ILLUSTRATED HISTORICAL ATLAS OF THE

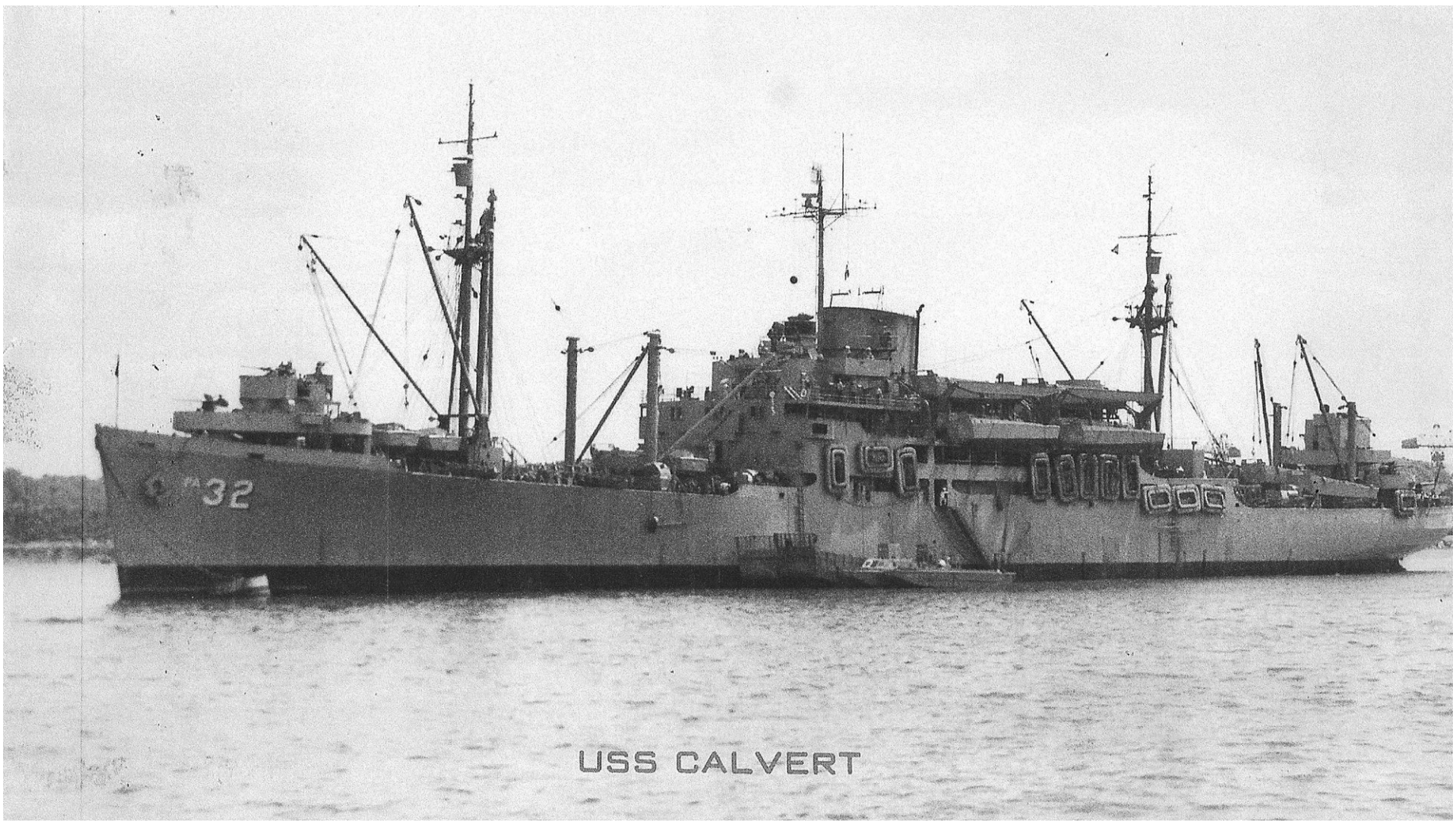
USS CALVERT

APA-32

ATTACK TRANSPORT

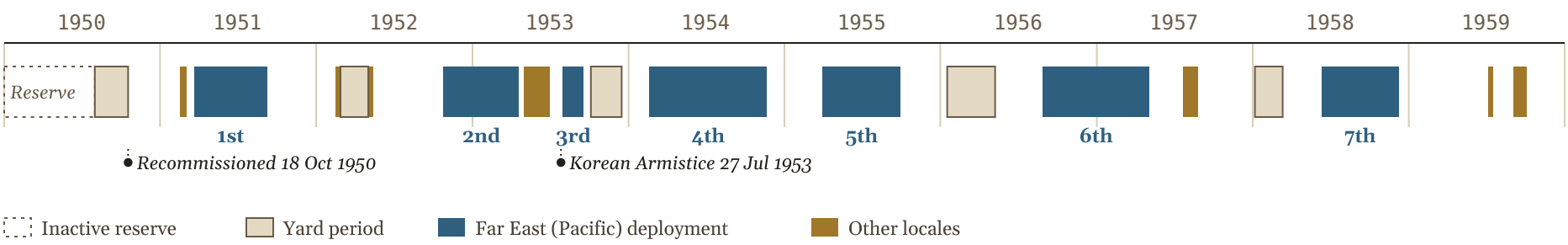
VOLUME 2

1950 – 1959



At anchor in Japan, 1951. Two LCMs and two smaller landing craft alongside at the accommodation ladder. Photograph: Irving Hall

THE DECADE AT A GLANCE



MAJOR EVENTS

1950 Reactivated from the reserve fleet, Norfolk, VA and recommissioned 18 October.

1951 Through the Panama Canal to the Pacific Fleet. First Far East cruise: TF 90 exercises off Japan, Operation Seaweed at Chigasaki.

1952 Overhaul at Pearl Harbor. Second Far East cruise as flagship, TransDiv 13; Marlex 11 and 12 at Tokchok-To, Korea.

1953 BLTLEX 53F in Hawaii. Third Far East cruise to Nagoya, Sasebo and Pusan, home with the Army after the armistice. Overhaul at San Francisco.

1954 Fourth Far East cruise: Operation Flaghoist at Iwo Jima, Marlex V and VI-54 in Korea, then Passage to Freedom, carrying Vietnamese refugees from Haiphong to Saigon.

1955 Fifth Far East cruise: Shimoda's Black Ship Festival, NAVMARLEX 1-55 off Okinawa, NAVARLEX 1-55; PACTRAEX 56L at home.

1956 Overhaul at Long Beach, refresher training, BLTLEX 57U and 57W off Camp Pendleton; sixth Far East cruise from August.

1957 NAVMARLEX 1-57 and 2-57 and Operation Beacon Hill in the Philippines. Exercise Tradewinds in Hawaii; Helilex I to III-58.

1958 Overhaul at San Francisco, smoke pipe added to the stack. Seventh Far East cruise: Operation Land Ho on Taiwan.

1959 PHIBLEX 12-59, Big Land and Twin Peaks; a visit to Acapulco; Clear Ridge in Hawaii; Operation Eagle Eye in October.

PORTS OF CALL DURING THE 1950S

Norfolk, VA · Panama · San Diego · San Francisco · Yokosuka · Sasebo · Inchon · Pusan · Sok-cho-ri · Otaru · Kobe · Nagasaki · Shimoda · Buckner Bay · Naha · Keelung · Kaohsiung · Hong Kong · Subic Bay · Manila · Haiphong · Tourane · Saigon · Iwo Jima · Pearl Harbor · Acapulco

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Table of Contents

Volume 2 · 1950 – 1959

Pages 6 – 43

Page	Title	Section
6	Ship Photographs: Photographs (1)	Ship Photographs
7	Ship Photographs: Before the 1958 Overhaul (alongside and under way)	Ship Photographs
8	Ship Photographs: Before the 1958 Overhaul (from the air)	Ship Photographs
9	Ship Photographs: After the 1958 Overhaul (under way)	Ship Photographs
10	Ship Photographs: The Shipyard Set, 26 Feb 1958	Ship Photographs
11	Ledger: Reactivation; Training; To the Pacific Fleet (1950–51)	Reactivation 1950
12	Reactivation (1)	Reactivation 1950
13	Reactivation (2)	Reactivation 1950
14	To the Pacific Fleet (1)	Reactivation 1950
15	To the Pacific Fleet (2)	Reactivation 1950
16	Ledger: The First Far East Cruise (1951)	First Far East
17	Overview Chart: First Far East Cruise	First Far East
18	Across the Pacific	First Far East
19	Yokosuka and the May Exercises	First Far East
20	Shipmates, May 1951	First Far East
21	The Chigasaki Raiders	First Far East
22	Army Training Lifts and Operation Seaweed	First Far East
23	Hong Kong, the Typhoon, and Home	First Far East
24	Ledger: West Coast and Hawaii (1951–52)	West Coast 1951–52
25	West Coast and Hawaii p.2: Southern California	West Coast 1951–52
26	West Coast and Hawaii p.3: To Hawaii	West Coast 1951–52
27	West Coast and Hawaii p.4: Overhaul and Passage Home	West Coast 1951–52
28	Ledger: Second Far East Cruise (1952–53)	Second Far East
29	Second Far East p.2: The Cruise on the Chart	Second Far East
30	Second Far East p.3: Korea, Marlex 11 and 12	Second Far East
31	Second Far East p.4: Yokosuka, Orphanage Party, Hong Kong	Second Far East
32	Second Far East p.5: Hokkaido, Korea and Home	Second Far East
33	Ledger: West Coast and Exercises in Hawaii (1953)	Hawaii 1953
34	West Coast and Hawaii Exercises: Charts	Hawaii 1953
35	Exercises in Hawaii (BLTLEX 53F)	Hawaii 1953
36	Ledger: Third Far East Cruise (1953)	Third Far East
37	Third Far East: Charts	Third Far East
38	Third Far East: Outbound	Third Far East
39	Homeward with the Army	Third Far East
40	Ledger: Overhaul and Refresher Training (1953–54)	Overhaul 1953–54
41	Overhaul and Refresher Training: Charts	Overhaul 1953–54
42	Overhaul in San Francisco	Overhaul 1953–54
43	Crew Album 1951–53	Overhaul 1953–54

