Apr; Berth 22 to 26 Apr; machinery repairs*	1–26 Apr	26		
16	Pearl Harbor, Oahu *Berth X-Ray 17 by 1 May; attached to TransDiv 30*	27 Apr – 7 May	11		
17	Kahului, Maui *Pier 1; embarked 1st Bn, 24th Marines, 4th Marine Div*	8–10 May	3		
18	Sand Island, Honolulu *Pier 4; air support and hydrographic units embarked*	11–13 May	3		
19	Training Order 12-44, Maalaea Bay, Maui *From Lahaina Roads, TransDiv 30; landings simulate Forager*	14–18 May	5		
20	Maalaea Bay to Pearl Harbor *After the Kahoolawe rehearsal; TransDiv 30*	19 May	1		
21	Pearl Harbor, Oahu *Alongside Knox; West Loch explosion 21 May; liberty*	20–28 May	9		
	Totals	**19 Feb – 28 May**			

HIGHLIGHTS

Three landing cycles, March

With TransDiv 28 (Bolivar, Sheridan, Doyen), the Calvert ran one circuit three times: load Marines and gear at Hilo, steam overnight to Maalaea Bay, land them in drills that built to a Regimental Landing Exercise, then put them ashore at Kawaihae and return to Hilo.

Wind and surf off Maui

Southerly winds of force 4 to 6 and rain squalls kept the boats in the davits on 4 and 6 March. On 8 March the Regimental Landing Exercise went in over Beaches Red 1 and Red 2, and the equipment was ashore by 2200.

Navy Yard, 1–26 April

Drydock No. 4, 6–10 April: hull leaks repaired, the bottom scraped and the camouflage painted over light blue. Turbines and thrust bearing inspected, winches and feed pump repaired, and two Ford-drive twin 40 mm mounts replaced with York power-drive mounts.

1st Battalion, 24th Marines

At Kahului, 8–10 May, the Calvert combat loaded 660 short tons and embarked Landing Team One of Combat Team 24, 4th Marine Division, for Saipan. At Sand Island, 11–13 May, air support and hydrographic units came aboard and the Marines had liberty in Honolulu.

Rehearsal for Forager, 14–19 May

Under Training Order 12-44, TransDiv 30 formed waves off Maalaea Bay on 15 May, landed troops on 16 and 17 May, re-embarked them on 18 May, and on 19 May ran a full-scale rehearsal at Kahoolawe with live naval gunfire and air support.

West Loch, 21 May

At 1530 an ammunition blast at West Loch, Pearl Harbor, started fires that burned into the next morning. Six LSTs, three LCTs and 17 LVTs were destroyed; 163 men were killed and 396 injured. The Calvert lay moored alongside the Knox.

> *"Boy, we must be getting ready for a big one because we have practiced hitting those beaches four times."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · early March

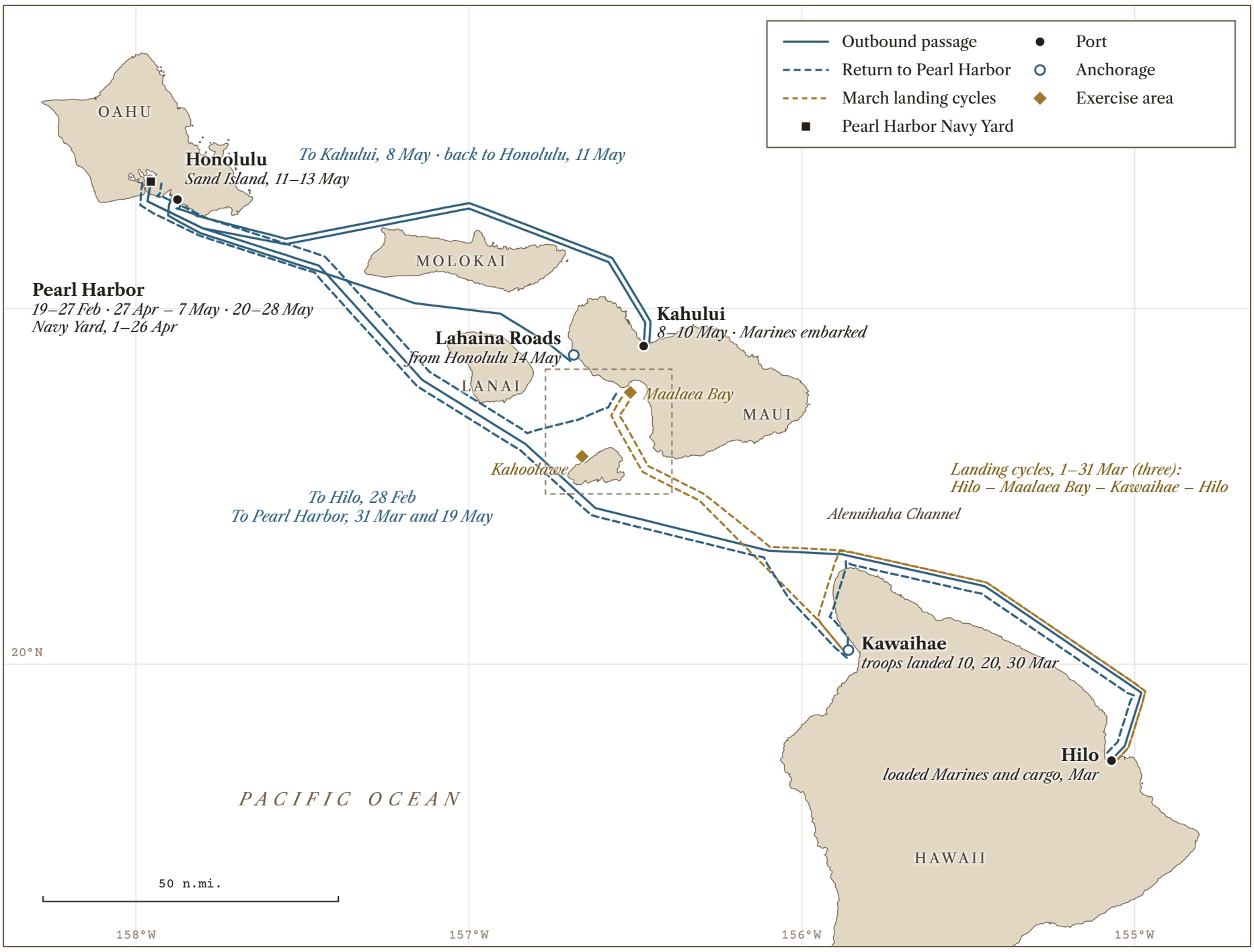
> *"We get back from our practice landings, and now we can have liberty."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · April, Pearl Harbor

Sources: Calvert war diaries, Feb, Apr and May 1944 (none survives for March); ComTransDiv 28 and Fifth Amphibious Force war diaries; COM14 Navy Yard diary; Cullen, A History of the USS Calvert; Bell, Beach Party; Roecker, The First Battalion, 24th Marines. Charts and the rest of the period on pages 2–4.

Landing Exercises in the Hawaiian Islands

Three landing cycles from Hilo in March, and the passages of February to May 1944

19 Feb – 28 May 1944



All tracks are routed through fairway waypoints and checked against the coast: there are no position fixes or leg file for this period, so no miles are shown. The March circuit was steamed three times along the same route. The north-of-Molokai route to Kahului is assumed. Coast GSHHS full resolution; dashed box, the detail charts on page 3.

THE MARCH LANDING CYCLES · TRANSPORT DIVISION 28

	Loaded at Hilo	Passage	Landing exercises, Maalaea Bay	Troops landed, Kawaihae
1	29 Feb · 2nd Combat Team, 2nd Marine Division embarked at Berth 5	29 Feb – 2 Mar, troop exercise at Kawaihae Bay	2–8 Mar · Transport Area Baker; troop drills; no boats 4 and 6 Mar; Battalion Exercise 7 Mar; Regimental Landing Exercise, Red 1 and Red 2, 8 Mar	10 Mar, 0648–1138
2	11–12 Mar · equipment loaded, troops embarked by 1600, 12 Mar	13–14 Mar · column at 10 kn	14–18 Mar · debarkation drill 15 Mar; Battalion Landing Exercises 1 and 2, 16–17 Mar; Regimental Landing Exercise 18 Mar	20 Mar, 0700–0758
3	21–22 Mar · equipment 1300–2100, troops 1100–1400	23–24 Mar · in the transport area 0725	24–28 Mar · Landing Exercise One 25 Mar; Two 26 Mar, How Hour 0700; critique 27 Mar; evasion of simulated air attack 28 Mar	30 Mar, 0715; LVTs unloaded 31 Mar

From the ComTransDiv 28 war diary; the Calvert's own diary for March is missing. The runs from Maalaea Bay to Kawaihae left at 2200 on 9 and 29 March and at 1500 on 19 March. The Kawaihae Bay exercise of 29 Feb – 1 Mar is from Bell.

WEATHER IN MAALAEA BAY, 2-8 MARCH

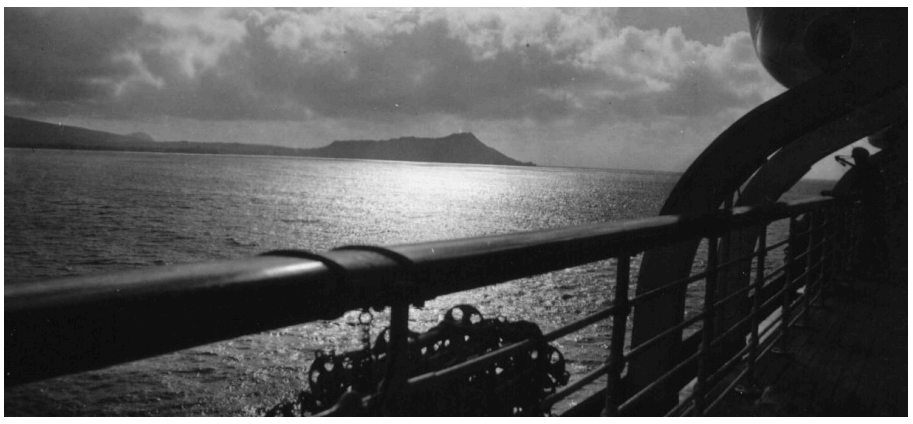
2 Mar	3 Mar	4 Mar	5 Mar	6 Mar	7 Mar	8 Mar
Force SE–S 1–4	Force S 4–6	Force S 5 · 30–34 kn	Force S 3–5	Force S–SW 5–6	Force S 4	Force S 3
slightly choppy	*moderately rough*	*very rough*	*choppy*	*rough, heavy surf*	*slightly rough*	—
troop training	drill to 1130	no boats lowered	landings made	no boats lowered	Battalion Exercise	Regimental Landing Exercise

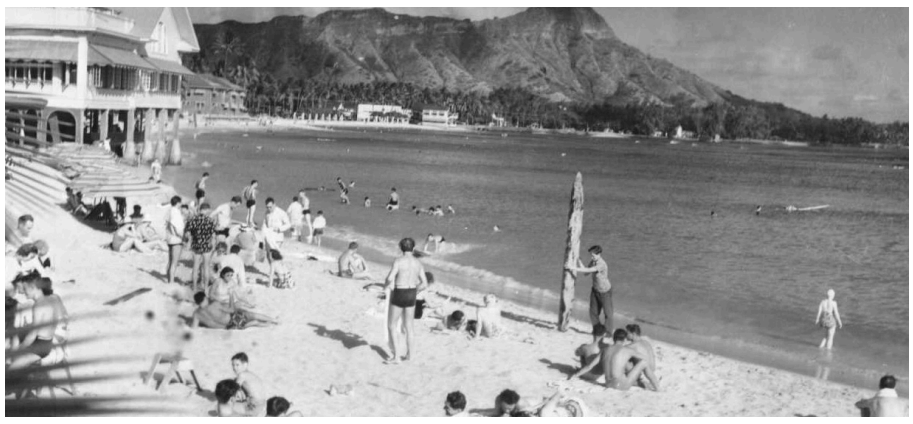
> *"We went all the way to the ninth wave. By the way we are training, this must be going to be a big invasion. The beach party was on the beach every time and I sure was getting tired of playing around."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · mid-March, Maalaea Bay

> *"The ship didn't answer the helm fast enough, so we hit the docks and tore up about fourteen feet of dock. You should have seen those Hawaiian people, cussing and shaking their fists at us."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · late March, leaving Hilo

Navy Yard, Liberty and West Loch

Overhaul at Pearl Harbor in April, liberty in Honolulu, and the West Loch disaster of 21 May 1944



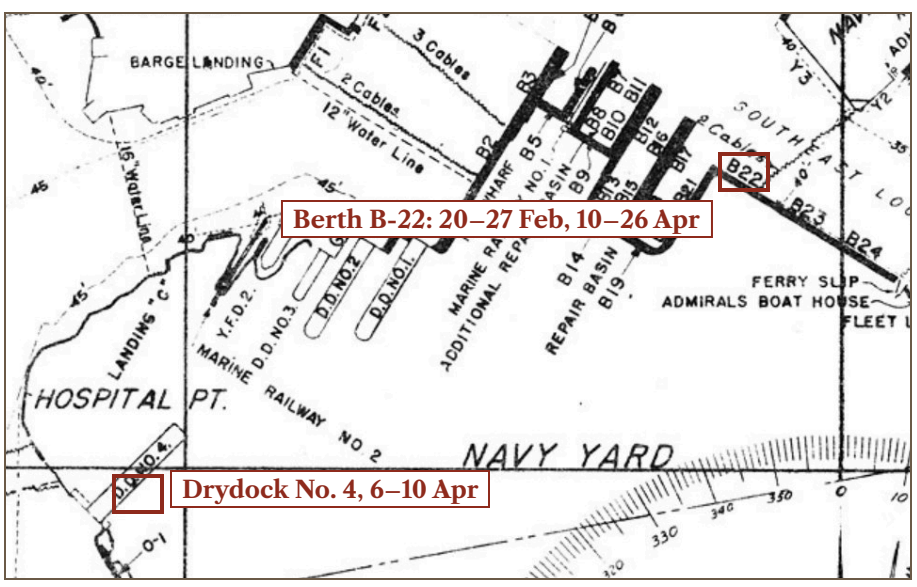


Diamond Head from the deck of the Calvert, and from Waikiki Beach. Sterling Funck's personal photograph collection.

PEARL HARBOR NAVY YARD, 1-26 APRIL

3-9 Apr	Drydock No. 4 from 6 Apr. Fire main tested; hull leaks 25 %; reefer boxes drying 25 %; Welin davit strongbacks begun. Turbine bearings and journals inspected; main thrust bearing adjusted and reassembled.
10-16 Apr	Berth B-22 from 10 Apr. Hull leaks 75 %; reefer boxes 70 %; strongbacks completed. Auxiliary feed pump overhauled; two Ford-drive twin 40 mm mounts replaced with York power-drive mounts.
17-23 Apr	All hull work and all major machinery work completed; minor work progressing.
26 Apr	The Calvert departs the yard, work completed.

Weekly progress reports in the COM14 Navy Yard war diary. Bars: hull work.



Pearl Harbor mooring and berthing chart, Navy Yard (ww2db.com). Marks added here; the notes' red rectangles are spreadsheet shapes.

STORES FOR THE GENERAL MESS

Wheat flour	32,500 lb
Beef	31,000 lb
Irish potatoes	25,000 lb
Evaporated milk	19,800 lb
Cabbage	15,200 lb
Carrots	9,786 lb
Pork loin	8,954 lb
Tomatoes	7,056 lb
Butter	5,040 lb
Oranges	5,040 lb
Eggs	4,800 doz
Fuel oil	198,198 gal

Some of the stores loaded after the fumigation, as Billy Lee Bell listed them, with the fuel oil (4,719 barrels).

> *"Everyone had to leave the ship so she could be fumigated. We had cockroaches on our ship that were so big and had been on her so long that they had hash marks on them."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · April, Navy Yard

> *"It seems like every day the shore patrol are bringing back some of our boys from liberty."*
>
> Billy Lee Bell, *Beach Party*, ch. 13 · April

WEST LOCH, 21 MAY · AND THE LAST WEEK AT PEARL HARBOR

The explosion

At 1530 on 21 May an ammunition blast aboard LST-353 at West Loch set off fires that burned until early on the 22nd. Six LSTs, three LCTs and 17 LVTs were destroyed; 163 men were killed and 396 injured.

From the Calvert

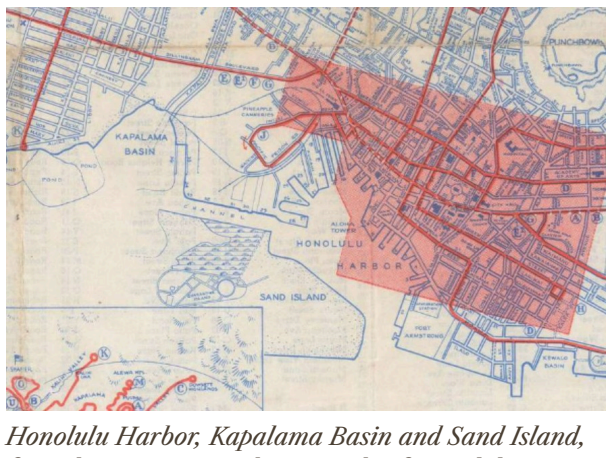
Back from Maui on 20 May, the Calvert lay moored port side to the Knox. Her crew and the Marines aboard would have watched the smoke rise over West Loch.

23–28 May

From 23 May the Calvert's beach party trained with the Marine shore party ashore. From 27 May the yard installed a communication system aboard, with power for a multilith machine and photo lamps.

> *"More explosions, a thousand-foot-high pillar of fire – whatever was happening at West Loch had all the markings of a second Pearl Harbor."*
>
> Geoffrey Roecker, *The First Battalion, 24th Marines* · 21 May

LIBERTY IN HONOLULU



Honolulu Harbor, Kapalama Basin and Sand Island, from the USO Map and Bus Guide of Honolulu, 1944 (geographicus.com).

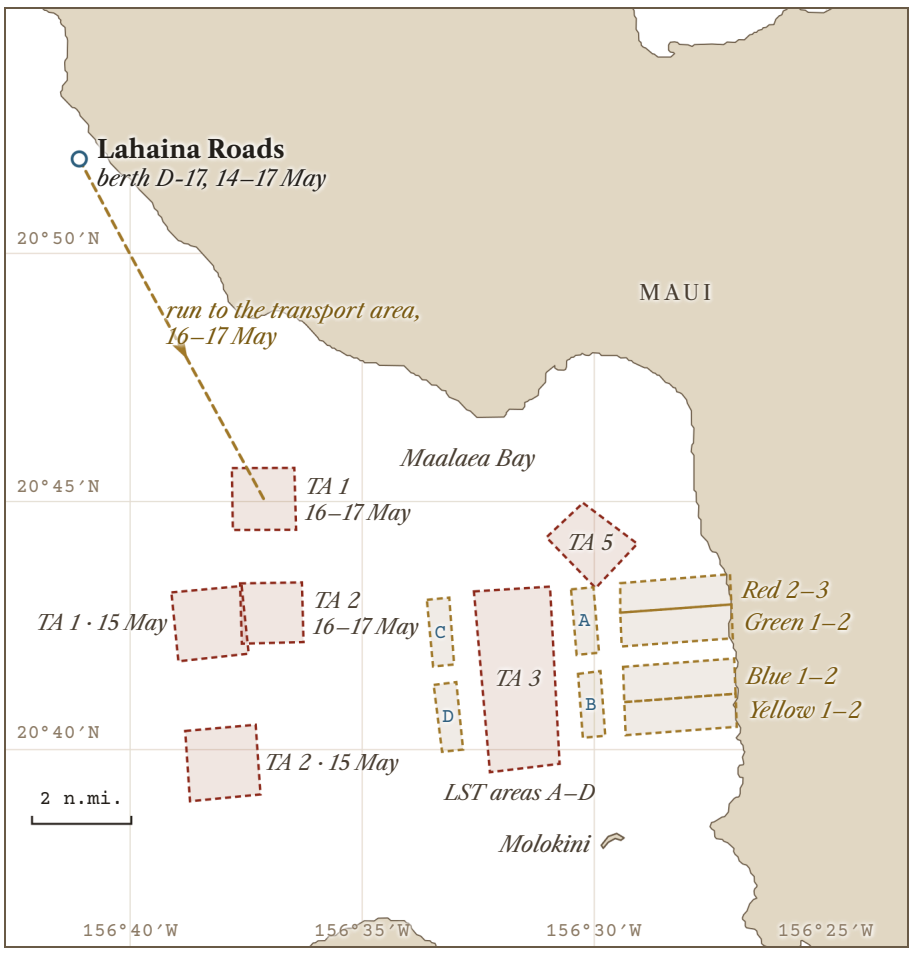
After the Maui exercises the shore liberty schedule was reinstated: twenty percent of the men went into town each day, and the rest had supervised recreation and games inside the Navy Yard. At night the troops watched movies on deck or USO shows on the docks.

> *"Quite a bit of liberty in the Big Town and most of the time athletics, recreation, and fights."*
>
> 1st Lt. Philip E. Wood, Jr., A/1/24, writing home · quoted by Geoffrey Roecker

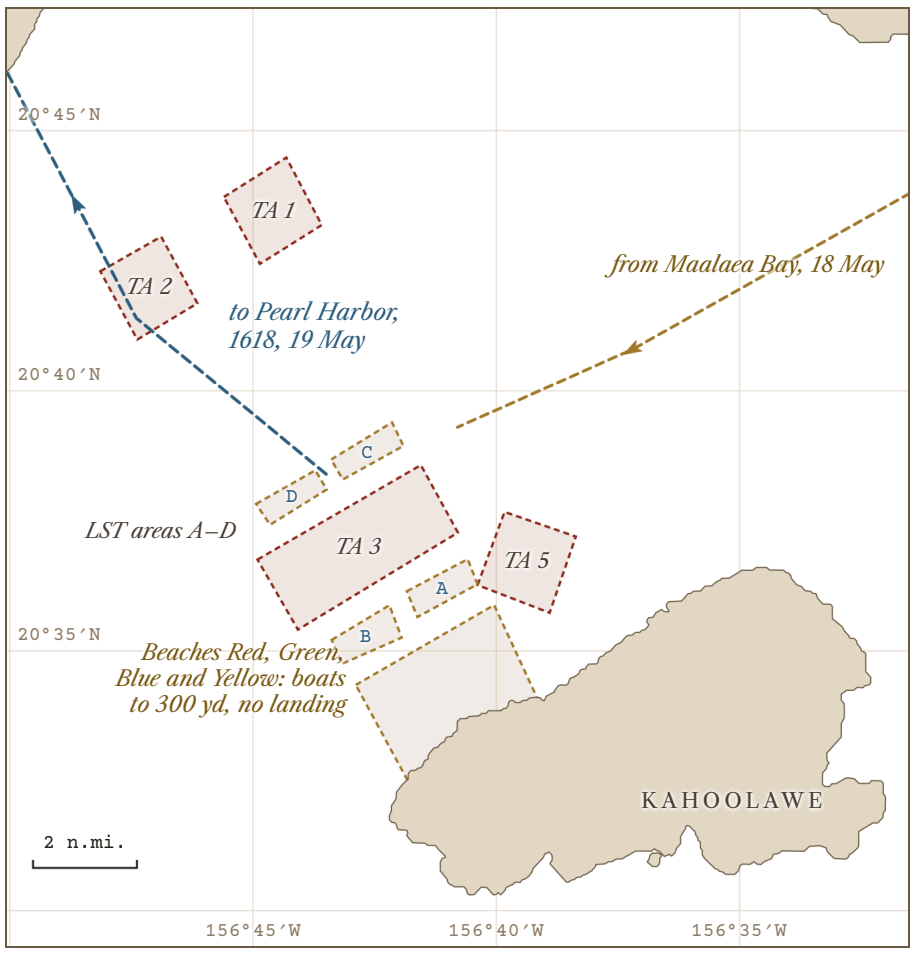
Training Order 12-44: the Forager Rehearsal

TransDiv 30 and the 1st Battalion, 24th Marines at Kahului, Maui and Kahoolawe, 8–20 May 1944

Maalaea Bay, 15–18 May · from Annexes A-1 and A-2



Kahoolawe, 19 May · from Annex A-3



Transport areas (TA), LST areas and boat lanes traced from the Fifth Amphibious Force operations charts of 2 May 1944 (Annexes A-1, A-2 and A-3 to Rehearsal Order A12-44; A-2 moved TA 1 and 2 north for 16–17 May), fitted to the GSHHS coast: the fitted scales agree with each chart's yard bar within 1 %. Which transport area the Calvert used is not recorded. Runs from Lahaina Roads, from Maalaea Bay and to Pearl Harbor are drawn approximately. Molokini added by hand.

TRAINING ORDER 12-44, DAY BY DAY · TRANSDIV 30

14 May

Sand Island to Lahaina Roads

0824 underway; anchored 1630. TransDiv 30 joins Task Unit 52.9, the Demonstration Group.

15 May

Maalaea Bay · Annex A-1

Transports debark troops into boats, form waves and re-embark. Nothing is landed.

16 May

Maalaea Bay · Annex A-2

Troops land with weapons but no supplies or vehicles, and re-embark the same day. Transports practise making smoke.

17 May

Maalaea Bay · Annex A-2

Simulated bombing and strafing 0818; How Hour 0925. Assault and reserve troops land to simulate Forager and stay ashore overnight.

18 May

Maalaea Bay

Anchored 0944; troops re-embark from 0630; critique aboard Leonard Wood 1300. Underway for Kahoolawe 1731.

19 May

Kahoolawe · Annex A-3

Land the Landing Force 0650. Waves to 300 yd; live naval gunfire and air support. Embarking 1152; underway for Pearl Harbor 1618.



The Calvert and LSTs at Kahului, Maui, mid-May 1944. Photo via Geoffrey Roecker, The First Battalion, 24th Marines.

EMBARKATION AT KAHULUI, 8-10 MAY

The Calvert moored port side to Pier 1 at 1737 on 8 May, after a gunnery exercise on the way from Pearl Harbor. Her crew combat loaded 660 short tons, and by the evening of 10 May she held Landing Team One of Combat Team 24, 4th Marine Division: 87 officers and 1,221 men, with engineers, service and motor-transport troops and the assistant division commander, Brig. Gen. Samuel B. Cumming, and his staff. At Sand Island, 11–13 May, she embarked an air support group and Hydrographic Units 2 and 4, and loaded machine-gun ammunition for her boats.

	LCM LOADS				LCVP LOADS			
	No. of Arty	No. of Tnks	No. of Dozers	Nr. of Hvy. Vehicles	Tons of Ammo	Tons of Gas.	Tons of Rations	Nr. of Small Vehicles
PRIORITY--	A	C	E	I	F	G	H	I
	Totl Tons							
TransDiv 30								
RCT 24-2								
KNOX - 24th Regt Hq	~~806~~	0	3X	1	14	191	~~67~~	115	47
CALVERT - RCT 24-1	660	0	0	0	19	191	67	123	41
FULLER - RCT 24-3	589	0	0	0	15	191	73	123	22
JOHNLAND- RCT 24 Supt.	757	4#	0	1	14	191	~~67~~	122	15
BELLATRIX-RCT 24 Supy.	1910	0	0	3	62	190	679	74	40

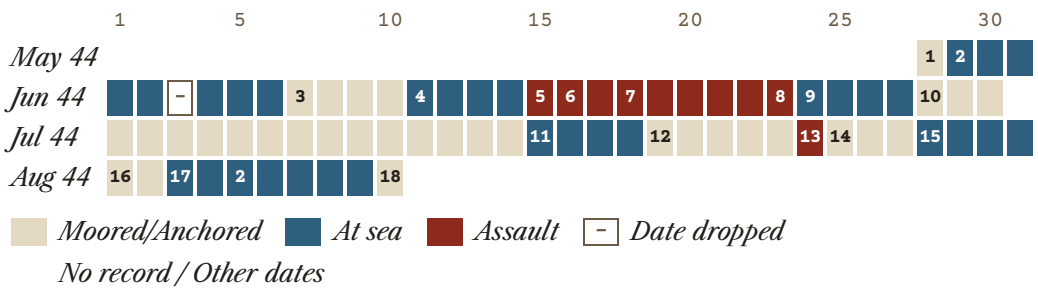
TransDiv 30 loads: the Calvert carried RCT 24-1, 660 tons in all. Commander Task Group 52.4, Report of Operations, Saipan, 15–24 June 1944.

> *"For Marines accustomed to the limited liberty options of Maui, Honolulu looked like paradise. 'Everyone was going to pieces, they were so happy to get liberty.'"*
>
> Geoffrey Roecker, quoting PFC Chester L. McCoy, B/1/24 · Sand Island, 11–13 May

Operation Forager: Saipan and Tinian

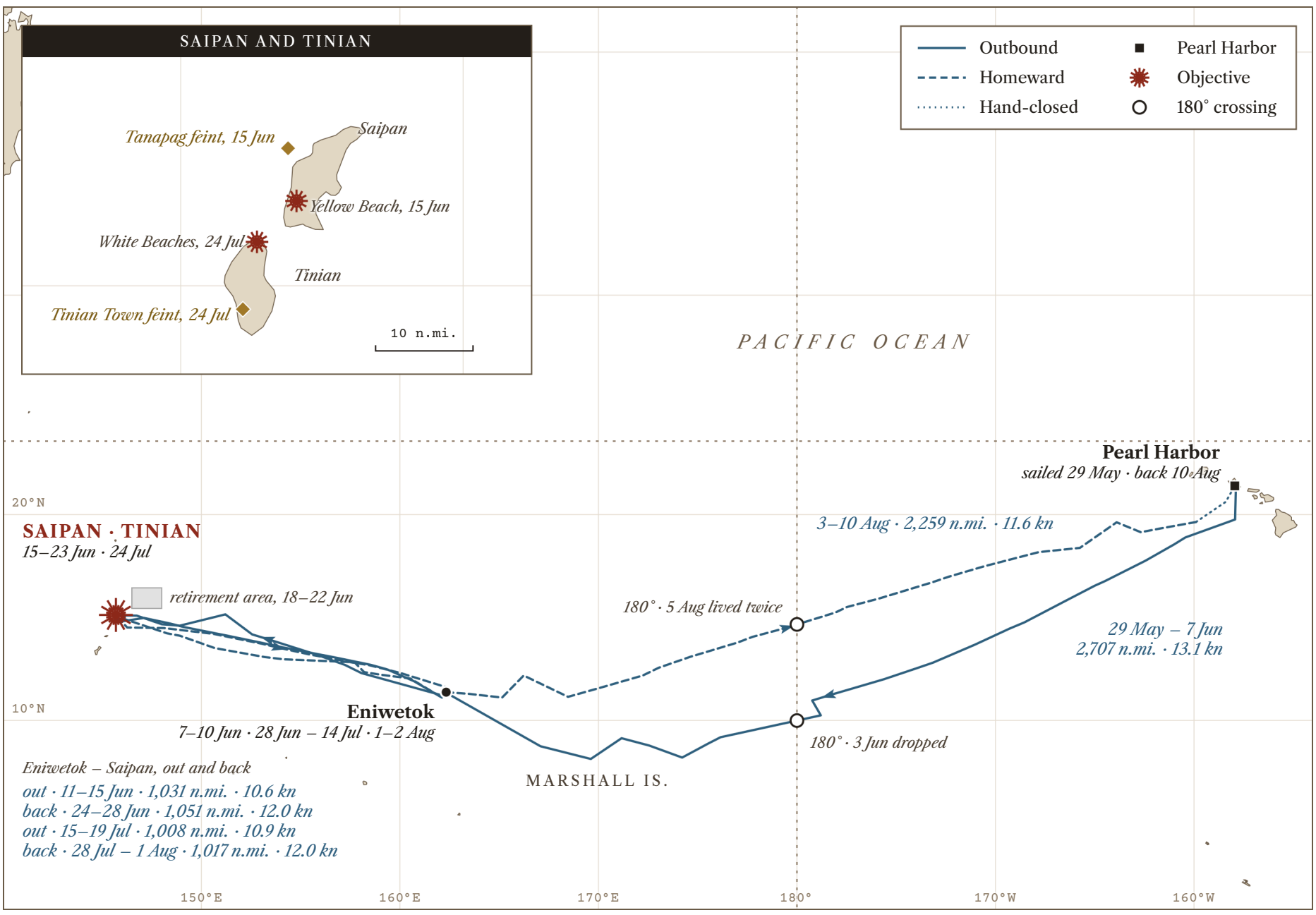
Pearl Harbor to Eniwetok, Saipan and Tinian, and back to Pearl Harbor

28 May – 10 Aug 1944 · 75 days



Moored/Anchored	33
Underway at sea	32
Assault, war-time operation	10

		Dates	Days	n.mi.	Knots
1	Pearl Harbor *Last night in port; sailed 0816, 29 May*	28 May	1		
2	Pearl Harbor to Eniwetok *TransDiv 30, Transport Group Baker, TF 52; OpPlan A10-44*	29 May - 6 Jun	8	2,707	13 *
3	Eniwetok Lagoon *Berth 35; fuel, stores, troop transfers to LST groups*	7-10 Jun	4		
4	Eniwetok to Saipan *TG 52.16; TG 52.9 diversionary group from 14 Jun*	11-14 Jun	4	1,031	11
5	D-Day, Saipan *Tanapag diversion, then BLT 1/24 to Yellow Beach*	15 Jun	1		
6	Transport Area 3, Charan-Kanoa *D+1 and D+2; 98 and 41 casualties received*	16-17 Jun	2		
7	Retirement Area, northeast of Saipan *D+3 to D+7; cruising; submarine attacks 22 Jun*	18-22 Jun	5		
8	Berth B-72, Saipan *D+8; unloaded 257 tons; retired 1822*	23 Jun	1		
9	Saipan to Eniwetok *TU 51.18.15; GQ 1920 for aircraft, made smoke*	24-27 Jun	4	1,051	12
10	Eniwetok Lagoon *Berth 230; stores, repairs, swimming parties*	28 Jun - 14 Jul	17		
11	Eniwetok to Saipan *for the invasion of Tinian; CTD 30 dispatch 142110*	15-18 Jul	4	1,008	11
12	Saipan Anchorage *B67, C10, B57; embarked LT 1, RCT 8, 2nd MarDiv, 21 Jul*	19-23 Jul	5		
13	Jig Day, Tinian *Blue Beach demonstration, then BLT 1/8 to White Beach*	24 Jul	1		
14	Saipan, Berth B-46 *Casualties transferred; 420 POWs embarked 27 Jul*	25-27 Jul	3		
15	Saipan to Eniwetok *TU 51.18.3, 13 kn; 420 POWs embarked*	28-31 Jul	4	1,017	12
16	Eniwetok Lagoon *Berth 230; stores moved to forward-area ships*	1-2 Aug	2		
17	Eniwetok to Pearl Harbor *TU 57.19.14 with 420 POWs; date line 5 Aug*	3-9 Aug	8	2,259	12 *
18	Pearl Harbor *Berth X-9 alongside Custer; reassigned to TransDiv 30*	10 Aug	1		
	Totals	**28 May - 10 Aug**		**9,074**	



Saipan · I. The feint and the landing

BLT 1/24, 4th Marine Division · TransDiv 30, Tran$port Group Baker, TF 52

14–17 Jun 1944
D-1 to D+2

THE SECTION IN FIGURES

17
boats in the Tanapag feint

4 × 6
assault waves of LCVPs

1624
first wave on Yellow Beach I

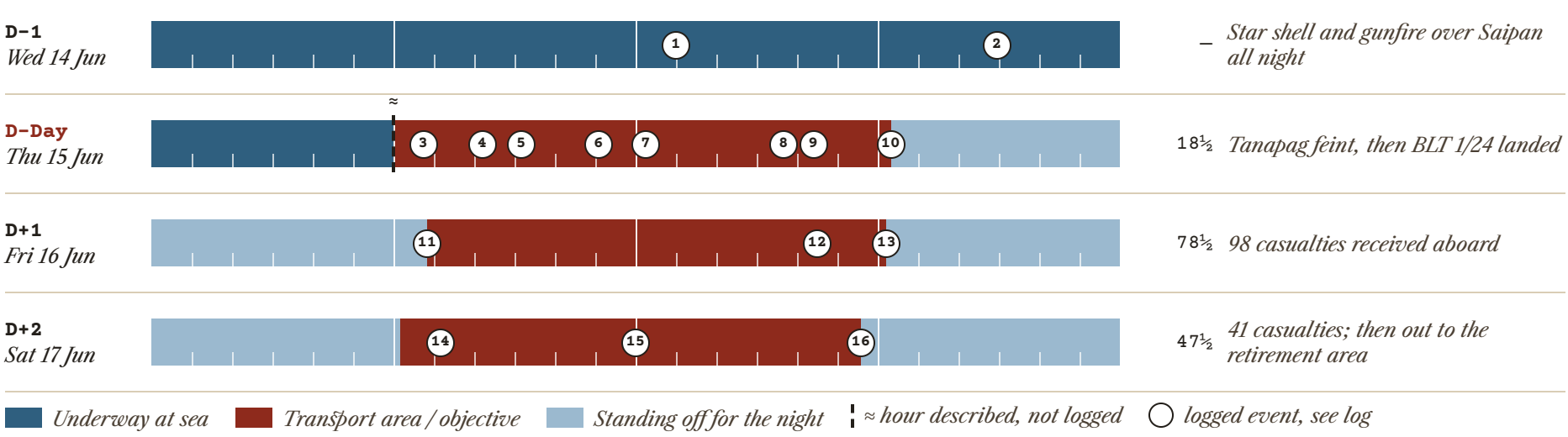
≈1,300
Marines of BLT 1/24 landed

144½
tons discharged, D-Day to D+2

157
casualties received aboard

HOUR BY HOUR

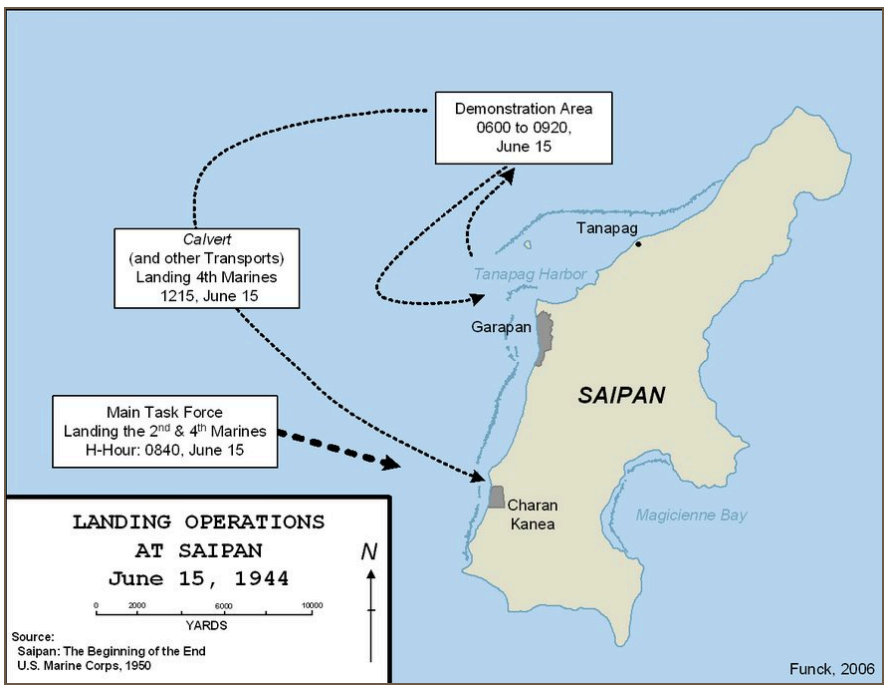
SHIP'S TIME, ZONE -10



Underway at sea · *Tran$port area / objective* · *Standing off for the night* · *≈ hour described, not logged* · *◯ logged event, see log*

EVENT LOG

	Date	Time	Event
1	14 Jun	1300	TG 52.9, Diversionary Group, formed: Knox, Calvert, Fuller, John Land, Bellatrix, G.F. Elliot
2	14 Jun	2057	Submarine contact: Bryant and Waters attack; emergency turns through the night
3	15 Jun	0644	Feint ordered off Tanapag: "Land the Landing Force"; 17 boats waterborne at 0651
4	15 Jun	0812	Boat groups make two 90° turns 6,000 yd off the beach and come back; no fire drawn
5	15 Jun	0910	Demonstration boats hoisted; 0925 TransDivs 10 and 30 rejoin Transport Group Baker
6	15 Jun	1105	In Transport Area 3 (entered 1044); call comes to boat the landing team
7	15 Jun	1215	All four assault waves debarked: 6 LCVPs and ≈200 men a wave
8	15 Jun	1540	Orders: no transfer to LVTs; through the boat channel to Yellow Beach I
9	15 Jun	1624	First wave on Yellow Beach I (left rendezvous 1553); fourth wave ashore 1702
10	15 Jun	1819	Underway from TA 3 for night retirement; 1847 four enemy fighters attack
11	16 Jun	0650	Back in TA 3 off Charan-Kanoa; cargo discharged "on call" from 0715
12	16 Jun	1630	Beach party lands on Yellow Beach I
13	16 Jun	1813	Underway from TA 3 for night retirement
14	17 Jun	0710	Anchored in TA 3; first cargo boat away at 0611; four holds working
15	17 Jun	1200	Beach party moves to Blue Beach II
16	17 Jun	1735	Underway from TA 3; enemy planes attack the beach area, no damage to the group



Landing operations at Saipan, 15 June 1944: the Calvert from the Demonstration Area (0600–0920) to the landing of the 4th Marines (1215). Funck, 2006, after Saipan: The Beginning of the End (USMC, 1950).

15 JUN · 0600–0910

The Tanapag feint

At dawn the Calvert and the other ships of Task Group 52.9 moved into Transport Area 5 off Mutacho Point, near Garapan. At 0644 came the signal "Land the Landing Force." Seventeen boats lay alongside long enough to look loaded, then ran for Tanapag Harbor in three waves. At 0812, 6,000 yards out, the boat groups turned twice and came back. They drew no fire, but General Saito moved a regiment north, just in case.

15 JUN · 1044–1702

Priority Ship Number One

The Calvert entered Transport Area 3 at 1044 and was called to boat the landing team at 1105. Gear that would have been pre-loaded had to be lowered by hand, because the boats had just come back from the feint. All four waves were away by 1215, then circled for hours before the run through the channel to Yellow Beach I.

"Four tedious hours of pitching and rocking passed before we were ordered ashore."

Lt. Stott, BLT 1/24, 15 June

Sources: War Diary and Report of Operations, June 1944; ComTransDiv 30; research notes.