Table of Contents (continued)

Volume 2 · 1950 – 1959 Pages 44 – 87

Page	Title	Section
44	Ledger: 1954 Far East Cruise and Passage to Freedom (1)	Fourth Far East
45	Ledger: 1954 Far East Cruise and Passage to Freedom (2)	Fourth Far East
46	1954 Charts: Pacific Crossings, Japan, Korea, Okinawa	Fourth Far East
47	1954 Charts: Passage to Freedom, Indochina	Fourth Far East
48	Outbound and Operation Flaghoist	Fourth Far East
49	Japan and Korea	Fourth Far East
50	Hong Kong, a New Captain, Okinawa	Fourth Far East
51	Passage to Freedom: The First Lift	Fourth Far East
52	Passage to Freedom: Three Lifts	Fourth Far East
53	Subic Bay, Phibron Five and Home	Fourth Far East
54	Ledger: 1955 Fifth Far East Cruise (1)	Fifth Far East
55	Ledger and Charts: 1955 Fifth Far East Cruise (2)	Fifth Far East
56	1955: January–April	Fifth Far East
57	1955: May–June	Fifth Far East
58	1955: June–December	Fifth Far East
59	Ledger: 1956 Overhaul and Amphibious Training	Overhaul 1956
60	1956 Charts: Southern California	Overhaul 1956
61	January 1956: San Diego	Overhaul 1956
62	Overhaul at Long Beach	Overhaul 1956
63	Out of the Yard: Drydock, Trials and Training	Overhaul 1956
64	Refresher Training, Coronado Roads	Overhaul 1956
65	Landing Exercises off Camp Pendleton	Overhaul 1956
66	The Landings and Ready for the Far East	Overhaul 1956
67	Ledger: Sixth Far East Cruise (1956–57)	Sixth Far East
68	Ledger (2): Sixth Far East Cruise	Sixth Far East
69	Sixth Far East p.3: 28 Aug – 30 Sep 1956	Sixth Far East
70	Sixth Far East p.4: 1 Oct – 6 Nov 1956	Sixth Far East
71	Sixth Far East p.5: 7 Nov – 16 Dec 1956	Sixth Far East
72	Sixth Far East p.6: 17 Dec 1956 – 3 Feb 1957	Sixth Far East
73	Sixth Far East p.7: 4 Feb – 5 Apr 1957	Sixth Far East
74	Sixth Far East p.8: 6 Apr – 4 May 1957	Sixth Far East
75	Ledger: Tradewinds, Overhaul and Refresher Training (1957–58) (1)	Tradewinds 1957–58
76	Ledger (2): Tradewinds, Overhaul and Refresher Training	Tradewinds 1957–58
77	Home from the Far East	Tradewinds 1957–58
78	Operation Tradewinds (1): Crossing and Load-out	Tradewinds 1957–58
79	Operation Tradewinds (2): Maalaea Bay and Kahoolawe	Tradewinds 1957–58
80	Operation Tradewinds (3): Assault on Kauai	Tradewinds 1957–58
81	Helicopter Landings off Camp Pendleton (1)	Tradewinds 1957–58
82	Helicopter Landings off Camp Pendleton (2)	Tradewinds 1957–58
83	MAGLEX 58-G and a New Captain	Tradewinds 1957–58
84	A New Year’s Watch	Tradewinds 1957–58
85	Overhaul at Hunter’s Point (1)	Tradewinds 1957–58
86	Overhaul at Hunter’s Point (2): The Ship After Overhaul	Tradewinds 1957–58
87	Refresher Training	Tradewinds 1957–58

Table of Contents (continued)

Volume 2 · 1950 – 1959 Pages 88 – 108

Page	Title	Section
88	Ledger: 1958 Far East Cruise and Return (1)	Seventh Far East
89	1958 Far East Chart	Seventh Far East
90	Across the Pacific	Seventh Far East
91	Yokosuka and Lebanon	Seventh Far East
92	Hong Kong and Subic Bay	Seventh Far East
93	Land Ho	Seventh Far East
94	Typhoon Helen	Seventh Far East
95	Yokosuka, Iwakuni and Kobe	Seventh Far East
96	Homeward	Seventh Far East
97	Ledger: 1959 Home Waters, Acapulco and Hawaii (1)	Home Waters 1959
98	Ledger: 1959 Home Waters, Acapulco and Hawaii (2)	Home Waters 1959
99	Home Waters	Home Waters 1959
100	PHIBLEX 12-59	Home Waters 1959
101	Battle Problems and Operation Big Land	Home Waters 1959
102	Operation Twin Peaks	Home Waters 1959
103	Sea Scout Cruise to Acapulco	Home Waters 1959
104	Summer Training and a New Captain	Home Waters 1959
105	Operation Clear Ridge: To Hawaii	Home Waters 1959
106	Operation Clear Ridge: Kauai	Home Waters 1959
107	Home from Hawaii: Eagle Eye	Home Waters 1959
108	Flagship of Amphibious Group Three	Home Waters 1959

The Calvert in the 1950s · Photographs

Before and after the 1958 overhaul at San Francisco Naval Shipyard

1951 – 1958
ten photographs

1 · JAPAN · 1951

at anchor, port side



At anchor in Japan, 1951. *Port side, with the accommodation ladder rigged amidships and a boat alongside it. "Japan 1951" is pencilled at the upper left of the print. Print: Irving Hall.*

2 · 1952

at anchor, port bow



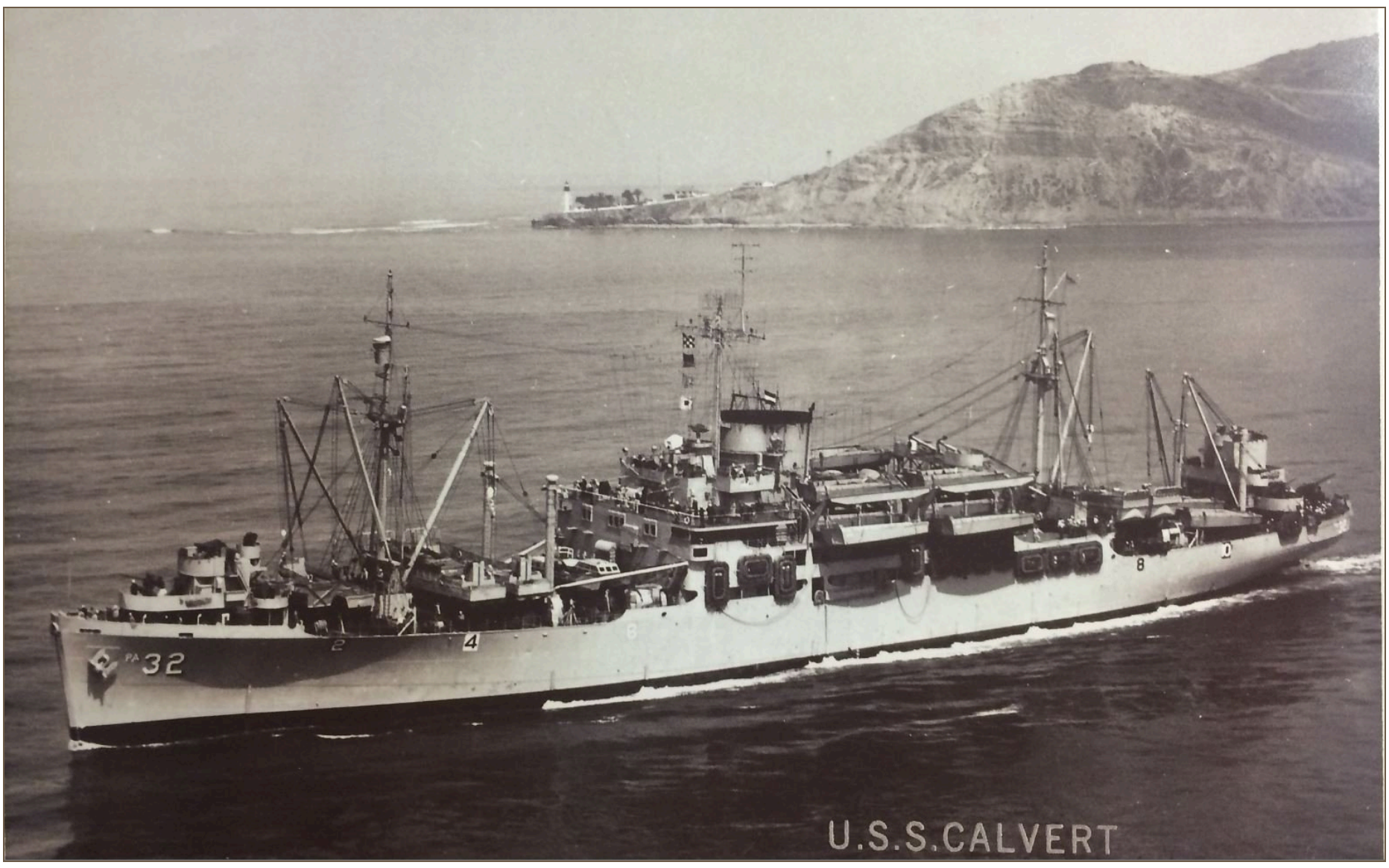
At anchor, 1952. *Port bow, with two of her landing craft under way at right. Boat-station numbers 2, 4, 6, 8 and 0 run along the port side. Place not recorded. Colour slide: Hile.*

3 · 1956 *dressed ship, alongside a pier*



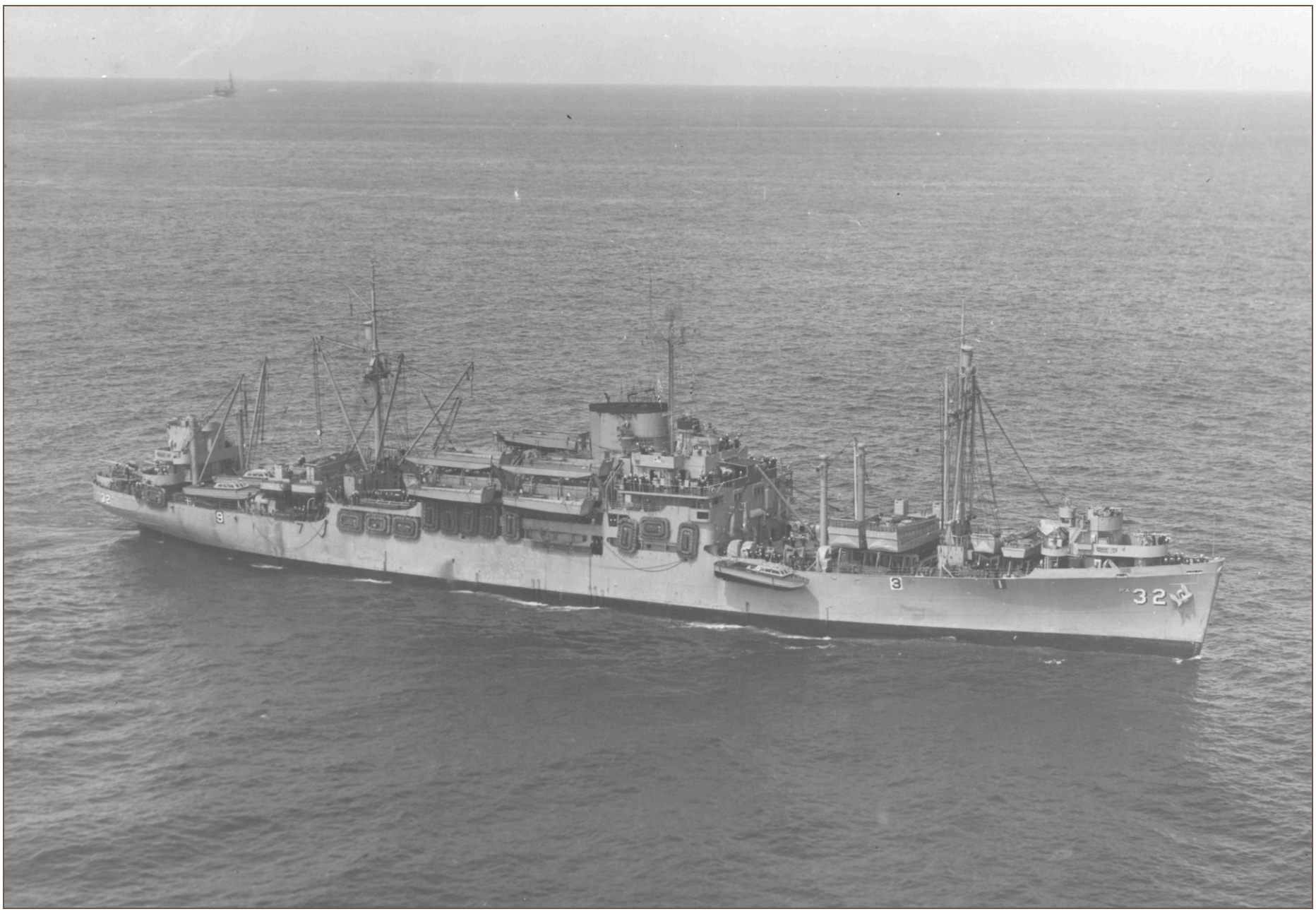
Dressed overall, 1956. *Moored port side to a pier, with signal flags run from the bow over the mastheads and a flag at the jackstaff. Draft marks show at the stem. The occasion and pier are not recorded. Photo 2 of a set "from Irv."*

4 · BEFORE 1958 *under way, port side*



Under way, before 1958. *Port side, at speed past a headland with a light at its tip. The place is not identified. Printed title "U.S.S. CALVERT" at lower right. Source not recorded.*

5 · BEFORE 1958 *from the air, starboard side*



From the air, before 1958. *Starboard side, under way, with crew on deck and boats in the davits; another ship is hull-down on the horizon at upper left. Source not recorded.*

THE TEN PHOTOGRAPHS *dates as given on the prints and files*

NO.	DATE	VIEW	SOURCE
1	1951	At anchor in Japan, port side, boat alongside	Irving Hall
2	1952	At anchor, port bow, landing craft under way (colour)	Hile
3	1956	Dressed overall, moored to a pier	“from Irv”
4	Before 1958	Under way past a headland and light	—
5	Before 1958	From the air, starboard side, under way	—
6	1958 or later	Under way past a headland, port bow (colour)	Poster-size print
7	26 Feb 1958	Forward quarter starboard, after regular overhaul	SFNS, MSR-19307-L-2-58
8	26 Feb 1958	Bow on	SFNS, MSR-19302-L-2-58
9	26 Feb 1958	Stern on	SFNS, MSR-19306-L-2-58
10	26 Feb 1958	After quarter starboard	SFNS, MSR-19308-L-2-58

READING THE PHOTOGRAPHS *what dates them*

Each boat station carries a painted number on the hull: even numbers (2, 4, 6, 8, 0) on the port side in photographs 2–4, odd numbers (3, 7, 9) on the starboard side in photograph 5. The hull number shows as “PA 32” at the bow, with “32” repeated at the stern in photographs 5, 9 and 10. Photograph 1, from 1951, shows no boat-station numbers.

The 1958 overhaul at San Francisco Naval Shipyard (January–March 1958) added a smoke pipe above the original stack. It shows in photographs 6–10 and in none of 1–5, and it is how photographs 4, 5 and 6 are dated.

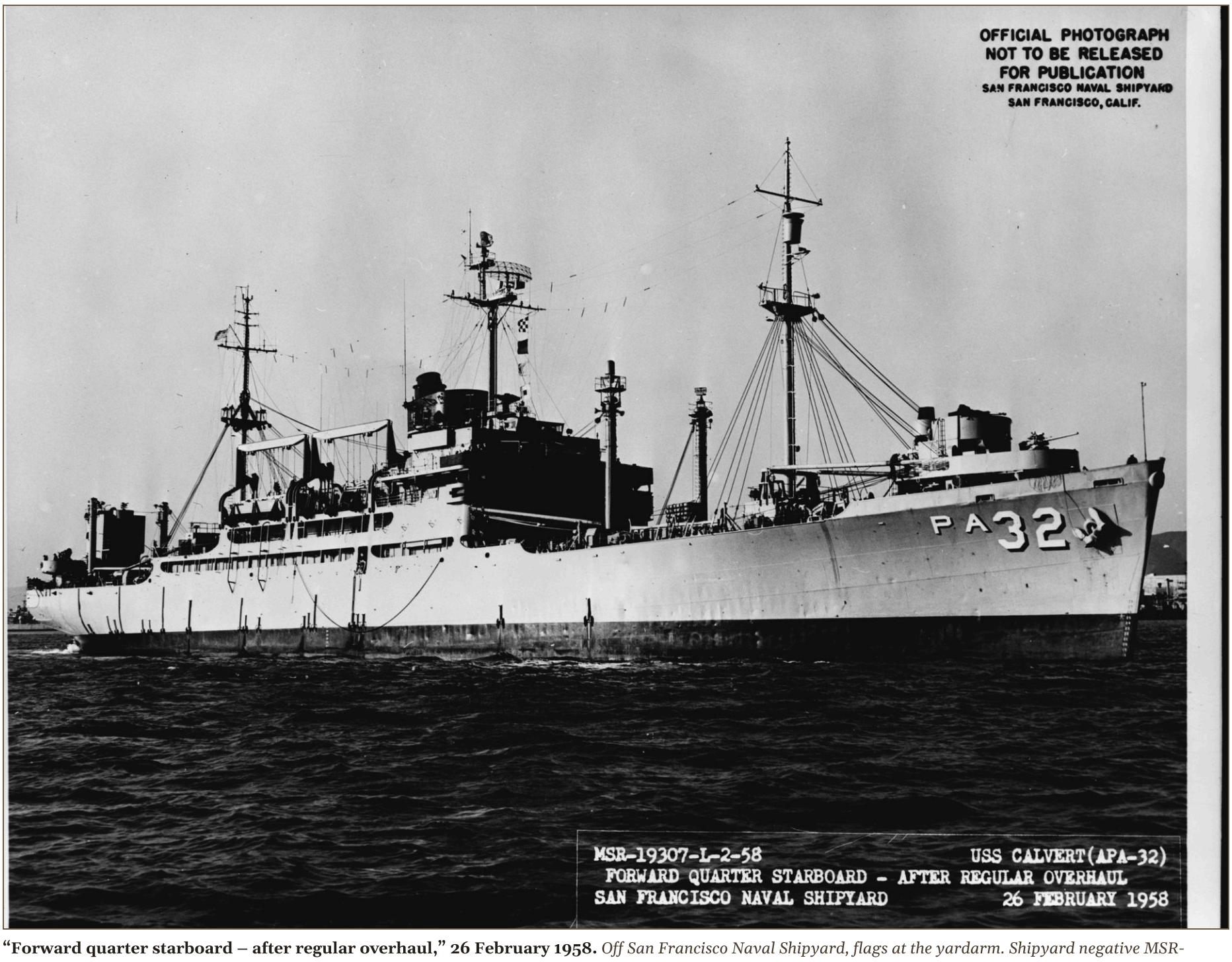
SFNS: San Francisco Naval Shipyard (Hunter’s Point). Photographs 7–10 are from National Archives Record Group 19.