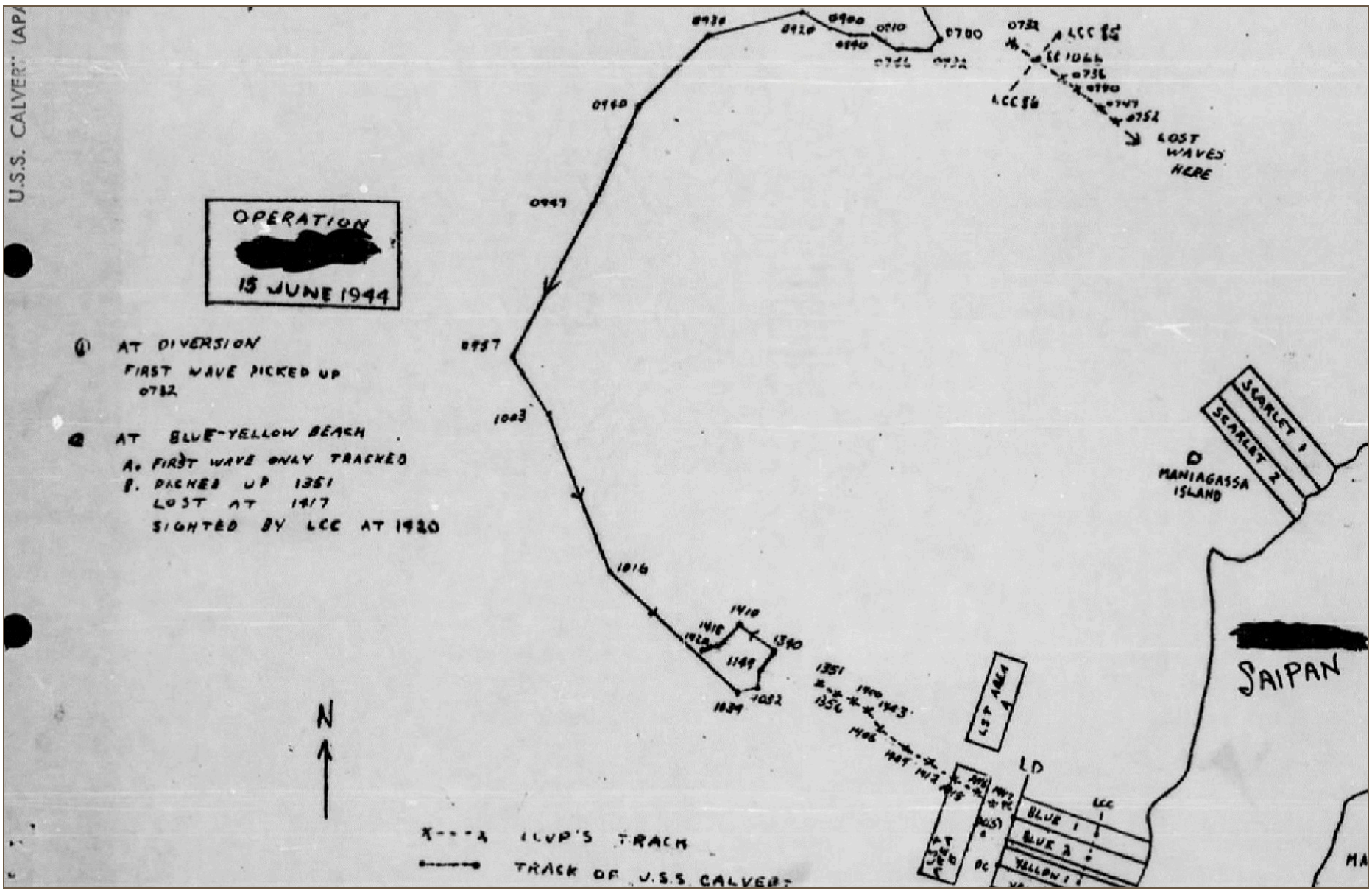
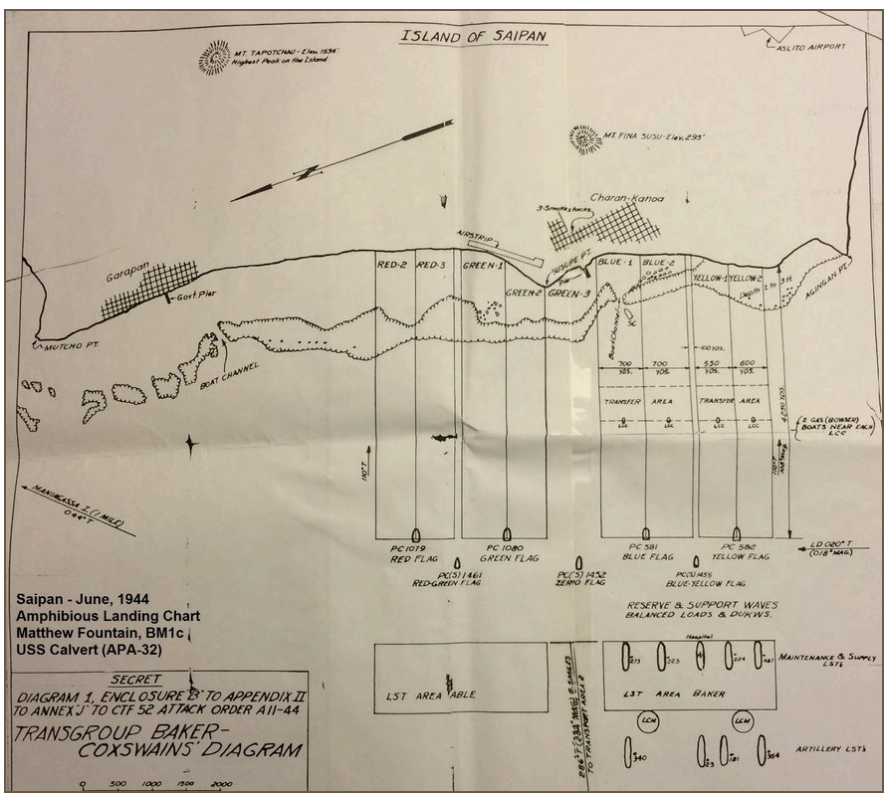


Diagram of the Demonstration Group and the Diversionary Boat Group, and the landing course to Blue and Yellow beaches, 15 June 1944: the Calvert's track and the radar plot of the first wave (picked up 1351, lost 1417 at 7,350 yd). Enclosure to the Calvert's Report of Operations, 15–24 June 1944. North up.



Transport Group Baker coxswains' diagram, Yellow and Blue beaches off Charan-Kanoa (Diagram 1, Enclosure E to Appendix II, Annex J, CTF 52 Attack Order A11-44); amphibious landing chart by Matthew Fountain, BM1c, USS Calvert. Scale in yards.

ASSAULT WAVES · YELLOW BEACH I · 15 JUNE

Wave	Left RA	On the beach
1	1553	1624
2	1556	1632
3	1559	1645
4	1602	1702

7,000 yards from the line of departure. Mortar fire in the boat channel; no damage to boats or men at this stage.

15-17 JUN

Casualty ship

Before D-Day the crew turned the mess hall into a surgical ward; the medical department had six surgeons and 56 corpsmen. Casualties began arriving at 1500 on D-Day: 18 that day, 98 on D+1 and 41 on D+2. Until the hospital ships came on 18 June, the wounded stayed aboard the transports.

"The whole Navy was there. I said, boy, this must be it!"

PFC David C. McEwen, BLT 1/24

16 JUN · BEFORE DAWN

A hole at the waterline

In the early hours of D+1, coxswain Sterling took over another man's LCVP without inspecting it. About thirty Marines boarded at the rail. As she hit the water he saw a breach on the starboard side. The Marines bailed with their helmets until their lieutenant drew his side arm and ordered him back to the ship.

16-17 JUN

The beach party ashore

The beach party landed on Yellow Beach I at 1630 on D+1 and moved to Blue Beach II the next noon. A beachmaster's radio team of four Navy radiomen and five Marine signalmen dug in and set up the sets they had carried ashore. Every night a lone plane, "Washing Machine Charlie," strafed the beach.

"During the invasion of Saipan, the Calvert was a casualty ship. I was taken aboard your ship June 16, 1944 as a casualty and treated for a head wound and back injury."

Marine casualty, letter to the ship's veterans 35 years later

"I remember the Calvert as a fine Cargo Transport, one of the best I've ever been on."

W. L. Donaldson, hospital corpsman, D2 Medical; a casualty aboard on D-Day

Funck, p61; Cobb, Calversion 25; Bell, Beach Party, ch. 15; Donaldson, Calversion 5.

Saipan · II. The retirement area

Transport Group Baker withdrawn east of Saipan · TF 52

18–22 Jun 1944
D+3 to D+7

THE SECTION IN FIGURES

5	0	14	60 × 90	1	1
days out of the transport area	tons discharged	war-diary fixes, 18–22 Jun	n.mi. of sea, roughly, in the box	boat lost: LCM No. 2	submarine sunk by the screen

HOUR BY HOUR

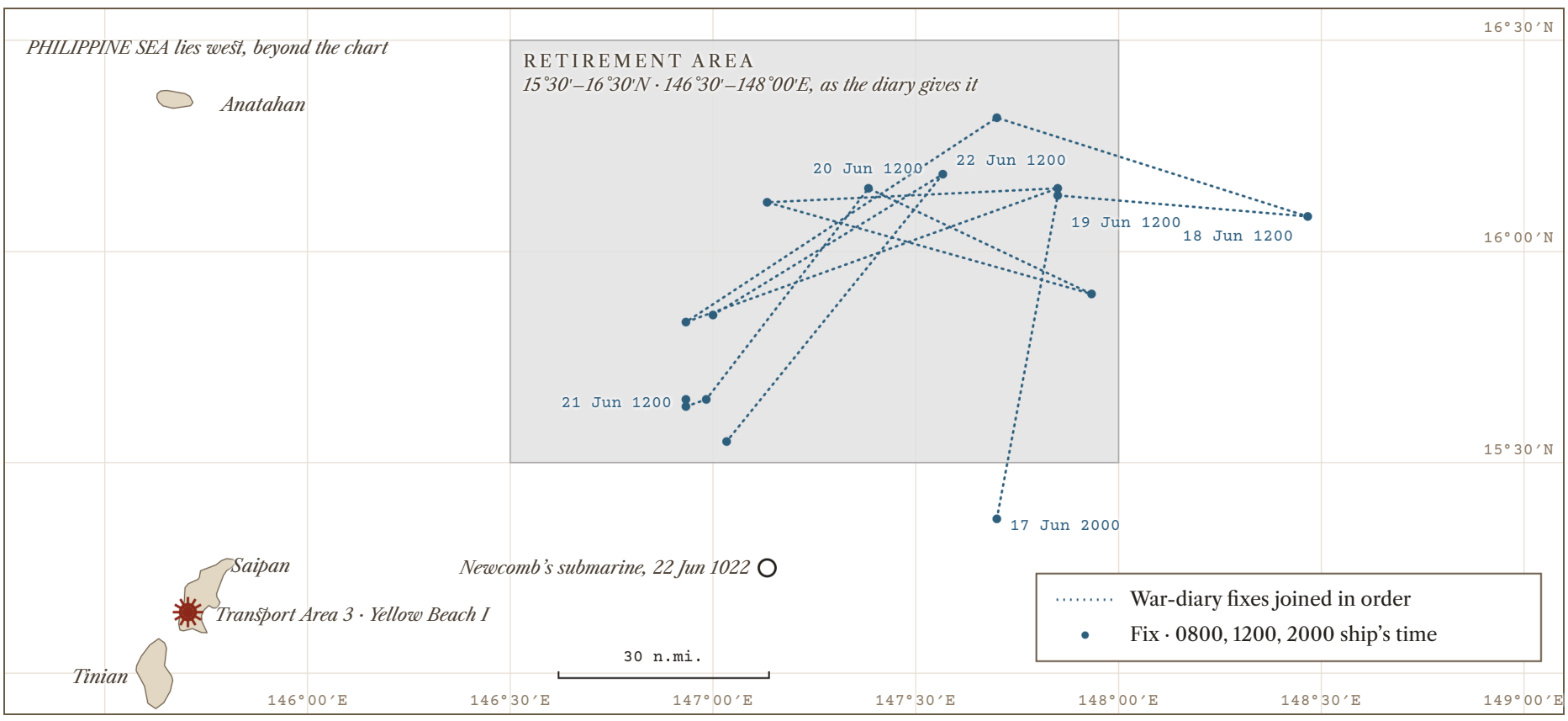
NO CARGO WORKED; EVENTS 2 AND 3 CARRY NO LOGGED HOUR

Date	00 03 06 09 12 15 18 21 24	Tons	Remarks
D+3 *Sun 18 Jun*	①	–	*Hospital ships arrive off Saipan*
D+4 *Mon 19 Jun*		–	*LCM No. 2 sunk off the beach (date presumed)*
D+5 *Tue 20 Jun*		–	*Positions only in the war diary*
D+6 *Wed 21 Jun*		–	*Positions only; 2000 fix illegible*
D+7 *Thu 22 Jun*	④ ⑤	–	*Newcomb sinks a submarine*

Retirement area, under way ◯ *logged event, see log*

EVENT LOG

	Date	Time	Event
①	18 Jun	0800	Cruising in the retirement area, 15°30′–16°30′N, 146°30′–148°00′E; positions only
②	18 Jun	–	Hospital ships arrive off Saipan; until now the wounded stayed in the transports
③	19 Jun	–	LCM No. 2 (tank lighter) sunk by a Japanese shell off the beach; crew rescued
④	22 Jun	0845	Newcomb, of the screen, attacks a definite submarine contact; again at 0928 and 1002
⑤	22 Jun	1022	Two underwater explosions under Newcomb; oil, cork and planking with Japanese characters



The retirement area, 17–22 June 1944: the Calvert's war-diary fixes at 0800, 1200 and 2000 each day, joined in order. The lines are not a track; the ship steamed in formation between fixes. Box from the diary's limits. Land: Natural Earth 10 m.

17–22 JUN

Why the transports left

On 17 June, with a Japanese carrier fleet coming east, the transports were ordered out of reach of the fight. The Battle of the Philippine Sea was fought west of the Marianas on 19 and 20 June. The Calvert's diary records none of it: only three positions a day, and "continued cruising in Retirement Area."

19 JUN · PRESUMED

LCM No. 2

The one boat the Calvert lost at Saipan was LCM No. 2, sunk by a Japanese shell; her crew was rescued. The notes date it 19 June, presumed. Her coxswain, Matt Fountain, lost a seabag of souvenirs with her, a 200-year-old sword among them, and changed the 2 in his memorandum book to a 4.

"I backed my boat down, turned it around, and saw the whole front of my boat was gone."

Joe Gordon, coxswain, off Saipan (Yakima Herald)

"All I wanted to do was get back to my ship!"

Matt Fountain, BM1c, on LCM No. 2

Sources: USS Calvert War Diary, June 1944; Report of Operations, Landings on Saipan, 15–24 June 1944; ComTransDiv 30 Report of Operations; CTG 52.4 Report of Operations; research notes 29 May – 11 Aug 1944.

Saipan · III. Unloaded and released

Berth B-72 off Charan-Kanoa · Task Unit 51.18.15 for Eniwetok

23–24 Jun 1944
D+8 and D+9

THE SECTION IN FIGURES

466
tons discharged in two days

245
boat loads to the beach

100%
unloaded at 1700, 24 Jun

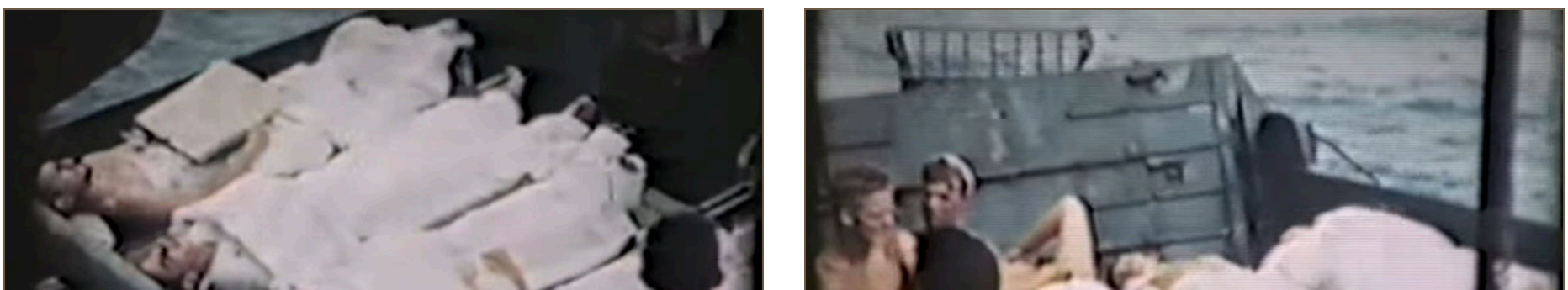
11
casualties received aboard

≈10
days the beach party was ashore

1912
underway for Eniwetok

HOUR BY HOUR

SHIP'S TIME, ZONE -10



EVENT LOG

	Date	Time	Event
1	23 Jun	0205	General quarters, unidentified aircraft in the vicinity; secured 0258
2	23 Jun	0700	Anchored in Berth B-72 (ComTransDiv 30: group back at 0830)
3	23 Jun	0900	Six holds working to 1820: 117 LCVP and 3 LCM loads, 256½ tons
4	23 Jun	1822	Underway from B-72 for night retirement
5	24 Jun	0755	Anchored in Berth B-72
6	24 Jun	0910	First cargo boat dispatched to the beach
7	24 Jun	1200	Beach party relieved and back aboard
8	24 Jun	1500	Casualties to the hospital ships Relief and Samaritan and to the beach
9	24 Jun	1700	Ship 100% unloaded: 125 LCVP loads, 209½ tons
10	24 Jun	1755	Orders: sail for Eniwetok in the new Task Unit 51.18.15
11	24 Jun	1912	Underway from B-72; 1920 GQ for aircraft, made smoke; secured 1950

Transfer of wounded Marines to the hospital ships, 24 June 1944. Still from the ship's 1944 color 16 mm film.

Wounded in a landing craft for the hospital ships Relief and Samaritan. Same film.

"On call"

Saipan was the first real test of discharging cargo "on call": only what the troops ashore asked for went in, often stowed under something else. In two days the six holds put 466 tons over the side, more than in the first three days put together, in the Calvert's boats and those of five other ships, an LCT and a pontoon barge.

CASUALTIES · DISPOSITION

51	returned to the beach for duty
69	to USS Samaritan
38	to USS Relief
6	kept aboard (ship's company)
5	died; four buried at sea
168	received, 15–24 June

The beach party comes back

Relieved at noon on 24 June, the beach party came off in an LCVP after about ten days ashore.

"I haven't had a bath for about 10 days; just washed off in the salt water."

Billy Lee Bell, beach party

"Marine-Navy cooperation and team work was at its best."

Capt. E. J. Sweeney, Report of Operations

"This was to take us the longest of any landing as we started 15 June we were not released until 24 June 1944."

C. L. Schooler, CDR, USN (Ret.)

Sources: USS Calvert War Diary, June 1944; Report of Operations, Landings on Saipan, 15–24 June 1944; ComTransDiv 30 Report of Operations; CTG 52.4 Report of Operations; research notes 29 May – 11 Aug 1944.

Operation Forager · Tinian, Mariana Islands

BLT 1/8, 2nd Marine Division · Task Group 52.8, Demonstration Group

21–25 Jul 1944
loading at Saipan, J-3; 1 night at the objective

THE LANDING IN FIGURES

818 officers and men of BLT 1/8 embarked

2 demonstration runs at Blue Beach

22 landing craft in the feint

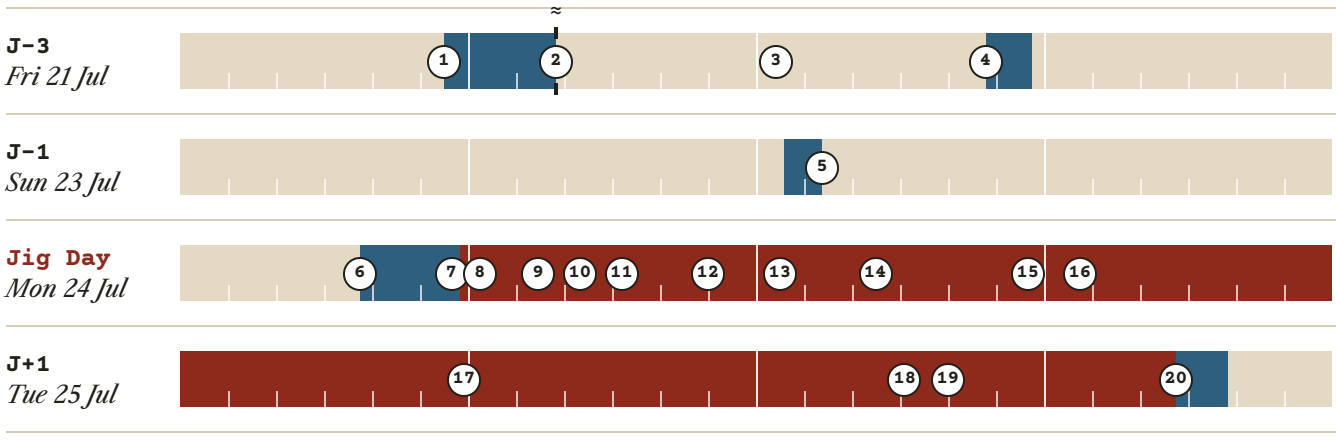
1740 first wave sent to White Beach I

95 Marine casualties, Tinian

1600 ship 100% unloaded, J+1

HOUR BY HOUR

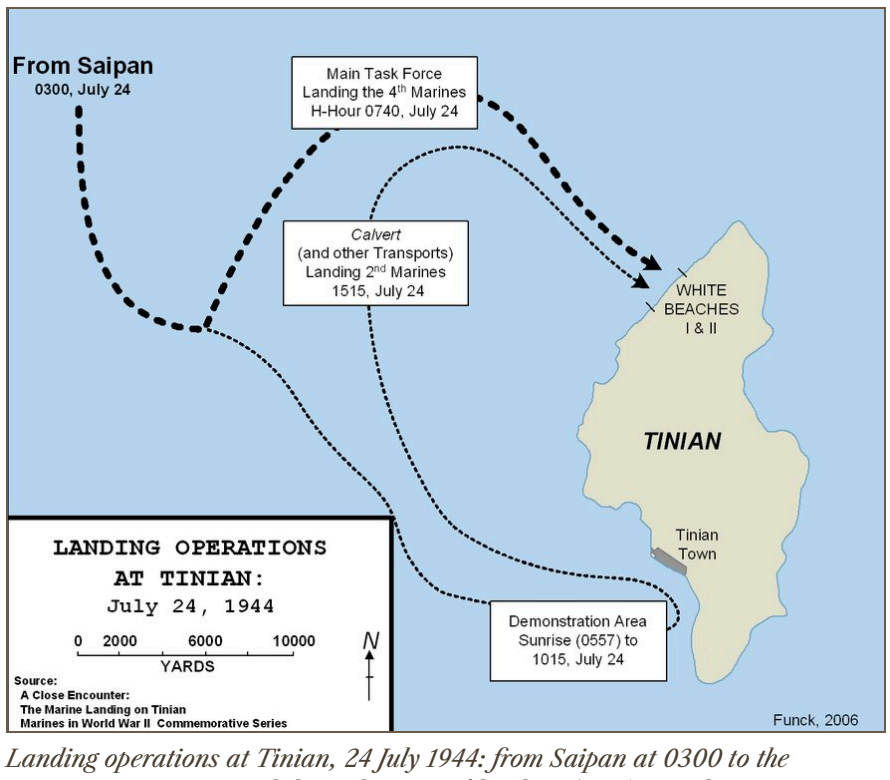
22 JUL, AT ANCHOR IN B-67, NOT SHOWN



EVENT LOG

SHIP'S TIME, ZONE -10

	Date	Time	Event
1	21 Jul	0530	Underway from Berth B-67, Saipan, for Berth C-10 off Tanapag and Garapan
2	21 Jul	0750	Loading Nos. 1–4 holds from Charan-Kanoa; complete 0935, 35.6 tons
3	21 Jul	1225	Embarking BLT 1/8, 2nd Marine Division; complete 1430: 12 officers, 806 men
4	21 Jul	1647	Underway from C-10; 1745 anchored in B-67. 22 Jul: no remarks; COs' conference 1500
5	23 Jul	1323	Shifted to Berth B-57; TG 52.8, Demonstration Group, formed under ComTransDiv 30
6	24 Jul	0345	Underway from B-57 for Transport Area 2 off Tinian Town, 15 kn, course 244°
7	24 Jul	0549	Entered Transport Area 2, 5 miles west of Tinian Harbor; sunrise 0557
8	24 Jul	0610	"Land the Landing Force"; 0630 all 22 landing craft waterborne, debarkation shown on the nets
9	24 Jul	0718	First run at Blue Beach: first of five waves crosses the line of departure
10	24 Jul	0800	Three heavy shell splashes off the starboard quarter; Colorado and Norman Scott hit
11	24 Jul	0912	Second run: first wave crosses the line; waves reverse course at 0929
12	24 Jul	1100	All landing craft hoisted; secured from Condition 1-A
13	24 Jul	1230	Arrived Transport Area 3, 7 miles off White Beach, to await orders
14	24 Jul	1429	Ordered to close White Beach I and land troops
15	24 Jul	1740	BLT 1/8 debarked (boats down 1702); first wave dispatched to the line of departure
16	24 Jul	1845	Receiving casualties from the beach; two landing craft missing at 1855
17	25 Jul	0555	All boats lowered; combat equipment discharged by 0726, 35.6 tons
18	25 Jul	1506	Receiving casualties from landing craft: 71 aboard
19	25 Jul	1600	Ship 100% unloaded; unloading slow with congestion at White Beach I
20	25 Jul	2045	Underway for Saipan, 15 kn; 2150 anchored in Berth B-46



Landing operations at Tinian, 24 July 1944: from Saipan at 0300 to the Demonstration Area and the 2nd Marines' landing (1515). Funck, 2006.

19–23 JUL

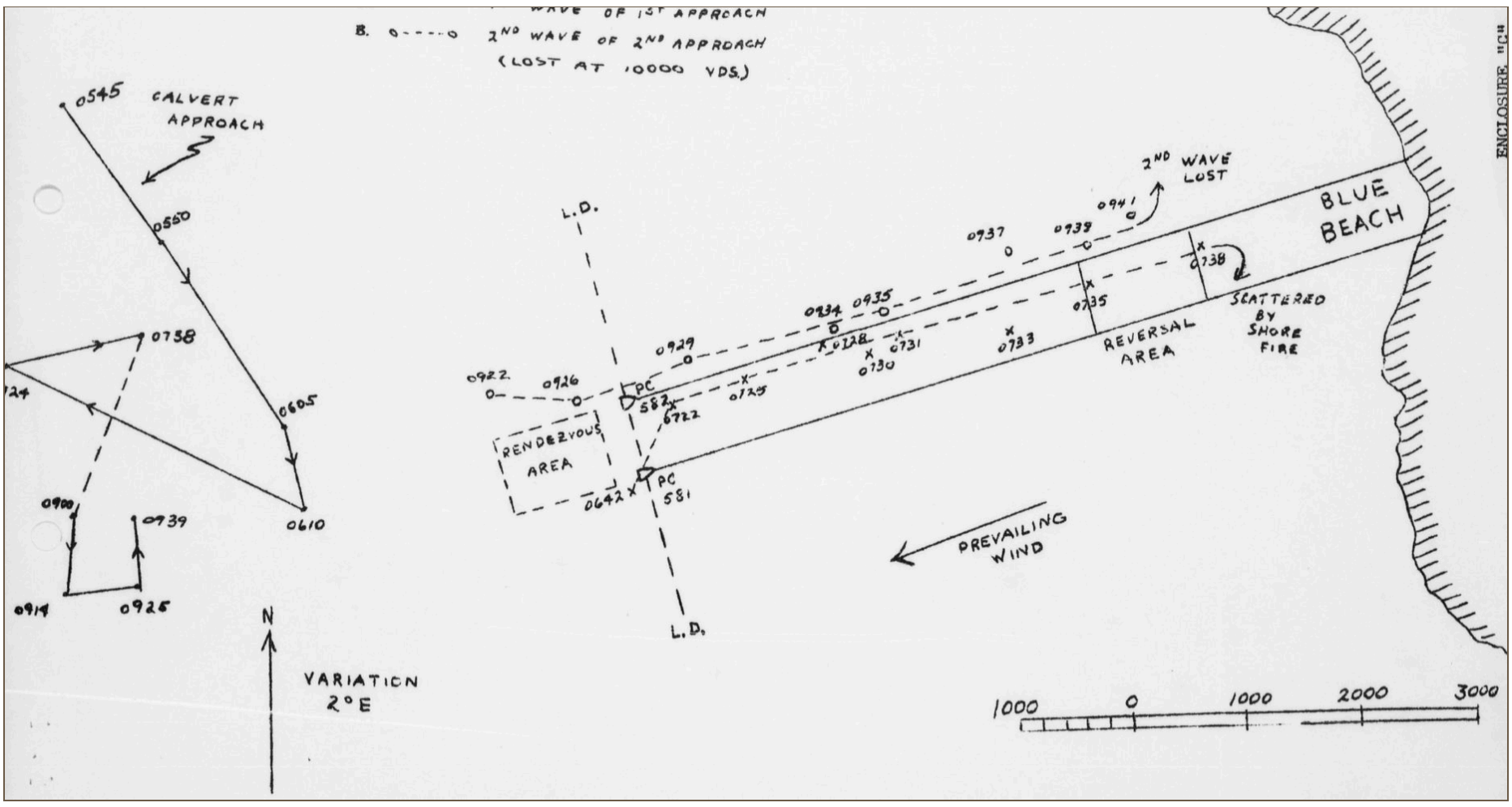
Loading at Saipan

Back from Eniwetok on 19 July, the transports loaded the 2nd Marine Division while the 4th went into landing ships. On 21 July the Calvert took on 35.6 tons of cargo and BLT 1/8 off Garapan, then returned to Charan-Kanoa. For three days the Marines drilled at abandon ship and debarkation.

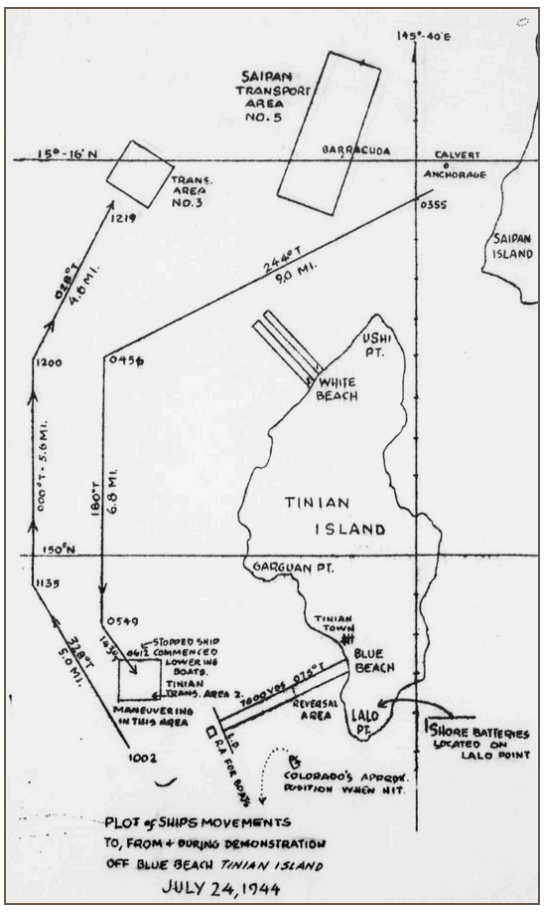
24 JUL · 0549–1100

The Blue Beach demonstration

Off Tinian Town, Marines in battle dress went down and up the nets in threes so the nets never looked empty, and 22 boats ran for Blue Beach at 0718 and again at 0912. Mortar fire followed them from 2,000 to 3,500 yards out; shrapnel entered some boats, but none was damaged and no one was hurt.



Blue Beach diversionary operation, chart of approach, 24 July 1944: the first and second runs, rendezvous area, line of departure and reversal area. Report of Operations, USS Calvert, p11. North up; scale in yards.



Plot of the ship's movements to and from the Blue Beach demonstration, 24 July 1944: Saipan to Transport Area 2 and north to Transport Areas 3 and 1. Report of Operations, p9.

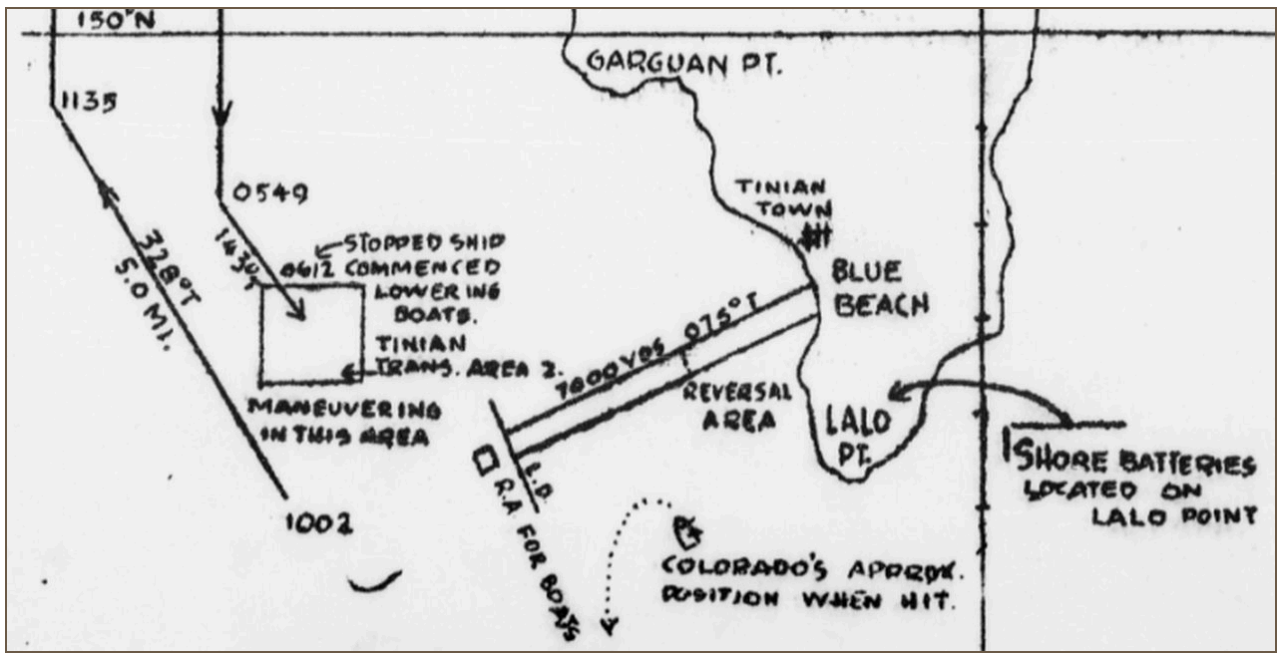


Chart of approach, detail: the ship stopped and lowered boats in Transport Area 2; the Colorado's position when hit; shore batteries on Lalo Point. Report of Operations, p9.

"This ship takes a direct hit on the deck, which starts a fire. The battleship makes a turn to starboard & opens up with her portside guns just like nothing happened to her. We, in the boats were so close to her that we had to get out of her way when she turned."

Robert Countryman, Calvert boat crew, on the Colorado (Calversion 29)

JIG DAY · WHITE BEACH I

Ordered in at 1429. In Transport Area 1, 3½ miles off the beach, boats were down at 1702 and BLT 1/8 in them by 1735. The LCMs of waves 3 and 4 came alongside only at 1745.

Wave	Formed	Dispatched
1	1737	1740
2	1728	1745
3	1755	1800
4	1800	1805

The destroyer Norman Scott, covering the Colorado, was hit on deck and bridge; her captain was killed and Lt. Cmdr. Tully, the Calvert's former gunnery officer, took command.

FROM THE REPORT OF OPERATIONS

10,000	yards of radar plot on the Blue Beach boats; none at White Beach
≈600	messages handled in twelve days, 20 by "NAN"
0	rounds fired; no battle damage
16½	tons of dry provisions issued, with 7½ frozen and 2⅛ fresh, to a battleship, two destroyers, an APD, 11 LCTs and the boat pool
47	men of the beach party (2 officers) detached to TransDiv 7; 7 officers as flank wave commanders

"All officers and men under this command performed their duties meritoriously and in a highly commendable manner."

Commanding Officer, Report of Operations

Sources: USS Calvert War Diary, July 1944; Report of Operations, Landings on Tinian, 24–25 July 1944; ComTransDiv 30 War Diary; CTG 52.8 Report of Operations; research notes 29 May – 11 Aug 1944.

The POW ship · Saipan to Pearl Harbor

420 Japanese and Korean prisoners of war · guard from Marine Air Warning Squadron 5

26 Jul – 10 Aug 1944
17 days lived, 5 Aug twice

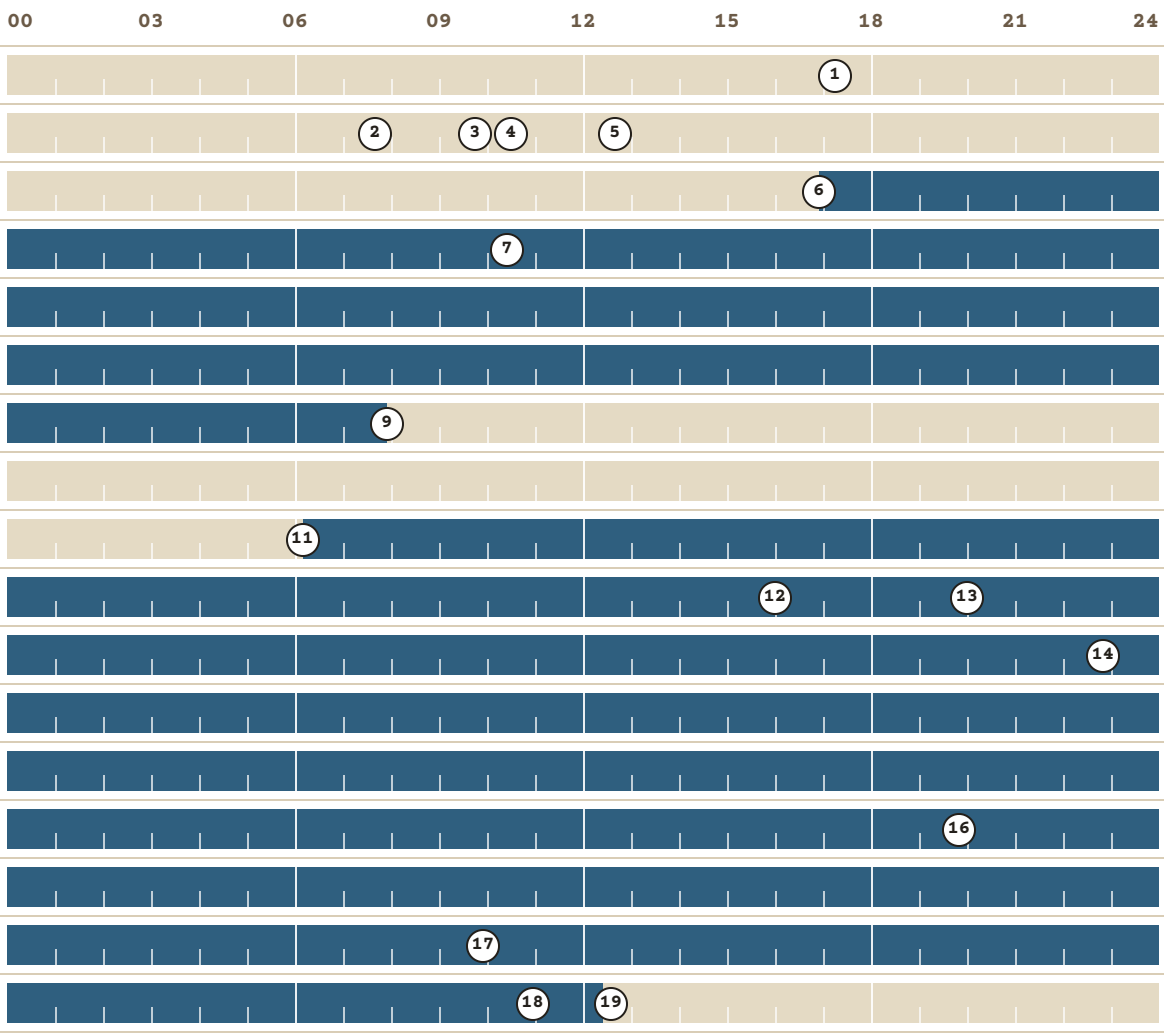
THE VOYAGE IN FIGURES

THE NOTES GIVE 420 PRISONERS IN ALL

277	124	20	53	3,276	2
Korean prisoners	Japanese prisoners	Japanese casualties, besides	Marine guards: 3 officers, 50 men	n.mi., Saipan to Pearl Harbor	days dated 5 August

DAY BY DAY

SHIP'S TIME; ZONES CHANGE AT SEA



Date	POWs	Remarks
Wed 26 Jul J+2		*38 casualties to the John Land*
Thu 27 Jul J+3	420	*POWs embarked, No. 3 hold*
Fri 28 Jul		*Sailed for Eniwetok, TU 51.18.3*
Sat 29 Jul		*A Japanese casualty buried at sea*
Sun 30 Jul		*Positions only*
Mon 31 Jul		*Positions only*
Tue 1 Aug		*Anchored, Berth 230, Eniwetok*
Wed 2 Aug		*Stores and fuel to other ships*
Thu 3 Aug		*Sailed for Pearl Harbor, TU 57.19.14*
Fri 4 Aug		*Tail of a typhoon; Marshalls cleared*
Sat 5 Aug		*Crossed 180° at 2250*
Sat 5 Aug (2)		*The same date, lived twice*
Sun 6 Aug		*12.35 kn made good since Eniwetok*
Mon 7 Aug		*Zigzag stopped 1950, resumed 2350*
Tue 8 Aug		*Head seas, cloudy*
Wed 9 Aug		*Emergency turns*
Thu 10 Aug	420	*Pearl Harbor, alongside Custer, X-9*

Underway at sea *Moored / anchored* ◯ *logged event, see log*

EVENT LOG

EVENTS 8, 10, 15 AND 20 CARRY NO LOGGED HOUR

	Date	Time	Event
1	26 Jul	1715	Transferring 38 Marine casualties needing over two weeks in hospital to the John Land; done 1845
2	27 Jul	0740	56 Marine casualties to Charan-Kanoa; 54 lighter cases to the 2nd Marine Division hospital
3	27 Jul	0945	Received 20 Japanese casualties; the Calvert designated POW ship
4	27 Jul	1030	Commenced embarking prisoners; searched for weapons and examined topside
5	27 Jul	1240	Embarked 277 Koreans and 124 Japanese in No. 3 hold; guard of 3 officers, 50 men, AWS 5
6	28 Jul	1655	Underway from Berth B-46 in Task Unit 51.18.3, 13 kn, three columns
7	29 Jul	1025	Emergency-turns exercise to 1050
8	29 Jul	—	One Japanese casualty died and was buried at sea
9	1 Aug	0755	Anchored in Berth 230, Eniwetok (Deep Passage 0710); TU 51.18.3 dissolved
10	2 Aug	—	Provisions and fuel oil to the Goldsborough (APD 32); provisions to LST 276
11	3 Aug	0609	Underway from Berth 230 in TU 57.19.14 for Pearl Harbor, 14 kn, zigzag plan 6
12	4 Aug	1600	Tail of a typhoon: wind 15 kn at noon rising to 30 kn (Heywood diary); Ailinginae, Rongelap abeam
13	4 Aug	2000	Clear of the Marshall Islands
14	5 Aug	2250	Crossed the 180th meridian at 14°43′N; the date became 5 August again
15	6 Aug	—	Diary: 14.7–15 kn by the wheel, but 12.35 kn made good against headwinds and zigzag
16	7 Aug	1950	Ceased zigzag; moonrise 2320; zigzag resumed 2350
17	9 Aug	0955	Emergency turns to 1031; zigzag ceased 1930
18	10 Aug	1107	Entered Pearl Harbor through the anti-submarine net
19	10 Aug	1225	Secured alongside USS Custer (APA 40), Berth X-Ray 9
20	10 Aug	—	Prisoners off by LCT, blindfolded, with the Marine guard (date presumed: 10 or 11 Aug)

27 JUL · SAIPAN

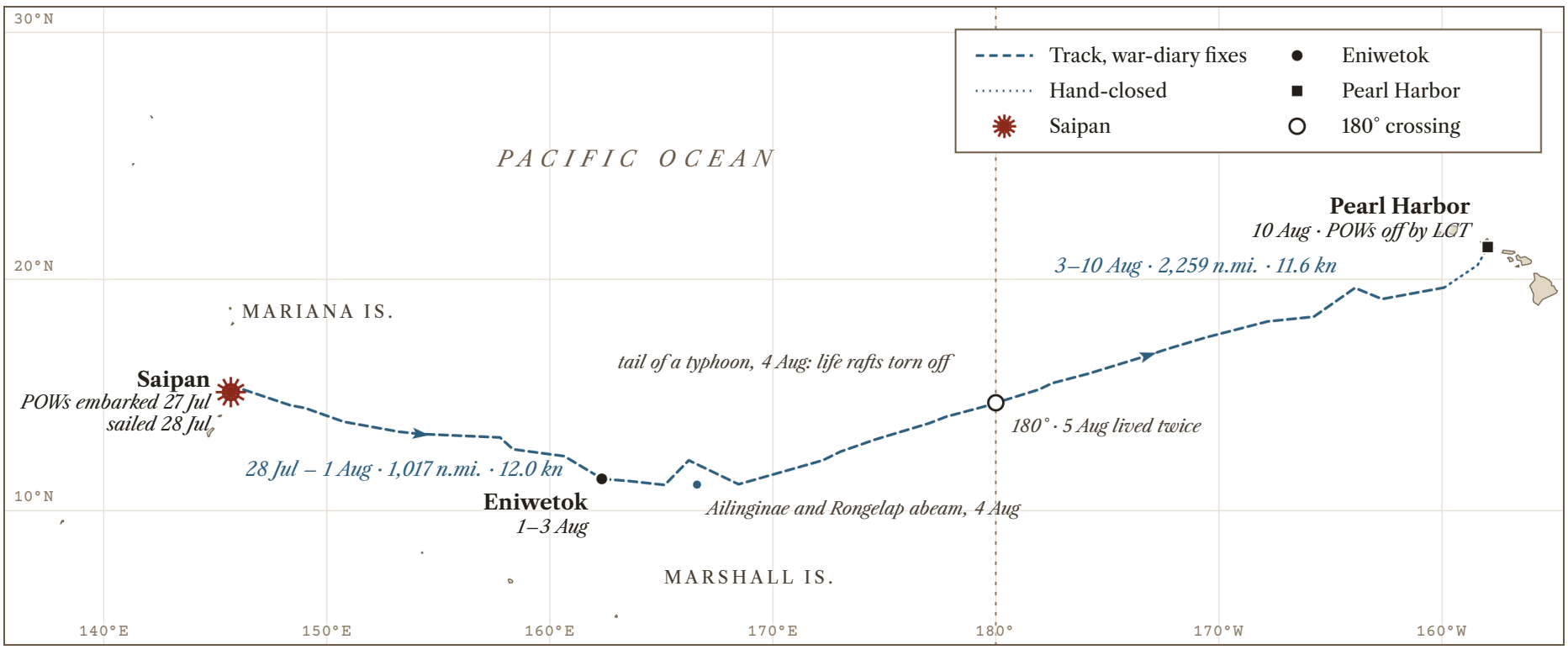
POW ship

With her Marine casualties sent ashore and to the John Land, the Calvert was named the prisoner-of-war ship at Saipan. The prisoners were examined topside for vermin and disease; many were wounded and went to sick call. They lived in No. 3 hold, on the second and third decks.

28 JUL – 10 AUG

The voyage

Prisoners were given frequent periods topside, weather permitting. Sterling remembered that Captain Sweeney held the ship's store of ice cream strictly for the prisoners, to the crew's dismay. A shipfitter took food down to them unarmed, with an MP standing by with a machine gun.