6 · 1958 OR LATER *under way, port bow, colour*



Under way, after the 1958 overhaul. *Port bow, at speed past a headland. The smoke pipe above the stack dates the photograph after the overhaul; the place is not identified. Poster-size colour print, scan 01.*

7 · 26 FEBRUARY 1958 *forward quarter starboard*



"Forward quarter starboard – after regular overhaul," 26 February 1958. *Off San Francisco Naval Shipyard, flags at the yardarm. Shipyard negative MSR-19307-L-2-58, stamped "not to be released for publication." Print: San Francisco Naval Shipyard. National Archives, Record Group 19 (scan rg19nn-b1569-008-016).*

8–9 · 26 FEBRUARY 1958 *bow on and stern on*

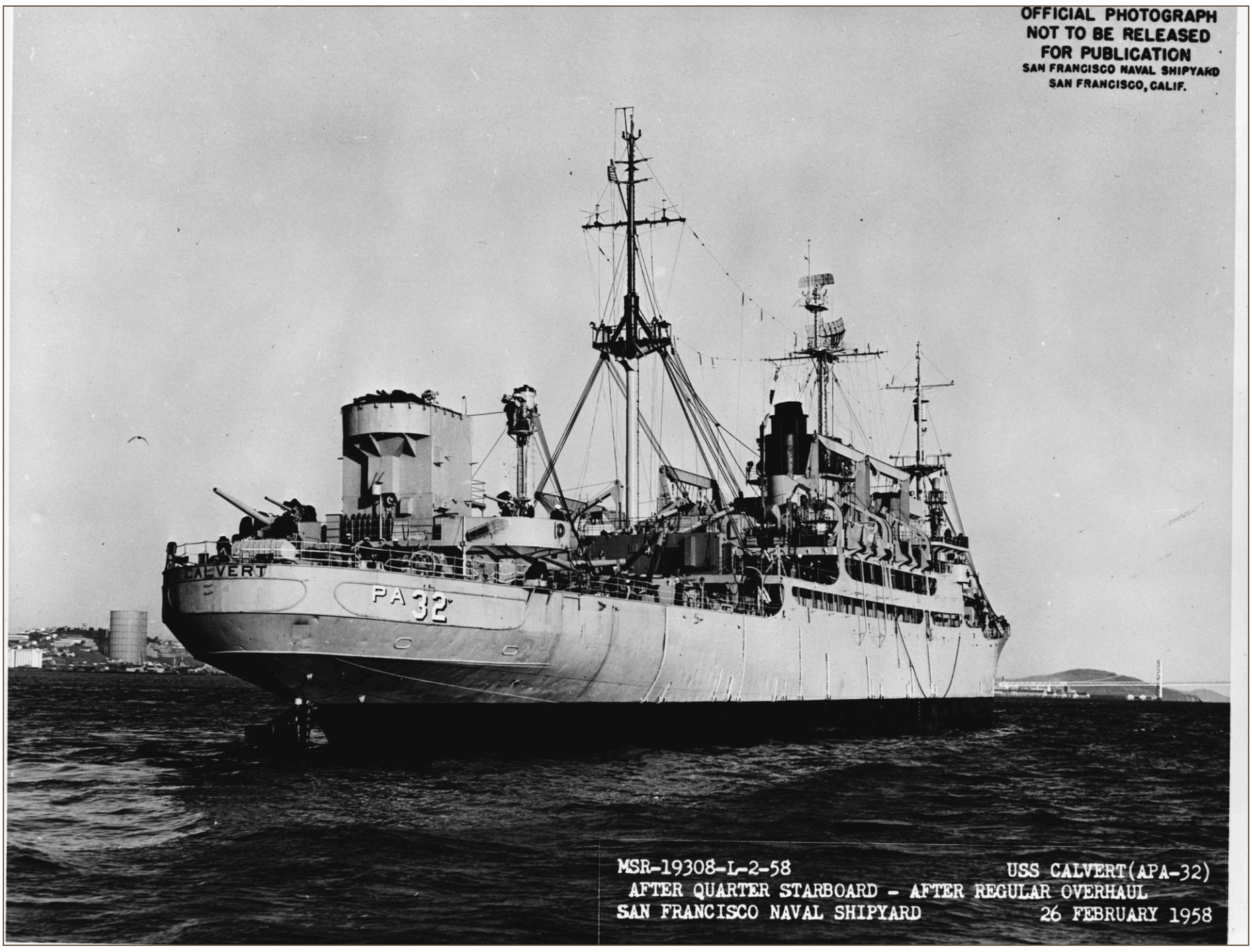


8 · "Bow on," 26 February 1958. *Negative MSR-19302-L-2-58. Print: San Francisco Naval Shipyard. National Archives, Record Group 19 (scan rg19nn-b1569-008-021).*



9 · "Stern on," 26 February 1958. *Name and hull number on the stern; a suspension bridge, probably the Bay Bridge, behind. Negative MSR-19306-L-2-58. Print: San Francisco Naval Shipyard. National Archives, Record Group 19 (scan rg19nn-b1569-008-013).*

10 · 26 FEBRUARY 1958 *after quarter starboard*

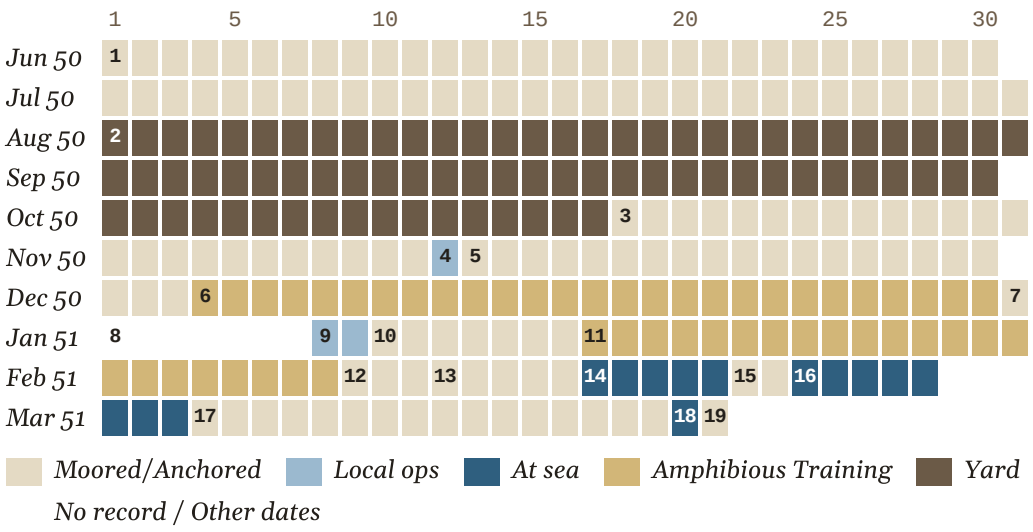


"After quarter starboard – after regular overhaul," 26 February 1958. *The new smoke pipe stands above the original stack amidships. Negative MSR-19308-L-2-58. Print: San Francisco Naval Shipyard. National Archives, Record Group 19 (scan rg19nn-b1569-008-017).*

Reactivation; Training; To the Pacific Fleet

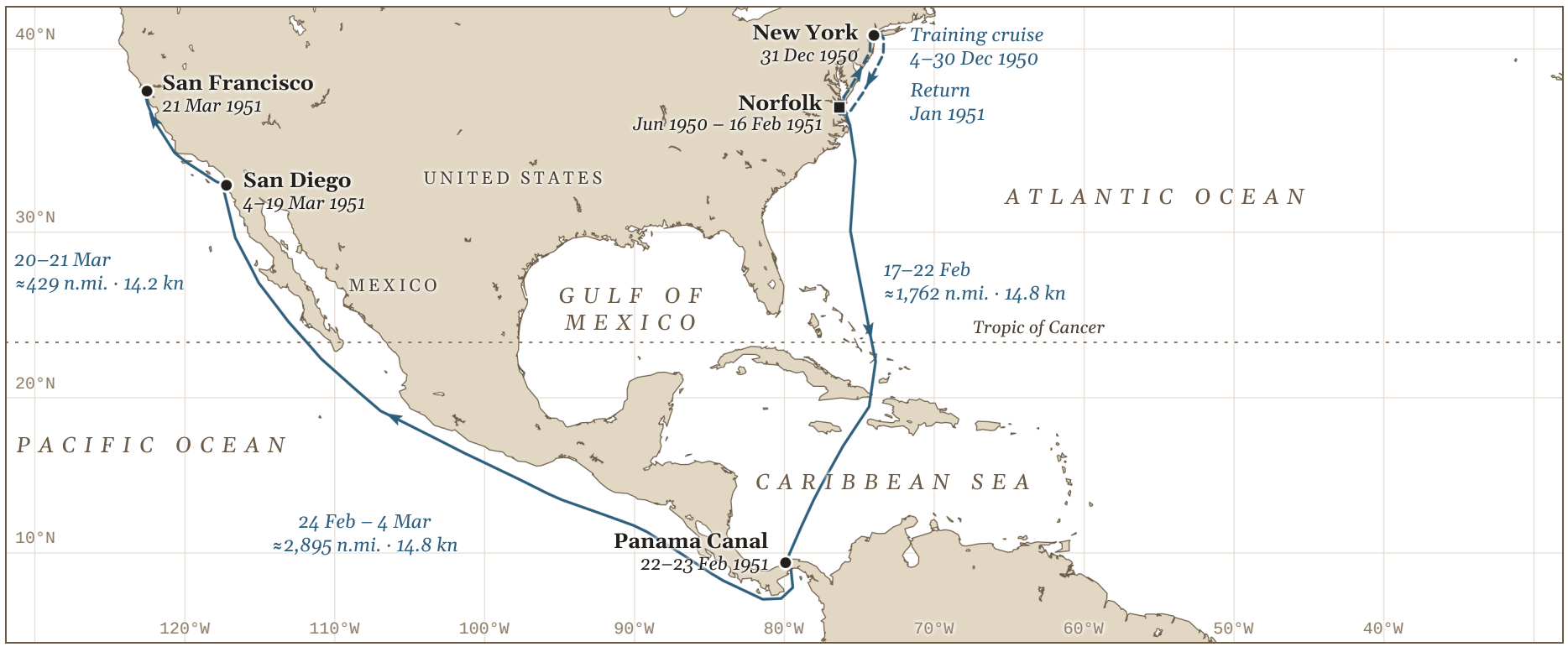
Inactive reserve, recommissioning, Atlantic training, and the Panama Canal to San Francisco

1 Jun – 21 Mar 1950–1951 · 294 days



Moored/Anchored	142
Local operating area	3
Underway at sea	14
Amphibious Training	50
Yard	78
No record / Other dates	7
Total days for this period	**294**

		Dates	Days	n.mi.	Knots
1	Norfolk: inactive reserve *Norfolk Group, Atlantic Reserve Fleet (Southgate Annex)*	1 Jun – 31 Jul	61		
2	Norfolk Naval Shipyard: reactivation *Ordered back into commission in Aug; drydock, new radios, crew reports*	1 Aug – 17 Oct	78		
3	Portsmouth, Norfolk Naval Shipyard *Recommissioned 18 Oct, Capt. Glenn W. Legwen commanding*	18 Oct – 11 Nov	25		
4	Trial run, Norfolk area *Calvert made trial run to sea*	12 Nov	1		
5	Norfolk, Naval Operating Base *Stores and ammunition; Thanksgiving; TV from Calvert Distillery*	13 Nov – 3 Dec	21		
6	Training cruise, Norfolk to New York *Drills and General Quarters; left Mon 4 Dec*	4–30 Dec	27		
7	New York *Diary: "In New York."*	31 Dec	1		
8	No entries in the research notes *Between New York, 31 Dec, and 8 Jan*	1–7 Jan	7		
9	Norfolk and Chesapeake Bay areas *"Sailing" 8 Jan; back in port 10 Jan*	8–9 Jan	2		
10	Norfolk *Back in port 10 Jan; chipping paint, work in No. 1 boiler*	10–16 Jan	7		
11	Amphibious training, Chesapeake Bay *Night landing attacks 17 Jan; Little Creek landings*	17 Jan – 8 Feb	23		
12	Portsmouth, Virginia *Repairs before sailing for the Pacific*	9–11 Feb	3		
13	Norfolk, Naval Operating Base *Loading stores and cars for the west coast*	12–16 Feb	5		
14	Norfolk to Cristobal *Flagship TransRon One, Pacific Fleet; 16.5 kn on 18 Feb per diary*	17–21 Feb	5	≈1,762	15 ‡
15	Balboa, Canal Zone *Canal transit 22 Feb; liberty in Panama City*	22–23 Feb	2		
16	Balboa to San Diego *Left Balboa 0800, 24 Feb; off Mexico 2 Mar*	24 Feb – 3 Mar	8	≈2,895	15 ‡
17	San Diego *Municipal Pier, then anchored out; TransDiv 13 flagship*	4–19 Mar	16		
18	San Diego to San Francisco *Left 20 Mar; arrived San Francisco 1515, 21 Mar*	20 Mar	1	≈429	14
19	San Francisco *Arrived 1515; troop spaces later judged unfit*	21 Mar	1		
	Totals	**1 Jun 50 – 21 Mar 51**		**≈5,086**	



Feb 47 – Aug 50
Inactive reserve, Norfolk Group

25 Jun 1950
North Korean forces cross into South Korea

Aug 1950
Ordered back into commission

≈400
Crew; two-thirds recalled reservists

≈30
Radiomen; three regular Navy



The Calvert (hull 32) in reserve status at the South Gate Annex, Norfolk Naval Shipyard, between mid-1946 and mid-1950. Location confirmed from the water tower at left. Photograph listed on eBay, 2025.

JUN 1950

In reserve, 1947–1950

From February 1947 the Calvert lay in inactive reserve at the Norfolk Naval Shipyard's Southgate Annex, one of the reserve ships of the Norfolk Group, Sixteenth Fleet, Atlantic Reserve Fleet. Her wartime camouflage paint and equipment were still aboard.

JUN – JUL 1950

War in Korea

On 25 June 1950 North Korean forces crossed into South Korea. The Navy, cut back after 1945, began recalling reservists in June and July and bringing ships of every kind out of mothballs.

AUG 1950

Enlistments extended

"My three year enlistment was up on 13 Aug 50. A few weeks earlier, the end of July, Pres Truman extended everyone one year beyond their ETS. Leave was cut short and I was transferred to the USS Calvert and reported aboard her in Portsmouth. I was an RM3."

Radioman 3rd class, regular Navy

AUG 1950

Orders for 20 August

"Lt. Arthur has received orders to report for duty on August 20 at Norfolk, Va. There Lt. Arthur will go aboard the troop transport USS Calvert as soon as it has been activated."

Hometown newspaper on Lt. David Frank Arthur, a WWII veteran of the heavy cruiser San Francisco

JUL – SEP 1950

"The rusty bucket"

"In July 1950 I was called up for active duty to immediately report to the USS Calvert APA-32, which was in mothballs along with other WWII ships in the Chesapeake Bay at Portsmouth, Va. She was a rusty bucket with camouflage paint on her. Everyone called her the "rusty bucket" … and our office was in shambles as was our crew quarters."

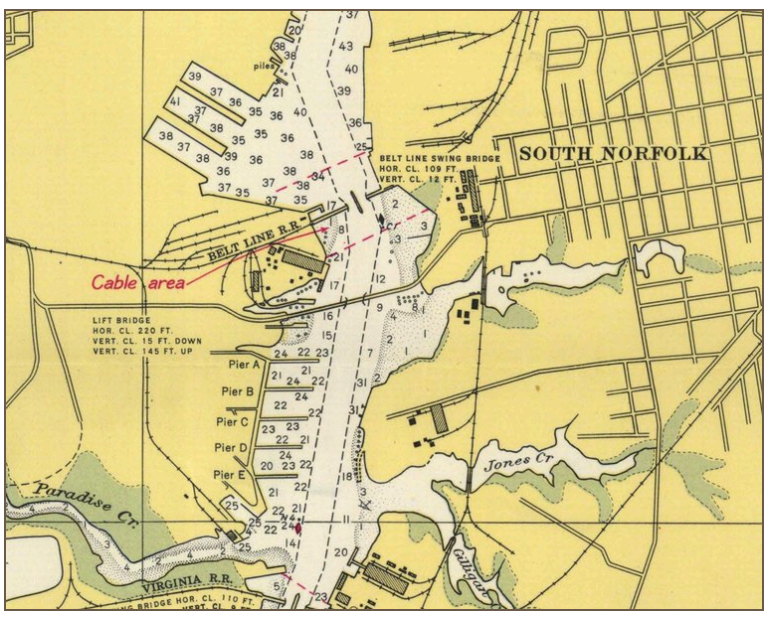
Recalled reservist

SEP 1950

Out of the nest

"She had just been taken out of a nest of mothballed ships anchored in the Chesapeake Bay. She had been nested there since the end of WW2. Still had camouflage paint and all internal equipment that was on her from the war."

Crew member, 1950–52



South Gate Annex (large rectangle) and the Calvert's berth (small rectangle). Extract of USC&GS Chart 452, Norfolk Harbor and Elizabeth River, 1:20,000, 1948.

SEP – OCT 1950

Into the shipyard

She went into drydock at Portsmouth, where civilian workers ripped out the old radios and every other obsolete fitting, installed new radio gear, and chipped and repainted her inside and out. The crew, mostly recalled reservists and young recruits, helped where they could.

"I kept saying to myself, No, not that one, it's a bucket of rust. Well, the crew turned that ship into one of the proudest in the Pacific."

Robert A. Rahn, RM1c · Calversion vol. 36, p. 2

"The crew members on board were really only "gophers" to help expedite the readiness of the ship. We navy gobs didn't have much to do except to study for promotions and we had liberty just about every night."

Recalled reservist

SEP – OCT 1950

Grease everywhere

"I was recalled in August 1950 to put the Calvert back in commission … cleaning all the grease, not only off walls but out of electric fan motors, flatware drawers, etc. When I left the ship in 1952 you could still get grease on your clothes if you touched some things."

Mark Gallaway

SEP – OCT 1950

The radio gang

"In the weeks it took to install modern radios and commo gear I worked for an engineer officer typing up volumes of authorized running spare requisitions. Only a couple of the reserve RMs were qualified with Morse Code having been away from it for years."

Radioman 3rd class, regular Navy

SEP – OCT 1950

Plank owner, twice

"I put in for sea duty, I received orders to report to Little Creek, Va. for amphibious boat training, and to my surprise I reported aboard the USS Calvert APA-32 for the second time."

Simpson, boat division: a 1942 plank owner, aboard again 1950 – Jun 1952

AUTUMN 1950

Lifting safety

"During my short term in the boiler room, I lifted safety three times while tied alongside the dock — a mortal sin. I got to see the chief boilerman and engineer officer in person and in a hurry."

Boiler room crewman, later boat group

AUTUMN 1950

B Division

"Being in the boiler room I knew the Babcock & Wilcox boilers inside and out when the Reserve P.O. got done with me. I was really proud to belong to the B Division of the Calvert."

Fireman, 1950

OCT 1950

Moving aboard

"We work on board the Calvert, a troop transport, and sleep on another ship. … Today we moved into the Calvert to sleep. Today we served the first meal aboard since the Calvert was first put out of commission in '47."

John L. Cole, diary, 7 and 14 Oct 1950: one of 4,700 recruits who arrived from Great Lakes on 6 Oct

Sources: USS Calvert chronological research notes, Jun 1950 – Mar 1951 (v2026.11.01): crew recollections, Calversion, John L. Cole diary, hometown press. Unnamed recollections are as given in the notes.

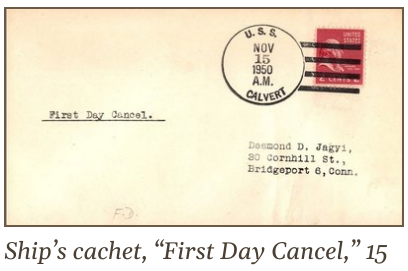


Recommissioning Of Ship Postponed

PORTSMOUTH, Oct. 16.—(AP)—Recommissioning of the USS Calvert, tied up in the Navy's mothball fleet, has been postponed to Wednesday. The ceremony originally was set for today at the Naval Shipyard here.