The Calvert's track with the prisoners aboard, Saipan to Eniwetok and Pearl Harbor: war-diary fixes from the two leg GeoPackages; the last fix to Pearl Harbor is joined by hand. Miles from the leg files, knots from logged times. Land: Natural Earth 10 m.

EMBARKATION, 27 JULY

STILLS FROM THE SHIP'S 1944 COLOR 16 MM FILM



Prisoners coming aboard at Saipan, 27 July 1944.



Embarkation of the prisoners, 27 July 1944.



Prisoners on deck under guard.



A prisoner and a Calvert crewman, 27 July 1944. Same film.

> *"This guy took pictures of them coming aboard, getting searched for weapons, going below to #3 hold, the whole bit."*
>
> Ed O'Brien, Calversion 7

27 JUL

The locket

Prisoners climbed the nets in their skivvies and were searched again on deck. One, who spoke better English than his searcher, asked him to keep a locket with a picture of his wife and daughter so it would not be thrown away. The officer allowed it, once the prisoner had opened it himself in case it was rigged. He had graduated from the University of Chicago.

29 JUL

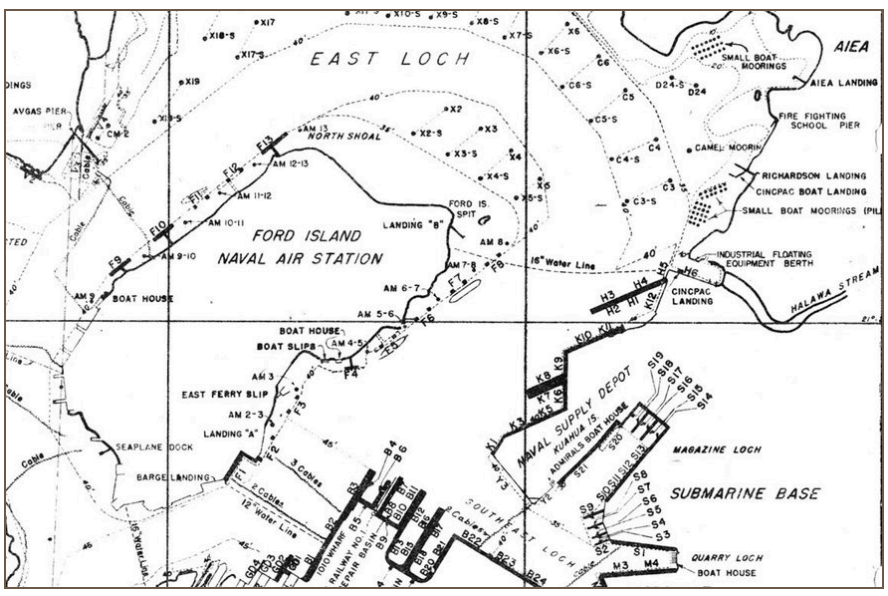
Burial at sea

A Japanese casualty died on 29 July and was buried at sea; one crewman remembered sewing two into canvas that night, each weighted with a five-inch shell.

> *"That put it at a personal relationship as far as I was concerned."*
>
> Calvert crewman who sewed the canvas (Funck)

> *"We got caught in a typhoon and the waves were that high that it tore off our life rafts."*
>
> Sterling, coxswain, 4 August (Funck)

> *"They are all lined up in a single file and are all blind folded and marched off the Calvert onto the LCT."*
>
> Billy Lee Bell, Pearl Harbor



Pearl Harbor mooring and berthing chart, detail; the notes locate Berth X-Ray 9, where the Calvert secured alongside the Cušter on 10 Augušt, from this plan. Pearl Harbor Mooring Plan, 1946 (World War II Database).

10–11 AUG

After Pearl Harbor

The war diary and the August muster roll do not mention the prisoners leaving the ship. The research notes presume they went to Camp Iroquois, the prisoner-of-war compound at Ewa Beach, or to the Honouliuli camp near Kunia. The Calvert was reassigned to TransDiv 30 to load the 17th RCT, 7th Infantry Division.

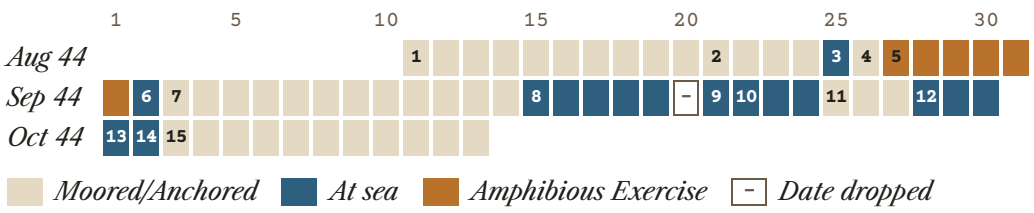
> *"He told me he was in the Navy and that his ship had been torpedoed and that he had been in the water for three days."*
>
> Billy Lee Bell, in sick bay with malaria, on a prisoner who spoke English

Sources: USS Calvert War Diary, July and Augušt 1944; Report of Operations, Tinian; ComTransDiv 7 War Diary, Augušt 1944; Cullen, A Hišory of the USS Calvert; Funck, 2006; Bell, Beach Party; Calversion; research notes.

Preparation for the Philippines Islands Amphibious Landings

Pearl Harbor, Honolulu and Maui to Eniwetok and Manus · TransDiv 30, TG 33.1 · LT 3-17, 7th Infantry Division

11 Aug – 13 Oct 1944 · 63 days

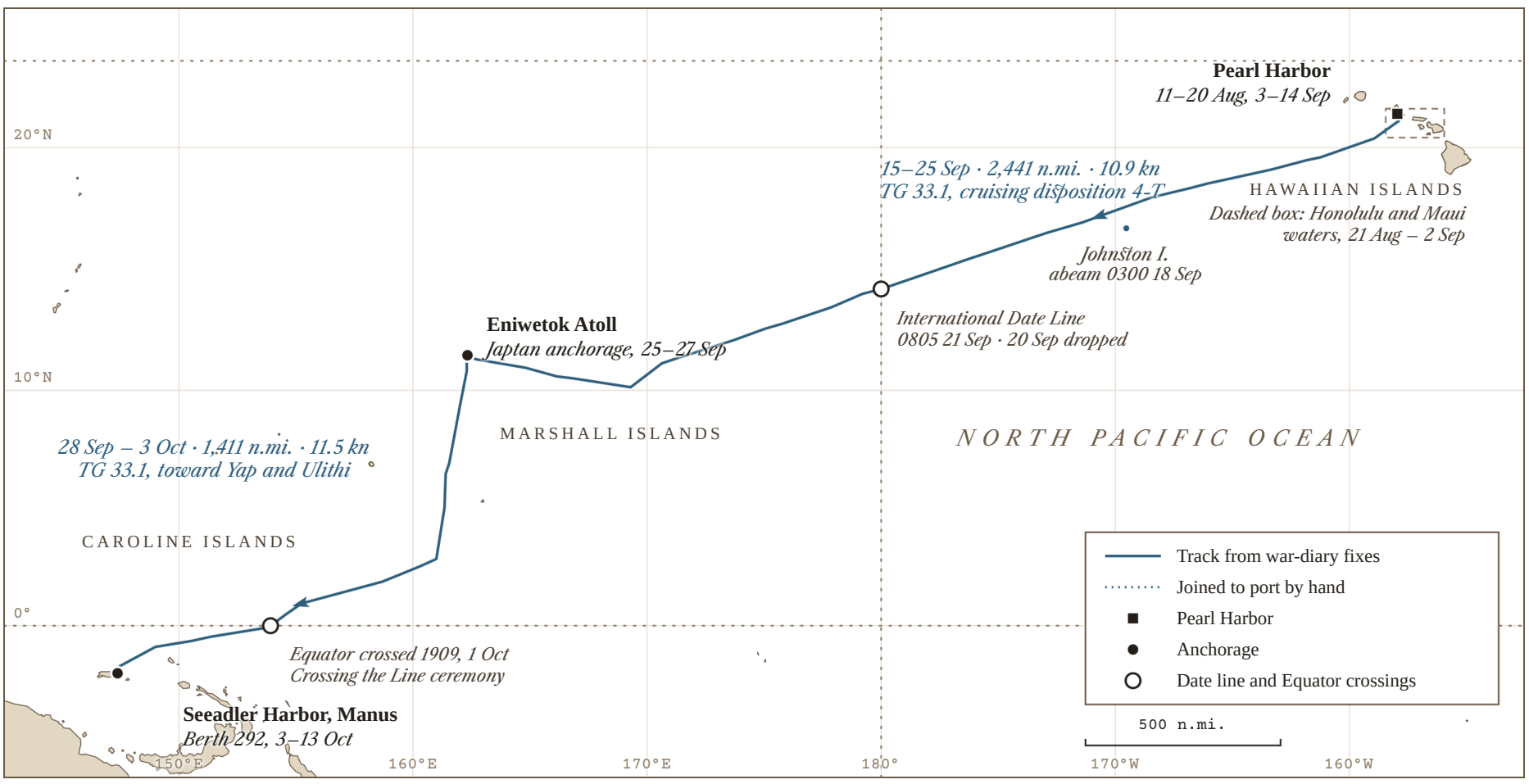


Moored/Anchored	41
Underway at sea	16
Amphibious Exercise	6

		Dates	Days	n.mi.	Knots
1	Pearl Harbor, berth X-Ray 8 *Upkeep and liberty; gun-control repairs 15–21 Aug*	11–20 Aug	10		
2	Honolulu, Kapalama Basin *Pier 39B; loaded 7th Inf Div gear; LT 3-17 embarked 24 Aug*	21–24 Aug	4		
3	Honolulu to Lahaina Roads *With TU 33.3.2 (TransDiv 30), LT 3-17 embarked*	25 Aug	1		
4	Lahaina Roads, Maui *Anchored berth C-32 at 0719; TF 33.1 assembling*	26 Aug	1		
5	Leyte rehearsal, Maalaea Bay – Kahoolawe *Training Order 9-44; drills at C-32, landings 29–31 Aug*	27 Aug – 1 Sep	6		
6	Lahaina Roads to Pearl Harbor *AA gunnery on towed sleeves; retired SW of Oahu for the night*	2 Sep	1		
7	Pearl Harbor, berth X-Ray 6 *Capt. Strong took command 6 Sep; LT 3-17 re-embarked 10 Sep*	3–14 Sep	12		
8	Pearl Harbor to the date line *TG 33.1, disposition 4-T; Johnston Island abeam 0300 18 Sep*	15–19 Sep	5	1,233	11
9	International Date Line *180° crossed 0805 21 Sep at 14°13'N; 20 Sep dropped*	20–21 Sep	1	280	11 *
10	Date line to Eniwetok *Zigzagging; gunnery and torpedo-evasion drills; anchored 1328 25 Sep*	22–24 Sep	3	929	11
11	Eniwetok Atoll, Japtan *Provisioning; troops ashore at Runit; Cdr Warris relieved Strong*	25–27 Sep	3		
12	Eniwetok to the Equator *TG 33.1; sortied Deep Entrance 0845; AA gunnery on sleeve targets*	28–30 Sep	3	749	12
13	Crossing the Equator *Crossing the Line ceremony; awards presented, 1 Oct*	1 Oct	1	298	12
14	Equator to Manus *AA gunnery practice; Manus sighted 0550 3 Oct*	2 Oct	1	364	11
15	Seeadler Harbor, Manus Island *Berth 292; stores and fuel; 9 Oct Leyte assault ordered*	3–13 Oct	11		
	Totals	**11 Aug – 13 Oct**		**3,852**	

PEARL HARBOR TO ENIWETOK AND MANUS

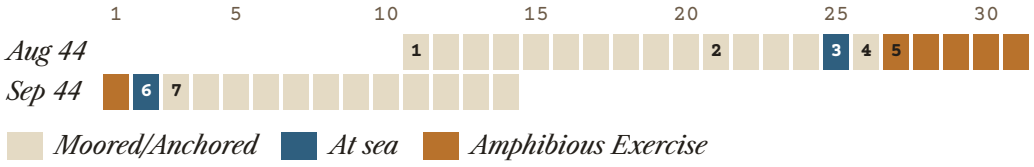
15 SEP – 3 OCT 1944



Track: the war-diary positions in the two leg GeoPackages (30 fixes Pearl Harbor–Eniwetok, 16 fixes Eniwetok–Manus), joined to Pearl Harbor, the Japtan anchorage and Seeadler Harbor by hand (dotted). Miles measured fix to fix on the WGS 84 ellipsoid; speeds made good from the logged underway and anchoring times. Date line crossed 0805, 21 Sep, at 14°13'N; Equator crossed 1909, 1 Oct, at 154°00'E (war diary). The dashed box marks the Honolulu and Maui waters of 21 Aug – 2 Sep, too small to draw at this scale. Land: GSHHS and Natural Earth 10 m. Mercator.

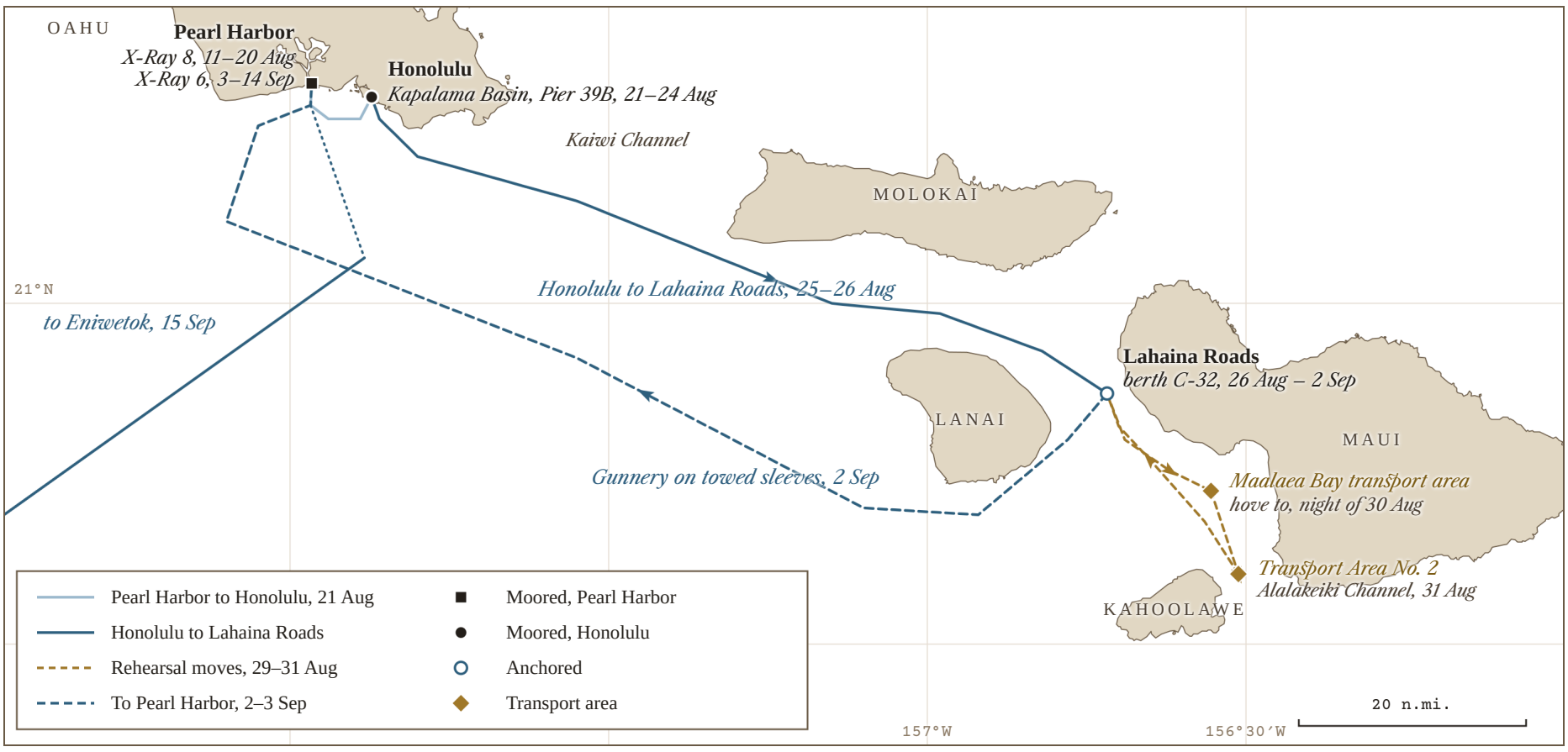
Hawaiian Islands and the Leyte Rehearsal

Preparation for the Philippines Islands Amphibious Landings · companion page



Moored/Anchored	27
Underway at sea	2
Amphibious Exercise	6

		Dates	Days	n.mi.	Knots
1	Pearl Harbor, berth X-Ray 8 *Upkeep and liberty; gun-control repairs 15–21 Aug*	11–20 Aug	10		
2	Honolulu, Kapalama Basin *Pier 39B; loaded 7th Inf Div gear; LT 3-17 embarked 24 Aug*	21–24 Aug	4		
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5	Leyte rehearsal, Maalaea Bay – Kahoolawe *Training Order 9-44; drills at C-32, landings 29–31 Aug*	27 Aug – 1 Sep	6		
6	Lahaina Roads to Pearl Harbor *AA gunnery on towed sleeves; retired SW of Oahu for the night*	2 Sep	1		
7	Pearl Harbor, berth X-Ray 6 *Capt. Strong took command 6 Sep; LT 3-17 re-embarked 10 Sep*	3–14 Sep	12		
	Totals	**11 Aug – 14 Sep**			



Tracks are routed through open water from the war diary's times and places; there are no position fixes for 21 Aug – 15 Sep. The rehearsal moves of 29–31 Aug and the transport areas are approximate (named, not positioned, in the diary). The return of 2–3 Sep is drawn south of Lanai, which is assumed. The track at left is the first three war-diary fixes of 15 Sep. Land: GSHHS full resolution. Mercator.

Pearl Harbor and Honolulu

11–24 Aug

Upkeep and liberty at berth X-Ray 8, while the Navy Yard repaired the motor-generator set and starting panel for the 5″/38 and 40 mm guns. On 21 August she moved round to Pier 39B, Kapalama Basin, and at 2215 began combat-loading the vehicles and equipment of the 3rd Battalion, 17th Infantry, 7th Infantry Division, into holds 1 to 6; No. 2, the last, was finished at 2340 next day. The troops embarked on the 24th.

> *"We no sooner dock, secure the sea detail, when advance Army troops started coming aboard."*
>
> Billy Lee Bell, Beach Party, ch. 19

The Leyte rehearsal

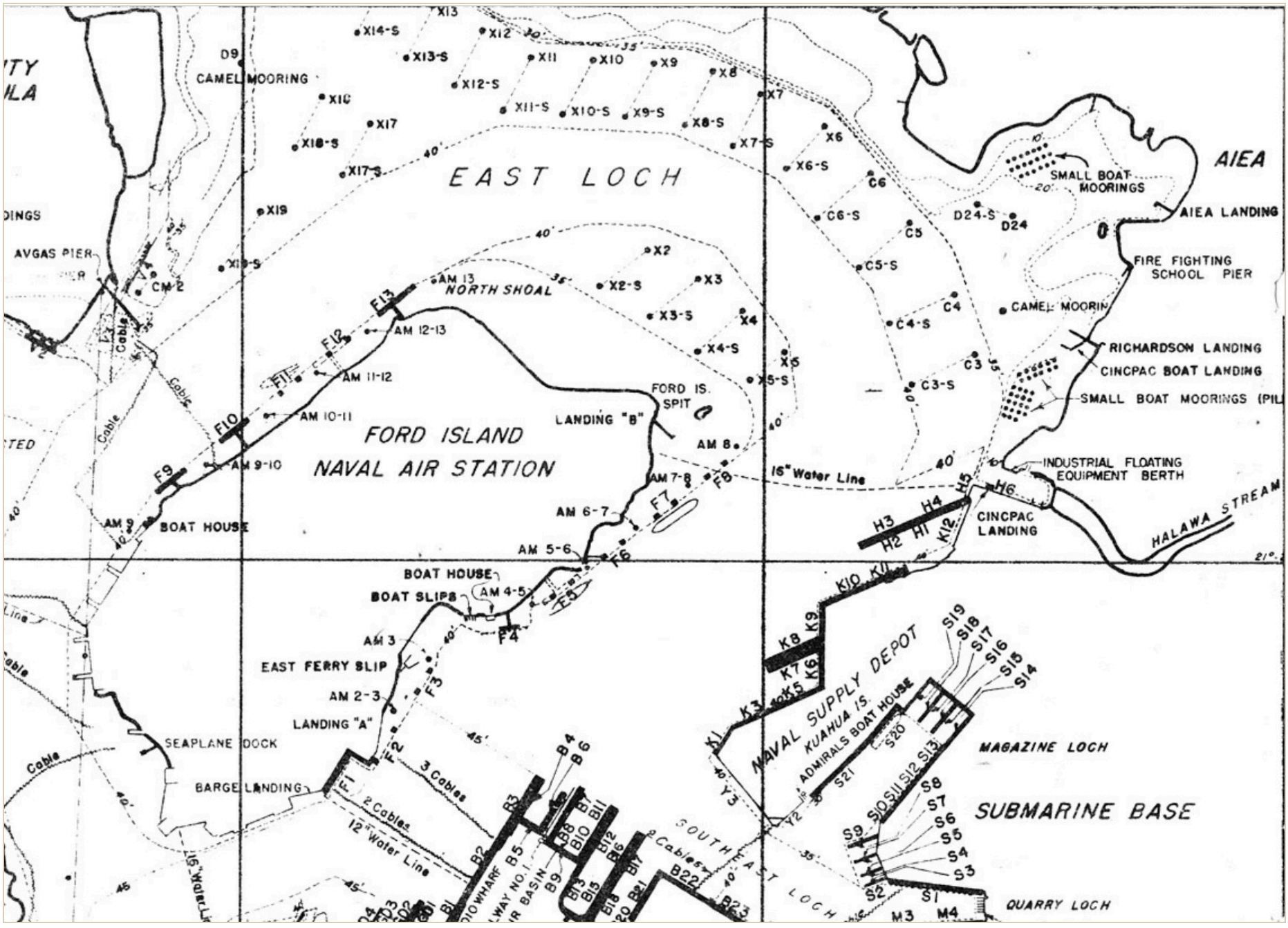
25 Aug – 3 Sep

With TransDiv 30 the Calvert anchored at berth C-32, Lahaina Roads, on the 26th and drilled Landing Team 3-17 at the nets. The group sortied at 1559 on the 29th for a dawn approach on Maalaea Bay: her boats carried the assault elements to their LSTs on the 30th, and next morning she landed the rest of the team from Transport Area No. 2 in Alalakeiki Channel. On 2 September the ships fired at towed sleeves on the way back (the Calvert: 39 5″, 48 3″, 423 40 mm and 1,063 20 mm rounds) and reached Pearl Harbor on the 3rd.

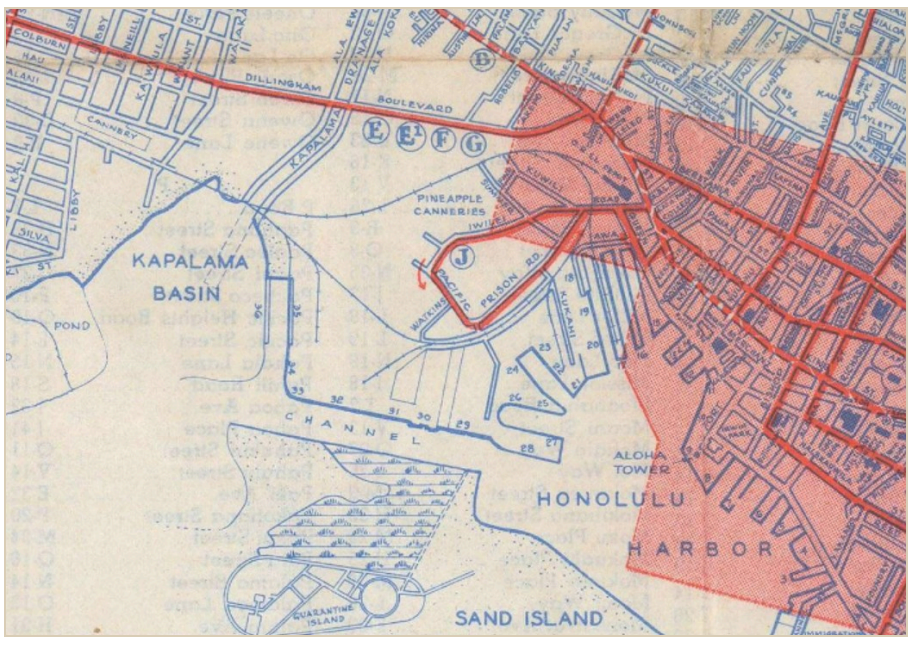
> *"Close collaboration between Naval and Army Officers and enthusiasm in personnel of the Landing Team resulted in a very satisfactory and efficiently conducted drill."*
>
> War Diary, USS Calvert, 29 Aug 1944

Back at Pearl Harbor, 3–14 September. Secured alongside the Custer at berth X-Ray 6 at 1135 on the 3rd. The landing team went ashore by LCT on the 4th, leaving its equipment in the holds; Captain Ronald T. Strong took command on the 6th, relieving Commander Sweeney; and the troops came back aboard on the evening of the 10th, 1817–2010. She sailed for Eniwetok on the 15th.

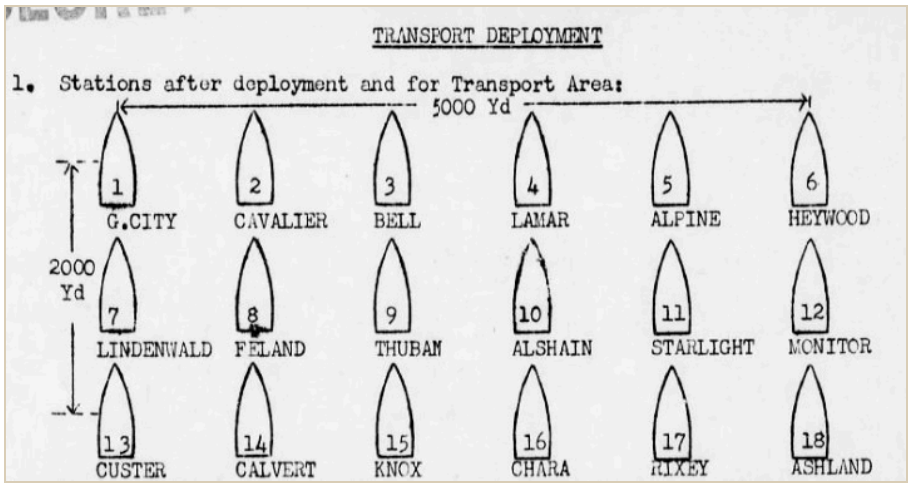
PEARL HARBOR, EAST LOCH BERTHS X-RAY 8 AND X-RAY 6



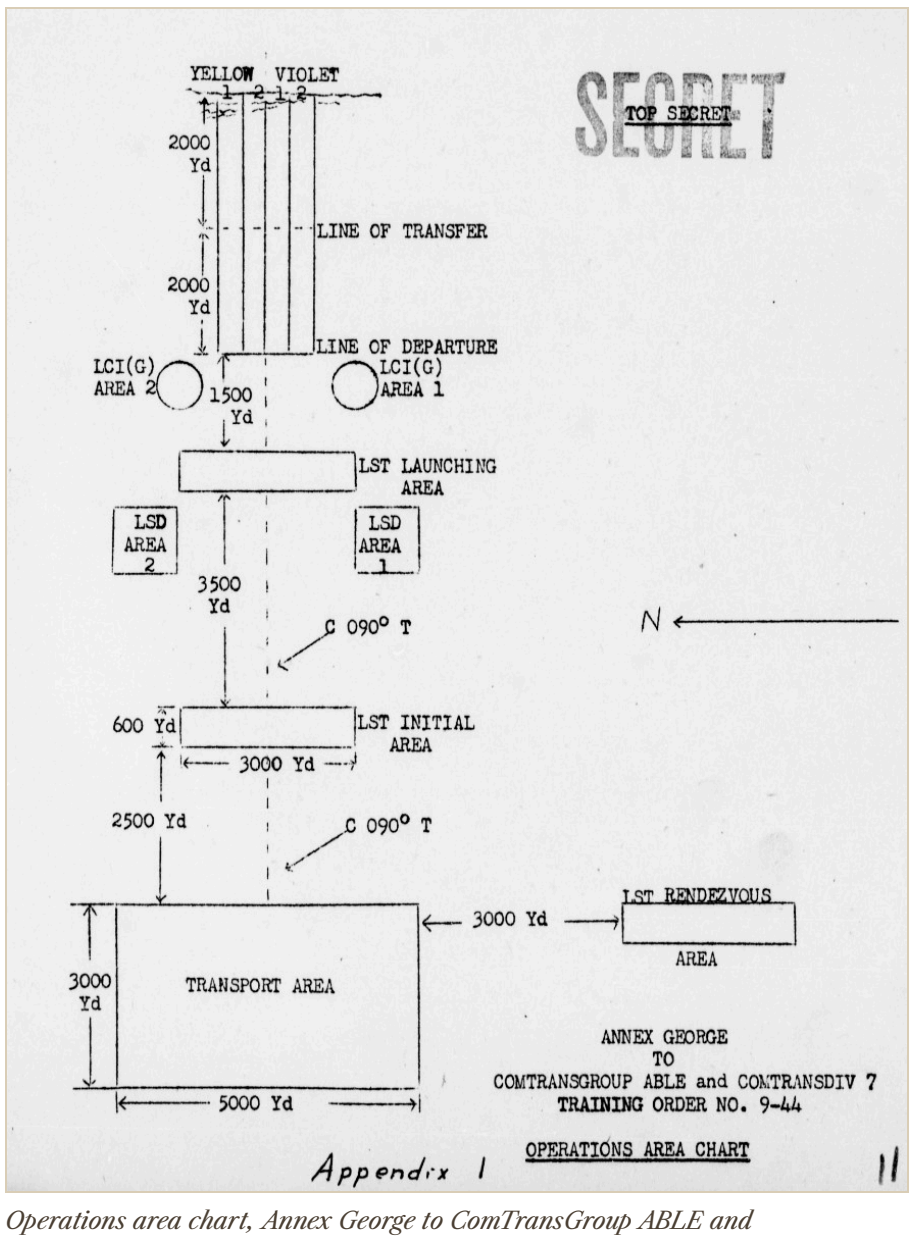
Pearl Harbor mooring and berthing plan, 1946 (extract; World War II Database). The X berths lie along the north side of East Loch, above Ford Island. The Calvert lay at X-Ray 8, 11–21 Aug (the notes' caption marks X-9), and alongside the Custer at X-Ray 6, 3–15 Sep.



Kapalama Basin, Sand Island and Honolulu Harbor; Pier 39B is at the head of the basin. A Map and Bus Guide of Honolulu, U.S.O. of Hawaii, 1944 (extract).



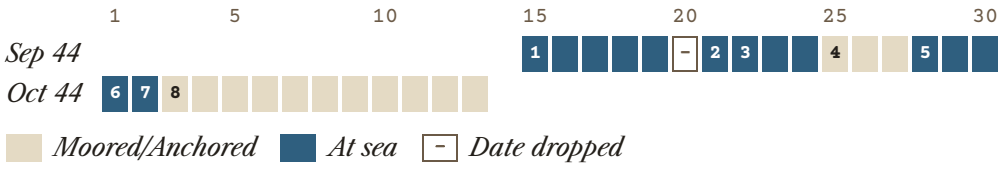
Stations after deployment and for the transport area: eighteen transports in three lines, 2,000 yards between lines. The Calvert is No. 14, between the Custer and the Knox. War Diary, ComTransDiv 7, Aug 1944.



Operations area chart, Annex George to ComTransGroup ABLE and ComTransDiv 7 Training Order No. 9-44: boat lanes to Yellow and Violet beaches, line of departure, LCI(G), LSD and LST areas, and the 3,000 × 5,000-yard transport area. War Diary, ComTransDiv 7, Aug 1944, Appendix 1.

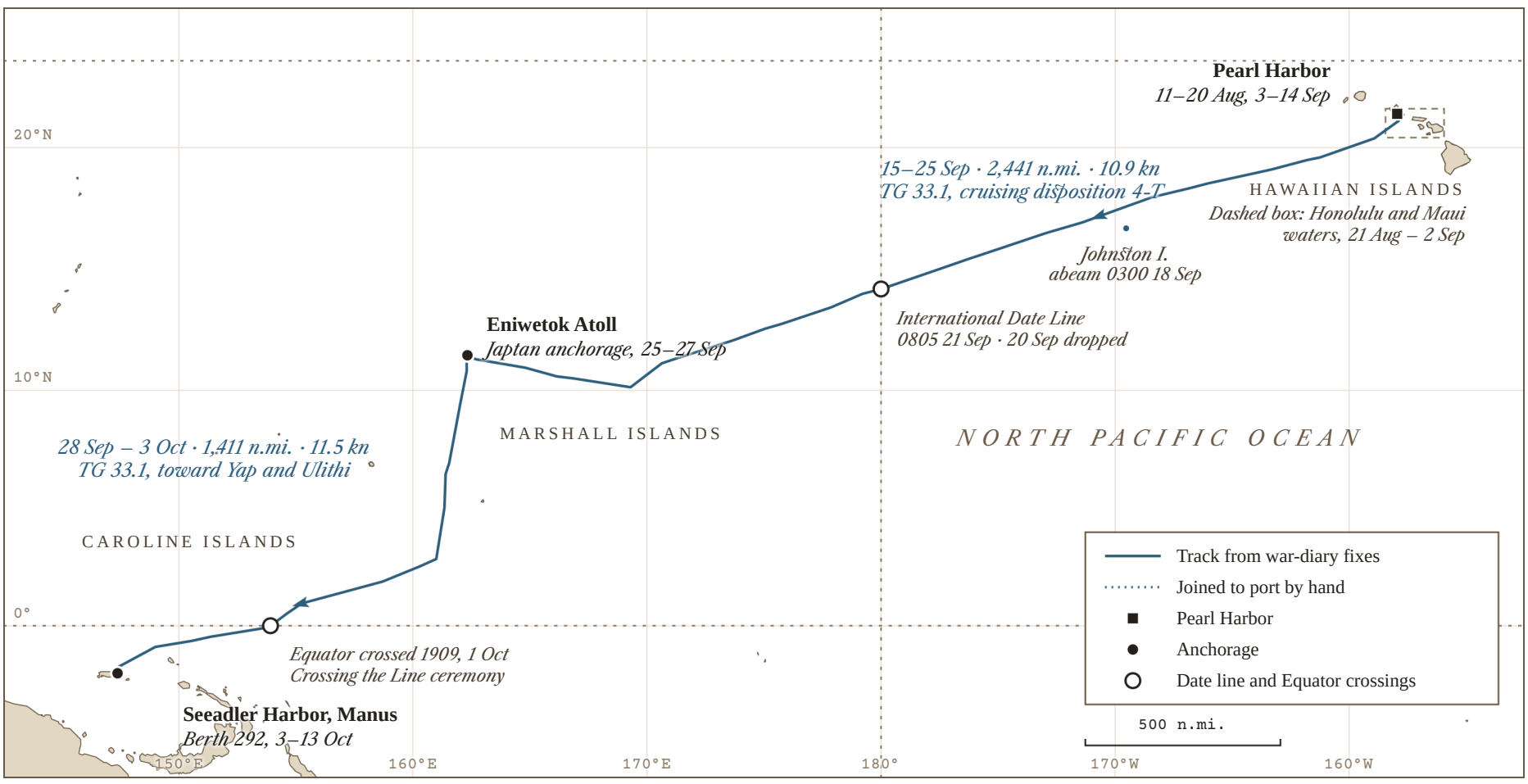
Hawaii to Eniwetok to Manus

Preparation for the Philippines Islands Amphibious Landings · companion page

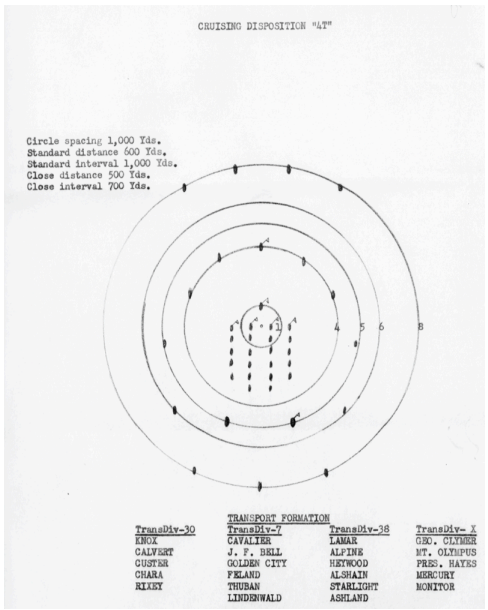


Moored/Anchored	14
Underway at sea	14

		Dates	Days	n.mi.	Knots
1	Pearl Harbor to the date line *TG 33.1, disposition 4-T; Johnston Island abeam 0300 18 Sep*	15-19 Sep	5	1,233	11
2	International Date Line *180° crossed 0805 21 Sep at 14°13'N; 20 Sep dropped*	20-21 Sep	1	280	11 *
3	Date line to Eniwetok *Zigzagging; gunnery and torpedo-evasion drills; anchored 1328 25 Sep*	22-24 Sep	3	929	11
4	Eniwetok Atoll, Japtan *Provisioning; troops ashore at Runit; Cdr Warris relieved Strong*	25-27 Sep	3		
5	Eniwetok to the Equator *TG 33.1; sortied Deep Entrance 0845; AA gunnery on sleeve targets*	28-30 Sep	3	749	12
6	Crossing the Equator *Crossing the Line ceremony; awards presented, 1 Oct*	1 Oct	1	298	12
7	Equator to Manus *AA gunnery practice; Manus sighted 0550 3 Oct*	2 Oct	1	364	11
8	Seeadler Harbor, Manus Island *Berth 292; stores and fuel; 9 Oct Leyte assault ordered*	3-13 Oct	11		
	Totals	**15 Sep - 13 Oct**		**3,852**	



Track: the war-diary positions in the two leg GeoPackages (30 fixes Pearl Harbor–Eniwetok, 16 fixes Eniwetok–Manus), joined to the ports by hand (dotted). Miles fix to fix on the WGS 84 ellipsoid; speeds made good from the logged underway and anchoring times. Date line crossed 0805, 21 Sep, at 14°13'N; Equator crossed 1909, 1 Oct, at 154°00'E (war diary). Land: GSHHS and Natural Earth 10 m. Mercator.



Cruising Disposition 4-T, Transport Group ABLE. TransDiv 30: Knox, Calvert, Custer, Chara, Rixey. War Diary, ComTransDiv 7, Sep 1944.

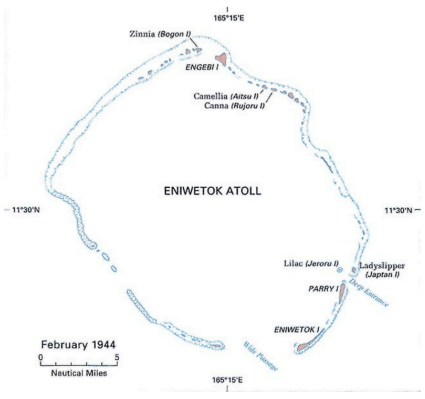
15 Sep	Underway 0820; sortied 0936 with TU 33.3.2. AA firing on towed sleeves; at 1707 formed Disposition 4-T, zigzag plan No. 6.
17-18 Sep	Air-defense and approach disposition drills; simulated torpedo attacks. 0300 18 Sep, Johnston Island abeam, 45 miles.
19-21 Sep	At 2400 19 Sep the zone became −12 and the date 21 September. 0805 21 Sep, crossed the 180th meridian at 14°13′N.
25-27 Sep	Anchored in Eniwetok lagoon 1328 25 Sep; fuelled from the Kankakee. Provisioned and rearmed; troops ashore on Runit. Cdr John F. Warris relieved Capt. Strong 1450 27 Sep.
28 Sep	Underway 0725 with TG 33.3; sortied through Deep Entrance 0845, toward the objective, Yap and Ulithi. AA gunnery on sleeve targets 1400–1545.
1 Oct	AA firing with the port batteries; “Davy Jones” received aboard; crossed the Equator 1909 at 154°00′E. Medals and awards presented.
3 Oct	Manus sighted 0550; entered Seeadler Harbor 0935 and anchored in berth 292.

Hawaii to Eniwetok to Manus

Preparation for the Philippines Islands Amphibious Landings · companion page

ENIWETOK ATOLL

25–28 SEP 1944



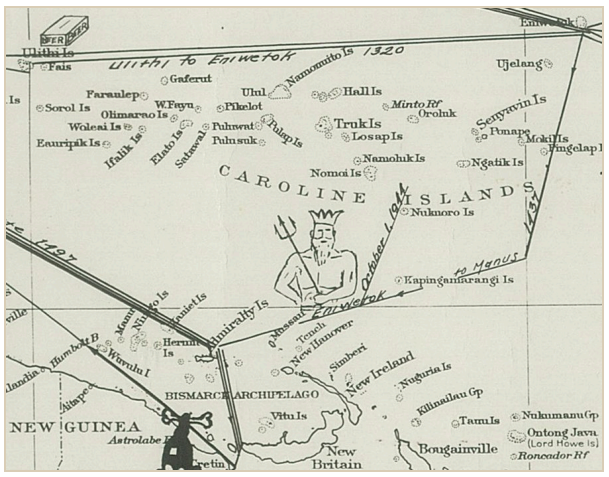
U.S. Army map, Feb 1944. Japtan and Deep Entrance at lower right.

Anchored in the lagoon at 1328 on 25 September, the Calvert fuelled alongside the oiler Kankakee that afternoon. For three days the ships provisioned and rearmed from the supply ships, and the troops were taken to Runit Island for a few hours each day. At 1450 on the 27th Commander John F. Warris, USN, reported aboard to relieve Captain Strong. The group sailed on the 28th toward its objective, Yap and Ulithi.

> *"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."*
>
> Billy Lee Bell, Beach Party, ch. 19

CROSSING THE LINE

1 OCT 1944



Eniwetok to Manus on Cruise of the USS Calvert APA 32, November 1943 to April 1946 (extract): "October 1, 1944" at the Equator, with Neptunus Rex.

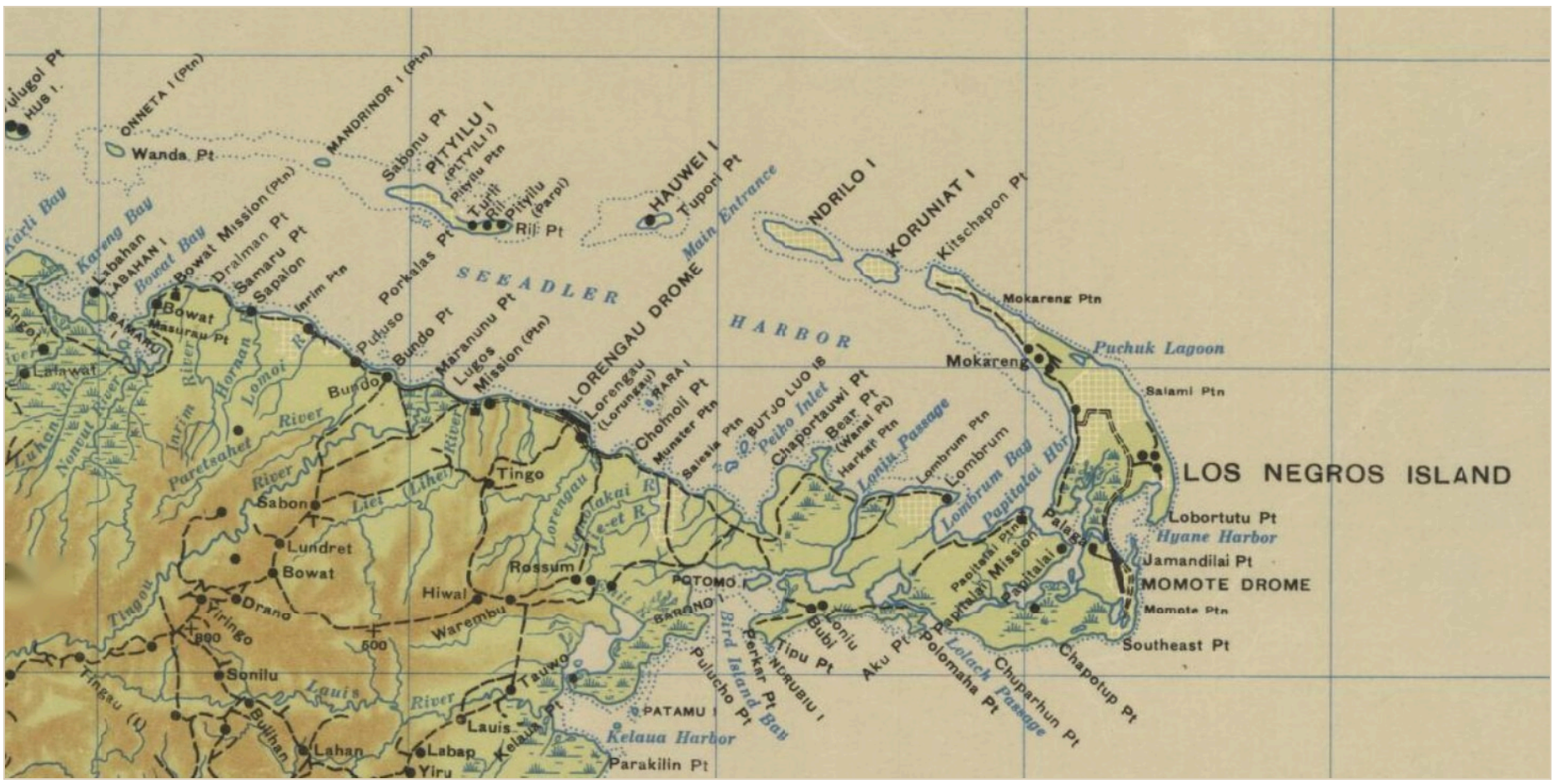
In the afternoon "Davy Jones," representative of Neptunus Rex, was received aboard by the commanding officer to prepare for the reception of Neptune and his court, under ceremonies sanctioned by CTG 33.1. At 1909 the ship crossed into south latitude at 154°00′E.