The 14,247-ton transport will be commanded by Captain George Glenn W. Legwen, USN, formerly Eighth Naval District communication's officer at New Orleans.

Richmond News Leader, 16 Oct 1950, p. 34. Virginia Chronicle.



Ship's cachet, "First Day Cancel," 15 Nov 1950. Naval Cover Museum.

OCT 1950

Recommissioned, 18 October 1950

Postponed from Monday the 16th, the ceremony was held at noon on Wednesday at the Naval Shipyard, Portsmouth. Captain J. E. Baker, commander of the Norfolk Group, read the orders; Captain Glenn W. Legwen, USN (Naval Academy, 1927), took command, with Cmdr. George W. Winne as executive officer. "We all became plank owners of the new Calvert."

"We peel by hand every day: 325 lbs potatoes for dinner to feed 498 guys. There are three of us on this deal."

John L. Cole · diary, 24 Oct 1950

"Calvert made trial run to sea. I am on dishwashing detail."

John L. Cole · diary, 12 Nov 1950

NOV 1950

To the men of distinction

Calvert Distilleries, makers of Calvert Reserve, sent the reservists a 20-inch Dumont television, ash trays and souvenirs, each marked "To the men of distinction, of the USS Calvert."

"Tomorrow for 2 hours we have ham, turkey, sweet potatoes, veggies, ice cream, cig, etc. We have a new Dumont TV — 20 inch screen. Gift from Calvert Whiskey."

John L. Cole · diary, 22 Nov 1950, the eve of Thanksgiving

"They are making the movie "USS Teakettle" starring Gary Cooper here. … If you see PA 32 (Calvert) that's us."

John L. Cole · 24 Nov 1950. Released in 1951 as "You're in the Navy Now," filmed aboard PC-1168 in Hampton Roads



Norfolk, the Chesapeake Bay and the training cruise to New York. The December run and January return are routed along the coast (≈272 n.mi. each way); no track was logged. Natural Earth 10 m.

NOV 1950

Shakedown

In mid-November the ship went out on her shakedown in the Atlantic, completed at Little Creek, and was declared fit to go to San Diego. With two-thirds of the crew recalled reservists and the seamen and firemen new recruits, it was a hard start.

"One third of us were regular Navy and two-thirds were reserves; what an operation. During shakedown you wondered if there was any hope what so ever."

Crew member, 1950–52

"Our gunnery crews used to come closer to the airplane than they did the sock he was towing. But by the end of shake down, we became a pretty good crew."

Boiler room crewman, later boat group

DEC 1950

"Left on Mon on training cruise. Rough water — hung over rail but evening felt better and have not been sick yet. … Stand battle station 2–4 hours for General Quarters. I am burner man — hot job."

John L. Cole · diary, 7–8 Dec 1950

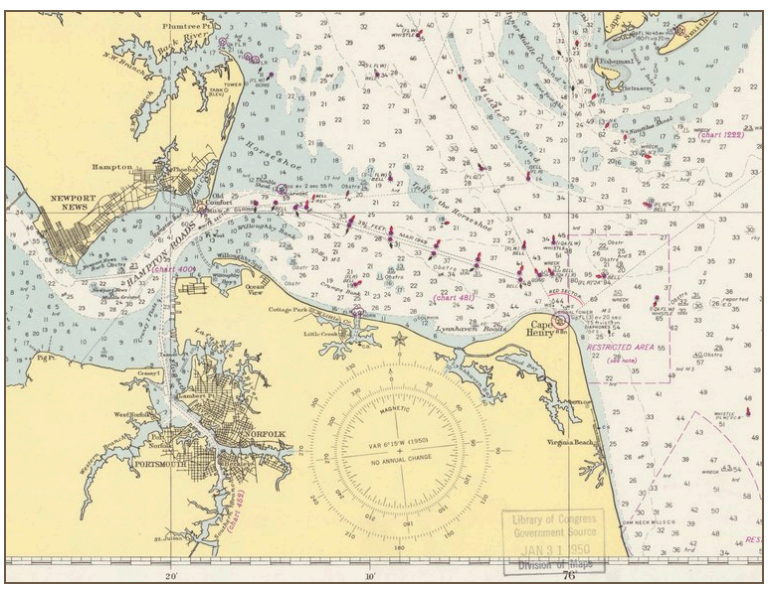
"In New York."

John L. Cole · diary, 31 Dec 1950

WINTER 1950-51

"We made several landings, prior to our removal to the Pacific Fleet, at Little Creek. While anchored off shore, one night the surf was so bad we had to spend the night in barracks on base. I had a mattress but no blanket. It was a long night."

John L. Cole



Hampton Roads to Cape Henry, with Little Creek on the bay shore east of Norfolk: the Calvert's landing-drill waters. Extract of USC&GS Chart LC00078-01, 1:200,000, 1950.

JAN 1951

"We are practicing night landing attacks on the beach. We stay at General Quarters until boats are ½ way to beach. They go in 3 waves to shore. It is wonderful to see the boats in 3 waves going to shore."

John L. Cole · diary, 17 Jan 1951

FEB 1951

Ready to sail

Brothers Marvin and William Bultema returned on 2 February from a ten-day leave before the ship sailed for the Pacific. On 9 February she was at Portsmouth; on the 12th she moved to the Naval Operating Base, Norfolk, "loading stores and cars to go to west coast."

Sources: USS Calvert chronological research notes (v2026.11.01): John L. Cole diary; crew recollections; Richmond News Leader, 16 Oct 1950; recommissioning press notice; Naval Cover Museum; NOAA historical charts. Spelling in quotations lightly corrected.

0700 17 Feb
Underway from Norfolk for TransRon One

16.5 kn
On 98 RPM, 18 Feb (diary)

120 °F
In the boiler room, 19 Feb

22 Feb
Panama Canal transit

≈1,762
n.mi., Norfolk to Cristobal

JOHN L. COLE'S DIARY

Atlantic and Caribbean

17 Feb	*Leave for West Coast. (Underway at 0700, Saturday.)*
18 Feb	*180 degrees due S. — Somewhere in Atlantic. 2nd day at sea. Standing 12–4 watch each day. It is 102 degrees in fireroom. Steaming along at 16.5 knots on 98 RPM of propellor.*
19 Feb	*Arriving Panama on Wednesday. Passed San Salvador about 10 miles out. Are 600 miles from Panama. 120 degrees today.*
20 Feb	*Passed Cuba, Haiti and a few small ones. Saw flying fishes 6-to-8 inches long that glide 10–40 feet in the air.*
21 Feb	*Arrive Panama. Saw native houses with thatched roofs built on poles.*



Church service aboard, underway on Sunday 18 or 25 Feb 1951. Irving Hall, RM3, 1951–53; the same scene appears in Calversion vol. 28, p. 3 (Kenneth Keene).

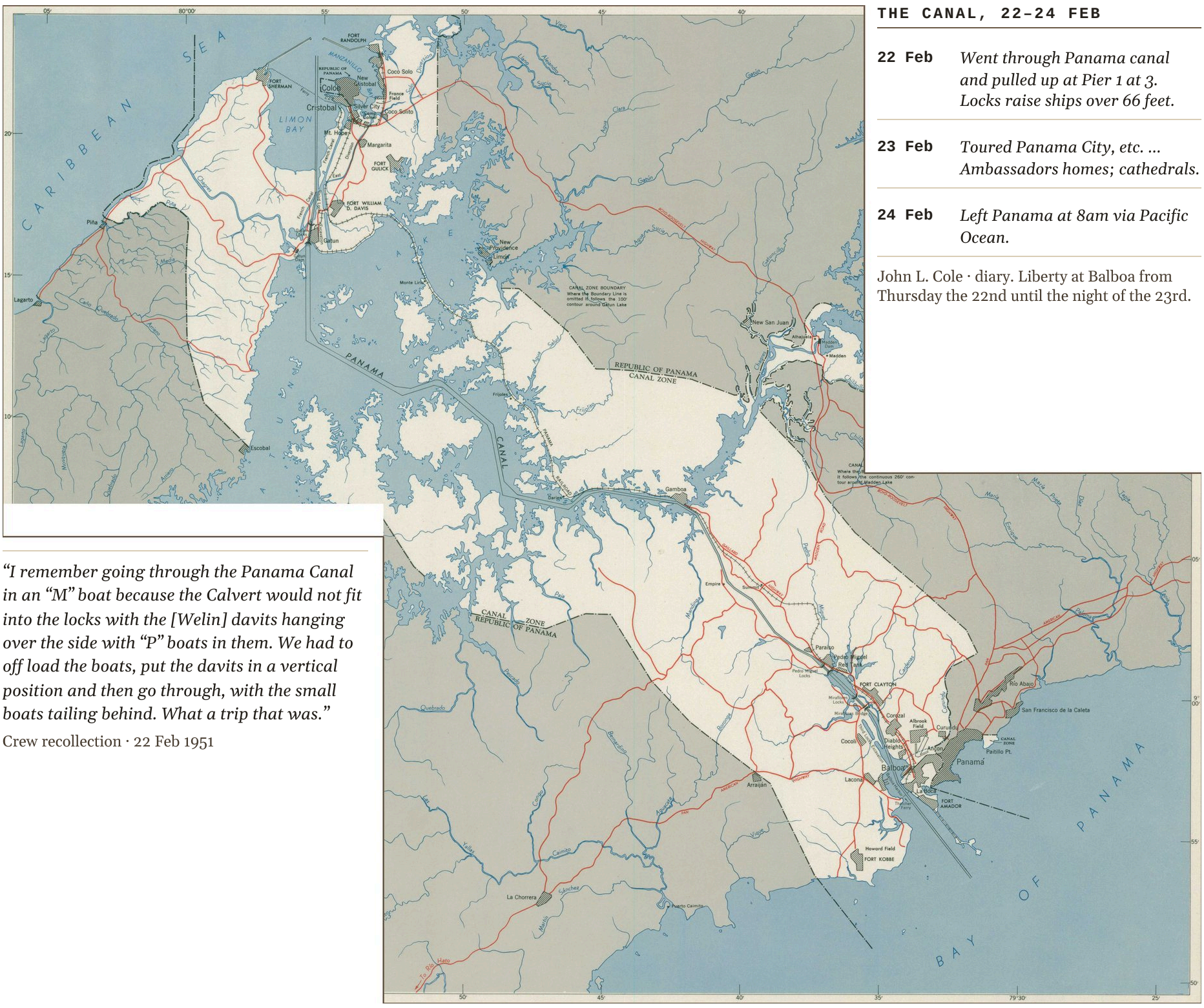
THE CANAL, 22–24 FEB

22 Feb	*Went through Panama canal and pulled up at Pier 1 at 3. Locks raise ships over 66 feet.*
23 Feb	*Toured Panama City, etc. … Ambassadors homes; cathedrals.*
24 Feb	*Left Panama at 8am via Pacific Ocean.*

John L. Cole · diary. Liberty at Balboa from Thursday the 22nd until the night of the 23rd.