> *"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. ... I went down that line of pollywogs and pulled all six of them out ... and the royal judges sentenced them to go all through the ceremonies twice."*
>
> Billy Lee Bell, Beach Party, ch. 20

Bronze Star Medals presented aboard, 1 October 1944. Lt. Lew Carey Sayers, beachmaster · Lt. (jg) Donald L. Fetterman and Lt. (jg) Raymond G. MacLean, wave commanders · Lt. (jg) Dwight A. Callagan, beach-platoon medical officer · Lt. (jg) Burnett D. Bruce, boat group commander · Lt. Cdr. Michael J. Stapleton, senior medical officer · Cox. Donald D. Haddox · MoMM3c Thomas H. Gray · and a beach-party member not named in the extract.

SEEADLER HARBOR, MANUS ISLAND

3–13 OCT 1944



Seeadler Harbor, Lorengau and Momote airdromes, and Los Negros Island. Manus and adjacent islands, Admiralty Islands: Provisional Map, 1944 (extract).

Anchored in berth 292 with TG 33.1, the ships provisioned, fuelled and made repairs, and the troops went to nearby islands for recreation. At 0100 on 9 October the Yap–Ulithi assault was cancelled and Operation Plan 13-44 activated: the 7th Infantry Division would land at Leyte. TG 33.1 became TG 79.3 under Rear Admiral Conolly, and the Calvert was to land LT 3-17 in the Dulag area.

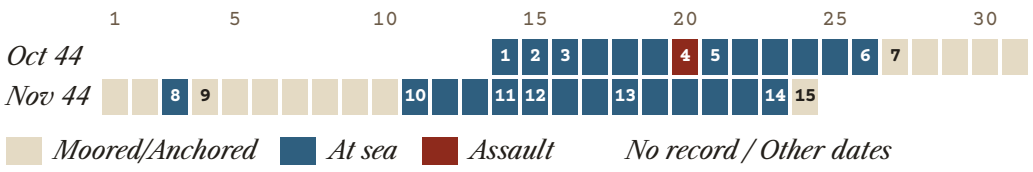
> *"After a fast passage to New Guinea we were subjected to a very thorough and comprehensive inspection by members of General McArthur's Staff ... we passed."*
>
> C. L. Schooler, CDR, USN, Calversion vol. 7, p. 3

> *"This is one hell of a big harbor. I never saw so many ships in my life. ... I can see three great big floating dry docks here."*
>
> Billy Lee Bell, Beach Party, ch. 21

Leyte Operations

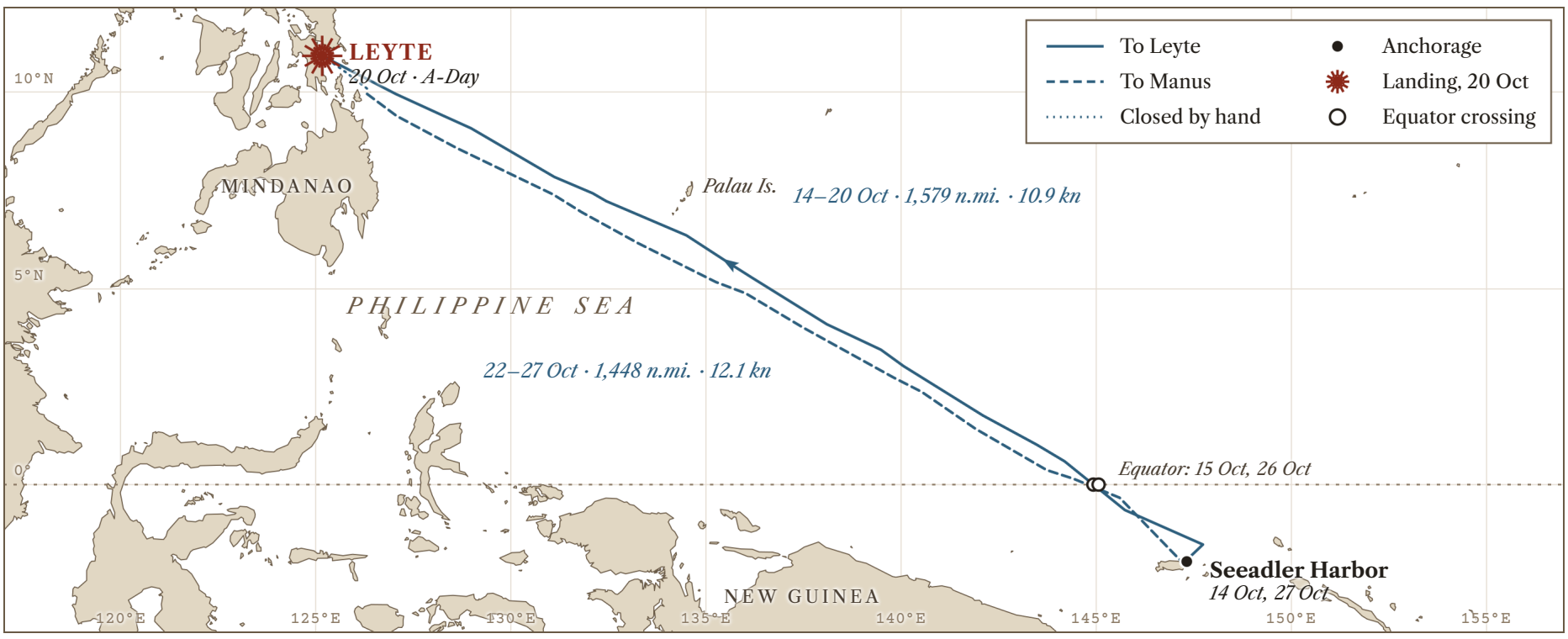
BLT 17/3, 7th Infantry Division, 20 Oct · 187th Airborne elements, 18 Nov

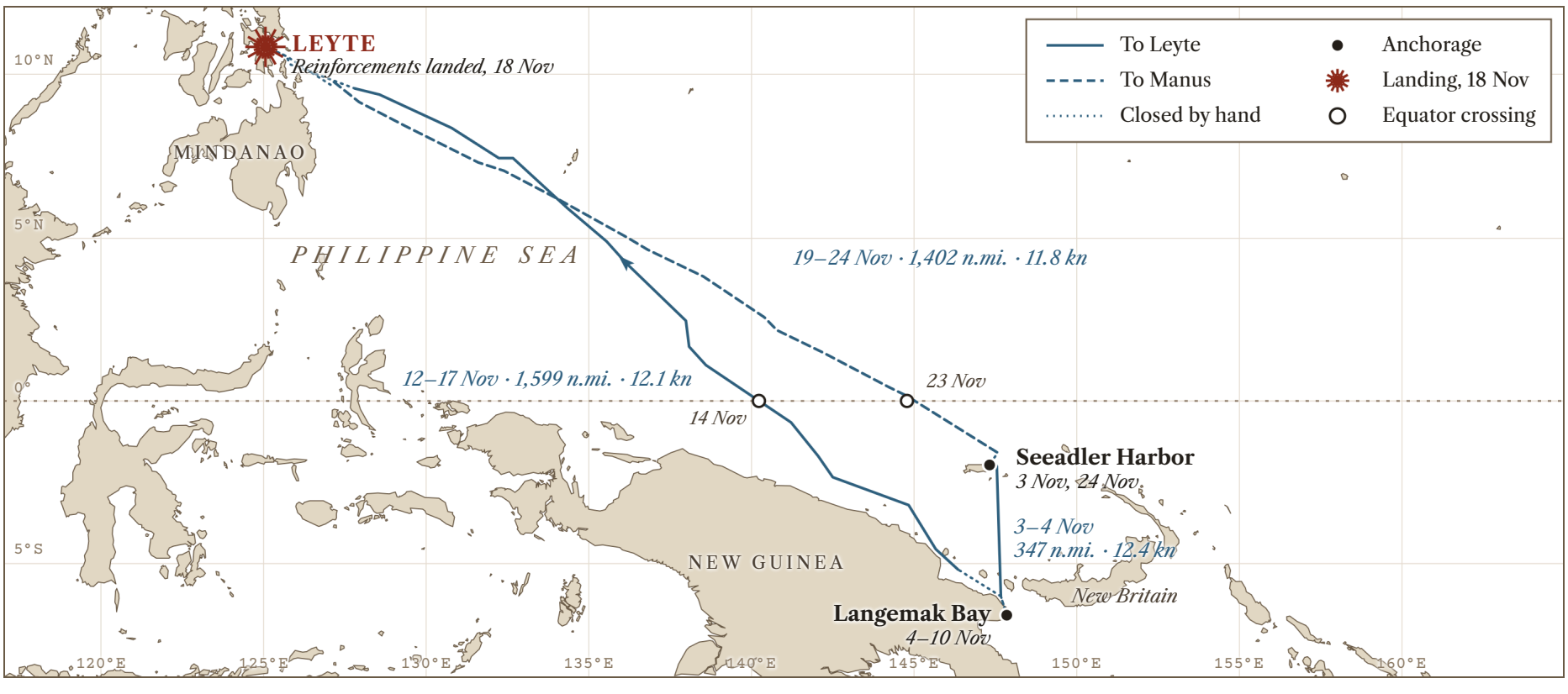
14 Oct – 24 Nov 1944 · 42 days



Moored/Anchored	15
Underway at sea	26
Assault, war-time operation	1

		Dates	Days	n.mi.	Knots
1	Manus to the Equator *Sortied 0755 with TG 79.3; paravane drill, AA gunnery*	14 Oct	1	205	12
2	Crossing the Equator *North at 0130, 145°03'E; zigzag from sunrise*	15 Oct	1	271	11
3	Equator to Leyte Gulf *Disposition 4-T; AA gunnery 16 Oct; topped off tanks 18 Oct*	16–19 Oct	4	1,103	11
4	Leyte Operation · Dulag, Leyte Gulf *A-Day: BLT 17/3, 7th Div., 70 officers, 1,261 men, Yellow Beaches*	20 Oct	1		
5	Leyte Gulf to the Equator *Left Leyte 1949 21 Oct; TU 79.14.1, then TU 79.14.3 (Bell)*	21–25 Oct	5	1,105	13
6	Crossing the Equator *South at 1806, 145°24'E; rain squalls, zigzag*	26 Oct	1	343	11
7	Seeadler Harbor, Manus *Provisioned; assigned TransDiv 30 (temp), 1 Nov*	27 Oct – 2 Nov	7		
8	Manus to Finschhaven *Alone, escort USS Stembel (DD-644)*	3 Nov	1	347	12
9	Langemak Bay, Finschhaven *1st Bn 187th Airborne, 11th Airborne Div., loaded 7–8 Nov*	4–10 Nov	7		
10	Finschhaven to the Equator *Sailed 1645 11 Nov; TU 79.15.1 (Cavalier, OTC); Vitiaz Strait*	11–13 Nov	3	489	12
11	Crossing the Equator *TU 79.15.1; submarine contact 1245, identified friendly*	14 Nov	1	272	11
12	Equator to Leyte Gulf *Debarkation drills daily; Surigao Strait approach, 17 Nov*	15–17 Nov	3	838	11
13	Leyte Gulf to the Equator *Reinforcements landed off Bito Lake 18 Nov; sailed 1910*	18–22 Nov	5	1,077	12
14	Crossing the Equator *South at 1245, 144°48'E; Thanksgiving Day*	23 Nov	1	325	11
15	Seeadler Harbor, Manus *Fuelled alongside USS Niobrara; berth W47 at 1217*	24 Nov	1		
	Totals	**14 Oct – 24 Nov**		**6,375**	





Leyte Operation · Dulag, Leyte

Battalion Landing Team 17/3, 7th Infantry Division · Southern Attack Force, Task Force 79

19 – 21 Oct 1944
1 night at the objective

THE LANDING IN FIGURES

Report on Landing Operations

1,331
troops debarked: 70 officers, 1,261 men

756.5
tons of supplies and equipment unloaded

8
boat waves to Yellow Beaches One and Two

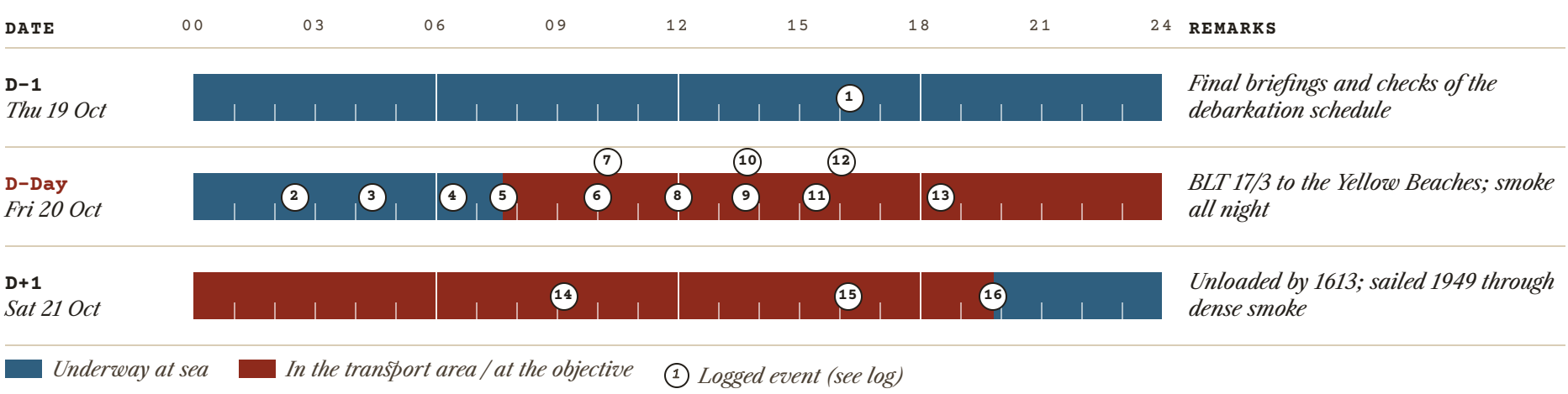
1344
first wave lands, Yellow Beach One

1613
21 Oct: all cargo and troops unloaded

7
"Flash Red" alerts; no rounds fired

HOUR BY HOUR

ship's time, from the war diary and the landing report



EVENT LOG

numbers match the hour strip

	DATE	TIME	EVENT
1	19 Oct	1615	Ship slowed; paravanes streamed for the entry into Leyte Gulf
2	20 Oct	0230	General quarters
3	20 Oct	0425	Passed Desolation Point 1.9 mi abeam; very strong ebb tide setting east
4	20 Oct	0625	Enemy plane dive-bombs a ship of the screen off the starboard bow; driven off
5	20 Oct	0740	Anchored in Transport Area No. 1, 37 fathoms, mud bottom
6	20 Oct	1000	Jig Hour
7	20 Oct	1015	Began debarking Battalion Landing Team 17/3 into landing craft
8	20 Oct	1200	Eight waves dispatched to the line of departure off Dulag, 1200–1232
9	20 Oct	1342	Anchored in Transport Area No. 2, 6,000 yds 127° T from Dulag; unloading all hatches
10	20 Oct	1344	First wave lands on Yellow Beach One
11	20 Oct	1527	Eighth wave lands on Yellow Beach Two
12	20 Oct	1603	Enemy aircraft over the transport area; general quarters (all clear 1637)
13	20 Oct	1831	Air attack; all ships lay smoke, visibility zero
14	21 Oct	0910	LST 34 alongside; holds 1, 2 and 3 unloaded into her
15	21 Oct	1613	All cargo and combat personnel unloaded
16	21 Oct	1949	Underway at one-third speed through the smoke, conning by radar



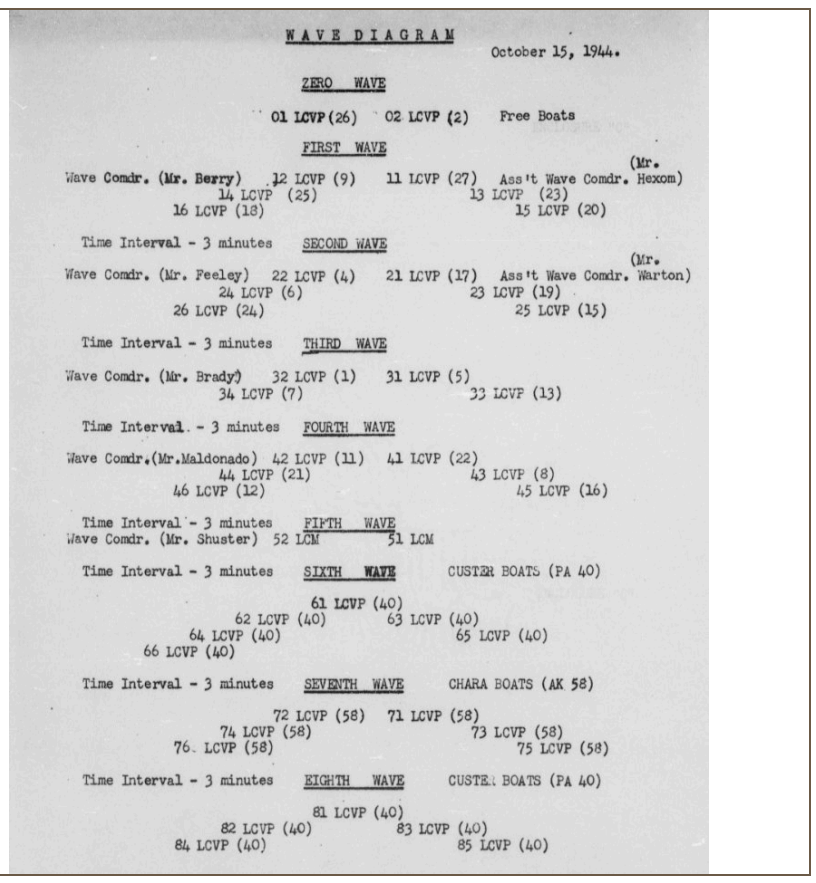
Into Leyte Gulf

Word came by dispatch on the night of 19 October that the centre of the passage into Leyte Gulf was not clear of mines, so the transports hugged the north tip of Dinagat Island, navigating almost entirely by radar. The Calvert passed Desolation Point at 0425 against a strong ebb tide. The battleships opened on the beaches at 0600, and at 0740 the Calvert anchored in Transport Area No. 1.

"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."

Billy Lee Bell, *Beach Party*, p. 71

WAVE DIAGRAM *as published*



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. (Mr. Hexom)
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. (Mr. Warton)
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)

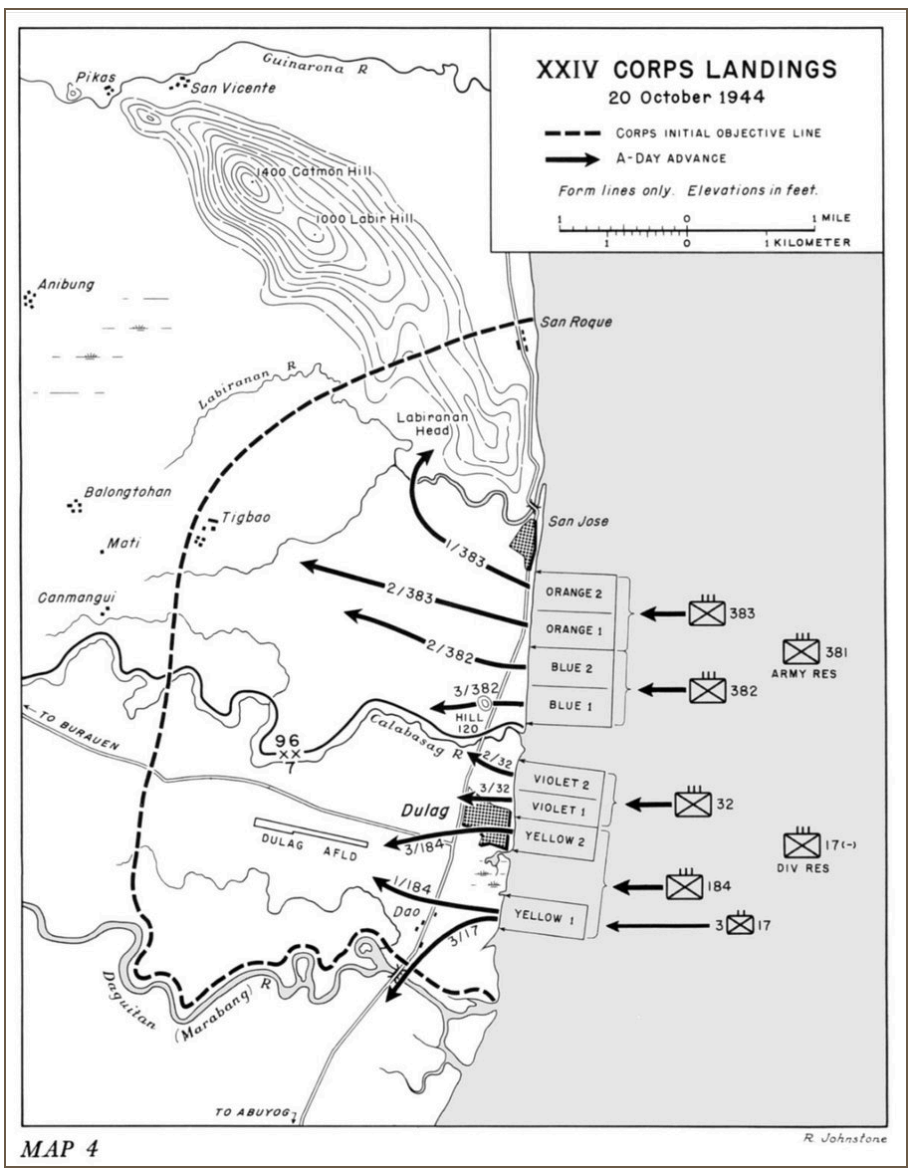
72 LCVP (58) 71 LCVP (58)
74 LCVP (58) 73 LCVP (58)
76 LCVP (58) 75 LCVP (58)

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

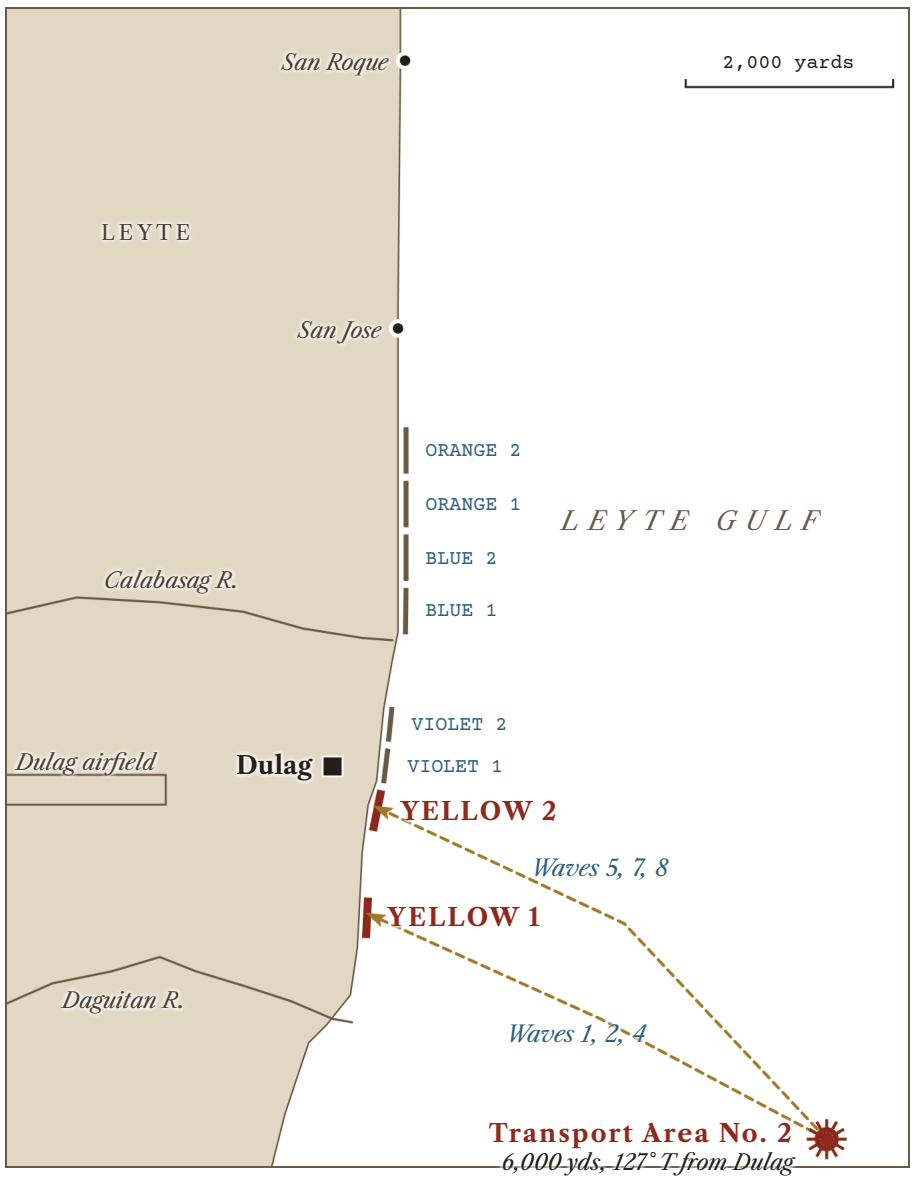
81 LCVP (40)
82 LCVP (40) 83 LCVP (40)
84 LCVP (40) 85 LCVP (40)

Wave diagram, 15 Oct 1944: free boats and eight waves at three-minute intervals; (40) Custer and (58) Chara boats. Landing report, NARA 78649434.

THE DULAG BEACHES *left as published · right re-created*



XXIV Corps landings, 20 October 1944 (Map 4). M. Hamlin Cannon, Leyte: The Return to the Philippines, U.S. Army in World War II.



Re-created from Map 4: the Dulag beaches, with Transport Area No. 2 placed 6,000 yds, 127° T from Dulag as the Calvert's report gives it, and boat lanes to Yellow One and Two. Coast traced from the Army map; not fitted to a modern chart.

The Yellow Beaches

Yellow Beach 2, 400 yards long, lay just south of Violet Beach at Dulag; a swamp separated it from Yellow Beach 1, about 425 yards, between the town and the mouth of the Daguitan River.

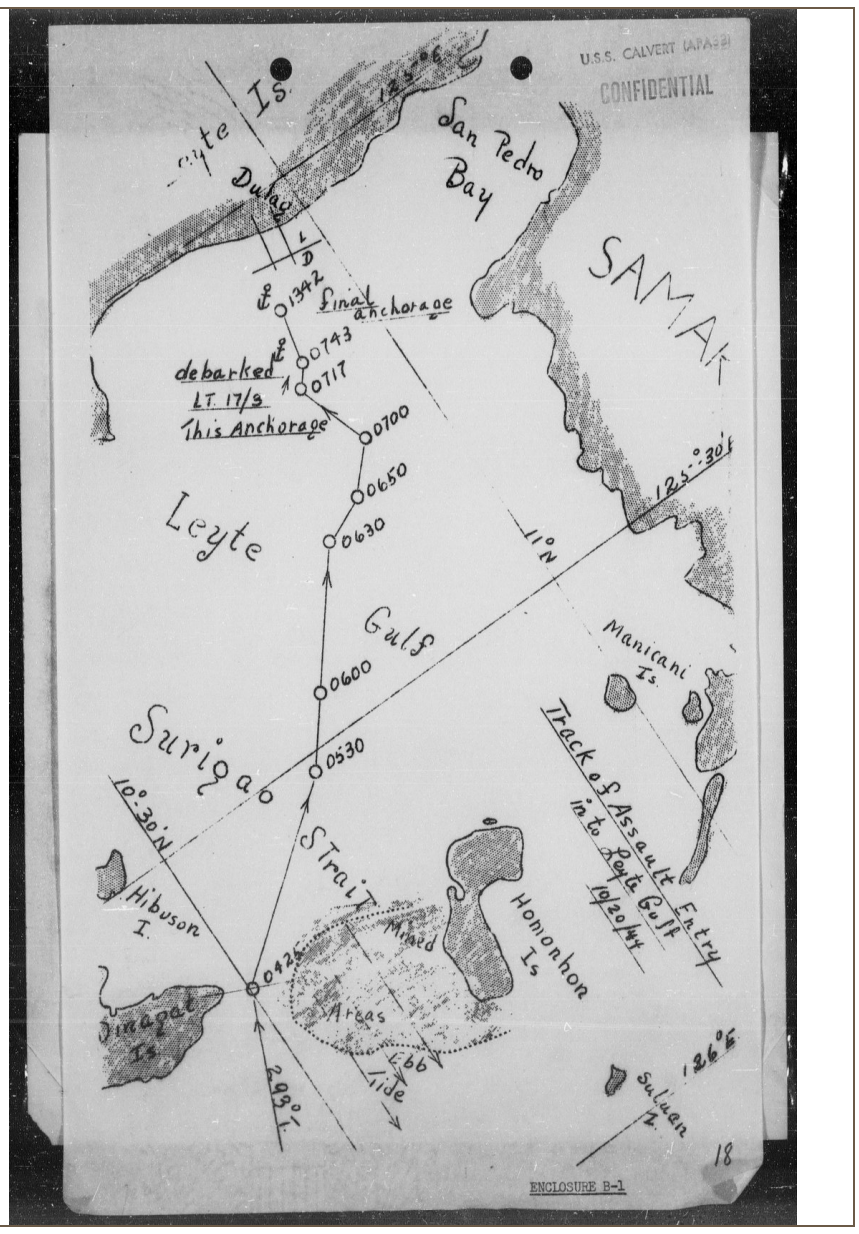
A night of smoke

At 1600 a torpedo plane hit the cruiser Honolulu, remembered as passing low over the Calvert. Smoke generators ran 20 minutes in every hour all night; visibility was 0 to 500 yards and the boats worked the beach blind.

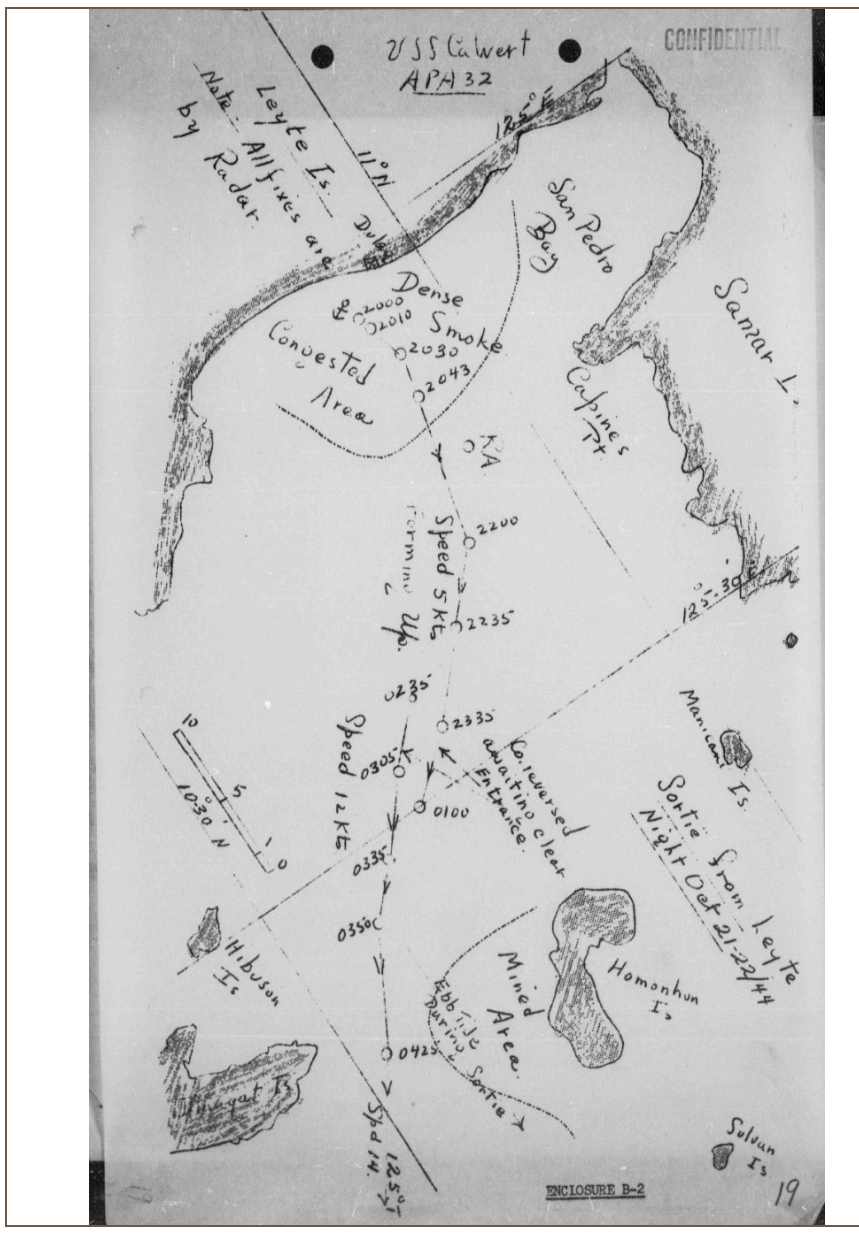
Boat No. 28

The salvage and traffic-control boat off Yellow Two and Violet One, from the eighth wave to 1420 on 21 October. It salvaged about twelve boats from other transports, some with three feet of water in them.

ENCLOSURES B-1 AND B-2 *as published in the landing report*

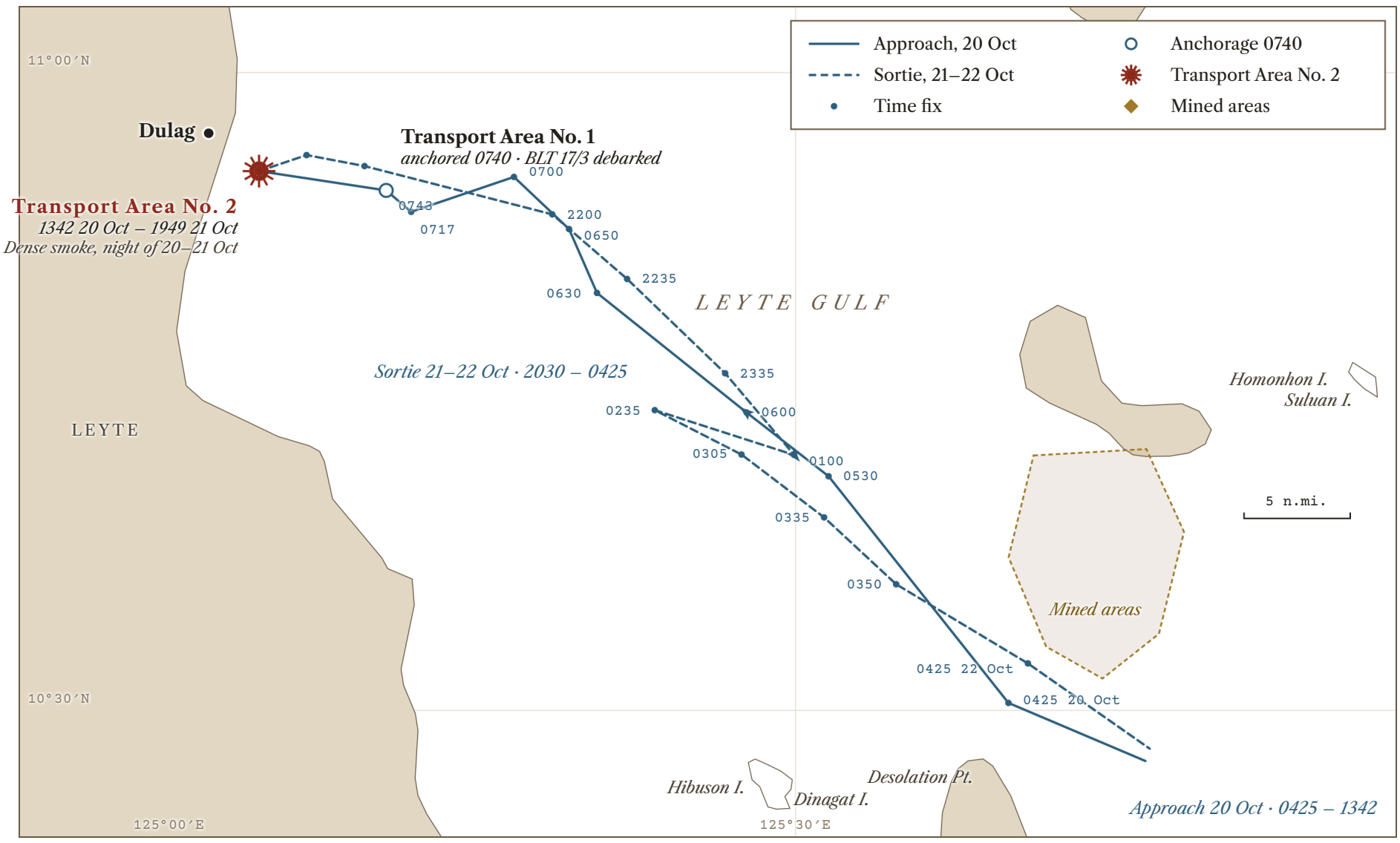


Enclosure B-1: track of the assault entry into Leyte Gulf, 20 Oct 1944. Fixes 0425 to 0743, the 0743 anchorage ("debarked LT 17/3 this anchorage") and the final anchorage, 1342. Report on Landing Operations in the Invasion of Leyte Island, USS Calvert, 14–22 Oct 1944 (NARA 78649434).



Enclosure B-2: sortie from Leyte, night of 21–22 Oct 1944. All fixes by radar; speed 5 then 12 knots; course reversed 0100 awaiting a clear entrance; out past Dinagat at 0425. Report on Landing Operations in the Invasion of Leyte Island, USS Calvert, 14–22 Oct 1944 (NARA 78649434).

LEYTE GULF, RE-CREATED *Mercator · 30′ graticule*



Re-created from Enclosures B-1 and B-2. Both hand charts are georeferenced from their 10°30′ N, 11° N, 125° E and 125°30′ E lines; B-1 puts Dinagat's north tip within 1 n.mi. of the modern coast. Transport Area No. 2 is placed from the report (6,000 yds, 127° T from Dulag); B-1 draws the 1342 anchorage about 2 n.mi. farther out. Mined areas placed south of Homonhon from the CTG 79.1 report (approximate). Land: Natural Earth 10 m.

Leyte Reinforcements · off Bito Lake, Leyte

187th Airborne, 11th Airborne Division, with AAA and hospital units · TU 79.15.1, Transport Squadron 14

17 – 18 Nov 1944
Unloaded in one day

THE LANDING IN FIGURES

war diary and Orders of the Day, 19 Nov

1,245 troops discharged to the beach

665 tons of cargo unloaded

67 tons an hour, a ship's record

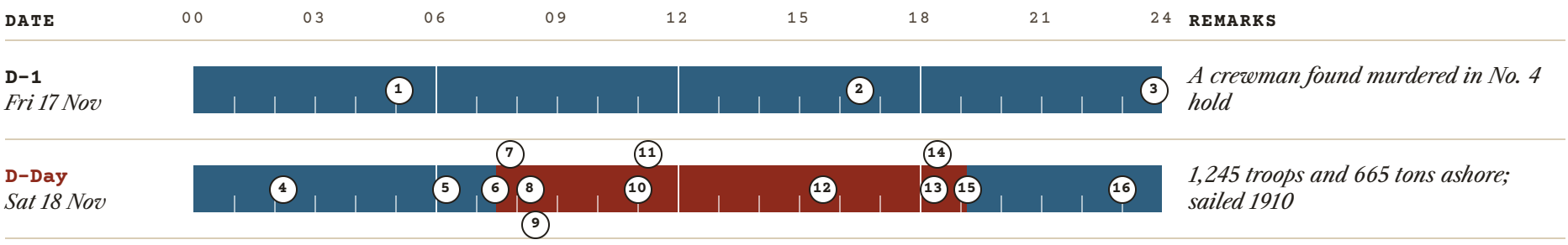
0729 anchored 1.3 miles off the beach

2 LSMs alongside: 311 and 258

1910 unloaded and underway

HOUR BY HOUR

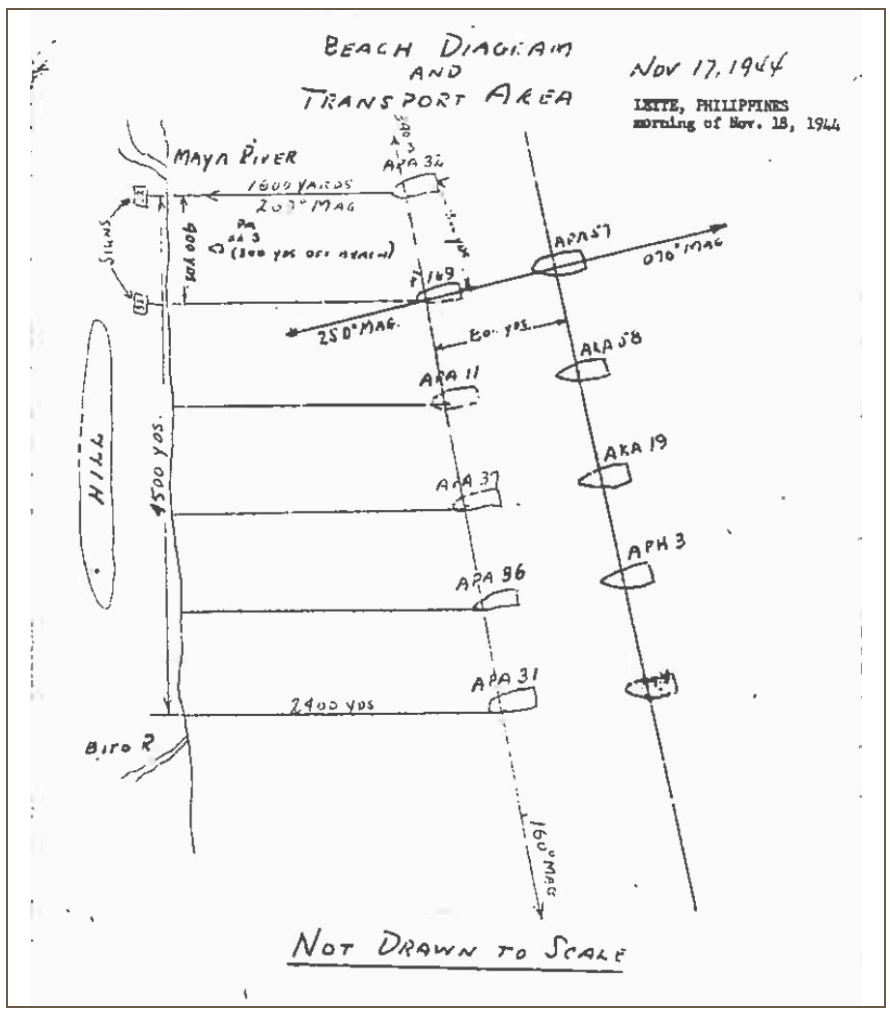
ship's time, from the war diary and deck log



EVENT LOG

numbers match the hour strip

	DATE	TIME	EVENT
1	17 Nov	0505	Crewman found dead in lower No. 4 hold; all hands to their lockers for the search
2	17 Nov	1630	Paravanes streamed; channel formation 3-T from 1625
3	17 Nov	2348	Course 296° T, approaching Surigao Strait and the entrance to Leyte Gulf
4	18 Nov	0213	Desolation Point and Homonhon Island abeam
5	18 Nov	0615	Paravanes recovered; proceeded independently to the anchorage off Bito Lake
6	18 Nov	0729	Anchored 1.3 miles off the beach; boats lowered
7	18 Nov	0750	Debarkation of embarked troops began
8	18 Nov	0820	First boats sent to the beach
9	18 Nov	0829	LSM 311 alongside starboard aft for holds 4, 5 and 6
10	18 Nov	1100	The dead crewman's remains sent ashore to Graves Registration
11	18 Nov	1115	LSM 258 alongside starboard forward for holds 1, 2 and 3
12	18 Nov	1535	No. 4 hold discharged of all cargo
13	18 Nov	1820	No. 1 hold discharged; the last of the cargo
14	18 Nov	1825	Debarkation of all troops completed
15	18 Nov	1910	Underway at 15 kn with USS Gansevoort to rejoin TU 79.15.1
16	18 Nov	2300	Passed out of Leyte Gulf, Desolation Point abeam



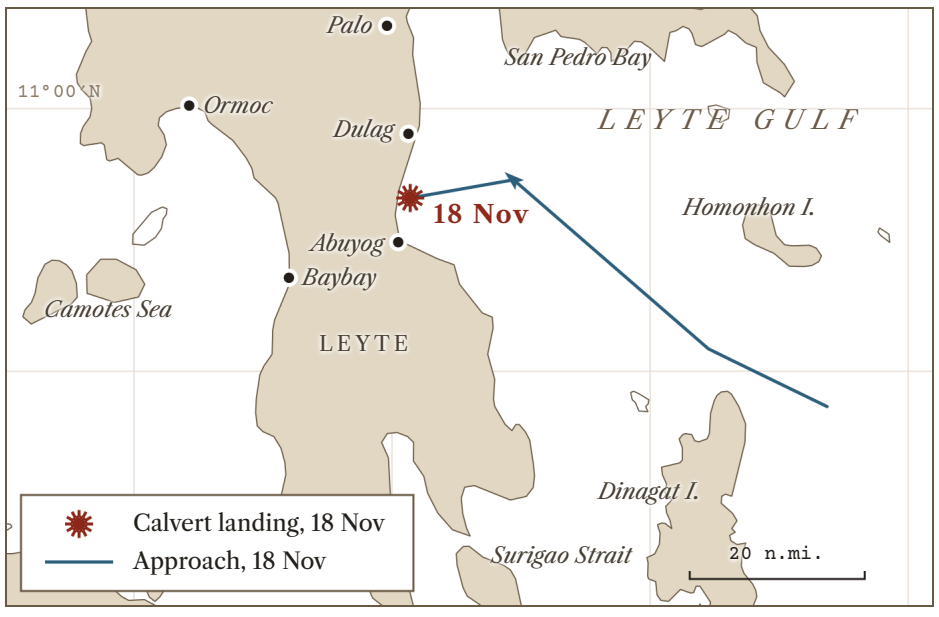
Beach diagram and transport area, Leyte, morning of 18 Nov 1944 (drawn 17 Nov): the Calvert (APA 32) at the head of the inner column, 1,600 yards off the Maya River beach signs. Not drawn to scale. Calversion, v. 24, p. 4.

"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 than any previous record on board the USS Calvert. WELL DONE."

J. A. Paterson, Lt. Cmdr., USNR, Executive Officer · Orders of the Day, 19 Nov 1944

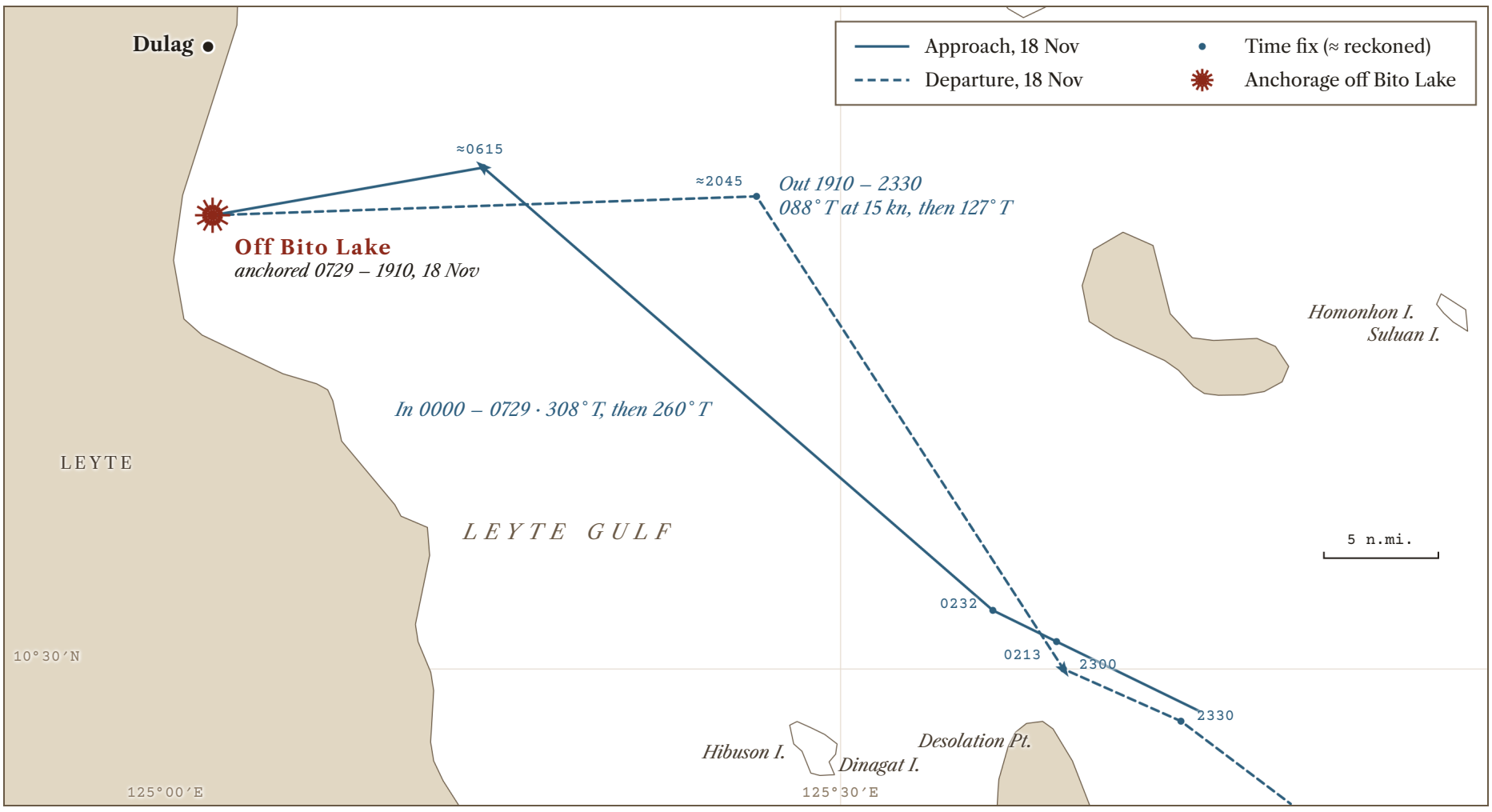
The second trip

The troops came aboard at Langemak Bay on 7–8 November. TU 79.15.1 sailed on 11 November; on the 14th a submarine contact turned out to be friendly, and on the 15th the Calvert fuelled the destroyers Luce and Chauncey under way.

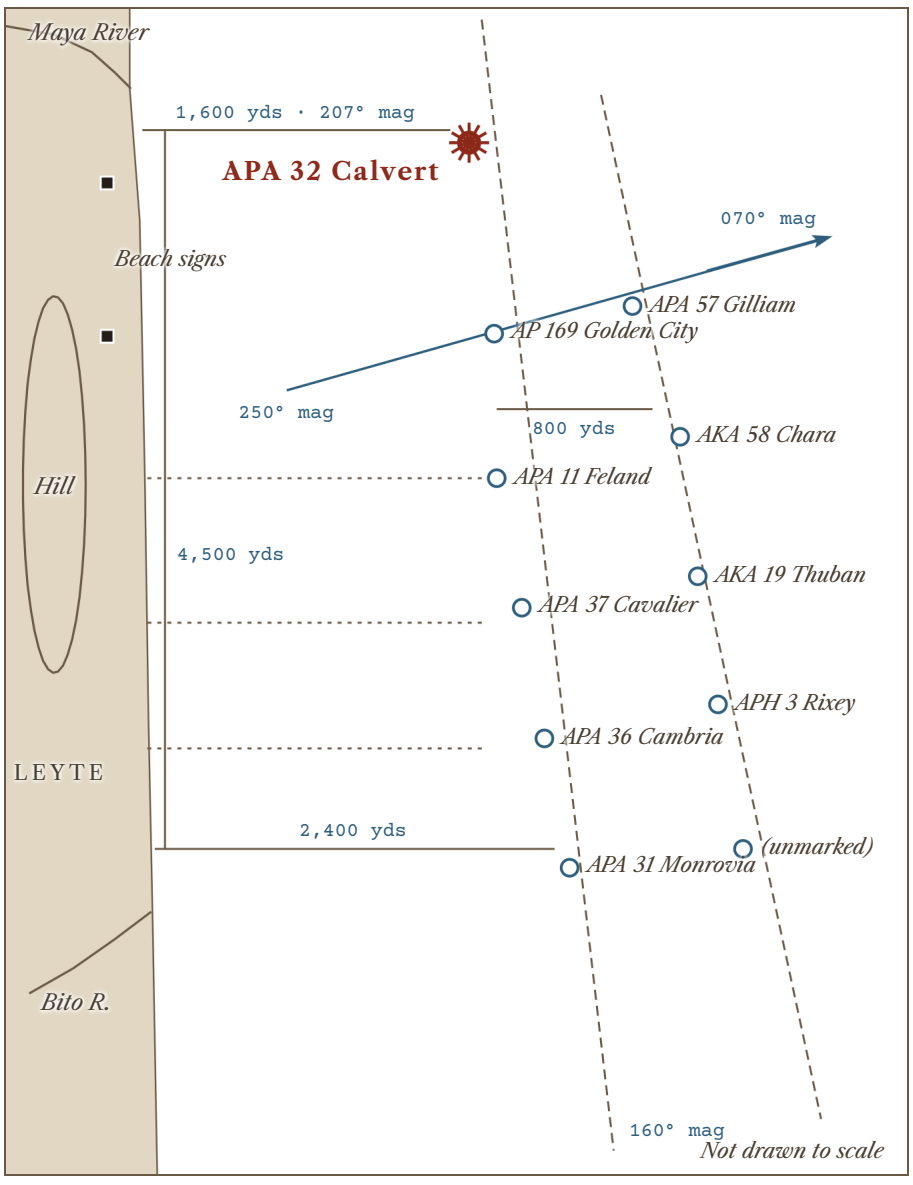


APPROACH AND DEPARTURE

Mercator · 30′ graticule



Re-created from the war diary's logged times, courses and speeds: in by Desolation Point at 0213, 308° T across the gulf, 260° T to the anchorage; out at 1910 on 088° T at 15 knots, then 127° T past Desolation Point at 2300. Positions marked ≈ are reckoned; the anchorage off Bito Lake is placed 1.3 n.mi. off the modern coast (approximate). Land: Natural Earth 10 m.



Re-drawn from the beach diagram: two columns of transports on 160° magnetic, the Calvert 1,600 yards off the Maya River beach signs. Ship names from the TU 79.15.1 list in the war diary. Not drawn to scale.

The 11th Airborne Division history quoted in the notes puts the 2nd Battalion, 187th, aboard the Calvert; the war diary names the 1st Battalion.

ABOUT 15 NOV · UNDERWAY TO LEYTE

Fubar thrown overboard

One night on the way up, Gunner's Mate Harry Cunningham, on the roving security watch, heard a howling on the port side near No. 5 hatch. He found Fubar, a dog aboard the Calvert, hanging over the lifelines: someone had tied a weight to him and tried to throw him over the side. Hal Winter dates it two nights before the Turk's murder.

"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 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."

Billy Lee Bell, *Beach Party*, p. 69

Hal Winter, Calversion v. 29, p. 6; Bell, Beach Party, p. 69. The notes date the entry 15 Nov.

17 NOV · 0505 · ONE DAY OUT FROM LEYTE

The Turk's murder

Before reveille on 17 November the fire watch climbed down into No. 4 hold to wake the man in charge of it, known aboard as the Turk. Under the red night lights he took the wet on his hands for sweat; only on deck did he see it was blood. The deck log records him found dead at 0505: "Death due to injuries, multiple, extreme ... Circumstances point toward an unnatural death."

All hands were sent to stand by their lockers, and locks were cut for the search. It was not robbery: about $2,700 lay under his pillow, from the roulette wheel and dice table he ran in the hold. The investigating officers had one day before the troops left the ship. His remains went ashore at Leyte at 1100 on 18 November, to Graves Registration.

Deck log, 17 Nov 1944, via Hal Winter, Calversion v. 29, p. 5 (the name is withheld in the notes); Bell, Beach Party, pp. 75–76.

THE UNLOADING, 18 NOVEMBER *as published*

UNLOADING REPORT

		1000	1200	1400	1600	1800
CALVERT	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.

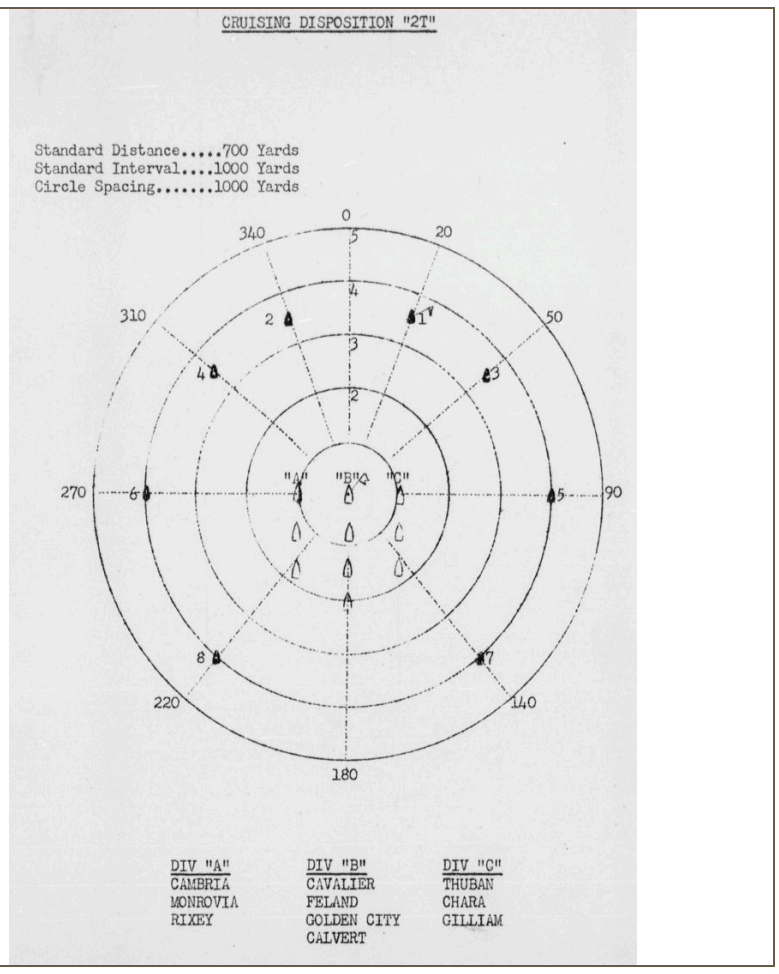
Unloading report, 18 Nov: Calvert, A % vehicles discharged, B % total cargo discharged, C estimated hour of completion, at 1000 to 1800. War Diary, Commander Transport Squadron Fourteen, Nov 1944.

Troops and Cargo Embarked

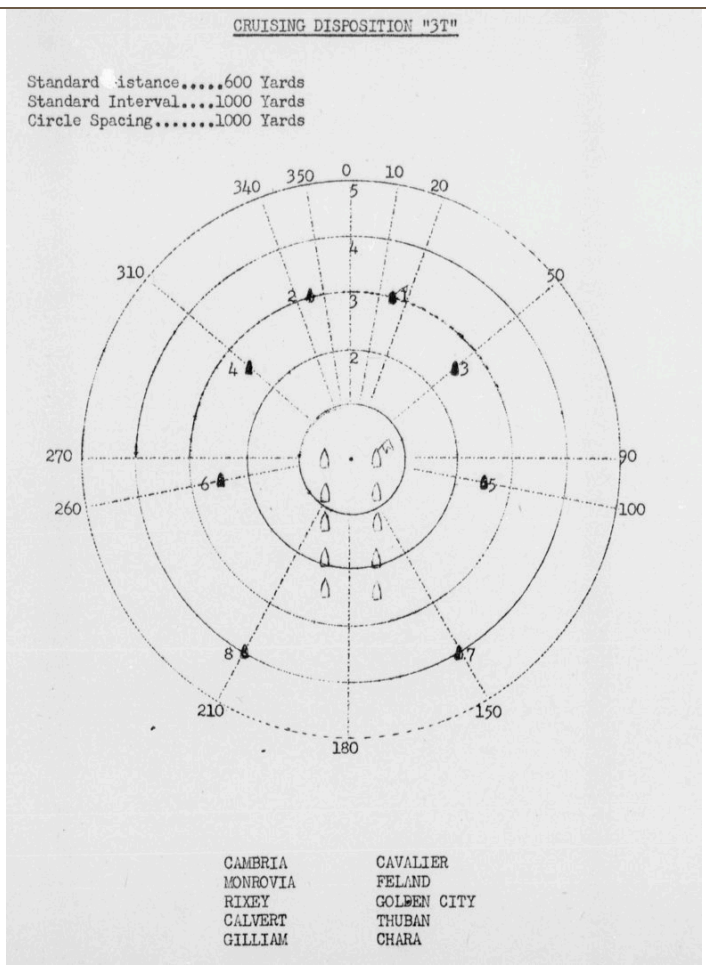
	Troops	Vehicles	Tons
CAVALIER	1300	101	444
FELAND	849	58	274
GOLDEN CITY	1391	27	270
MONROVIA	1245	58	558.6
RIXEY	1124		130
CAMBRIA	1084	93	362
THUBAN	59	166	2392
CHARA	220	314	2403
GILLIAM			245
CALVERT	1314	100	658

Troops and cargo embarked, TU 79.15.1: the Calvert 1,314 troops, 100 vehicles, 658 tons. Her memorandum gives 1,245 troops and 665 tons landed. War Diary, ComTransRon 14, Nov 1944.

TASK UNIT 79.15.1 ON THE WAY UP *as published*



Cruising disposition 2T: three divisions in column; the Calvert last in Division "B". Standard distance 700 yards. War Diary, ComTransRon 14, Nov 1944.

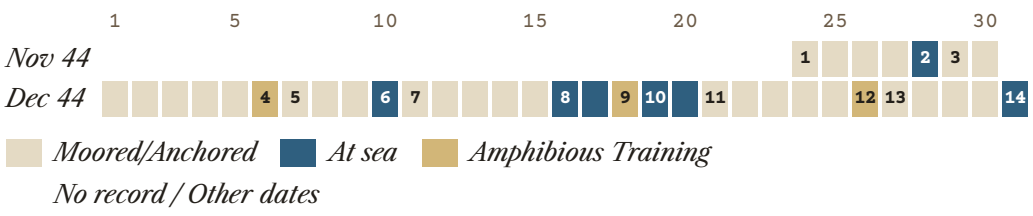


Cruising disposition 3T, the channel formation used from 1625 on 17 Nov into Leyte Gulf: two columns, the Calvert fourth in the left. War Diary, ComTransRon 14, Nov 1944.

Philippines: Replenishment and Exercises

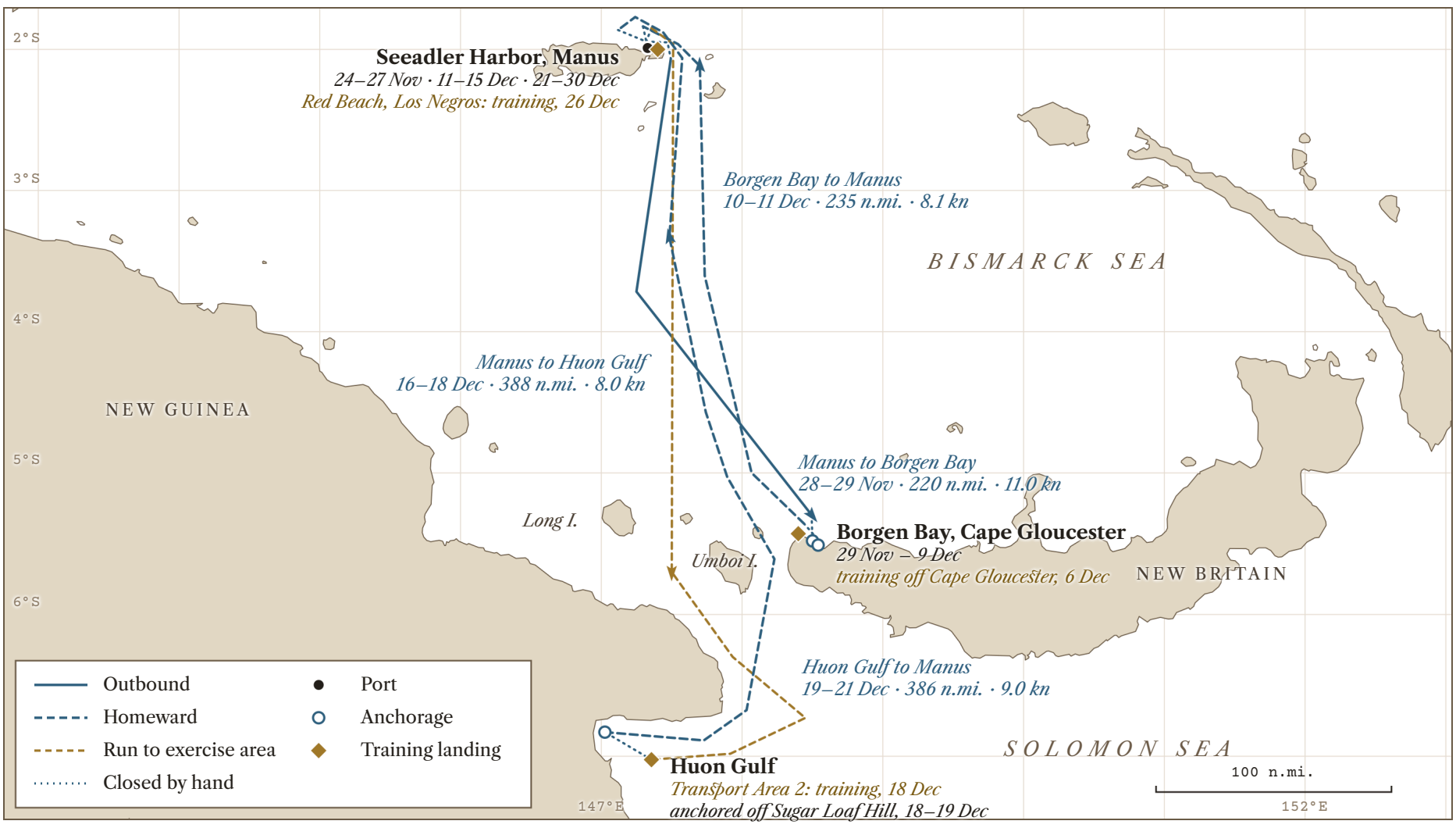
Manus, Cape Gloucester and Huon Gulf; 1st Bn, 160th Infantry, 40th Infantry Division

24 Nov – 31 Dec 1944 · 38 days



Moored/Anchored	28
Underway at sea	7
Amphibious Training	3
Total days for this period	**38**

		Dates	Days	n.mi.	Knots
1	Seeadler Harbor, Manus Island *Berth W-47; availability, stores and diesel oil received*	24–27 Nov	4		
2	Manus to Borgen Bay *TransDiv 18 (temp), TG 79.4; zigzag plan 6*	28 Nov	1	220	11
3	Borgen Bay, Cape Gloucester *TG 79.4; 40th Div cargo loaded 3-4 Dec, LSM 28 assisting*	29 Nov – 5 Dec	7		
4	Amphibious training, Cape Gloucester *1st BLT 160th Inf: 400 troops, 3 waves to Kauho Beach*	6 Dec	1		
5	Borgen Bay, Cape Gloucester *1,117 men of 1st Bn 160th Inf embarked 9 Dec*	7–9 Dec	3		
6	Borgen Bay to Manus *TG 79.4, 1st Bn 160th Inf embarked; AA practice 11 Dec*	10 Dec	1	235	8
7	Seeadler Harbor, Manus Island *Berth 239, then 293; fuelled from Silver Cloud 12 Dec*	11–15 Dec	5		
8	Manus to Huon Gulf *Attack Group Baker, TG 79.4; paravane and AA drills*	16–17 Dec	2	388	8
9	Amphibious training, Huon Gulf *TF 79.2, 40th Div landing; anchored off Sugar Loaf Hill*	18 Dec	1		
10	Huon Gulf to Manus *TG 79.2, Rear Adm. Royal in Rocky Mount; AA firing 21 Dec*	19–20 Dec	2	386	9
11	Seeadler Harbor, Manus Island *Berth W49, then 243 on 24 Dec; fuelled from Silver Cloud*	21–25 Dec	5		
12	Amphibious training, Los Negros *487 tons landed at Red Beach; unloaded in 7 h, reloaded 7 h 16 min*	26 Dec	1		
13	Seeadler Harbor, Manus Island *Berth W49; stores and ammunition aboard, liberty ashore*	27–30 Dec	4		
14	Manus toward Lingayen Gulf *Underway 0610 from berth W49*	31 Dec	1		
	Totals	**24 Nov – 31 Dec**		**1,229**	



Tracks from the four War Diary leg files as drawn; dotted runs closed by hand. Anchorages and training sites are placed from the war-diary descriptions and are approximate. Miles from the leg files; knots made good over logged times (28–29 Nov over the fixes). Land: Natural Earth 10 m; 1° graticule.

3 – 9 DEC · BORGEN BAY

Loading the 40th Division

Boats and LSM 28 ran combat cargo off the beach through heavy rain on 3–4 December. Coral heads, lava rock and a shallow beach broke propellers, rudders and shafts. All six holds were topped off at 1845 on the 4th with 485 tons, and on 9 December 1,117 troops came aboard in a heavy north-west swell.

18 DEC · HUON GULF

Rehearsal in the first line

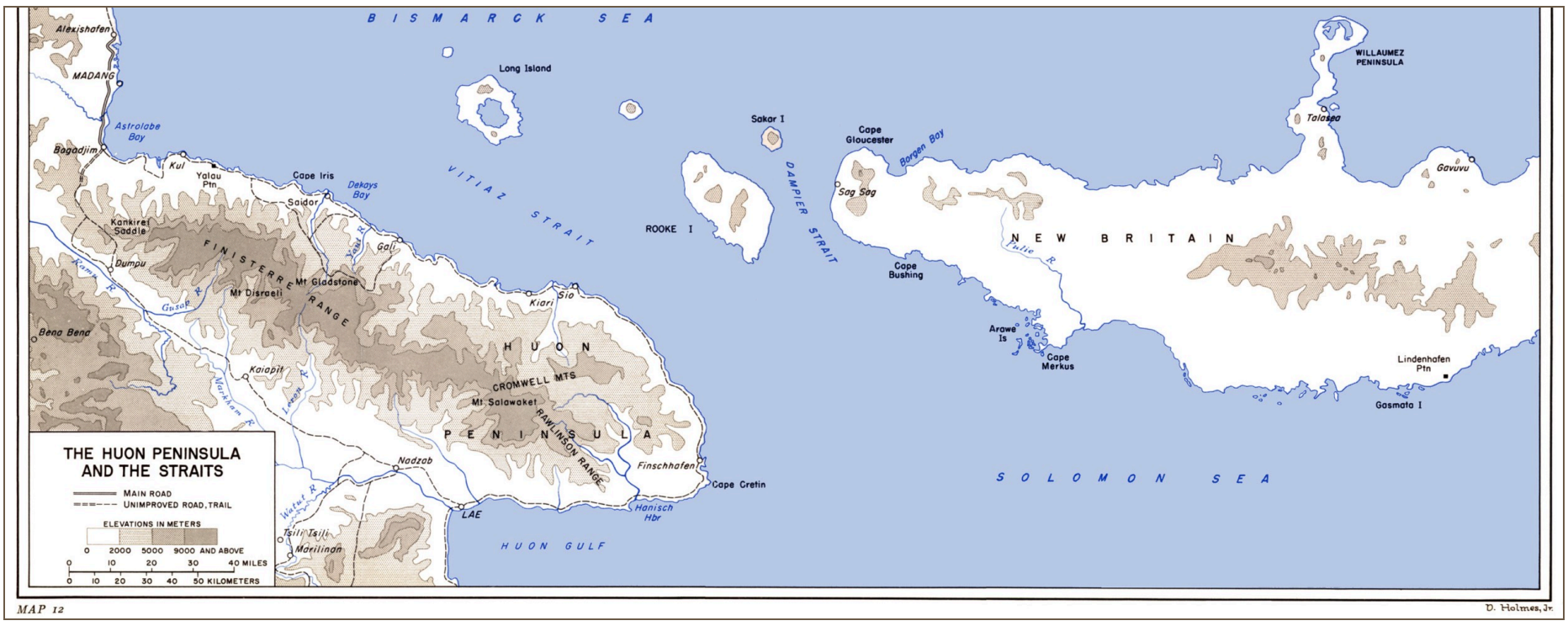
Carrying an assault landing team, the Calvert took station in the first line of transports and entered Transport Area 2 at 0732. All boats were waterborne by 0830, the assault waves debarked by 0857, and waves four to six landed by 1057. Troops and vehicles were back aboard by 1615.

26 DEC · LOS NEGROS

“Peak performance”

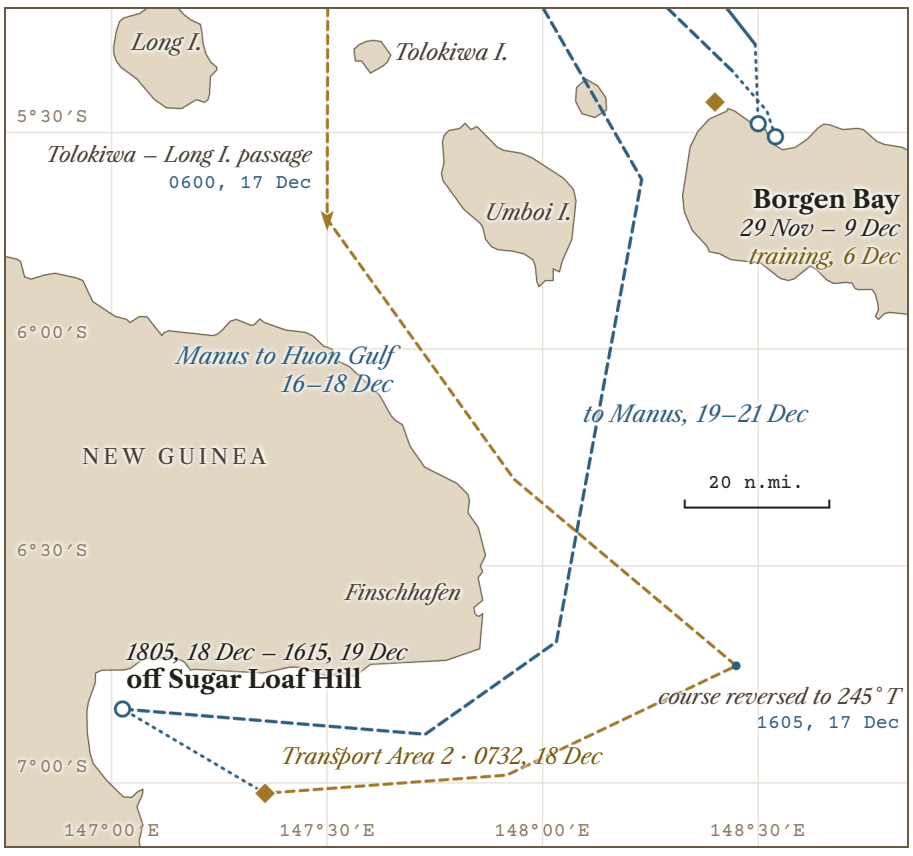
The ship landed the 1st BLT, 160th Infantry, its vehicles and 487 tons of cargo on Red Beach, Los Negros, and was empty in seven hours. She reloaded everything in seven hours sixteen minutes, which Cullen calls “peak performance for this type of ship in connection with an amphibious landing.”

THE HUON PENINSULA AND THE STRAITS *period map, as in the research notes*



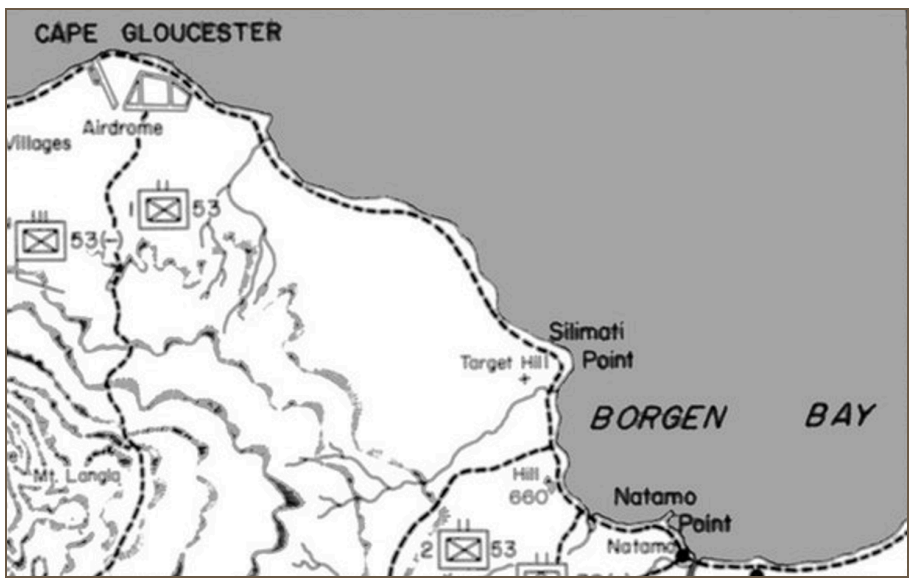
Map 12 (D. Holmes, Jr.), Cartwheel: The Reduction of Rabaul, U.S. Army in World War II, ch. XI; top cropped. The Calvert anchored in Borgen Bay, east of Cape Gloucester, and passed between Long Island and Tolokiwa (the small island east of it) on 17 and 20 Dec.

HUON GULF REHEARSAL *16 – 21 Dec*



Vitiaz Strait and the Huon Gulf. Tracks from the leg files as drawn; the 1605 reversal is placed where the track turns to 245° T. Transport Area 2 and the anchorages off Sugar Loaf Hill and in Borgen Bay are approximate. Land: Natural Earth 10 m; 30′ graticule.

BORGEN BAY, CAPE GLOUCESTER *29 Nov – 10 Dec*



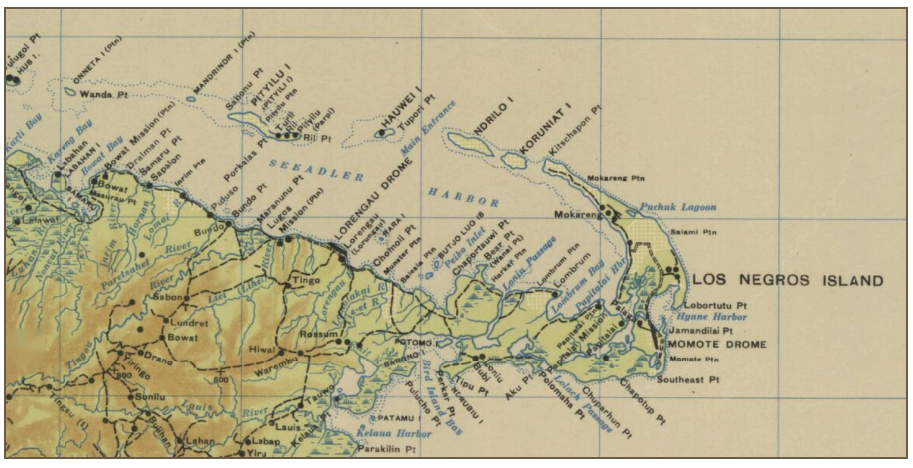
"Backhander Objective Area" map, Dec 1943 (via Wikipedia), cropped. The war diary fixed the 29 Nov anchorage by Razorback, 248° T, and Target Hill, 150° T.

6 DEC · CAPE GLOUCESTER

Training landing on Kauho Beach

At 0420 the ship moved seven miles west and anchored a mile off Cape Gloucester. Landing craft brought 400 assault troops of the 1st BLT aboard from the beach west of the airfield. Back off Borgen Bay, she lowered all boats at 1300, and three waves left for Kauho Beach between 1335 and 1350.

SEEADLER HARBOR, MANUS *24 Nov – 31 Dec*



Manus and adjacent islands: Provisional Map, GHQ SWPA, 1944 (extract; a screen-capture button painted out). Berths W-47, 239, 293, W49 and 243; Red Beach, Los Negros, 26 Dec.

"We start right away taking on all sorts of things, like dry provisions from the USS Phobus and oil from the USS Silver. I thought the Leyte invasion was a big one, but I don't think I've ever seen so many ships together in one place in my life."

— Billy Lee Bell, *Beach Party*, p. 85, late December at Manus

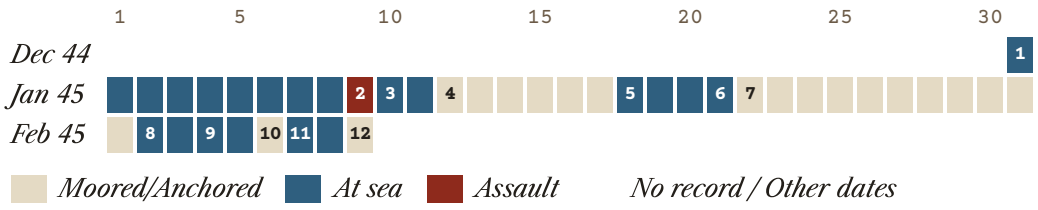
TROOPS EMBARKED, BORGEN BAY, 9 DEC *retyped from the war diary*

UNIT	OFFICERS	ENLISTED
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
AT Co., 160th Infantry	2	62
Company B, 115th Engr.	1	67
Serv. Co., 160th Infantry	4	25
740th Ord. Co.	4	77
1st BLT, 160th Inf., and attached: 1,117	**60**	**1,057**

Philippines - Amphibious Landings at Luzon and Mindoro

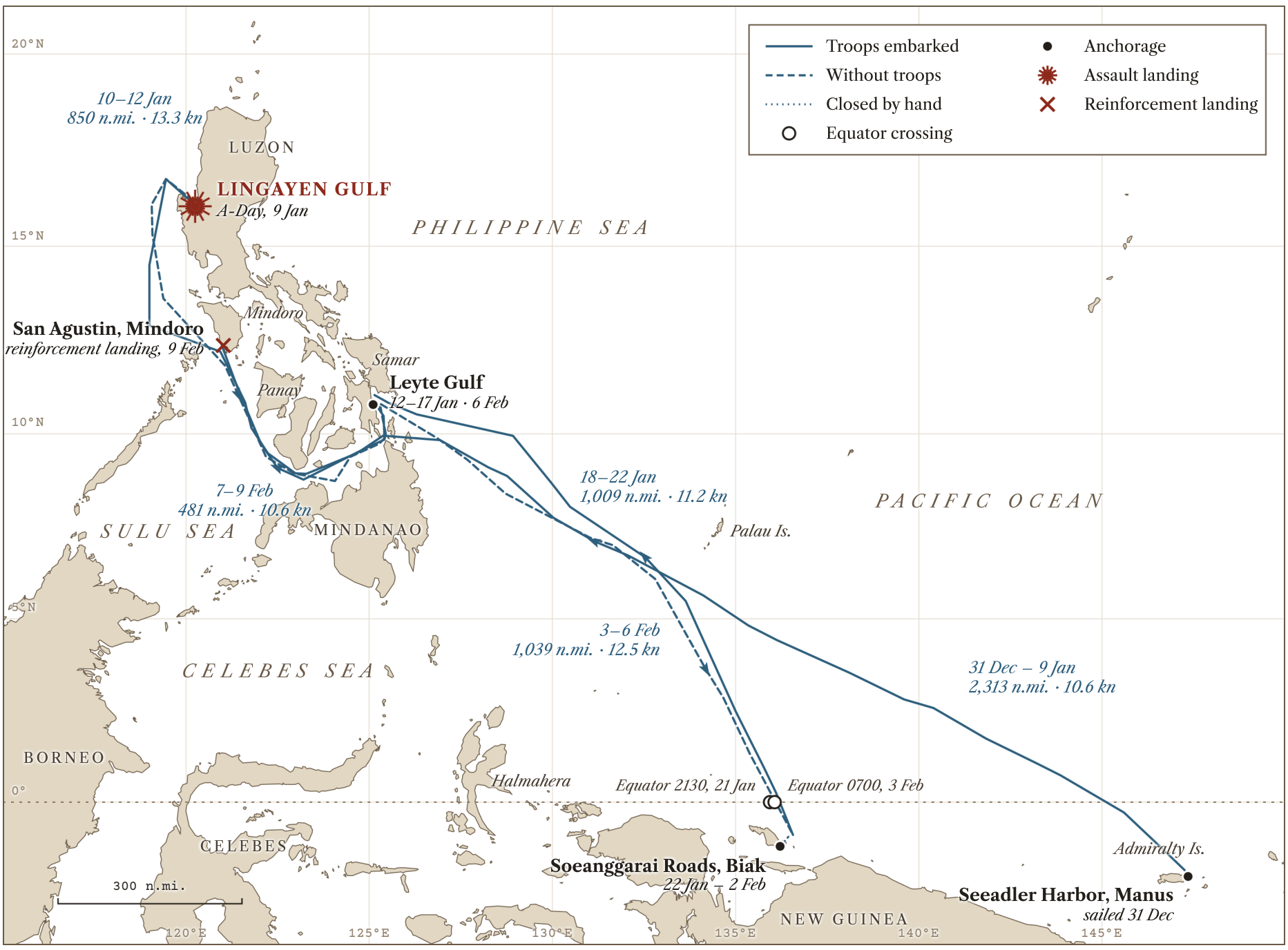
BLT 1/160th Infantry, 40th Division, Lingayen · 2nd Bn, 163rd Infantry, 41st Division, Mindoro

31 Dec 1944 – 9 Feb 1945 · 41 days



Moored/Anchored	19
Underway at sea	21
Assault, war-time operation	1
Total days for this period	**41**

		Dates	Days	n.mi.	Knots
1	Manus to Lingayen Gulf *Transport Group Baker, TG 79.2; 1,117 troops of 160th Infantry*	31 Dec 44 - 8 Jan 45	9	2,310	11
2	Luzon · Lingayen Gulf, A-Day *Green and Orange Beaches; 1,117 landed; underway 1759*	9 Jan	1		
3	Lingayen Gulf to Leyte Gulf *Withdrawal in TU 79.14.1 by the Mindoro Strait*	10-11 Jan	2	850	13
4	Leyte Gulf *Berth 29 off Bito Lake; fuel and stores, San Pedro Bay, 16 Jan*	12-17 Jan	6		
5	Leyte Gulf to the Equator *TG 78.6, TransDiv 12 (Temp), bound for Biak Island*	18-20 Jan	3	593	11
6	Crossing the Equator *Into south latitude 2130 at 135°23'E; anchored Biak 1200, 22 Jan*	21 Jan	1	416	12
7	Soeanggarai Roads, Biak Island *Loaded 2nd Bn, 163rd Infantry, 41st Division: 866 men, 599 tons*	22 Jan - 1 Feb	11		
8	Biak Island, crossing the Equator *Sortied 2335, 2 Feb; into north latitude 0700, 3 Feb*	2-3 Feb	2	272	14
9	Equator to Leyte Gulf *TG 78.6 joined by TG 78.5, 2nd Lingayen Reinforcement Group*	4-5 Feb	2	767	12
10	Leyte Gulf, Dulag anchorage *Anchored 1505 off the Daguitan River with TG 78.5 and 78.6*	6 Feb	1		
11	Leyte Gulf to Mindoro *Sortied 1230, 7 Feb, for San Agustin, southwest Mindoro*	7-8 Feb	2	481	11
12	Mindoro · San Agustin, reinforcement landing *2nd Bn, 163rd Infantry ashore at Blue Beach; secured for sea 1735*	9 Feb	1		
	Totals	**31 Dec 44 - 9 Feb 45**		**5,689**	



Passages of 31 Dec 1944 – 9 Feb 1945. Tracks from the five war-diary leg GeoPackages (0800, 1200 and 2000 fixes); the run from the last fix off Biak to Soeanggarai Roads and the start at Seeadler Harbor are closed by hand. Miles from the leg files; knots made good between logged departure and anchoring (Lingayen–Leyte and Biak–Leyte from the first fix). Land: Natural Earth 10 m. Mercator, 5° graticule.