"I remember going through the Panama Canal in an "M" boat because the Calvert would not fit into the locks with the [Welin] davits hanging over the side with "P" boats in them. We had to off load the boats, put the davits in a vertical position and then go through, with the small boats tailing behind. What a trip that was."

Crew recollection · 22 Feb 1951



The Panama Canal Zone from Limon Bay and Cristobal (top left) through Gatun Lake and the Gaillard Cut to Balboa and the Bay of Panama (bottom right). Two extracts of CIA Map Branch, Panama Canal Zone No. 10883, 1:150,000, 1948, joined at Gamboa (registered to 0.3 px).

Sources: USS Calvert chronological research notes (v2026.11.01): John L. Cole diary; crew recollections; Calversion; CIA Map Branch map 10883 (1948). Miles from the leg GeoPackage (reconstructed, not logged fixes).

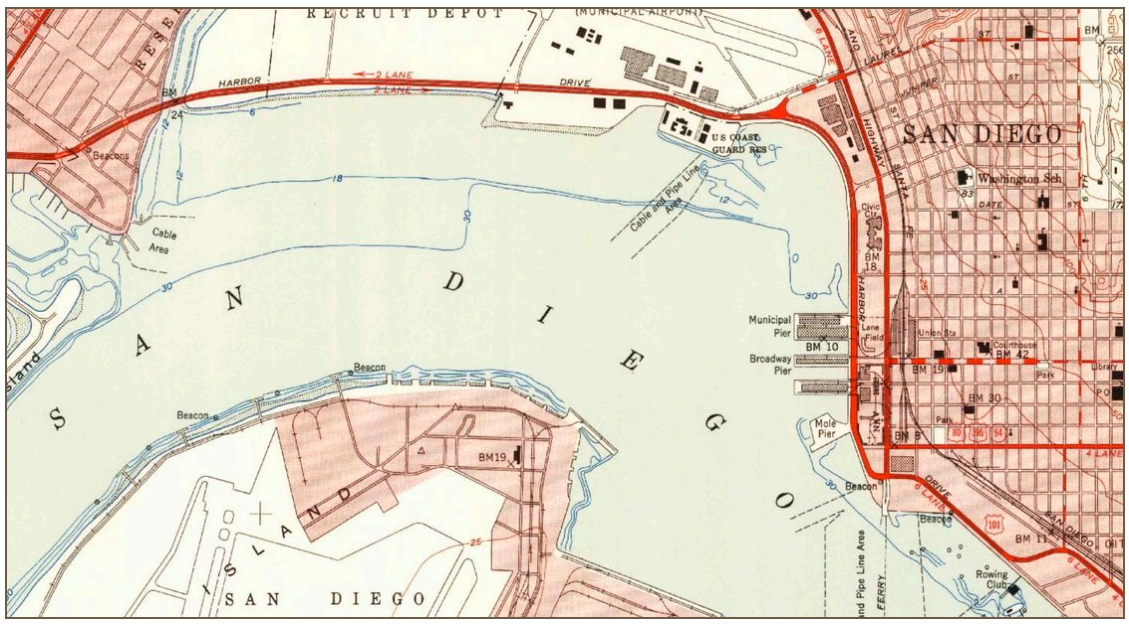
BALBOA TO SAN DIEGO ≈2,895 n.mi.

2 Mar	*We are off Mexico.*
4 Mar	*Arrival in San Diego, 9am. 29 was my number in anchor pool — 47 won.*
6 Mar	*When we entered San Diego harbor our ship had its picture taken — will send home.*

John L. Cole · diary. The notes give both 4 and 6 Mar for the arrival.

"Mrs. Ross Miller, of Bethlehem, Pa., … was waiting on the dock last weekend when the USS Calvert arrived in port from the east coast bringing her husband, LT (jg) Miller, for his first west coast duty."

San Diego press, March 1951



San Diego Bay, the Municipal Pier and North Island. USGS Point Loma quadrangle, 7.5′, 1:24,000, 1953 edition.

EARLY MAR 1951

A new division

"After arriving in San Diego, Calvert was joined by two other APA troop transports and a bunch of smaller ships, including Landing Ship Tanks. One of the APAs was the USS Lenawee (APA-131)."

Crew recollection

MAR 1951

Coronado

"We had a few landings at Coronado."

Paul E. Smith, BM2, L and 2nd Divisions, 1950–52

IN SAN DIEGO *John L. Cole · diary*

9 Mar	*Calvert is in the yards, S.D., getting repairs. We were at Municipal Pier a couple of days, then anchored out.*
10 Mar	*We have 50 sailors on board going to Japan. We expect to be there 8 months.*
11 Mar	*For the past two weeks have been working day and night getting ready for trip.*
15 Mar	*Still painting fireroom.*

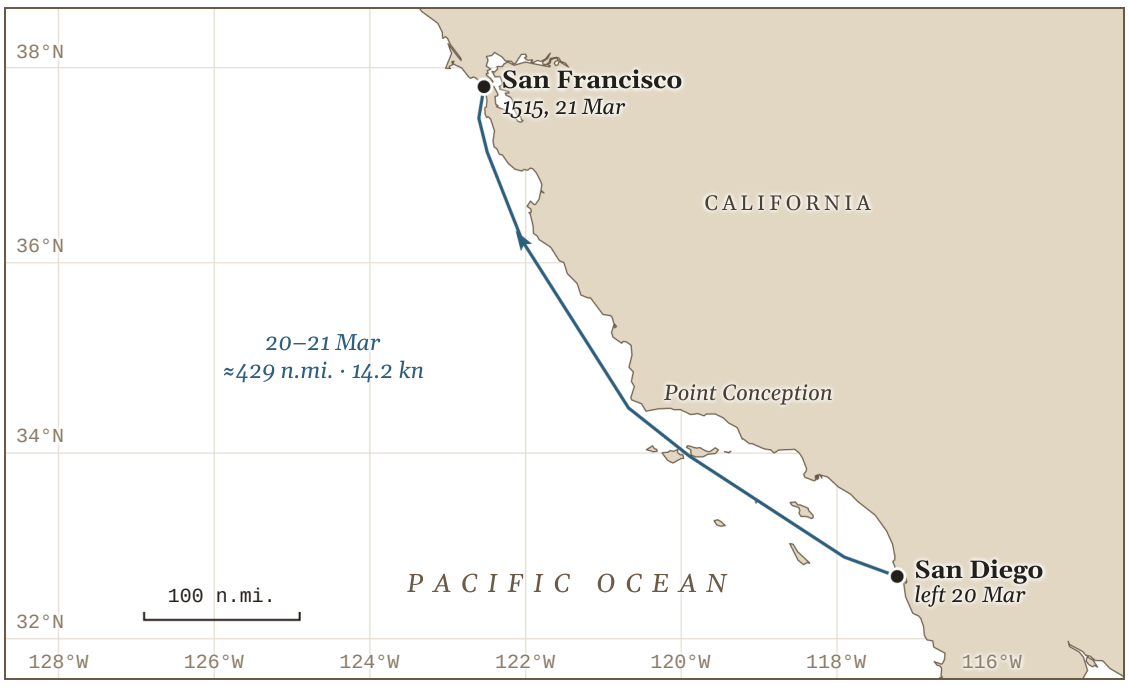
FLAGSHIP, TRANSPORT DIVISION 13

"After a few weeks liberty in San Diego, the USS Calvert became the flagship of Transport Division 13, Pacific, attached to Task Force 90, Far East with home port in Yokosuka, Japan." She flew a commodore's one-star blue flag.

MID-MAR 1951

Passengers

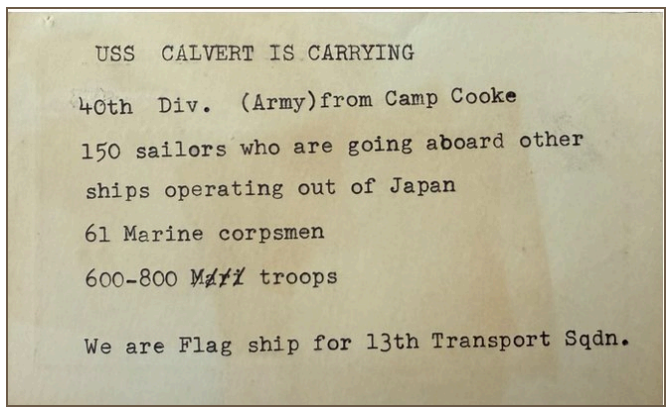
Embarked 23 Navy passengers for WESTPAC on 17 March, 30 for Fleet Marine Force Pacific on the 19th, and 62 on the 20th.



San Diego to San Francisco, 20–21 Mar 1951. Track from the leg GeoPackage (reconstructed, not logged fixes; departure time assumed). Natural Earth 10 m.