A-DAY · 9 JANUARY 1945 · GREEN BEACH TWO *Transport Group Baker, TG 79.2*

1,117
troops landed, 1st BLT, 160th Infantry

527 t
combat cargo, 78 vehicles

0943
first ship's wave on the beach

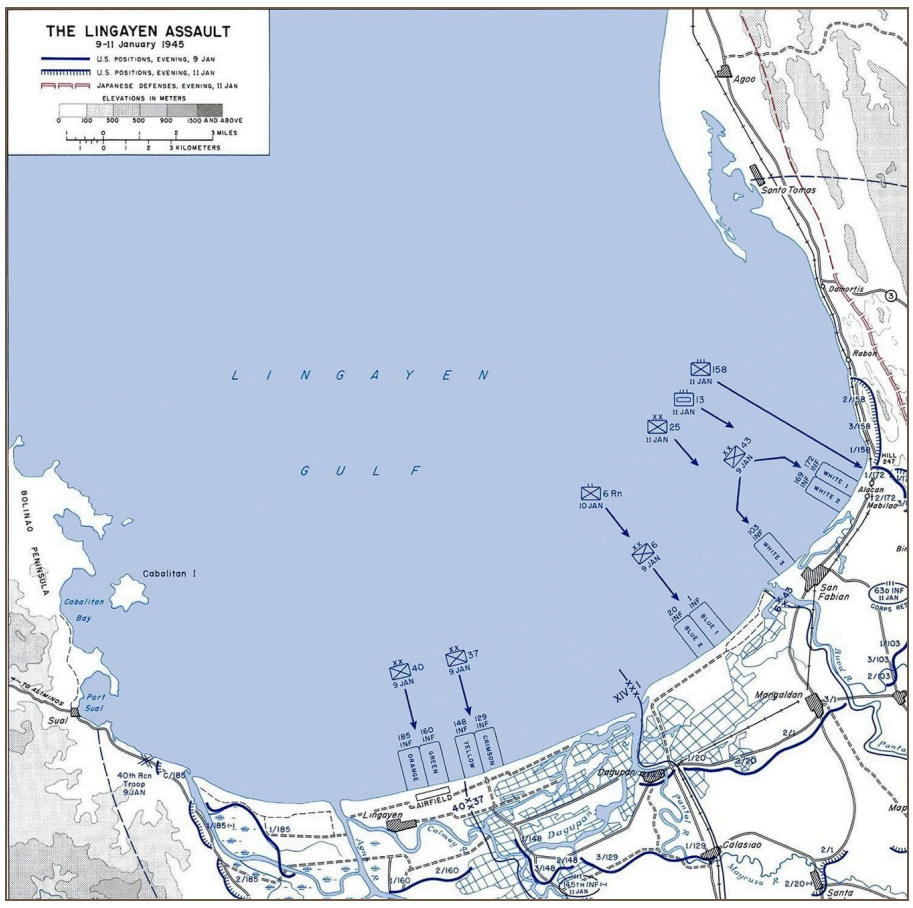
1 h 02 m
to boat the assault waves

8 h 35 m
to unload the ship, 62 tons an hour

2
wounded at Mount 21

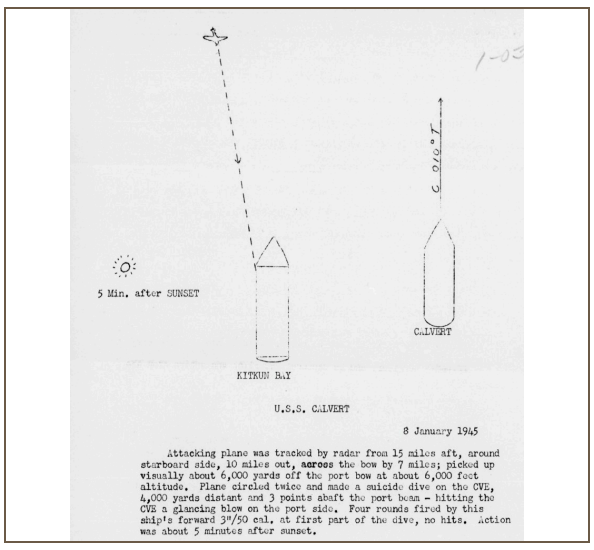


Lingayen Gulf, 9 Jan 1945. Transport Areas 2 and 3 are the last two fixes of the Manus–Lingayen leg file. The approach and withdrawal inside the gulf are closed by hand from the war-diary times; Green Beach Two is placed from the Army map (approximate). Land: Natural Earth 10 m. North up, 10' graticule.

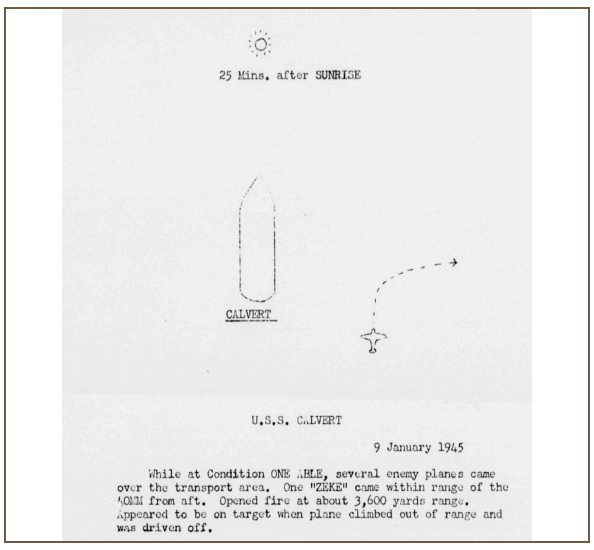


The Lingayen Assault, 9–11 Jan 1945. The 40th Division landed the 185th and 160th Infantry on Orange and Green Beaches, near the foot of the map west of Lingayen town. U.S. Army map, via ww2db.com.

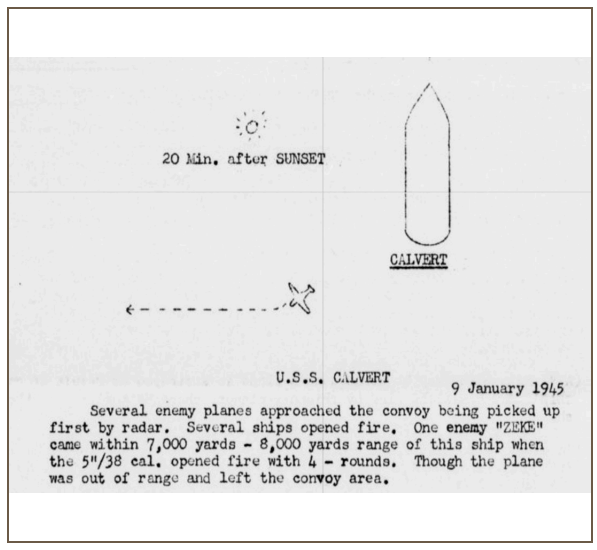
ANTI-AIRCRAFT ACTIONS, 8-9 JANUARY *sketches from the ship's report, as submitted*



8 Jan, 5 min after sunset. A suicide plane tracked from 15 miles aft dove on the escort carrier Kitkun Bay, 4,000 yards off; four 3"/50 rounds, no hits.



9 Jan, 25 min after sunrise, in the transport area. A Zeke came in from aft; the 40 mm mounts fired 428 rounds from 3,600 yards and drove it off.



9 Jan, 20 min after sunset, withdrawing under smoke. The 5"/38 fired four rounds at a Zeke 7,000–8,000 yards off; it left the convoy area.

8 JANUARY

Into the gulf

Nine days out of Manus, the convoy met its first damaging attack on the evening of 8 January off Manila Bay. At 1857 a Zeke crashed close aboard the escort carrier *Kitkun Bay*, two miles on the Calvert's port bow. The ship entered Lingayen Gulf at 0300, recovered her paravanes at 0605 and anchored in Transport Area 2 at 0728, four miles off the beach.

9 JANUARY

Green Beach Two

Boating began at 0730. The battalion went in as the attack plan's 4th, 5th and 6th waves and landed at 0943, 0950 and 0956 on hard sand with a very gradual gradient and little surf. At 1158 the ship closed to 4,000 yards in Transport Area 3; by 1625 every ton was ashore. She was underway at 1759 and withdrew under smoke for Leyte.

9 JANUARY

Mount 21

The gunners drove off three air attacks during the landing. Melvin A. Mosher, GM3c, and Otis D. McNaulty, SN, were wounded in the chest when a stray 20 mm round from another ship hit the sight of their gun, Mount 21.

On the passage north the force had been harassed by four submarine contacts and five air attacks (Cullen).

"All at once we feel the small boat hit the beach, and now know that the ramp in front of us is coming down … You still have a good three hundred feet before you can get to some kind of cover."

Billy Lee Bell, beach party, *Beach Party*, p. 87

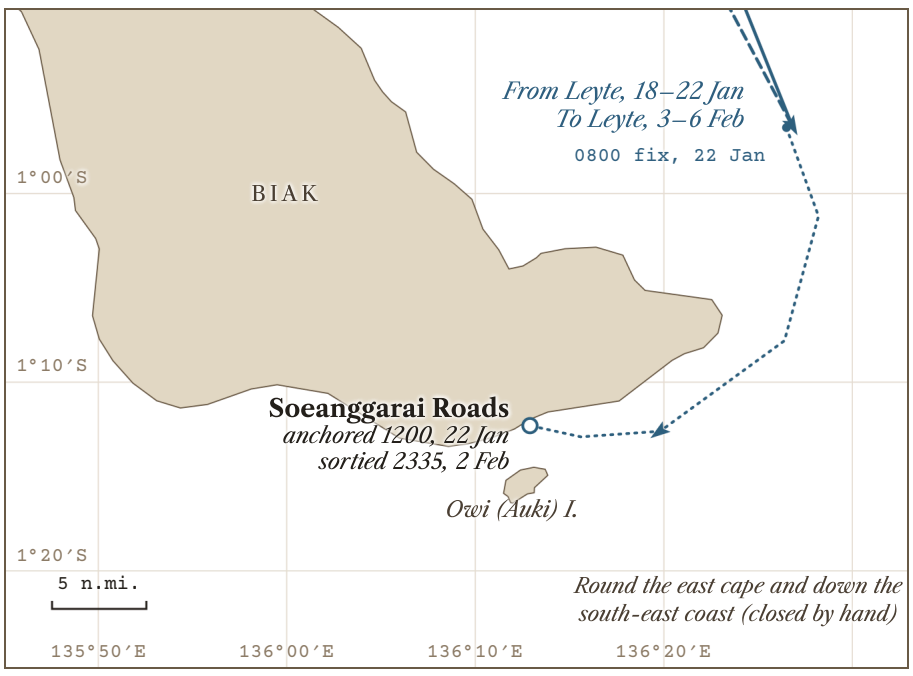
"When he heard the zeros approaching, he would turn and start growling way down deep in his throat. The men would watch him, and when he started to do this, the word would go out around, giving the direction in which little FUBAR was facing."

Mark A. Fountain on the ship's dog, *Matt*, p. 68

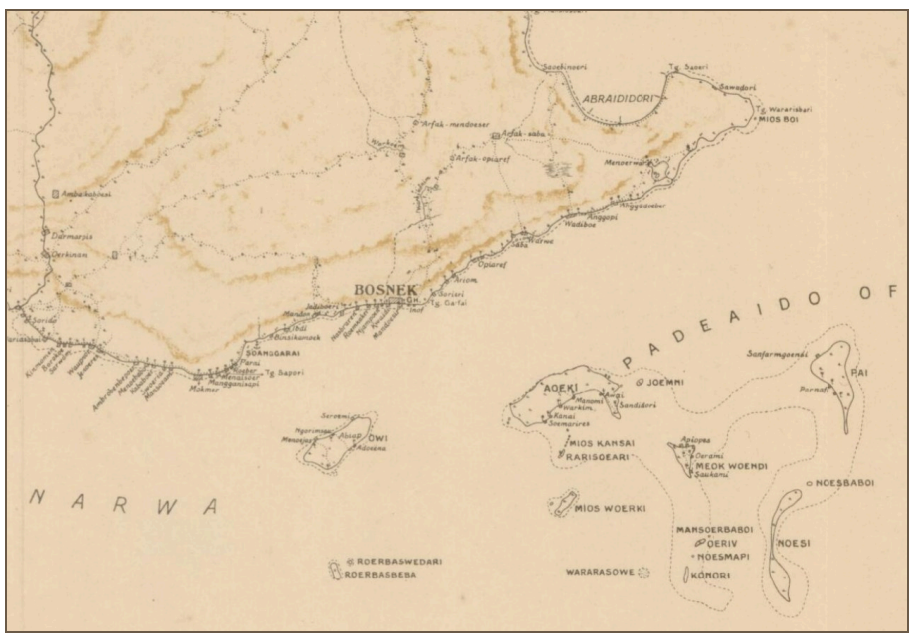
SOEANGGARAI ROADS, BIAK · 22 JANUARY – 2 FEBRUARY

Third Lingayen Reinforcement Group, TG 78.6

866	599 t	2nd Bn	40 fm	11	48 h
troops embarked 28 Jan: 35 officers, 831 men	cargo loaded, 94 vehicles	163rd Infantry, 41st Division	anchored on the shelf, 1,000 yards off	nights at anchor	sailing delay, 30 Jan



Soeanggarai Roads, between Biak and Owi (the notes' Auki). The arrival and departure fixes in the leg files sit off the island's east end (0800, 22 Jan); the run round the cape to the anchorage is closed by hand from the war diary. Anchorage position approximate. Land: Natural Earth 10 m.



Schetskaart van de Schouten en Padeaido Eilanden (detail): Biak's south coast with Bosnek, and Owi below it. Japanese Army General Staff, Tokyo, 1942; National Library of Australia, MAP G8073.I7S7.

18–22 JANUARY

South to Biak

TG 78.6 sortied at 1800 on the 18th, ordered to Hollandia and then Biak to lift the 41st Division to Lingayen. Heavy north-east swells, squalls and gusts to 40 knots met the group outside the gulf. At 1620 on the 20th it left the main body and steered for Biak; the ship crossed the Equator at 2130 on the 21st and anchored at 1200 next day below the white coral cliffs.

23 JANUARY – 2 FEBRUARY

Loading the 41st

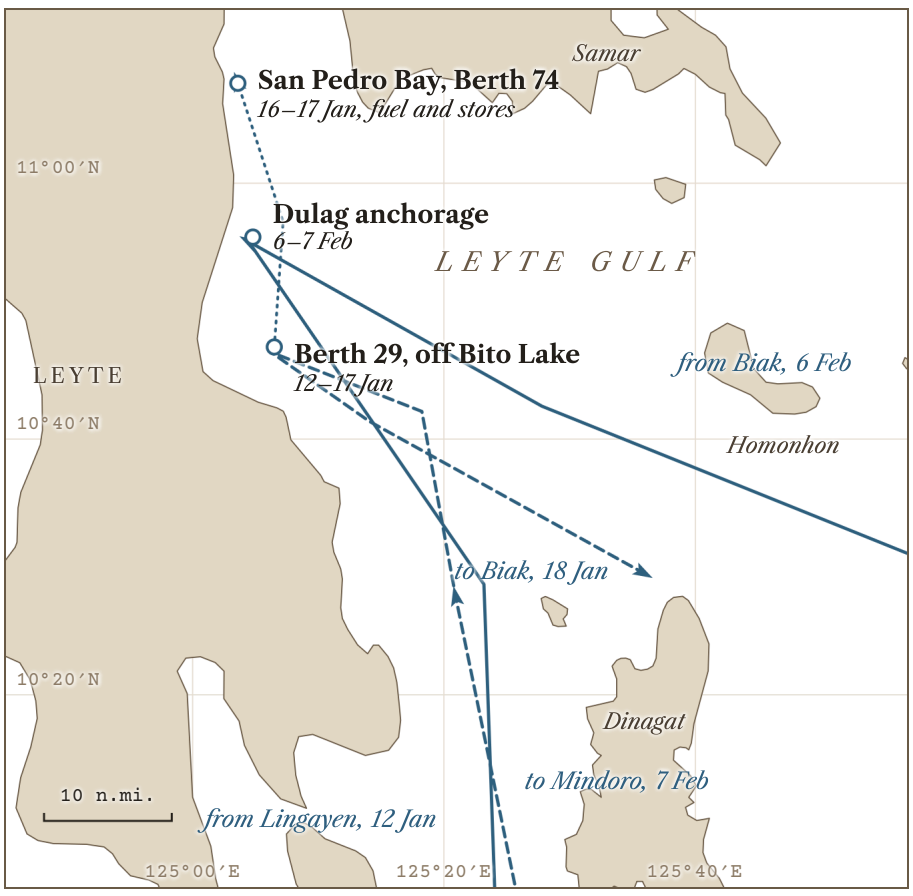
Cargo came off the beach by the ship's LCVPs and three Army LCM(6)s, around the clock until 1625 on the 24th. The troops were boated out between 1318 and 1440 on the 28th. Sailing was put back 48 hours; on 1 February the orders still named the Lingayen Area. The ship sortied at 2335 on 2 February.

"This one morning the shit really hit the fan. Our anchor, during the night, was dragged off the shelf by the tide. Even though we were lying in forty fathoms of water, we also had out one hundred and five fathoms of chain … We were drifting into safe waters between the Biak and Auki Islands. I heard that we drifted about 15 miles. We had to lower two of our LCMs to help control the ship until we could get up steam, because the engines had been turned off."

Billy Lee Bell, *Beach Party*, p. 90 (late January; the war diary does not record the drift)

LEYTE GULF · 12–18 JANUARY AND 6–7 FEBRUARY

staging between the landings



Leyte Gulf. Tracks from the leg files: solid with troops embarked, dashed without. Berth 29 and the Dulag anchorage are leg-file fixes; Berth 74 in San Pedro Bay is placed from the name only (approximate), with the 16 Jan shift closed by hand. Land: Natural Earth 10 m.

12–17 JANUARY

Waiting for orders

The ship anchored at 1751 on 12 January in Berth 29 off Bito Lake with TransDiv 30, among transports waiting for the ships coming back from Lingayen. On the 16th she shifted to San Pedro Bay, fuelled alongside USS *Caribou* and took provisions from USS *Otis*, then returned to the southern anchorage on the 17th. That day TransDiv 30 was dissolved and the Calvert joined TransDiv 12 (Temporary).

3–6 FEBRUARY

Back to Leyte

The ship took departure from Tanjung Warari at 0100 on the 3rd and re-entered north latitude at 0700. TG 78.5, the Second Lingayen Reinforcement Group under Commodore Graf in USS *Latimer*, joined at 0800; its second section came into the starboard column on the 5th. The convoy anchored off the Daguitan River, Dulag, at 1505 on 6 February.

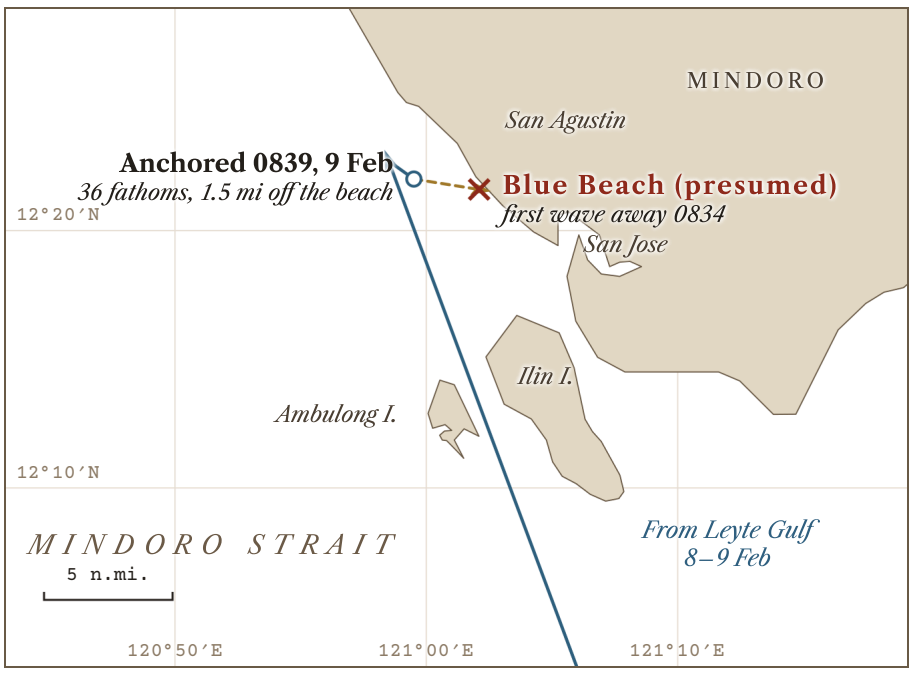
"We had started loading US Army cargo and equipment and had been working around the clock. Some of the guys were so sleepy. I know I was."

Billy Lee Bell, at Biak, *Beach Party*, p. 90

REINFORCEMENT LANDING · 9 FEBRUARY 1945 · BLUE BEACH

TG 78.5 and 78.6, unloading with TransDiv 11 (Temp)

866	599 t	0834	2 h 04 m	7 h	15
troops landed, 2nd Bn, 163rd Infantry	cargo landed, 94 vehicles	first wave dispatched to the beach	to debark the troops	to unload the ship	boats: 6 LCVPs, 9 Army LCM(6)s



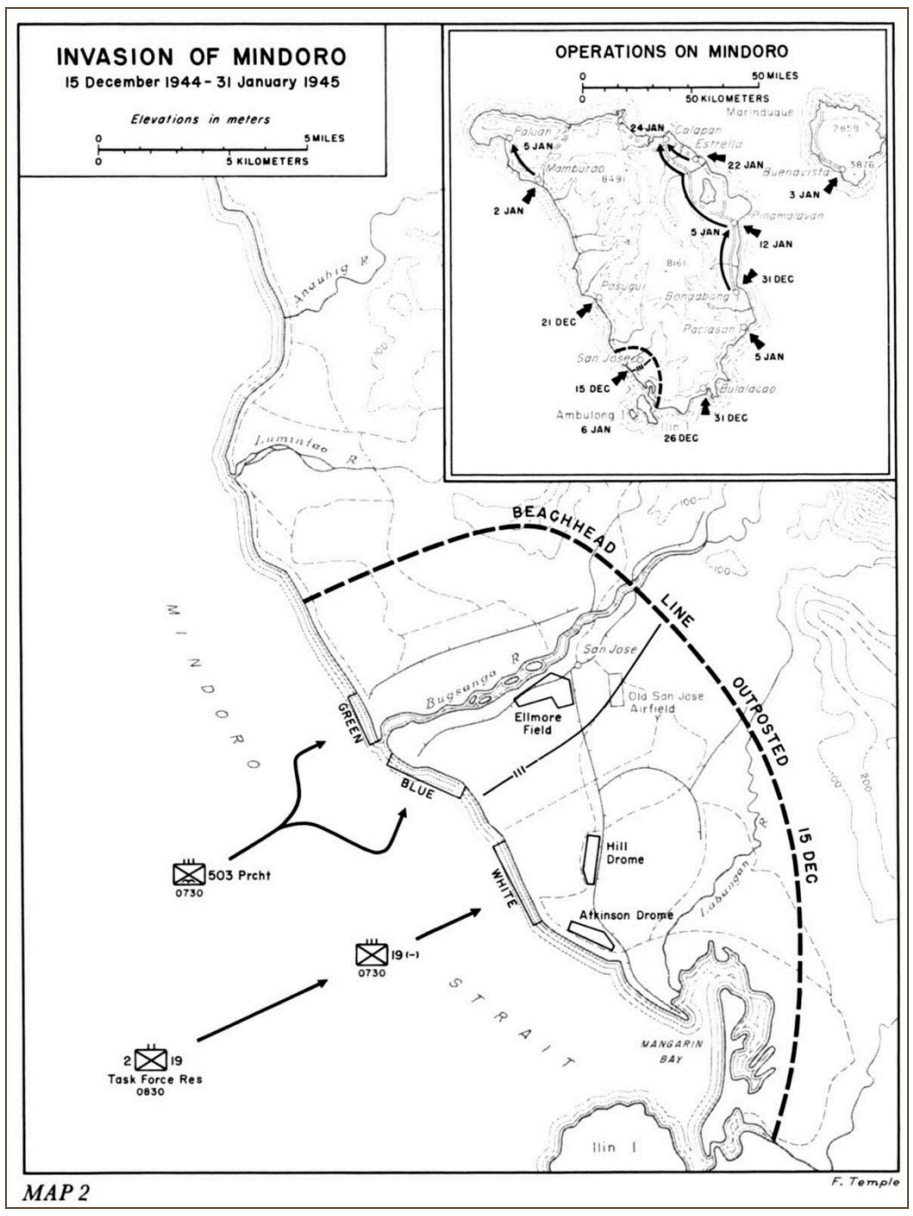
The approach to San Agustin, 9 Feb 1945. Track from the Leyte–Mindoro leg file; the last fix (1200) is taken as the anchorage. Blue Beach is placed from the Army map at right, as the notes presume (approximate). Land: Natural Earth 10 m.

7–9 FEBRUARY

Leyte to San Agustin

Under way at 1125 on the 7th, the ship sortied from the Dulag anchorage at 1230 with TG 78.5 and 78.6 under a CTF 78 order of 6 February that sent the group to the San Agustin area of south-west Mindoro rather than Lingayen. The route ran through Surigao Strait, the Mindanao and Sulu Seas and Cuyo East Pass.

At 0620 on the 9th Ambulong Island was abeam, 4 miles; the ship anchored at 0839 in 36 fathoms, 1.5 miles off the beach. All boat teams were away by 1008; the last hold was empty at 1607, and at 1735 the Army hatch parties left and the ship secured for sea.



Green, Blue and White Beaches at San Jose, from the December 1944 assault; the notes presume Blue Beach for 9 February. Invasion of Mindoro, Map 2, U.S. Army Center of Military History.



Southern Mindoro, Tablas Strait and the Semirara Islands, with San Agustin and San Jose on the west coast. AAF cloth chart, Philippine series, Army Map Service, 1944; Library of Congress.

> *"Since this is a reinforcement, there are no battle wagons, heavy cruisers, or any of the really heavy stuff with us. There are no guns going off or any bombing of the beaches. However, we do have a screen of destroyers with us, and all the transports move in really close to the beaches and let go their anchors."*
>
> Billy Lee Bell, *Beach Party*, p. 91

End of the period

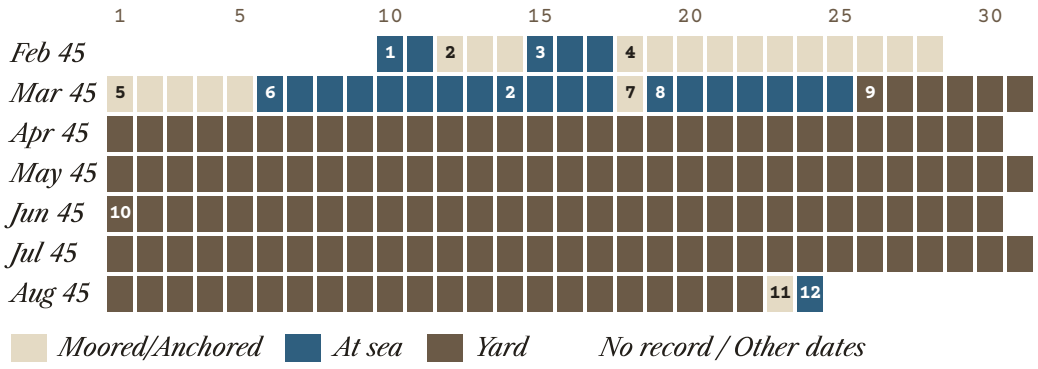
The research notes close at 1735 on 9 February with the ship securing for sea. In six weeks the Calvert had steamed about 5,700 miles, made two landings in the Philippines and loaded a battalion at Biak. Her crew had been away from U.S. soil for nearly five months, since leaving Hawaii on 15 September 1944.

Sources: War Diary, USS Calvert, January and February 1945; Report of Amphibious Attack on Lingayen, ComPhibGroup Six (TG 79.2); Reports of Anti-Aircraft Actions off Luzon, 8–9 Jan 1945; D. B. Cullen, A History of the USS Calvert, pp. 16–17; B. L. Bell, Beach Party, 1999; M. A. Fountain, Matt, 1999.

Return to CONUS

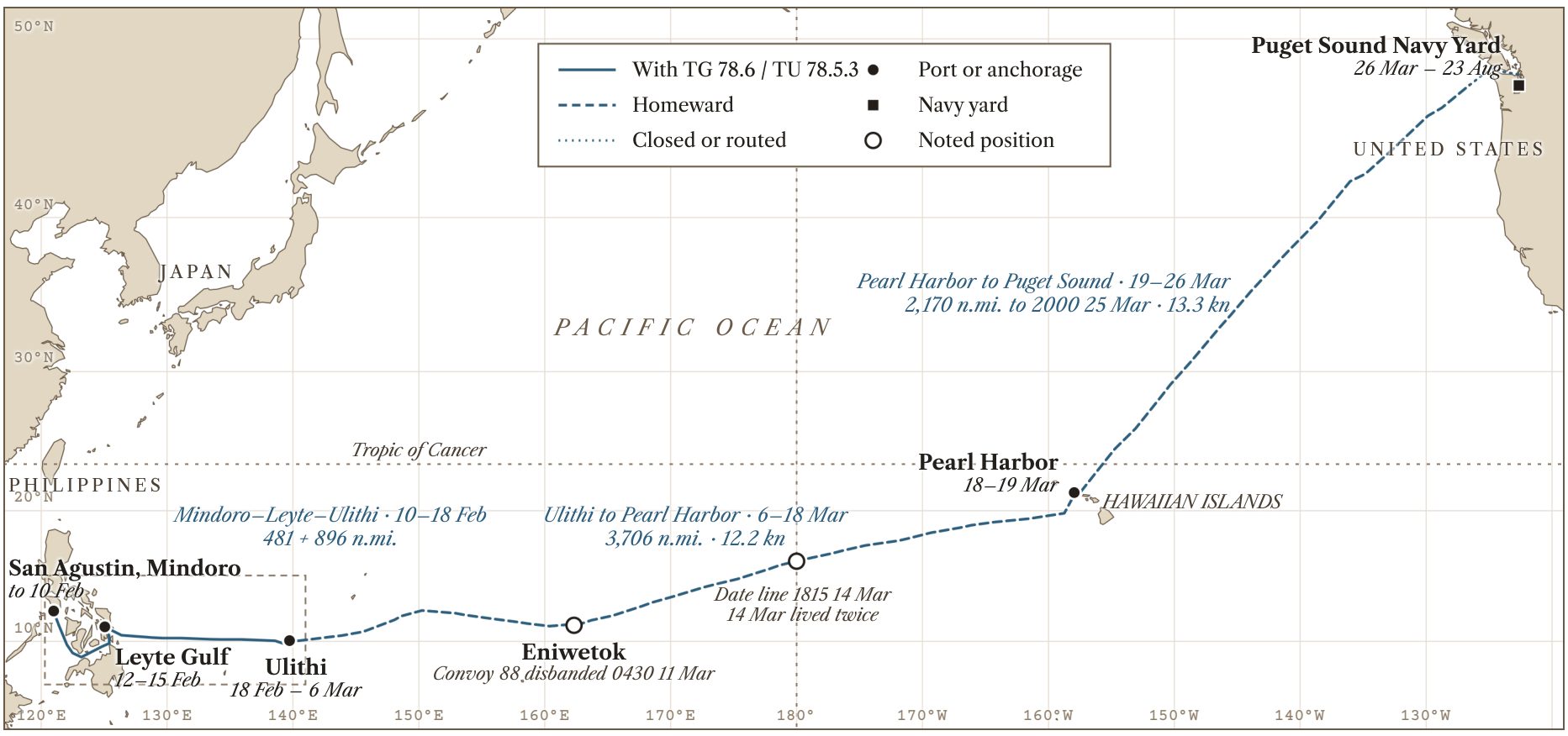
Mindoro and Leyte to Ulithi, Pearl Harbor and Bremerton: conversion to relief AGC

10 Feb – 24 Aug 1945 · 197 days



Moored/Anchored	21
Underway at sea	26
Yard	150
Total days for this period	**197**

		Dates	Days	n.mi.	Knots
1	Mindoro to Leyte Gulf *TG 78.6; Panay, Mindanao Sea, Surigao Strait by radar*	10-11 Feb	2	481	11
2	Leyte Gulf, San Pedro Bay *TG 78.6; fuelled 13 Feb, Berth 131; Cdre Graf embarks 14 Feb*	12-14 Feb	3		
3	Leyte Gulf to Ulithi *TU 78.5.3, Cdre Graf; Yap abeam 0545 18 Feb*	15-17 Feb	3	896	12
4	Ulithi Atoll, Urushi Anchorage *Berth 25; staging for Iwo Jima; Mog Mog liberty 21-27 Feb*	18-28 Feb	11		
5	Ulithi Atoll, South Anchorage *Berth 206; released from TU 12.6.1 on 2 Mar, recalled to U.S.*	1-5 Mar	5		
6	Ulithi to Pearl Harbor *Convoy 88 to Eniwetok; independent from 11 Mar; 14 Mar twice*	6-17 Mar	13	3,706	12 *
7	Pearl Harbor, Berth C-4 *Alongside USS General Bundy; ordered to Puget Sound Navy Yard*	18 Mar	1		
8	Pearl Harbor to Puget Sound Navy Yard *Independent; gale 23-25 Mar; Juan de Fuca 26 Mar*	19-25 Mar	7	2,170	13
9	Puget Sound Navy Yard, Pier 5: overhaul *Conversion to relief AGC; drydock May; Ship's Ball, Seattle, 22 May*	26 Mar - 31 May	67		
10	Puget Sound Navy Yard, Pier 3-c: overhaul *Trials 1 Jun, 12 Aug; V-J Day 15 Aug; flagship Phib Gru 14, 22 Aug*	1 Jun - 22 Aug	83		
11	Seattle, Elliott Bay, Berth C *Left the yard 1544; landing craft and Group 14 staff embarked*	23 Aug	1		
12	Puget Sound to Pearl Harbor *Degaussing runs, then sailed 1115; departure Juan de Fuca 1901*	24 Aug	1		
	Totals	**10 Feb - 24 Aug**		**7,253**	



The voyage home, 10 Feb – 26 Mar 1945. Tracks are the war-diary position fixes in the four leg files; dotted joins from anchorages to the first and last fixes are closed by hand, and the run from the last fix (2000 25 Mar, 47°35′N 126°33′W) up the Strait of Juan de Fuca to Bremerton is routed through fairway waypoints (≈220 n.mi., not in the totals). Miles from the leg files; knots from logged underway and arrival times. Land: Natural Earth 50 m. Mercator, 10° graticule; the dashed box is the chart on page 2.

18 FEB - 6 MAR

Recalled from Iwo Jima

At Ulithi the Calvert joined Task Unit 12.6.1, one of the transport units staging there for Iwo Jima. On 2 March CINCPAC released her from the unit for return to the United States and conversion to a relief AGC, an amphibious force flagship. “Instead, orders were received to depart Ulithi for Seattle, WA.” (Bill Marks)

14 MAR

Two fourteenths of March

Steaming east from Eniwetok, the ship crossed the 180th meridian at 1815 on 14 March in 16°13′N. The war diary then begins the day again: “14 March −12 zt” is followed by “14 March +12 zt”. The ledger counts 197 nights in the period’s 196 dates.

26 MAR - 24 AUG

Five months in the yard

Puget Sound Navy Yard, 26 March to 23 August: Pier 5, a drydock in May, then Pier 3-c, with trial runs on 1 June and 12 August. V-J Day found her at Bremerton. On 22 August she became flagship of Rear Admiral Robert P. Briscoe’s Amphibious Group Fourteen; on 24 August she sailed.

Mindoro and Leyte to Ulithi *TG 78.6 and TU 78.5.3*

10–18 Feb 1945

THE PASSAGE IN FIGURES

War diary, USS Calvert, February 1945

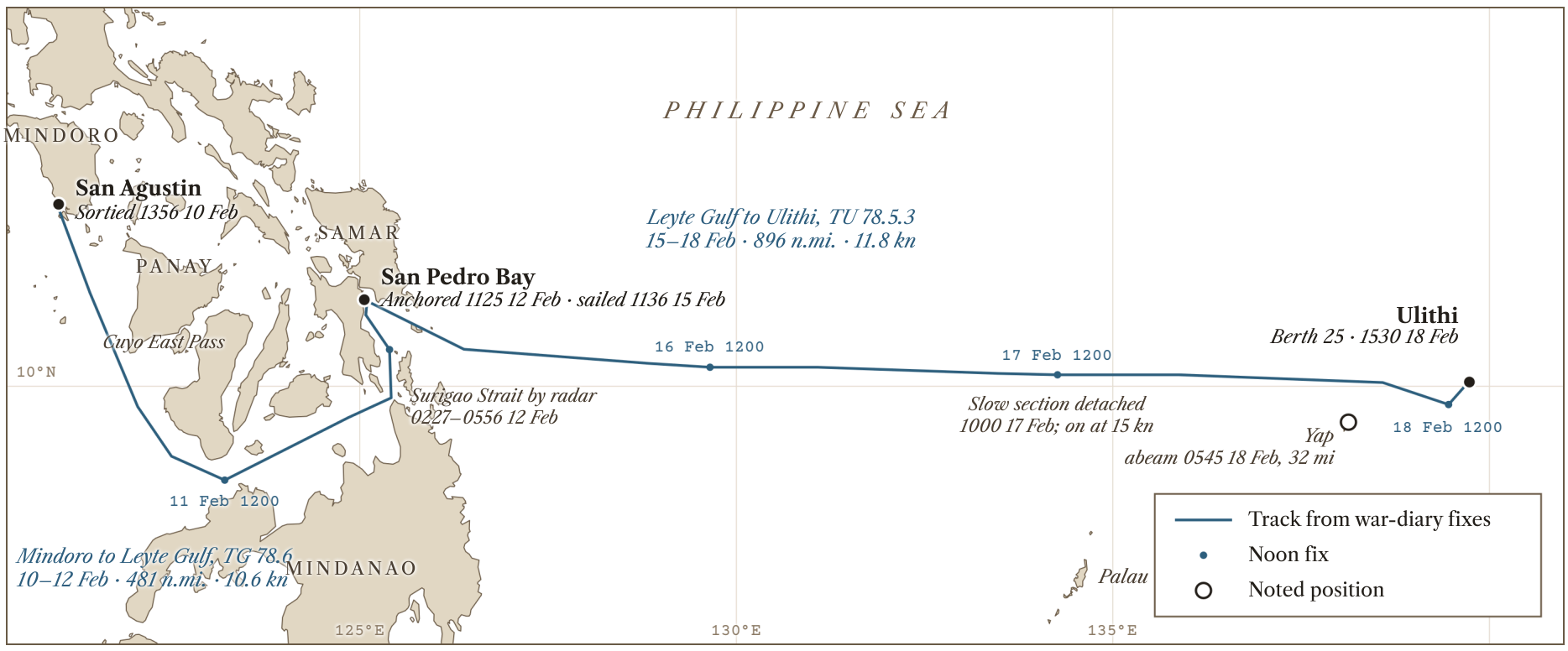
481
n.mi. Mindoro to Leyte Gulf, 10–12 Feb

896
n.mi. Leyte Gulf to Ulithi, 15–18 Feb

5
nights at sea

3
nights in San Pedro Bay

15 kn
ordered for the last run to Ulithi, 17–18 Feb



10–18 Feb 1945. Tracks from the war-diary fixes in the two leg files (0800, 1200 and 2000 positions joined by straight runs; the joins cut across Panay, Negros and the Surigao shore where the ship threaded the islands between fixes). The San Pedro Bay anchorage that ends the first leg and starts the second is a hand-set point (the source gives the place name only). Yap from known coordinates. Land: Natural Earth 10 m. Mercator, 5° graticule.

10–12 FEB

Surigao Strait by radar

TG 78.6 sortied from San Agustin at 1356, 12 knots, into strong winds and a rough sea in Panay Gulf. Overnight the group ran down the west coast of Panay and through Cuyo East Pass, crossed the Mindanao Sea on 11 February, and entered Surigao Strait at 0227 on the 12th. Navigation was entirely by surface radar.

12–15 FEB

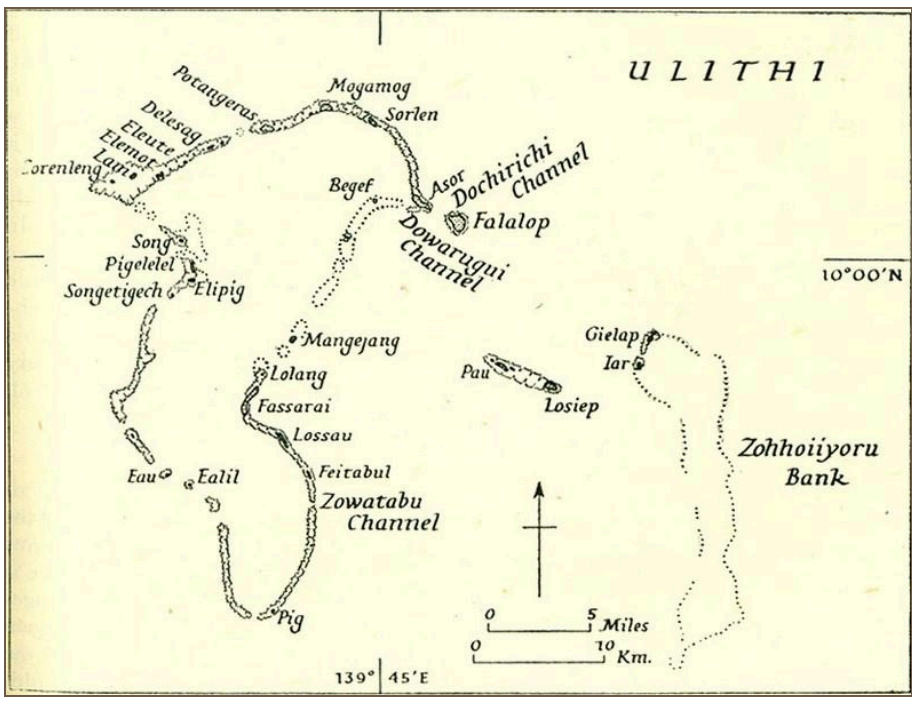
San Pedro Bay

Off Dulag at 0845 on 12 February, the Calvert went on alone to San Pedro Bay and anchored at 1125. On the 13th she fuelled alongside USS Freedom in Berth 92, then anchored in Berth 131. On the 14th Commodore Homer W. Graf hoisted his flag in her to command the transports of TU 78.5.3.

15–18 FEB

Racing the dark to Ulithi

Underway at 1136 on 15 February, the Calvert led the transports out of Leyte Gulf in three columns. At 1000 on the 17th the slower ships formed a second section under USS Leonard Wood; the rest went on at 15 knots to reach Ulithi before dark. Yap was abeam at 0545 on the 18th; she anchored in Berth 25 at 1530.



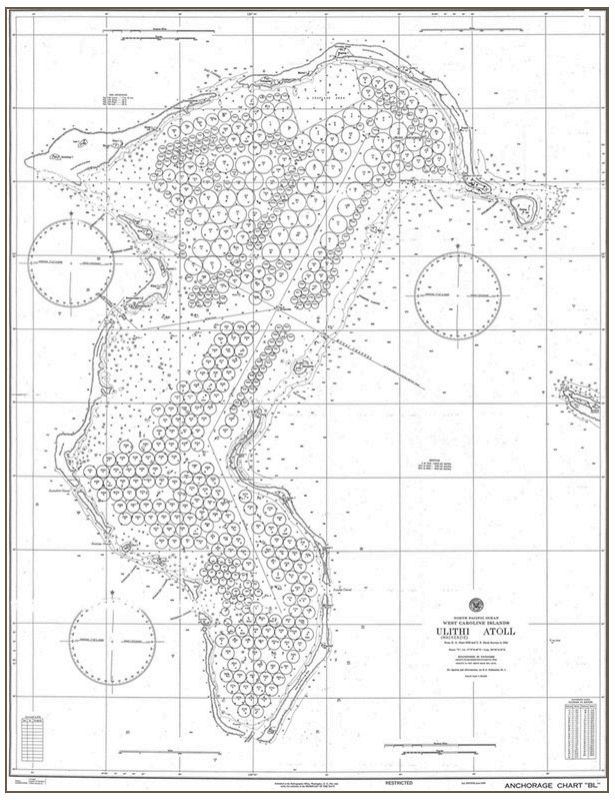
Ulithi Atoll, West Caroline Islands. North at top; 5-mile scale on the map. Author unknown, public domain, via Wikimedia Commons and the University of Texas map collection.

"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, 12 February 1945

Ulithi

Ulithi lies about 1,300 miles south of Tokyo, 850 miles east of the Philippines and 360 miles southwest of Guam: a classic atoll of coral reef and palm-covered islets around a lagoon 80 to 100 feet deep, deep enough to anchor the largest ships. In February 1945 a great force of ships and Marines gathered there to stage for Iwo Jima.



U.S. Navy anchorage chart "BL", Ulithi Atoll, 1945: the Northern (Urushi) Anchorage at the top, the South Anchorage in the long southern arm, Mugai Channel through the east reef. In the notes, bold circles mark Berth 25 and Berth 206; they do not show at this size. Via ww2db.com.

Sources: war diary, USS Calvert, Feb 1945; Cullen, A History of the USS Calvert, p. 17; research notes, rows 5–28.

ULITHI ATOLL, WEST CAROLINE ISLANDS

War diary, USS Calvert, Feb – Mar 1945

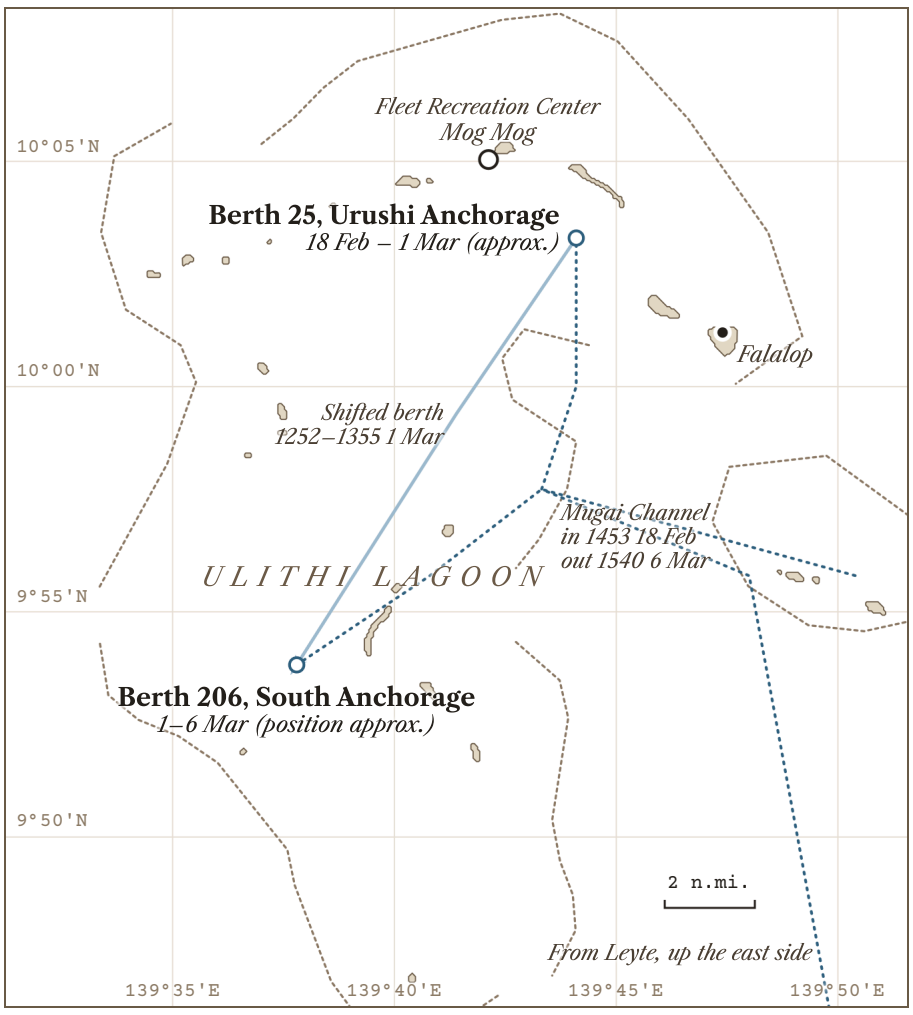
16
nights at Ulithi, 18 Feb – 5 Mar

11
nights in Berth 25, Urushi Anchorage

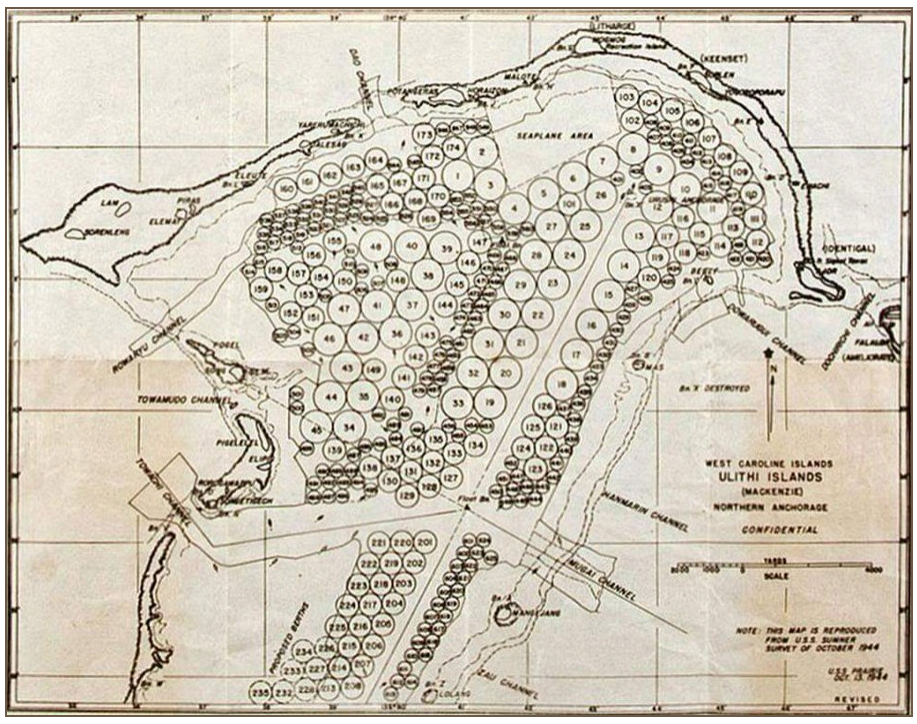
5
nights in Berth 206, South Anchorage

19 Feb
TU 78.5.3 dissolved; Calvert to TU 12.6.1

2 Mar
released for return to the U.S.



The Calvert at Ulithi. Berth 25 placed at the Urushi Anchorage label on the 1945 anchorage chart, which matches the leg file's last point; Berth 206 and Mugai Channel read from the same chart. Berth positions are approximate. Tracks inside the reef are schematic. Islets: GSHHS full resolution; reef (dotted): Natural Earth 10 m. 5' graticule.

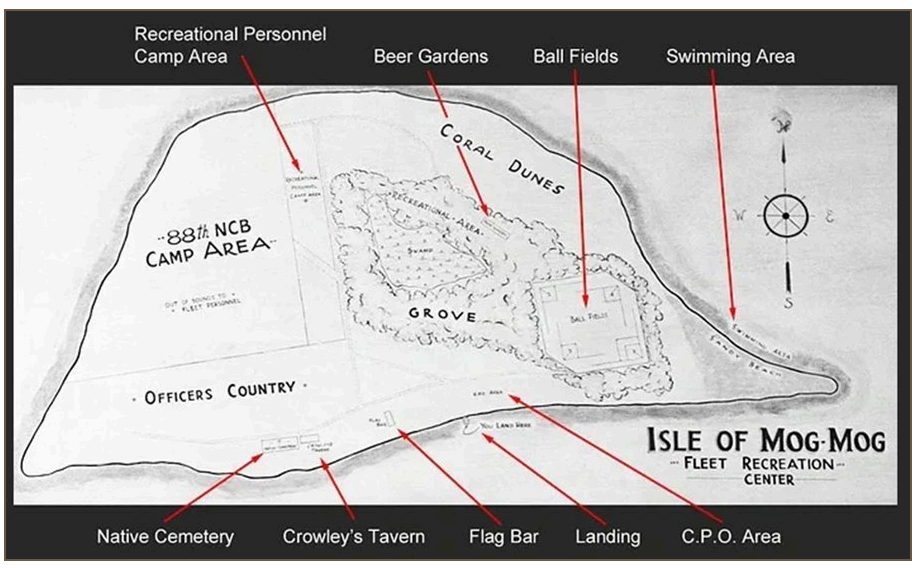


U.S. Navy berthing chart of the Northern Anchorage, revised to Oct 1944. The Calvert lay in Berth 25 from 18 February to 1 March. Via warhistoryonline.com (Jack Beckett, 2017).

18 FEB – 2 MAR

Staging for Iwo Jima

At Ulithi, Commodore Graf shifted his flag to USS Zeilin on 19 February and the transports became Task Unit 12.6.1, part of the force gathering for Iwo Jima; the Calvert led Division Dog. Trade winds of 20 to 32 knots kept the lagoon rough. On 1 March she shifted to Berth 206 in the South Anchorage, and on the 2nd her orders home arrived.



Isle of Mog Mog, Fleet Recreation Center: the map posted at the landing. From a U.S. Navy photo, NARA 80-G-408162, via mighty90.com.



Mog Mog from the air. U.S. Navy photo via mighty90.com, as filed in the research notes.

"The best place in the world to see ten fights, six wrestling matches, four crap games, and two beers, all at the same time."

"Remember Mog Mog," R. W. Parsons, WT3c, USS Superior, in Our Navy, 1944 (Calversion vol. 29, p. 5)

Liberty on Mog Mog

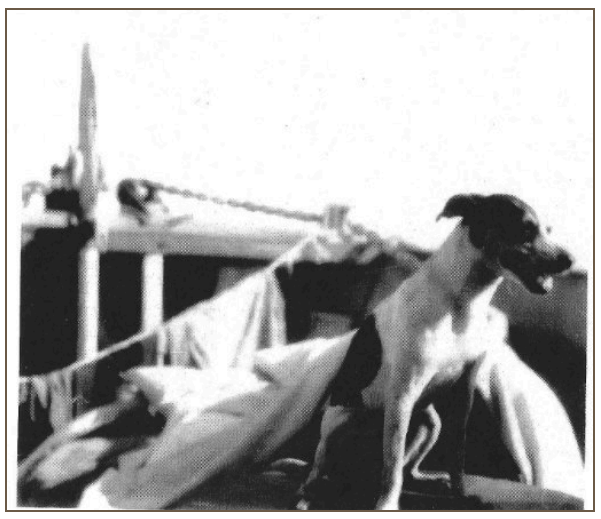
From 21 to 27 February the ship's company worked at upkeep and took turns at the recreation center on Mog Mog. "Calvert's liberty section, thirsty for beer and ready to slam a few homers, invaded Mog Mog." (Calversion vol. 29, p. 5)

Fubar ashore

The ship's dog, Fubar, went ashore with a liberty party and was carried off by a Marine. Lieutenant Bill Marks, the navigator, put his uniform back on, commandeered a jeep and driver, and got him back from the Marine camp.

"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."

Bill Marks, Lieut. USNR, plank owner and navigator (Calversion vol. 30, p. 4)



Fubar in the Calvert's bow. Matt Fountain collection, via Mark Fountain and usscalvert.com.

Ulithi to Puget Sound

Convoy 88, Pearl Harbor, the date line

6–26 Mar 1945

THE PASSAGE IN FIGURES

War diary, USS Calvert, March 1945

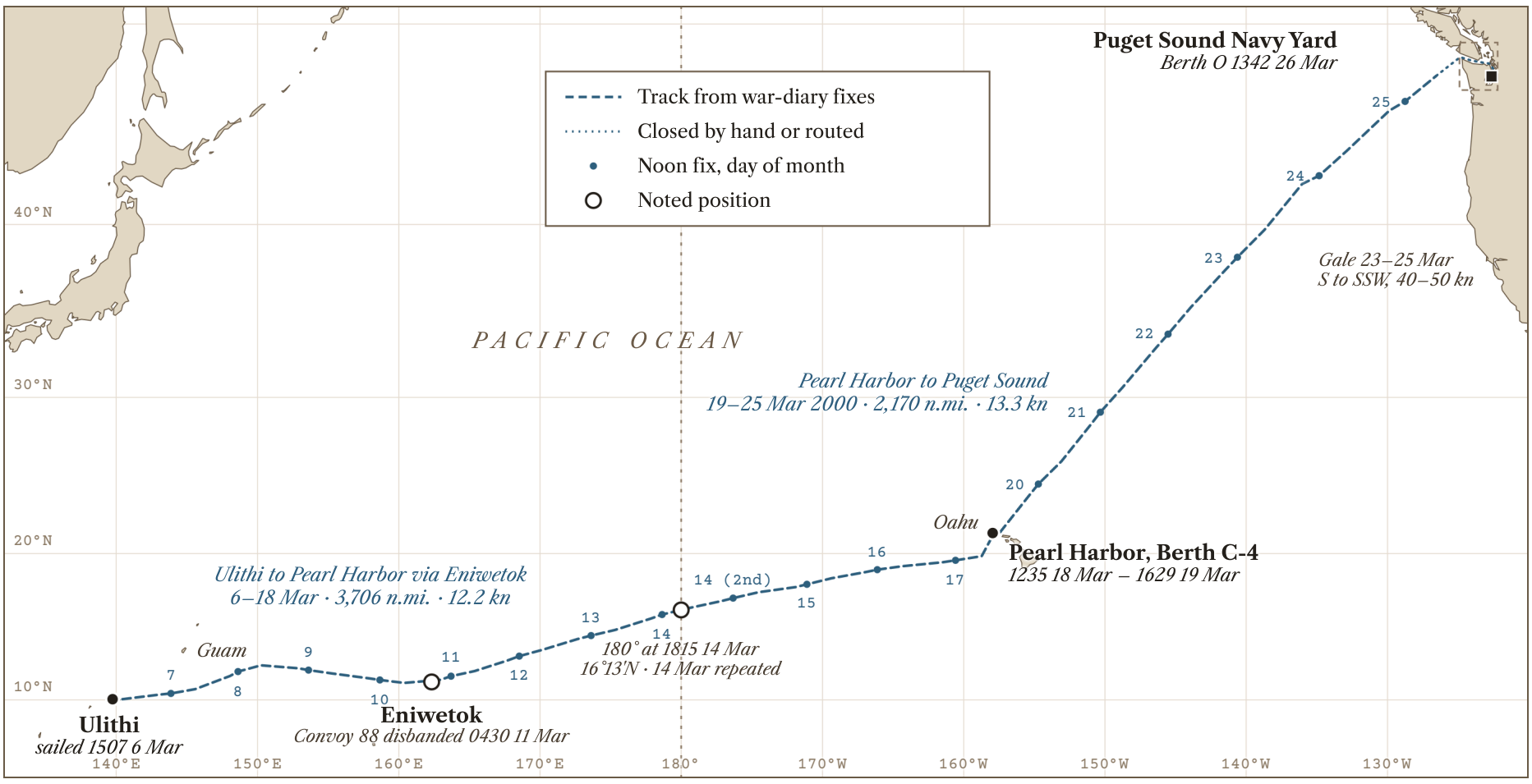
3,706
n.mi. Ulithi to Pearl Harbor, 6–18 Mar

2,170
n.mi. Pearl Harbor to the last fix, 19–25 Mar

20
nights at sea (13 + 7)

2
times through 14 March

1
night at Pearl Harbor, Berth C-4



6–26 Mar 1945. Tracks from the war-diary fixes in the two leg files; numbers are the noon fixes by day of the month, with 14 March twice. The fixes run three a day from 2000 6 Mar to 0800 18 Mar (the leg file's end time of 0800 19 Mar is a day late because of the repeated date). Joins to Ulithi, Pearl Harbor and Bremerton closed by hand or routed. Land: Natural Earth 50 m. Mercator, 10° graticule; dashed box: chart below.



Strait of Juan de Fuca and Puget Sound. No fixes for these runs: routed through fairway waypoints from the war-diary times and places. Shoreline: GSHHS full resolution. Mercator, 30' graticule.

6–11 MAR

Convoy 88

Out of Ulithi at 1540 on 6 March with eleven merchant tankers, four transports and Escort Division 8, zigzagging at 14.5 knots. Condition I twice: an unknown aircraft (friendly) on the 8th, a Japanese radio transmission near the convoy on the 9th. At 0430 on 11 March, 12 miles south of Eniwetok, the convoy broke up and the Calvert went on alone for Pearl Harbor.

18–19 MAR

Pearl Harbor

Radar landfall on Oahu at 0500 on 18 March; anti-aircraft gunnery off Diamond Head until 1000; alongside USS General Bundy in Berth C-4 at 1235. Next day came orders to Seattle and Puget Sound Navy Yard for overhaul. She was underway at 1629 and set a great-circle course for Cape Flattery at 15 knots.

23–25 MAR

Heavy weather

On the 23rd the wind veered from north to south and rose to 40 knots, then 45 to 50 on the 24th. In light trim the ship rolled so hard that at 0800 on the 24th speed came down to 14.5 knots and she steered to ease the motion. The weather broke on the morning of the 25th.

"Chief Engineer Pat Carry hooked up the "iron fireman" and we ran 19-20 knots steady steaming for the Straits of Juan de Fuca."

Bill Marks (Calversion vol. 13, p. 4). The war diary logs 15 to 16 knots.

26 MAR

Up the Strait by radar

Into the Strait at 0300 on 26 March, the ship ran in by surface and air-search radar and took her pilot only at 1200. She anchored off the Navy Yard at 1342 and was alongside Pier 5 at 2055. Many of the crew had had no leave since commissioning; a good number went home for thirty days.

Puget Sound Navy Yard *Overhaul and conversion*

26 Mar – 24 Aug 1945

CONVERSION TO RELIEF AGC, AMPHIBIOUS FORCE FLAGSHIP

War diaries, USS Calvert and COM 13, Mar – Aug 1945

150
nights in the yard, 26 Mar – 22 Aug

67
nights at Pier 5

83
nights at Pier 3-c

2
trial runs, 1 Jun and 12 Aug

22 Aug
flagship, Amphibious Group Fourteen

NAVY YARD PUGET SOUND, BREMERTON, WASHINGTON

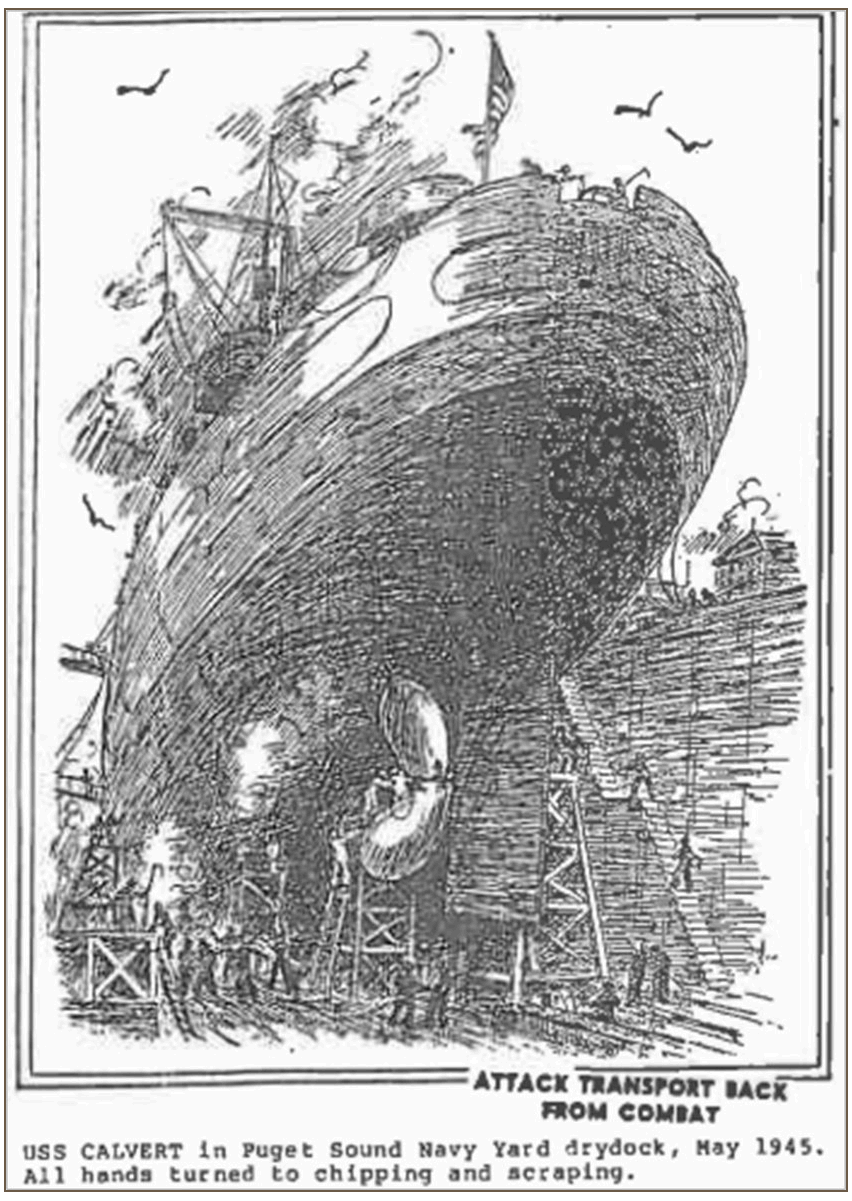
day by day, 26 Mar – 24 Aug 1945 (152 dates)



EVENT LOG

ship's time; dashed circles: month only in the sources

1	26 Mar 1342	Anchored Berth O off the yard; Pier 5 at 2055. Ammunition off-loaded
2	29 Mar —	Board of Inspection and Survey inspects the ship (28th: repair conference)
3	Apr —	Fubar, the ship's dog, walked ashore in dress blues; later found a home ashore
4	May —	In drydock: "All hands turned to chipping and scraping"
5	22 May —	Ship's Ball, Seattle
6	1 Jun 0801	Post-repair trial run, back 1424; now at Pier 3-c
7	6 Aug —	Hiroshima. Repairs and overhaul just completed (C. G. Clauss)
8	12 Aug 0805	Trial run and degaussing checks off Point Jefferson, back 1835
9	15 Aug —	V-J Day: the Calvert at Bremerton
10	22 Aug —	Designated flagship, Amphibious Group Fourteen (RAdm Robert P. Briscoe)
11	23 Aug 1544	Underway for Seattle; Group 14 rear echelon aboard; anchored Elliott Bay 1724
12	24 Aug 1115	Degaussing runs 0652–1045, then out to sea; departure Juan de Fuca 1901



"Attack transport back from combat": the Calvert in the Puget Sound Navy Yard drydock, May 1945. Drawing by Hal Winter, Seattle Post-Intelligencer, 26 May 1945 (Calversion vol. 29, p. 5).

"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."

C. L. Schooler, CDR, USN (Calversion vol. 7, p. 3)



Fubar in his uniform. Fountain collection.

APR 1945

Fubar goes ashore

Fubar left the ship at Bremerton. Rigged out in a dress blue middy blouse with hash marks and campaign ribbons, he had to be dragged ashore on a leash: he had spent his life aboard and had never met a tree or another dog. Word came later that he had been found in Seattle and given a home until he could be claimed, but by then the ship was far out in the Pacific.

10–15 AUG

Ready for the war's end

On 10 August the executive officer issued the ship's plan for the end of the war: on the announcement, all liberty stopped, no whistles, sirens or bells, a full shore patrol party to Bremerton, and yard work to stop until 0745 on the second day.

22–24 AUG

Flagship and sailing orders

On 22 August the Calvert became flagship of Amphibious Group Fourteen. The group's rear echelon came aboard the next day with about ninety officers and men from the Landing Craft School, Coronado; she loaded landing craft in Elliott Bay that night and sailed on the 24th for Pearl Harbor and the Philippines, to lift occupation troops to Japan.

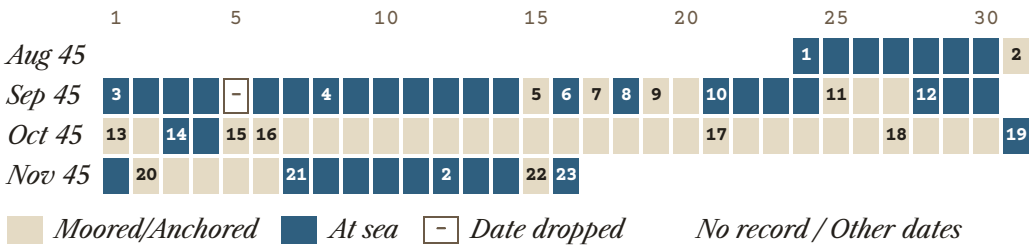
"We put to sea August 24, 1945 for the South Pacific, with stops at Pearl Harbor and final at the very southern tip of the Philippines, a place called Zamboanga."

C. G. Clauss (Calversion vol. 6, p. 9)

The Occupation of Japan

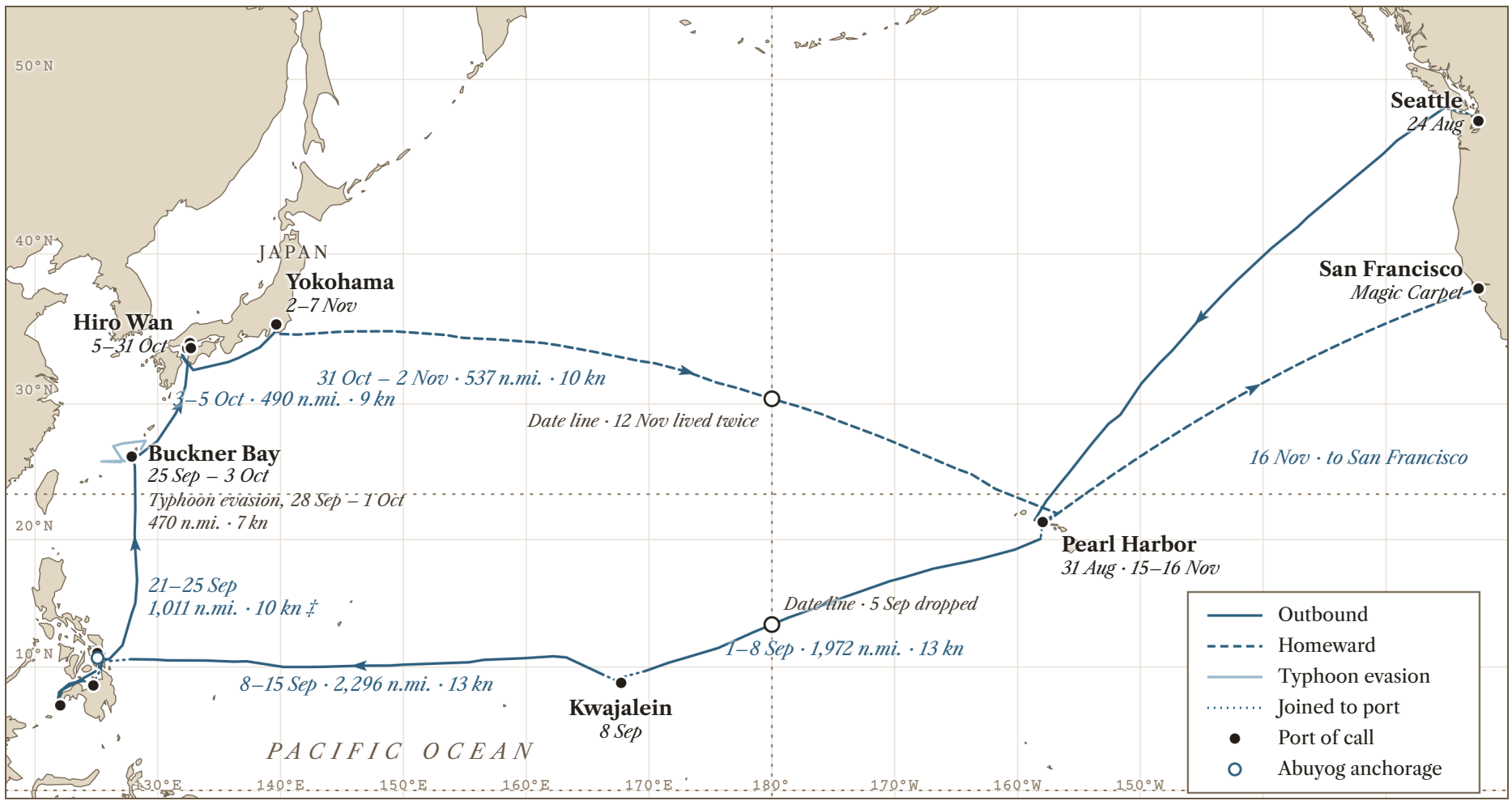
USS Calvert, flagship of the Central Occupation Group (TG 54.11) · 24 Aug – 16 Nov 1945

24 Aug – 16 Nov 1945 · 85 days



Moored/Anchored	42
Underway at sea	43
Total days for this period	**85**

		Dates	Days	n.mi.	Knots
1	Seattle to Pearl Harbor *Independent; to embark Gp 14 staff*	24–30 Aug	7	2,277	13
2	Pearl Harbor *Berth A-12; Gp 14 staff embarked*	31 Aug	1		
3	Pearl Harbor to Kwajalein *600 passengers for Kwajalein*	1–7 Sep	6	1,972	13
4	Kwajalein to Leyte *Debarked 600 at Kwajalein, 8 Sep*	8–14 Sep	7	2,296	13
5	Leyte *San Pedro Bay; 250 casuals debarked*	15 Sep	1		
6	Leyte to Zamboanga *Flag of ComPhibGrp 11 embarked*	16 Sep	1	243	9 ‡
7	Zamboanga *Flag of CTG 54.11 and ComPhibGrp 11*	17 Sep	1		
8	Zamboanga to Bugo *To load X Corps troops*	18 Sep	1	193	11 ‡
9	Bugo *Macajalar Bay; loading X Corps*	19–20 Sep	2		
10	Bugo to Okinawa via Abuyog *X Corps embarked; diverted by typhoon*	21–24 Sep	4	1,011	10 ‡
11	Buckner Bay, Okinawa *Berth L-49; 41st Div and X Corps aboard*	25–27 Sep	3		
12	Typhoon evasion off Okinawa *Typhoon plan X-Ray, west of Okinawa*	28–30 Sep	3	470	7
13	Buckner Bay, Okinawa *Returned from typhoon evasion*	1–2 Oct	2		
14	Buckner Bay to Iyo Nada *TG 54.12 to Japan via Bungo Suido*	3–4 Oct	2	490	9
15	Iyo Nada, Inland Sea *Through Bungo Suido swept channel*	5 Oct	1		
16	Hiro Wan, Japan *Landing 7 Oct; liberty to Hiroshima*	6–20 Oct	15		
17	Mitsuhama (Matsuyama) *24th Div landing 22 Oct, no opposition*	21–26 Oct	6		
18	Hiro Wan, Japan *Berth 2; five days before sailing*	27–30 Oct	4		
19	Hiro Wan to Yokohama *With Mt. McKinley, TG 54.20.1*	31 Oct – 1 Nov	2	537	10
20	Yokohama *Buoy 6, then alongside Mt. Olympus*	2–6 Nov	5		
21	Yokohama to Pearl Harbor *Passengers for U.S.; escort DE-442*	7–14 Nov	9	3,432	16
22	Pearl Harbor *Berth A-14; Magic Carpet TG 16.12*	15 Nov	1		
23	Pearl Harbor to San Francisco *Magic Carpet; 1,543 passengers*	16 Nov	1		
	Totals	**24 Aug – 16 Nov**		**12,923**	



Puget Sound to the Philippines *Flagship for the occupation: casuals west, X Corps aboard*

24 Aug – 21 Sep 1945

THE PERIOD IN FIGURES

85
days, 24 Aug – 16 Nov 1945

12,923
n.mi. steamed, from the leg files

850
casuals carried west to Kwajalein and Leyte

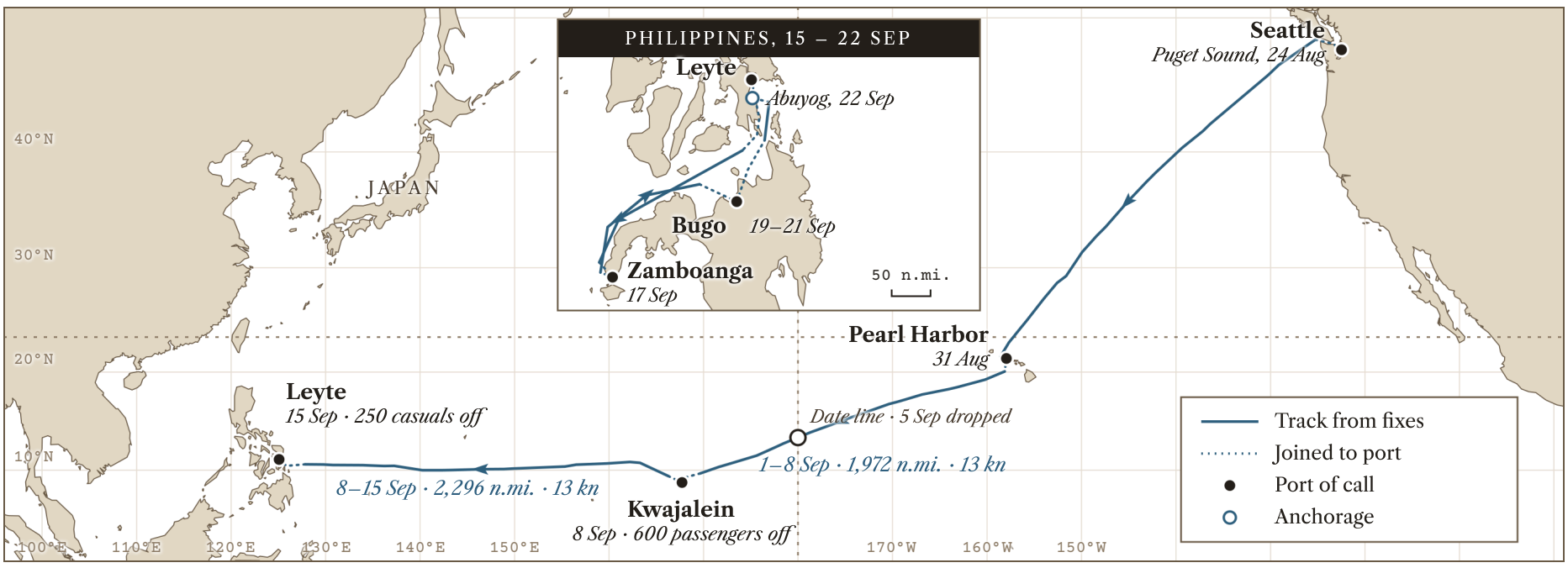
2
occupation landings: Hiro and Matsuyama

0
shots fired: no opposition met

1,543
passengers for San Francisco

THE PASSAGE

24 Aug – 22 Sep 1945



Passage from Puget Sound to the Philippines, 24 August – 22 September 1945. Mercator, 10° graticule; Natural Earth land. Solid tracks are war-diary positions from the leg files; dotted runs join the first and last fixes to port. Miles and knots from the leg files.

PASSAGE LOG

times as logged in the war diary

1	24 Aug	1115	Set standard speed 16 knots and stood out of Puget Sound from Point Jefferson, Kingston
2	24 Aug	1901	Took departure from the Strait of Juan de Fuca for Pearl Harbor
3	31 Aug	0745	Anti-aircraft gunnery exercises with a tow plane south of Pearl Harbor, to 0915
4	31 Aug	1250	Arrived Pearl Harbor, berth A-12, to embark more of the staff of ComPhibGrp 14
5	1 Sep	0700	Underway from berth A-12 with 600 casuals for Kwajalein and 250 for Leyte
6	5 Sep	0000	Clocks to zone −12, east longitude: the date becomes 6 September (Golden Dragon)
7	8 Sep	0741	Anchored in berth K-19, Kwajalein; began debarking 600 passengers to Navy #824
8	8 Sep	1054	Fuel barge alongside: 2,000 barrels of fuel oil taken aboard
9	8 Sep	1330	Underway for Leyte
10	15 Sep	1307	Anchored in berth 262, San Pedro Bay, Leyte, after fueling from the Brazos (AO-4)
11	16 Sep	1215	Completed disembarking all passengers: 250 casuals landed at Leyte
12	16 Sep	1228	Underway for Zamboanga
13	17 Sep	1442	Moored alongside the Henry T. Allen (AG-90), berth 39, Basilan Strait
14	17 Sep	1500	Received aboard Rear Admiral B. J. Rodgers, Commander Amphibious Group Eleven
15	18 Sep	1855	Underway for Bugo, Macajalar Bay, northern Mindanao
16	19 Sep	1150	Anchored in Macajalar Bay off Bugo to load troops; LCTs alongside on the 20th
17	21 Sep	1000	Maj. Gen. F. C. Sibert, USA, and the staff of X Corps came aboard
18	21 Sep	1130	Underway for Abuyog anchorage, Leyte Gulf, with the Lenawee (APA-195)

24 AUG · Out of Puget Sound

Her conversion to a relief amphibious force flagship finished at Bremerton as the war ended, the Calvert put to sea at 1115 on 24 August, bound for Pearl Harbor to embark more of the staff of Amphibious Group Fourteen.

"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."
C. G. Clauss, Calversion vol. 6, p. 9

31 AUG – 16 SEP · Casuals west, and the Golden Dragon

At Pearl Harbor she embarked 600 casuals for Kwajalein and 250 for Leyte. At 0000 on 5 September, westbound, the date became the 6th: the crew had entered the Domain of the Golden Dragon. Kwajalein took the 600 on 8 September; Leyte the 250 on the 16th.



Liberty party in an LCM, Zamboanga, 1945 (date presumed, 17–18 Sep). Calversion vol. 33, p. 5; contributor not recorded.

17 SEP · Two hats at Zamboanga

Alongside the Henry T. Allen on 17 September, the Calvert passed the rear echelon of Group Fourteen's staff to the Allen and received Rear Admiral Rodgers. She now flew his flag as Commander, Central Occupation Group, Task Group 54.11.

TASK GROUP 54.11 · CENTRAL OCCUPATION GROUP

Rear Admiral Rodgers in the Calvert, group flagship · X Corps: corps headquarters and troops, 41st Infantry Division (Maj. Gen. Doe), 24th Infantry Division (Maj. Gen. Woodruff) · Kure Group, TG 54.12: Transport Squadron 16 (temp.), Commodore McGovern.

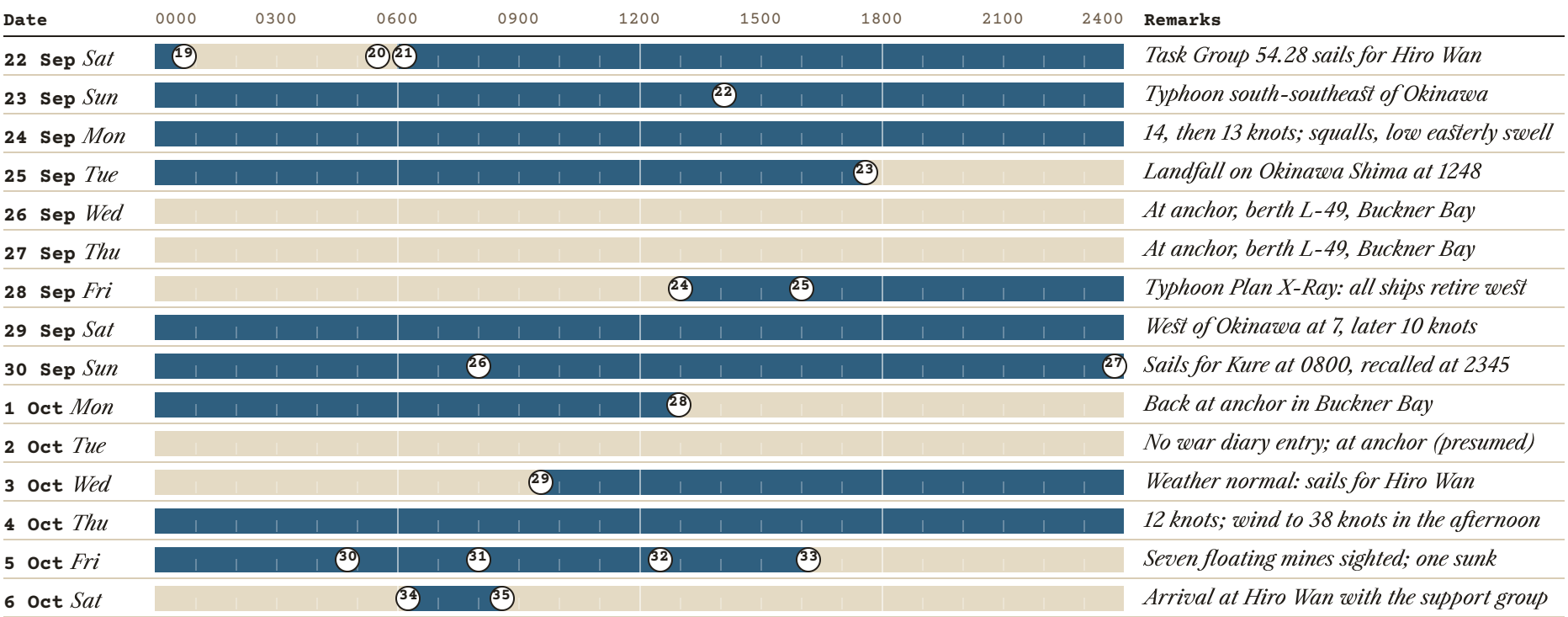
19–21 SEP · X Corps at Bugo

In Macajalar Bay LCTs came alongside with troops and cargo. On 21 September Major General Sibert and the X Corps staff came aboard, and the Calvert sailed with the Lenawee for Leyte Gulf.

Sources: War Diary, USS Calvert, Aug–Sep 1945; War Diary, ComPhibGrp 14, Sep 1945; Action Report, CTG 54.11; Cullen, A History of the USS Calvert, p. 18; Calversion vols. 6, 33.

DAY BY DAY, 22 SEPTEMBER – 6 OCTOBER

times as logged; one row per day



EVENT LOG

19	22 Sep	0043	Anchored in the Southern Leyte (Abuyog) anchorage with ships of TG 54.11
20	22 Sep	0530	Transferred 7 landing craft to the Samar boat pool and 35 men for discharge
21	22 Sep	0600	Sortied for Kure with TG 54.12 (TransRon 16), Calvert group flagship; 13 knots
22	23 Sep	1405	OTC orders fleet course and axis changed: destination now Buckner Bay, Okinawa
23	25 Sep	1735	Anchored in berth L-49, Buckner Bay, Okinawa
24	28 Sep	1300	Underway from Buckner Bay under SOPA Okinawa's Typhoon Plan X-Ray: all ships retire westward
25	28 Sep	1600	TG 54.12 forms cruising disposition I Able, Calvert OTC; fleet speed 7 kn
26	30 Sep	0800	TG 54.12 departs the Okinawa area for Kure (Commander Fifth Fleet despatch 290609)
27	30 Sep	2345	Ordered back: fleet course changed for Buckner Bay, Okinawa Shima
28	1 Oct	1258	Anchored in berth I-49, Buckner Bay
29	3 Oct	0933	Underway for Kure with TransRon 16, escorted by Charles Lawrence and Daniel T. Griffin
30	5 Oct	0447	Landfall on Shikoku, distance 20 miles
31	5 Oct	0800	Entered Bungo Suido; swept channel to the Inland Sea (USS Cecil logs 0602)
32	5 Oct	1230	Entered the Inland Sea, transports in single column astern of the Calvert
33	5 Oct	1612	Anchored in Iyo Nada, 5,000 yards south of Yuri Shima; Japanese pilots come aboard
34	6 Oct	0617	Underway for Hiro Wan through the swept channel, Japanese pilot and interpreter aboard
35	6 Oct	0835	Anchored in berth 19, Hiro Wan; all boats in the water unloading Army personnel and equipment

THE APPROACH AND THE ANCHORAGE

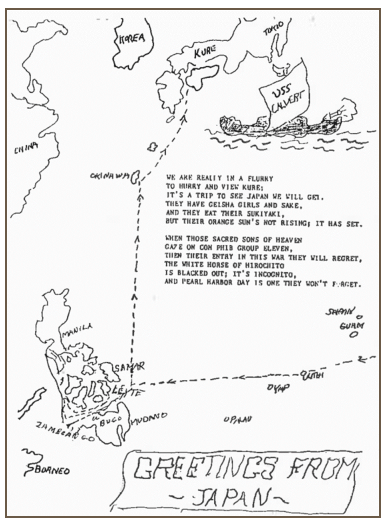
22 Sep – 6 Oct



Abuyog to the Inland Sea, 22 Sep – 5 Oct: the diversion to Okinawa and the typhoon run. Mercator, 5° graticule; leg-file tracks.

23–25 SEP · Ordered to Okinawa

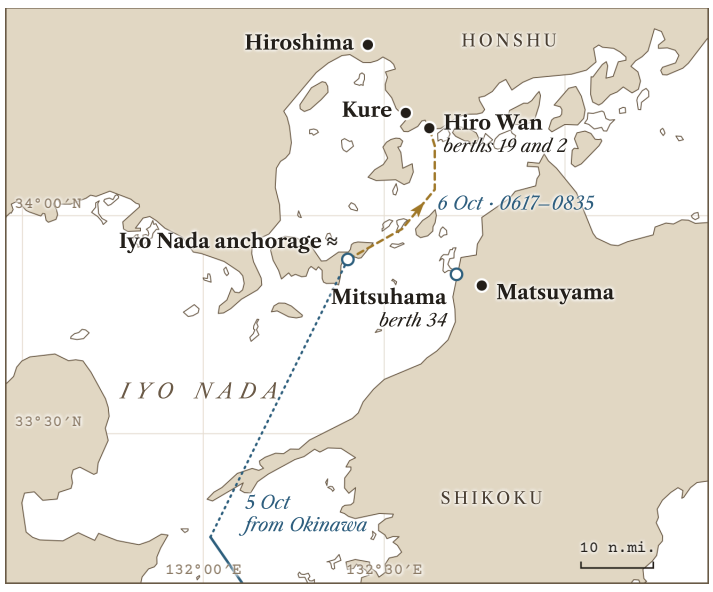
At 1405 on 23 September Rear Admiral Rodgers turned the convoy for Buckner Bay: a typhoon lay south-southeast of Okinawa, and Commander Fifth Amphibious Force had ordered the convoys held there until Fox Day was confirmed.



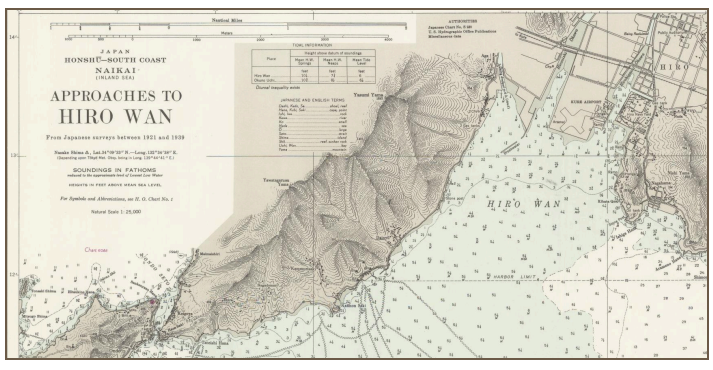
"Greetings from Japan": verse and sketch map written aboard between Leyte and Japan. Darrel "Bud" Gerard; Calversion vol. 26, p. 6.

> *"The Japanese Admiral and his staff came aboard to meet with our Admiral ... and clear the way for the occupation. The date was October 5, 1945."*
>
> Lt. Leroy Steiner, USNR, Calversion vol. 40

> *"Lots of floating mines in the harbors of Japan, but we had a Japanese pilot aboard to guide us through."*
>
> Darrel "Bud" Gerard, Calversion vol. 26



Bungo Suido to Hiro Wan, 5–6 Oct. Mercator, 30' graticule; Natural Earth 10 m. Solid: leg-file fixes; dotted: joined to the Iyo Nada anchorage (≈); ochre dashed: routed, approximate.



Approaches to Hiro Wan, from Japanese surveys of 1931–1939 (UC San Diego Library). The crew put the anchorage about seven miles from Hiroshima; the government later said 10.9.

Sources: War Diaries, USS Calvert, ComPhibGrp 11 and USS Cecil, Sep–Oct 1945; Action Report, CTG 54.11; Cullen, p. 18; Calversion vols. 26, 40.

DAY BY DAY, 7-20 OCTOBER

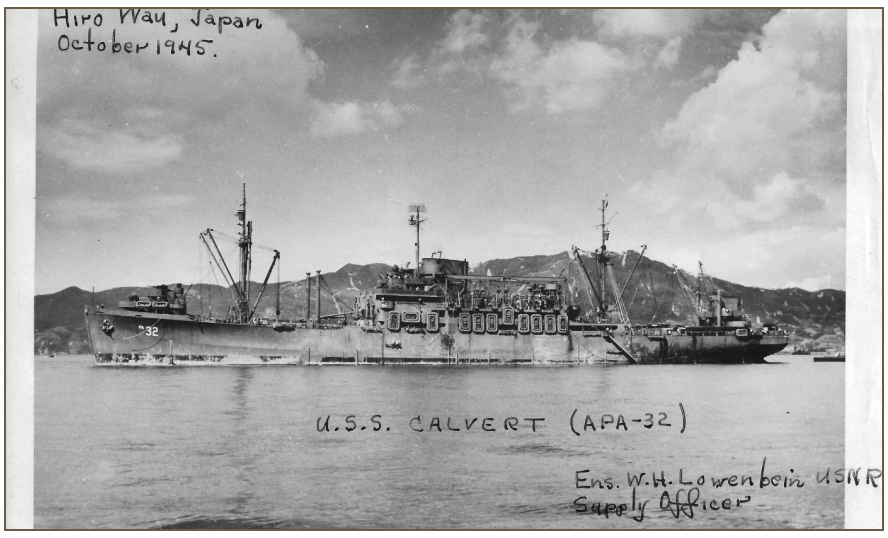
times as logged; 10–11 and 13–20 Oct from the anchorage weather record

Date	0000 0300 0600 0900 1200 1500 1800 2100 2400	Remarks
7 Oct *Sun*	(36)	*41st Division and X Corps HQ land at Hiro*
8 Oct *Mon*		*No diary entry; Nasaka Jima recreation*
9 Oct *Tue*	(37) (38)	*Typhoon expected at Hiro Wan on the 10th*
10 Oct *Wed*	(39) (40)	*No diary entry; anchorage weather record*
11 Oct *Thu*	(41)	*Partly cloudy; wind NW 15–20 knots*
12 Oct *Fri*		*Columbus Day: first party to Hiroshima*
13 Oct *Sat*		*Diary silent; mostly clear*
14 Oct *Sun*		*Diary silent; clear*
15 Oct *Mon*		*Diary silent; partly cloudy*
16 Oct *Tue*		*Diary silent; mostly clear*
17 Oct *Wed*		*Diary silent; overcast p.m.*
18 Oct *Thu*		*Diary silent; light rain*
19 Oct *Fri*		*Diary silent; rain a.m.*
20 Oct *Sat*		*Diary silent; rain p.m.*

Moored/Anchored (n) Logged event

EVENT LOG

(36)	7 Oct	1530	Unloading of Army personnel and equipment by small boat completed
(37)	9 Oct	1630	Shifted to berth 2, Hiro Wan
(38)	9 Oct	2100	Set typhoon condition One; typhoon passed Okinawa at 1500
(39)	10 Oct	0611	Set typhoon condition Two; all boats hoisted
(40)	10 Oct	1900	Wind northeast, rising to 35–40 knots
(41)	11 Oct	0013	Secured from typhoon condition Two: typhoon passed directly over, without serious effect



The Calvert anchored in Hiro Wan, October 1945, her landing craft away. Print inscribed by Ens. W. H. Lowenbein, USNR, Supply Officer; usscalvert.com.

7 OCTOBER 1945 · HIRO

The 41st Infantry Division and X Corps headquarters land at Hiro, a few miles southeast of Kure. U.S. pressure mines closed Kure and Hiroshima; Hiro Wan could be swept.

"Hiroshima and Kure (in southern Honshu) were both inaccessible; but Hiro-Wan, just east of Kure, afforded satisfactory conditions for landing the Hiroshima-Kure occupation force, and the necessary sweeping was practicable."
CinCPac, Report of Surrender and Occupation of Japan, 11 Feb 1946

"No Japanese opposition was encountered. Fire support ships and air support units were present, to support the landing (HIRO), but no shooting was required."
Action Report, CTG 54.11

9-11 OCT · **A typhoon at anchor**

All boats were hoisted. Winds reached 35–40 knots on the evening of the 10th; by 0013 on the 11th the storm had passed directly over without serious effect.

HIROSHIMA

from Columbus Day, 12 October



Hiroshima, Oct 1945, by Robert E. Randle, RdM3c: "this is what it looks like Dad."



Hiroshima, Oct 1945, by Henry Dittmer, PhM3c(T); courtesy of David Dittmer.



Hiroshima, October 1945. Henry Dittmer; courtesy of David Dittmer.



The Calvert's crew and landing craft at Hiroshima, 1945. Calversion vol. 33, p. 5.

"The first group to enter Hiroshima were the men from the Calvert as a test mission — orders were no guns, no hostile attitude or action — just candy, cigarettes, soap, etc. ... There were no warnings about possible residual radiation. I was on the first trip. I recall it was Columbus Day, October 12, 1945."
Lt. Leroy Steiner, USNR, Calversion vol. 40, pp. 2–3

13-20 OCT · **Waiting at Hiro Wan**

The war diary is silent from 13 to 20 October. The ship lay at berth 2 while liberty parties went to Hiroshima by LCM and recreation parties to Nasaka Jima.

"It was just miles and miles of utter destruction. We found stacks of dishes that had been fused together by the heat of the bomb, and gravel that had been fused to a porcelain pitcher."
Warren Shaddock, Pulteney Street Survey, Winter 2016

"A building standing with everything else around it would be collapsed. It was weird in that respect. ... No, nobody knew about radiation."
Henry Dittmer, PhM3c(T), interviewed by Keith Whittle, 1998

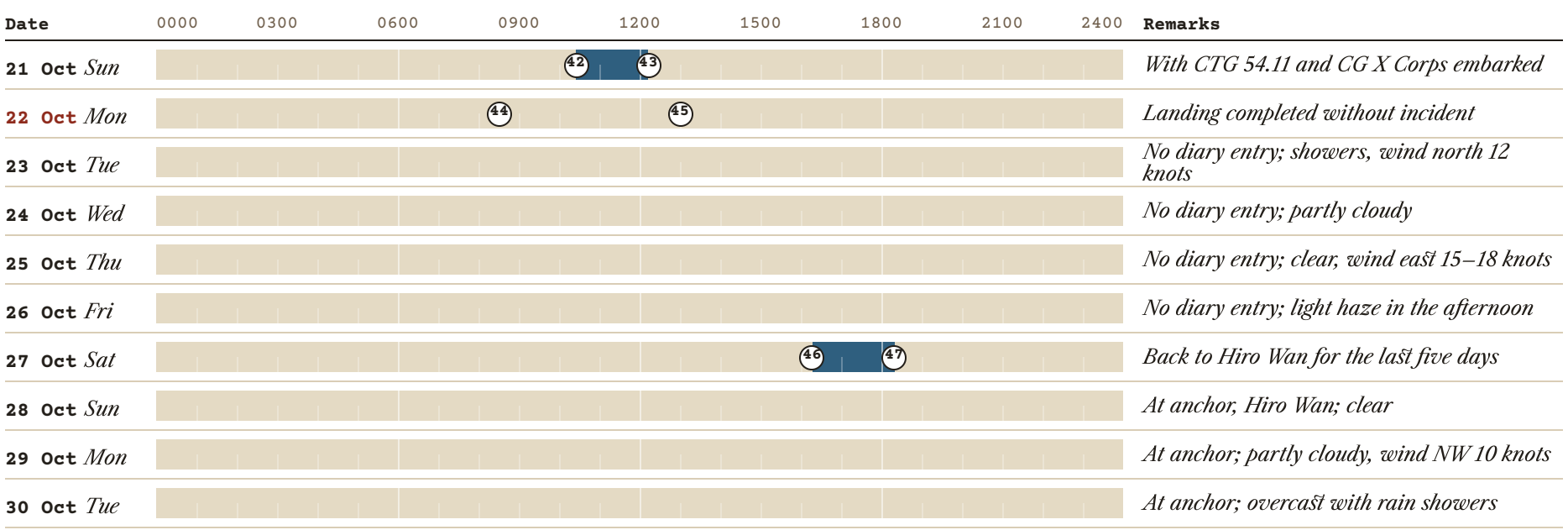
"We spent approximately 3 or 4 hours walking through the ruins and observing the devastation."
C. G. Clauss, Calversion vol. 6, p. 9

"I can recall the land all turned over, just as though it was freshly plowed. Awfully barren. Some structures were still standing, but most weren't."
Al Loehr, Star Tribune, 31 Aug 1975 (the article names Nagasaki; the ship was at Hiroshima)

Sources: War Diary, USS Calvert, Oct 1945; Action Report, CTG 54.11; CinCPac report, 11 Feb 1946; ComPhibGrp 4, Supplement to Report of CTF 54, Part III; Calversion vols. 6, 33, 40; Star Tribune, 31 Aug 1975; Atomic Veterans interview, 1998; usscalvert.com.

DAY BY DAY, 21-30 OCTOBER

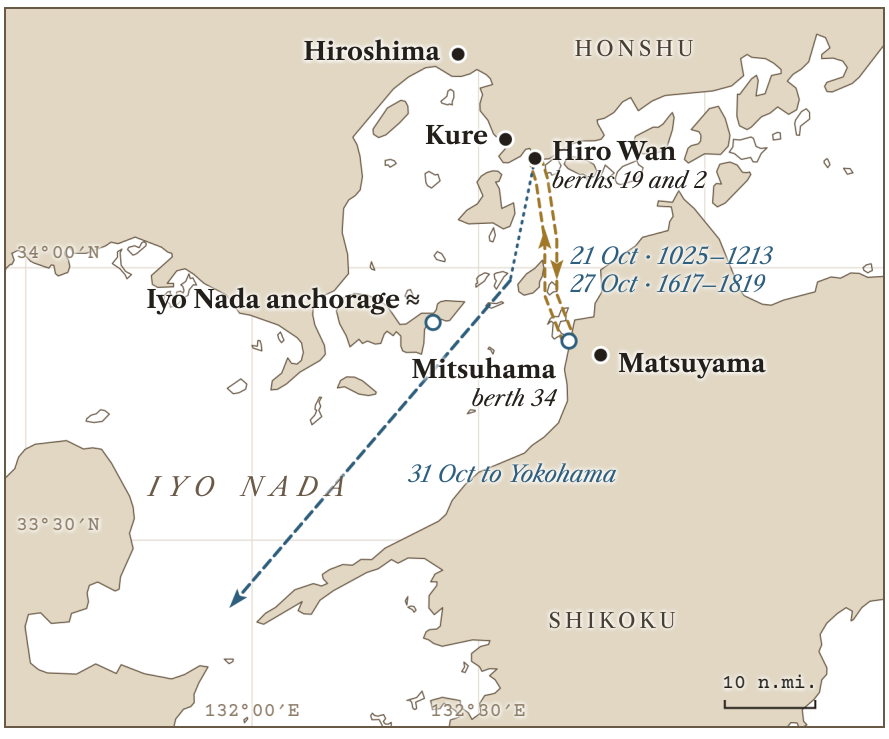
times as logged; 22 Oct from ComBatRon 1; 23–30 Oct weather from ComPhibGrp 4



EVENT LOG

CTG 54.11's report gives 1015 for the 21 Oct departure

42	21 Oct	1025	Underway for Mitsuhama, second phase of CTG 54.11 operation order A1105-45
43	21 Oct	1213	Anchored in berth 34, Mitsuhama; CTG 54.11 is SOPA in this ship
44	22 Oct	0831	Landing at Matsuyama begins, Rear Admiral Rodgers in charge
45	22 Oct	1300	CG 24th Infantry Division assumes command ashore, Matsuyama area
46	27 Oct	1617	Underway for Hiro Wan with the Gainard (DD-706)
47	27 Oct	1819	Anchored in berth 2, Hiro Wan



Hiro Wan and Mitsuhama, 21–31 Oct. Mercator, 30′ graticule; Natural Earth 10 m. Ochre dashed: routed between anchorages, approximate. Blue dashed: leg-file fixes outbound for Yokohama, 31 Oct.

22 OCTOBER 1945 · MATSUYAMA, SHIKOKU

Rear Admiral Rodgers, in the Calvert, had charge of the landing, begun at 0831. It was completed without incident, and at 1300 the Commanding General, 24th Infantry Division, assumed command ashore.

27–31 OCT · **Back to Hiro Wan**

On 27 October the Calvert returned to berth 2, Hiro Wan, for five days before sailing for Yokohama on the 31st.

"There in the harbor were two big carriers, two small carriers, one battleship, and other smaller vessels in various stages of destruction as they were left after the 3rd Fleet's strike last July."
Fort Worth Star-Telegram, 30 Dec 1945, on Lt. Hellman, intelligence officer, at Kure

MID TO LATE OCT · **A song in the hospital chapel**

Eugene M. Bartlett Jr., RM3c, wrote from Kure of a partly destroyed Hiroshima hospital where a few Japanese patients, nurses and doctors remained. A piano in its chapel had survived in perfect tune; urged by shipmates Harry Auer and Walter Aust he sang, and "never have I ever had a more attentive audience."

"What impressed me the most was that as soon as anyone was old enough to walk he was wearing an army uniform. Boys, 2, 3 and 4 years old were all in uniform."
P. G. Potiriades, PhM3c, letter home; Globe-Gazette, Mason City, Iowa, 26 Nov 1945



Iyo Nada, Kure, Hiroshima and Matsuyama on the 1943 "Japan (South) Special Strategic Map".

"We took liberty boats to Hiroshima. It was a mess — of course we had to look for a beer which we found after a wild ride in an old pick-up truck we flagged down."
Darrel "Bud" Gerard, Calversion vol. 26, p. 6

SUMMING UP THE LANDINGS

CTG 54.11 action report

Typhoid and diphtheria ashore

Public health in the occupied areas was "most unsatisfactory." Crews were told not to eat local food or drink untreated water, fresh water aboard was chlorinated, and sailors were immunized against cholera and typhus. No epidemic developed afloat.

"No difficulties were experienced in launching the landing boats at either Hiro or Matsuyama due to the fairly sheltered anchorages available. ... All boats were hoisted and no casualties were suffered."
Action Report, CTG 54.11, Part IV: summary of landings

Sources: War Diary, USS Calvert, Oct 1945; Action Report, CTG 54.11; ComBatRon 1 Action Report, Nov 1945; ComPhibGrp 4 reports, Oct–Nov 1945; Fort Worth Star-Telegram, 30 Dec 1945; The California Southern Baptist, 4 Apr 1946; Globe-Gazette, 26 Nov 1945; Calversion vol. 26; Cullen, p. 18.

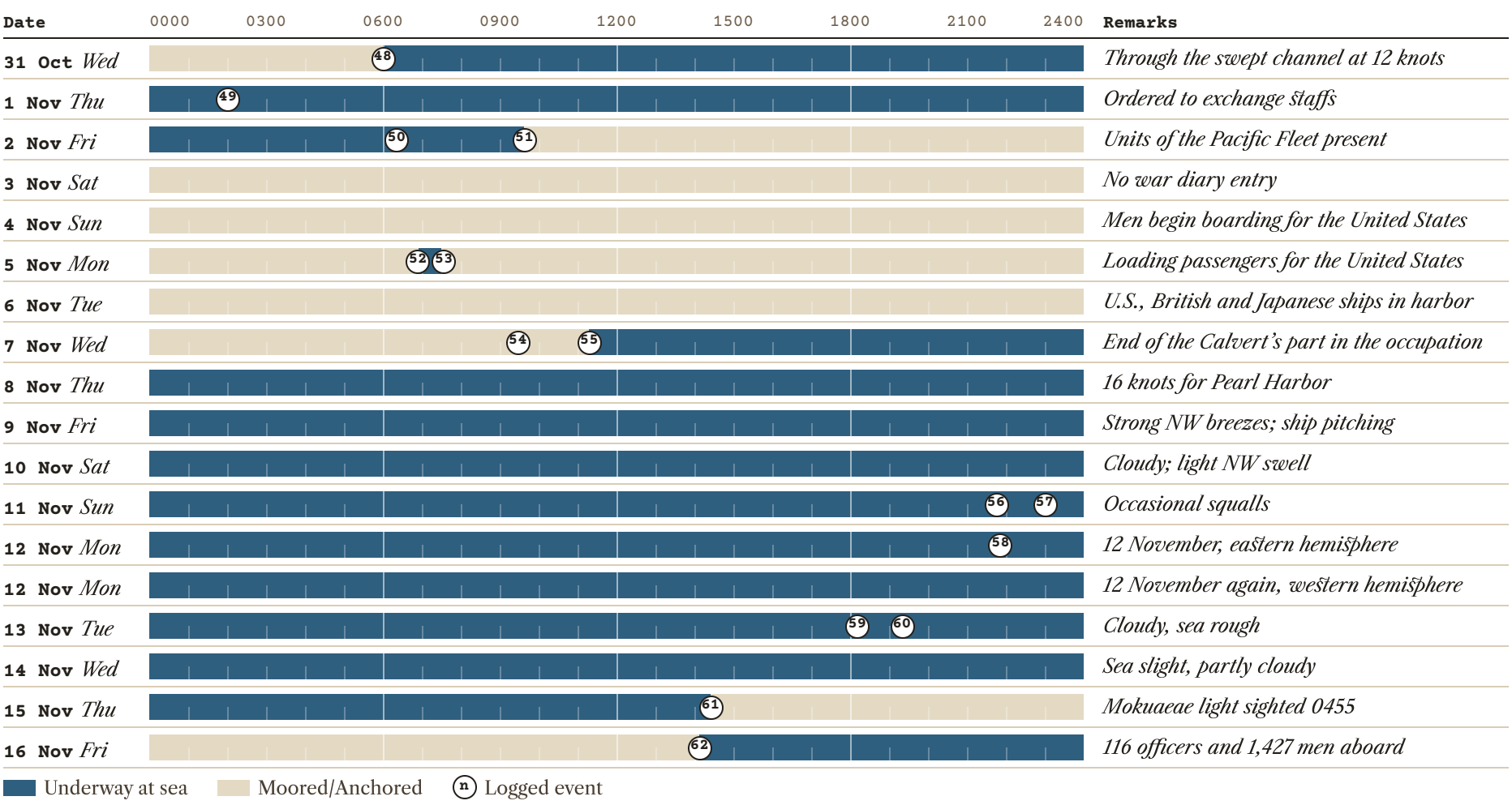
Yokohama to Hawaii, and Magic Carpet

Tokyo Bay, the run home, and Pearl Harbor

31 Oct – 16 Nov 1945

DAY BY DAY, 31 OCTOBER – 16 NOVEMBER

times as logged; 12 November lived twice

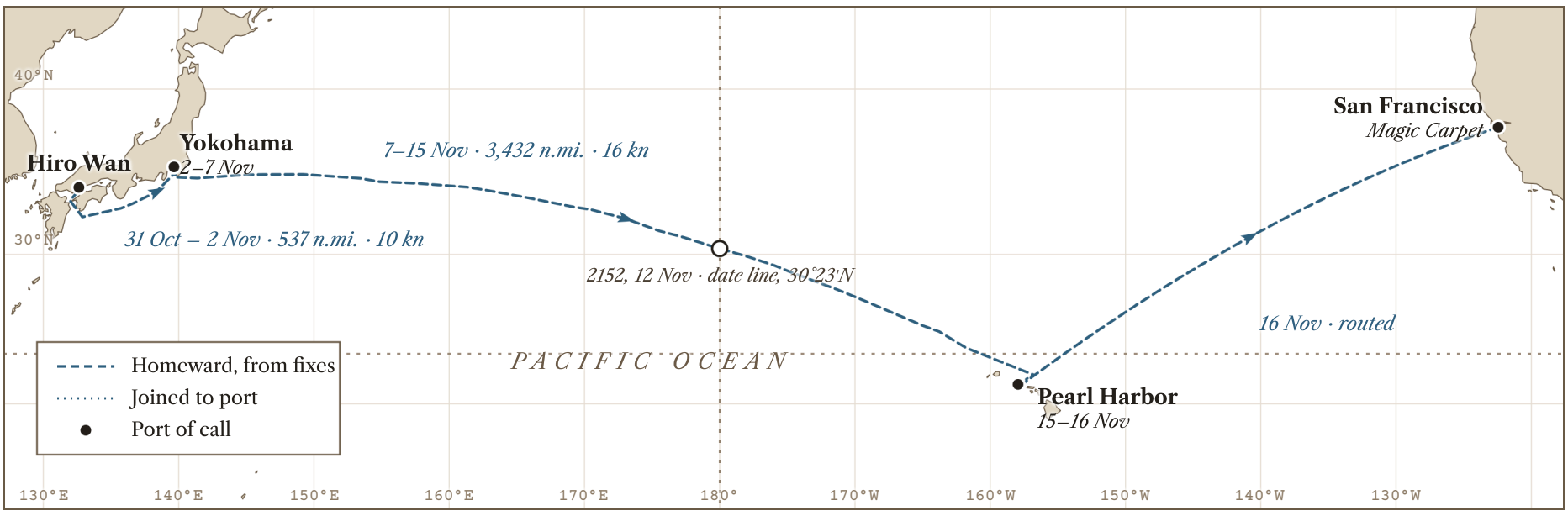


EVENT LOG

48	31 Oct	0600	Underway for Yokohama with Mt. McKinley (AGC-7) and Harveson (DE-316), TG 54.20.1
49	1 Nov	0201	Passed Muroto Zaki light abeam to port, 35 miles
50	2 Nov	0621	Proceeded independently up the channel into Tokyo Bay
51	2 Nov	0938	Moored to buoy 6, Yokohama Harbor
52	5 Nov	0654	Underway on orders of ComPhibGrp 11
53	5 Nov	0730	Moored port side to the Mount Olympus, lower berth D
54	7 Nov	0928	Rear Admiral Rodgers and staff to the Mount Olympus; PhibGrp 3 staff aboard
55	7 Nov	1118	Underway for Pearl Harbor, escorted by the Ulvert M. Moore (DE-442)
56	11 Nov	2145	Green flare reported (DE-442 diary); area searched with negative results
57	11 Nov	2300	Calvert reports a white light five miles ahead; searched with negative results
58	12 Nov	2152	Crossed the 180th meridian eastbound in 30°23′N
59	13 Nov	1811	Slowed to 5 knots to steady the ship for an emergency appendectomy
60	13 Nov	1920	Speed increased to 16 knots
61	15 Nov	1425	Moored starboard side to berth A-14, Pearl Harbor
62	16 Nov	1408	Underway for San Francisco, TG 16.12 (Magic Carpet); standard speed 16 knots

HOMEWARD

31 Oct – 16 Nov 1945



Hiro Wan to Yokohama, Pearl Harbor and San Francisco. Mercator, 10° graticule. Dashed tracks are leg-file positions; Pearl Harbor to San Francisco (16 Nov) is a great-circle route, not fixes.

1–7 NOV · Flags exchanged at Yokohama

Ordered on 1 November to exchange staffs with the Mount Olympus, the Calvert moored alongside her on the 5th and took aboard men for the United States. At 0928 on the 7th Rear Admiral Rodgers shifted his flag; the Third Amphibious Force staff came aboard.

7–15 NOV · Homeward

With the Third Amphibious Force staff and men of the 6th Marine Division aboard she ran for Pearl Harbor at 16 knots, crossed the date line on the 12th and lived it twice, and moored at berth A-14 at 1425 on the 15th.

Crew eligible for the Navy Occupation Service Medal, 16 Sep – 7 Nov 1945.

16 NOV 1945 · MAGIC CARPET

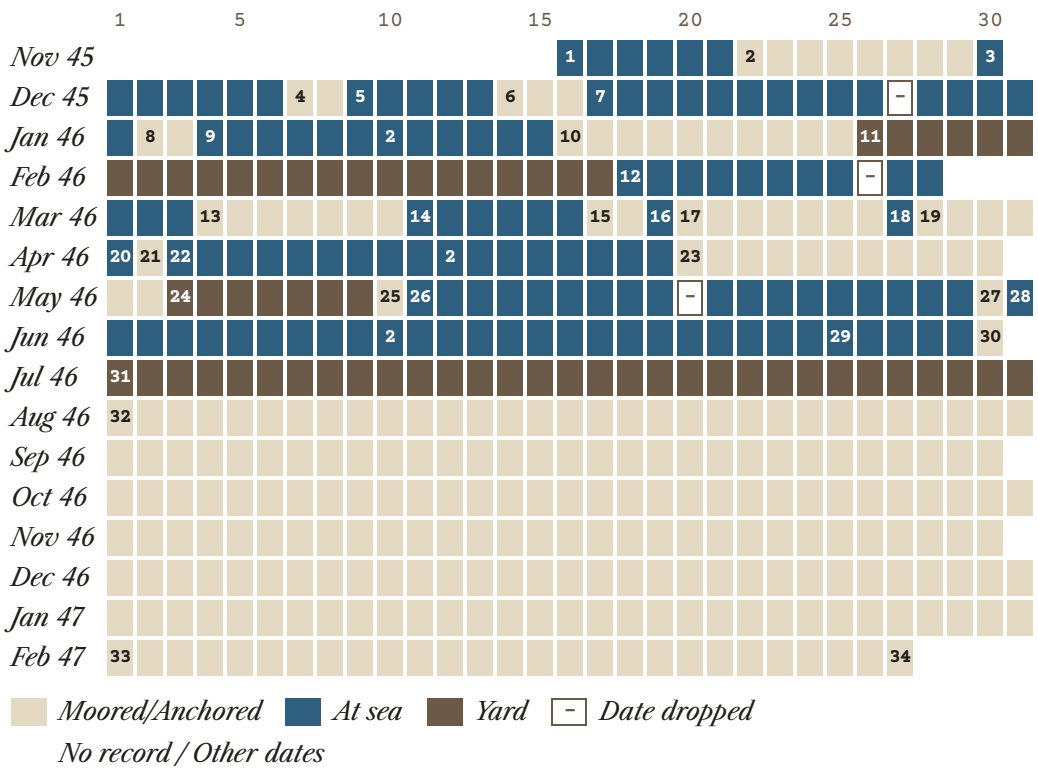
Assigned to Task Group 16.12, she embarked 9 officers and 167 men at Pearl Harbor, 116 officers and 1,427 men in all, and sailed for San Francisco at 1408.

Sources: War Diaries, USS Calvert and USS Ulvert M. Moore, Oct–Nov 1945; Cullen, pp. 18–19.

Magic Carpet and Inactivation at Norfolk

Troop lifts across the Pacific, the voyage home through the Panama Canal, and decommissioning

16 Nov 1945 – 27 Feb 1947 · 469 days



Moored/Anchored	273
Underway at sea	135
Yard	61
Total days for this period	**469**

		Dates	Days	n.mi.	Knots
1	Pearl Harbor to San Francisco *Magic Carpet, TG 16.12; 1,543 passengers*	16-21 Nov	6	2,087	15
2	San Francisco *Passengers landed 22 Nov; anchorage 12, berth 13*	22-29 Nov	8		
3	San Francisco to Pearl Harbor *109 officers and 673 men embarked*	30 Nov - 6 Dec	7	≈2,087	13
4	Pearl Harbor *General cargo for the West Coast loaded, Pier K-10*	7-8 Dec	2		
5	Pearl Harbor to San Francisco *Cargo and passengers for the West Coast*	9-13 Dec	5	≈2,087	17 ‡
6	San Francisco *1,341 passengers landed; Red Cross gifts loaded 17 Dec*	14-16 Dec	3		
7	San Francisco to Yokohama *Reassigned to ServDiv 102 en route; Sasebo changed to Yokohama*	17 Dec 45 - 1 Jan 46	15	≈4,619	12 *
8	Yokohama, Japan *1,468 passengers embarked 3 Jan; Occupation Service Medal*	2-3 Jan	2		
9	Yokohama to Portland, Oregon *1,468 passengers; Seattle changed to Portland*	4-15 Jan	13	≈4,477	14 *
10	Portland, Oregon *1,465 veterans and 650 tons of mail landed; CO relieved 21 Jan*	16-25 Jan	10		
11	Swan Island Shipyard, Portland: overhaul *Brief overhaul, late January to mid-February*	26 Jan - 17 Feb	23		
12	Portland to Guam *Magic Carpet fleet again after overhaul*	18 Feb - 3 Mar	13	≈4,953	15 *
13	Guam, Mariana Islands *About 30 high-point crewmen transferred off, 8-10 Mar*	4-10 Mar	7		
14	Guam to Nagasaki *Steaming to the Nagasaki-Sasebo area*	11-16 Mar	6	≈1,571	10
15	Nagasaki-Sasebo, Japan *Occupation Service Medal period, 17-19 Mar*	17-18 Mar	2		
16	Sasebo to Shanghai *Report on sailing to Port Director, Sasebo*	19 Mar	1	≈409	12
17	Shanghai, China *River mud fouled evaporators; water hours; China Service Medal*	20-26 Mar	7		
18	Shanghai to Tsingtao	27 Mar	1	≈272	10
19	Tsingtao, China *North China coast, Magic Carpet service*	28-31 Mar	4		
20	Tsingtao to Taku	1 Apr	1	≈424	13
21	Taku, China *About 1,200 Marines embarked for San Diego*	2 Apr	1		
22	Taku to San Diego *About 1,200 Marines; Typhoon Barbara en route*	3-19 Apr	18	≈6,358	15 *
23	San Diego, California *1,108 Marines and 175 sailors landed; Typhoon Barbara damage*	20 Apr - 2 May	13		
24	Long Beach Naval Shipyard: voyage repairs *Short availability; left San Pedro for San Diego 10 May*	3-9 May	7		
25	San Diego, California *Back from San Pedro 10 May; sailed for Subic 11 May*	10 May	1		
26	San Diego to Subic Bay *Last Pacific run: to Manila and Subic Bay*	11-29 May	18	≈6,638	15 *
27	Subic Bay, Philippines *Manila and Subic; about 1,800 naval personnel embarked*	30 May	1		
28	Subic Bay to Panama Canal *About 1,800 naval personnel; via Pearl Harbor; bent screw*	31 May - 24 Jun	26	≈9,599	16 *
29	Panama Canal to Norfolk *Return for inactivation*	25-29 Jun	5	≈1,937	17 ‡
30	Norfolk, Virginia *Canal transited 25 Jun; to Portsmouth shipyard for inactivation*	30 Jun	1		
31	Norfolk Naval Shipyard: inactivation *Crew cut to 126 by end of July*	1-31 Jul	31		
32	Southgate Annex, Norfolk Naval Shipyard *16th Fleet berth, still in commission*	1 Aug 46 - 31 Jan 47	184		
33	Decommissioning, Southgate Annex *Crew transferred off; out of commission 26 Feb, 1045*	1-26 Feb	26		
34	Southgate Annex, Norfolk: in reserve *In the Reserve Fleet, Norfolk Group*	27 Feb	1		
	Totals	**16 Nov 45 - 27 Feb 47**		**≈47,520**	

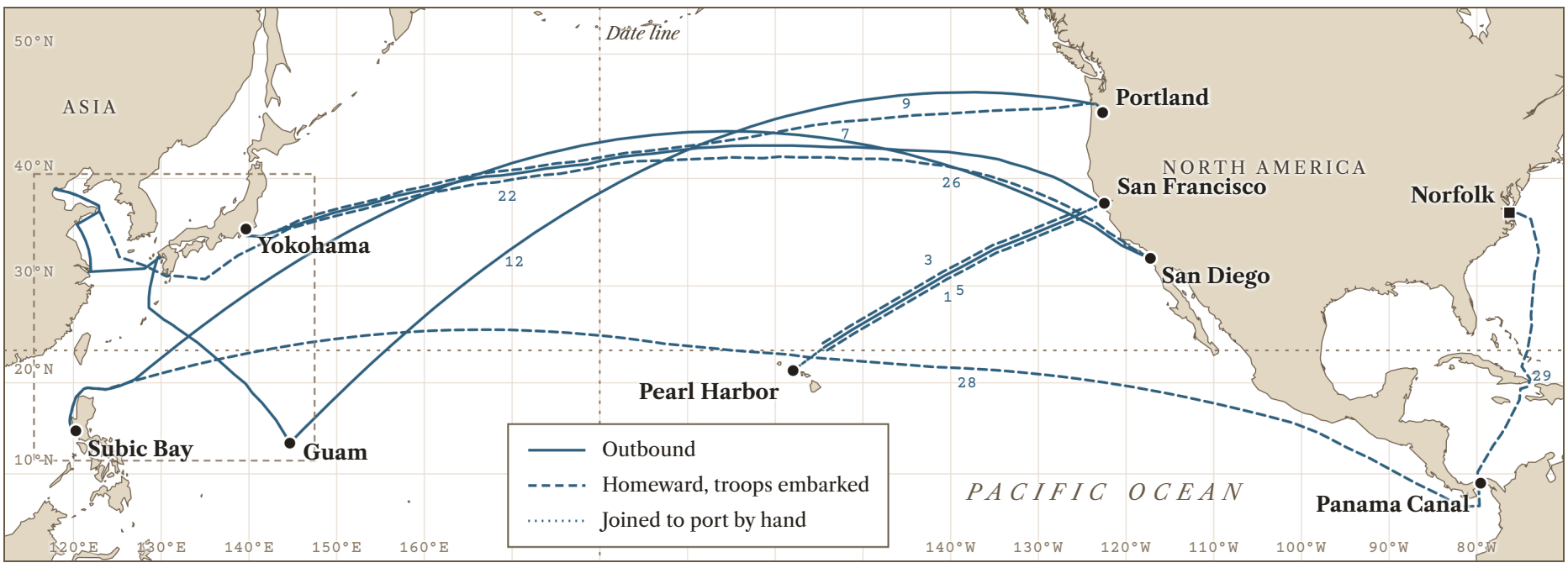
Magic Carpet: the routes *Fourteen legs, five lifts home*

THE VOYAGES IN FIGURES

227	≈47,520	5	≈7,430	6	13
days, 16 Nov – 30 Jun	nautical miles, 14 legs	lifts home to the U.S.	passengers landed	date-line crossings	ports and yards

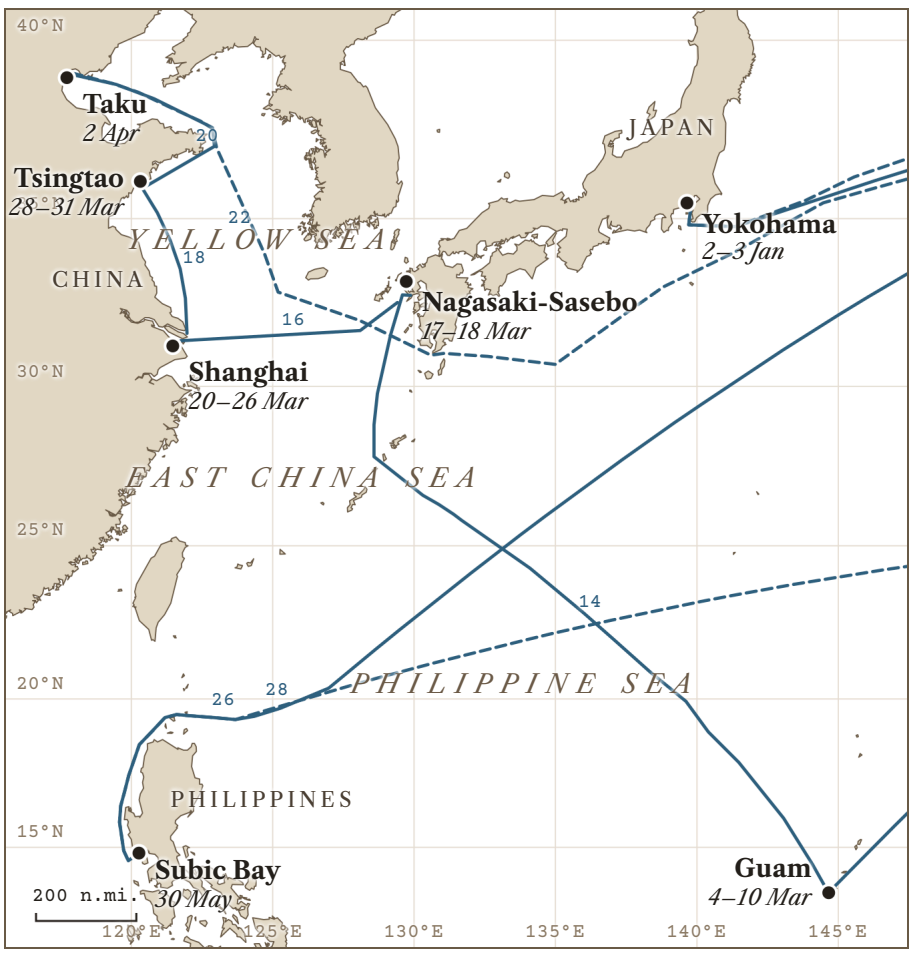
PACIFIC CROSSINGS, NOV 1945 - JUN 1946

numbers are ledger rows



Mercator, 112°E – 70°W. Rows 1, 3 and 5 are offset to show three runs over one track. Row 1 is from War Diary position fixes; all other tracks are estimated or reconstructed leg files, joined to their ports by hand. Miles from the ledger workbook. Dashed box: the regional chart below. Land: Natural Earth 50 m.

JAPAN AND CHINA, MAR - APR 1946



Japan, the China coast and Guam, March–April 1946, with the San Diego–Subic and Subic–Panama runs. Dates under ports are nights in port from the ledger; the Tsingtao stay is inferred. Natural Earth 10 m.

LIFTS HOME

Landed	Port	Embarked at	Aboard
22 Nov 45	San Francisco	Pearl Harbor	1,543
14 Dec 45	San Francisco	Pearl Harbor	1,341
16 Jan 46	Portland, Ore.	Yokohama	1,465
20 Apr 46	San Diego	Taku	1,283
30 Jun 46	Norfolk	Subic Bay	≈1,800

Also outbound 30 Nov: 782 passengers (109 officers, 673 men), San Francisco to Pearl Harbor. Sources: War Diary; newspapers of 14 Dec 45, 17 Jan and 22 Apr 46; Cullen. Taku figure is 1,108 Marines and 175 sailors.

DATE LINE

estimated from the tracks

	Date	Leg	Cal.
W	27 Dec 45	San Francisco – Yokohama	–
E	10 Jan 46	Yokohama – Portland	2
W	26 Feb 46	Portland – Guam	–
E	12 Apr 46	Taku – San Diego	2
W	20 May 46	San Diego – Subic Bay	–
E	10 Jun 46	Subic Bay – Panama	2

W: westbound, a date dropped. E: eastbound, a date lived twice. No logged crossing times exist after 30 Nov 1945.

17 DEC 45 - 2 JAN 46

Christmas at sea, rerouted

Red Cross Christmas gifts came aboard at San Francisco on 17 December and were handed out on Christmas morning, “about 2800 miles at sea.” The Calvert was bound for Sasebo to help redeploy the Fifth Amphibious Force; en route she was reassigned to ServDiv 102 and sent to Yokohama.

3 - 20 APR 46

Typhoon Barbara

About 1,200 Marines came aboard at Taku. On the way to San Diego the ship met Typhoon Barbara and took damage that needed repair; it was done at Long Beach in early May. Mines were still a hazard: “Only Hunky (Bill Habrat) knew how to rig and run the paravanes for mine sweeping during Magic Carpet.”

31 MAY - 30 JUN 46

The last lift home

On 31 May the Calvert left Subic Bay with some 1,800 naval personnel for the Panama Canal. “Had bent screw, trip took 31 days.” She transited the canal on 25 June and reached Norfolk for inactivation.

ARRIVAL AT PORTLAND, OREGON, 16 JANUARY 1946



The Calvert arrives at Portland, 16 Jan 1946. Milton Hartman collection.

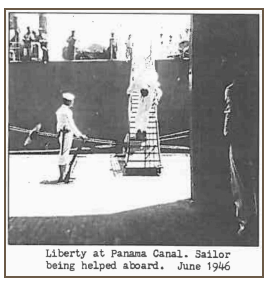


The same arrival: 1,465 Army veterans and 650 tons of mail landed at Terminal No. 4. Hilmer Anderson collection.

CHINA AND PANAMA



At Shanghai, 23 Mar 1946. Calversion v65 p1, Eugene Hanson.



"Liberty at Panama Canal." June 1946. Calversion v34 p7.

"The water here in the river is so muddy that it clogs up the evaporators ... We therefore have water hours. We are not allowed to take a shower or wash clothes."

George E. Rapier, RdM 3c, at Shanghai. Calversion v37

CREW MEMORIES

"She had come back across the north Pacific and had rough passage that crushed the front of the gun tub."

S. Allen Heninger, LTJG, who joined at Portland. Calversion v49–50

"As we left Shanghai ... the majority of the crew had developed a short timer's attitude which grew as we got closer to CONUS."

George E. Rapier, RdM 3c. Calversion v37

"I stayed on her for about six months, bringing her back through the Panama Canal for Decommissioning in Norfolk, where I left her."

S. Allen Heninger, LTJG

INACTIVATION AND THE RESERVE FLEET

Norfolk Naval Shipyard, Portsmouth, Va.



In reserve at the Southgate Annex, between mid-1946 and mid-1950; the water tower places it there. Photograph offered on eBay, 2025.

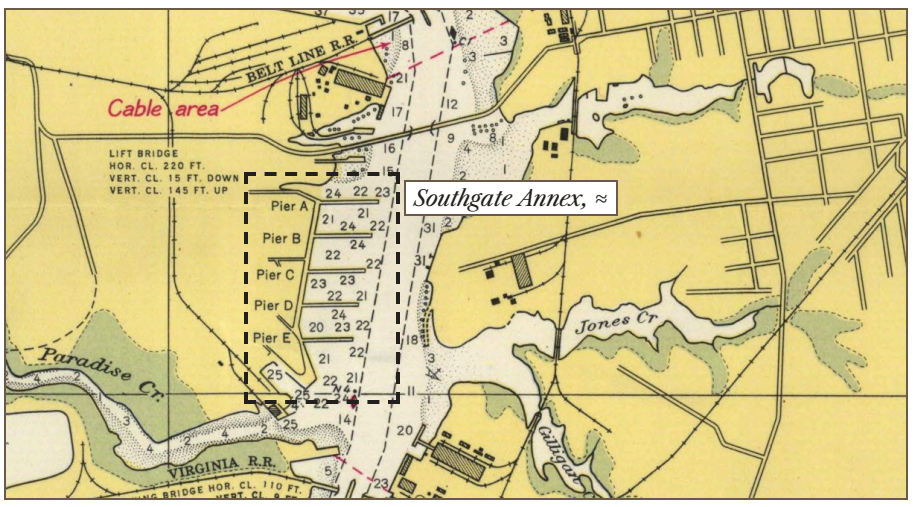
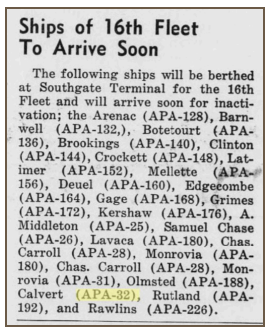


Chart 452-9, Norfolk Harbor and Elizabeth River, USC&GS 1948, 1:20,000. Box around piers A–E approximate; the Calvert's berth is not marked.

JUL 1946 – FEB 1947

Into the 16th Fleet

Many enlisted men left on 1 July 1946, and by the end of July only 126 remained aboard. On 19 July the yard paper *Service to the Fleet* listed the Calvert among the ships to be berthed at Southgate Terminal for the 16th Fleet and will arrive soon for inactivation.



Ships of 16th Fleet To Arrive Soon

The following ships will be berthed at Southgate Terminal for the 16th Fleet and will arrive soon for inactivation; the Arenac (APA-128), Barnwell (APA-132,), Botetourt (APA-136), Brookings (APA-140), Clinton (APA-144), Crockett (APA-148), Latimer (APA-152), Mellette (APA-156), Deuel (APA-160), Edgecombe (APA-164), Gage (APA-168), Grimes (APA-172), Kershaw (APA-176), A. Middleton (APA-25), Samuel Chase (APA-26), Lavaca (APA-180), Chas. Carroll (APA-28), Monrovia (APA-180), Chas. Carroll (APA-28), Monrovia (APA-31), Olmsted (APA-188), Calvert (APA-32), Rutland (APA-192), and Rawlins (APA-226).

Service to the Fleet, 19 Jul 1946.

OUT OF COMMISSION

"USS Calvert placed out of commission at 1045 on this date." C. E. Swenson, LCDR, Executive Officer, 26 Feb 1947. She joined the Norfolk Group, 16th Fleet, later the Atlantic Reserve Fleet.

Mothballs

Ships going into reserve were dry-docked and repainted, sealed against the weather, and kept dry with dehumidifiers. *The Log* (June 1946) set the aim: "a relative humidity of 30% or less, since at this point ... general deterioration is inhibited for an indefinite period."



Stills from Mothball Fleet: Readiness and Care of Vessels in Inactive Status, US Navy training film MN-5040a, 1945.