SAN DIEGO TO SAN FRANCISCO ≈429 n.mi.

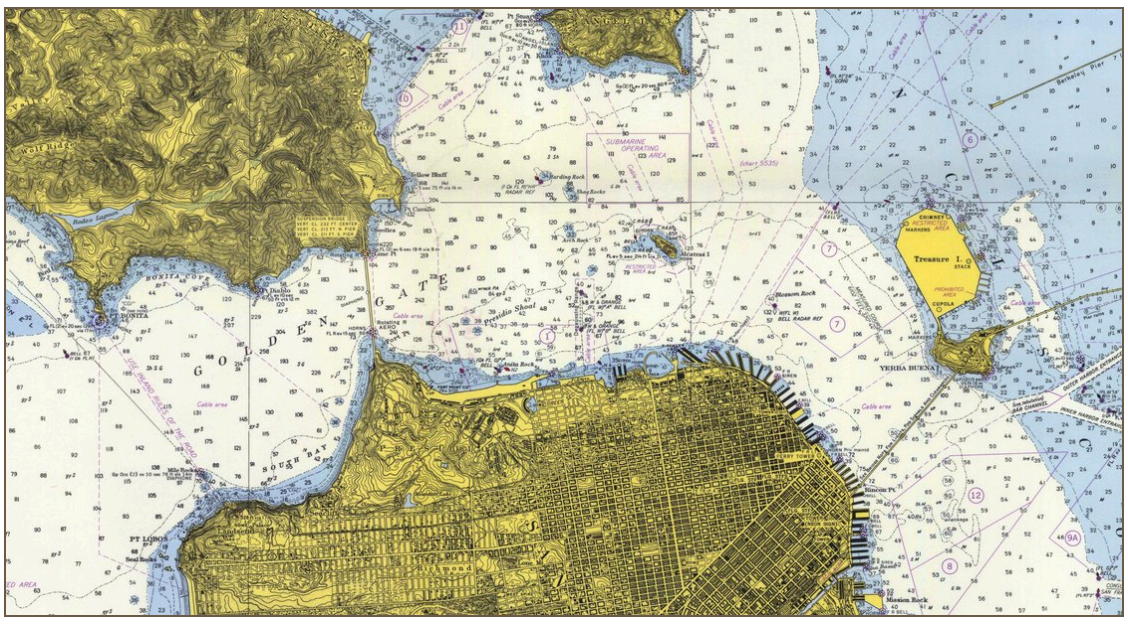
20 Mar	*We are leaving San Diego for Frisco.*
21 Mar	*Arrived San Francisco, 3:15pm. Load troops tonight and tomorrow. Carrying 40th Div Army from Camp Cook, 150 Soldiers to Japan, 61 Marine Corpsmen, 600–800 troops.*



USS CALVERT IS CARRYING
40th Div. (Army)from Camp Cooke
150 sailors who are going aboard other
ships operating out of Japan
61 Marine corpsmen
600-800 ~~M/T~~ troops

We are Flag ship for 13th Transport Sqdn.

Card handed to the crew before sailing from San Francisco. From John L. Cole's diary.



Entrance to San Francisco Bay, the Golden Gate and Treasure Island. Extract of USC&GS Chart 5532, 1:40,000, 1957.

21–23 MAR 1951

Change of plans: the troops

On 21 March the diary expected a full lift: 40th Division soldiers from Camp Cooke, 61 Marines, 600–800 troops in all. Army troop space inspectors rated the Calvert's compartments unfit, and she was not declared troop-ready. She sailed on 22 March as flagship of Transport Division 13 with 46 passengers and an Army general's staff of over 30. Cole, 23 March: "We are carrying no troops."

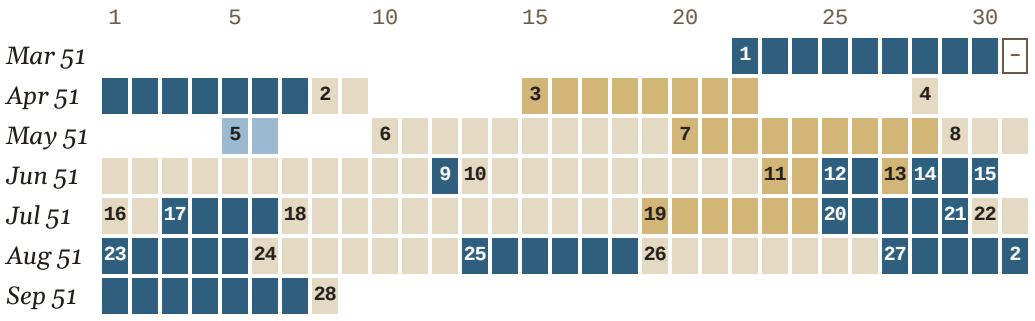
"The USMC Lt and one Sgt, Army troop space inspectors, rated ship troop compartment space as unfit for troops. So, the Calvert went to the new home port of Yokosuka almost empty."

Crew recollection

Sources: USS Calvert chronological research notes (v2026.11.01): John L. Cole diary; crew recollections; San Diego press; USGS and USC&GS charts. Miles from the leg GeoPackages (reconstructed, not logged fixes).

The First Far East Cruise

TransDiv 13, Task Force 90: San Francisco to Japan, amphibious training from Yokosuka, Hong Kong, home to … 22 Mar – 8 Sep 1951 · 171 days



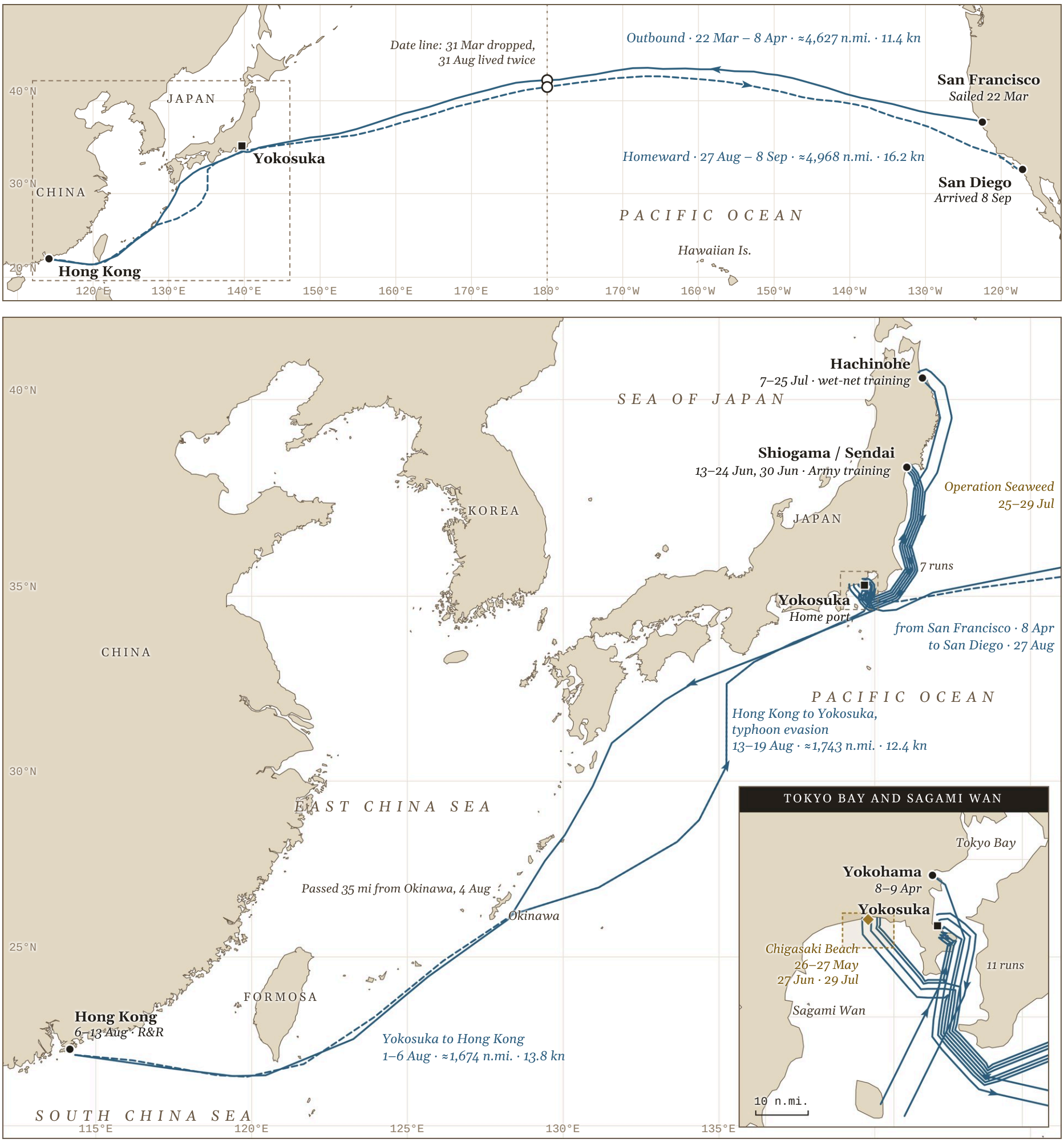
Moored/Anchored	69
Local operating area	2
Underway at sea	55
Amphibious Training	26
No record / Other dates	19
Total days for this period	**171**

		Dates	Days	n.mi.	Knots
1	San Francisco to Yokohama *TransDiv 13 flagship; 46 passengers; convoy with APA-199 and 135*	22 Mar – 7 Apr	16	≈4,627	12 *
2	Yokohama, Japan *Passengers landed 8–9 Apr; 20 remained aboard*	8–9 Apr	2		
3	Trial landing, southern Japan *20-ship convoy left Yokohama 15 Apr; at sea 18 and 22 Apr*	15–22 Apr	8		
4	Yokosuka, Japan *Ship's new home port*	28 Apr	1		
5	Yokosuka Bay *At sea 5 May; landing operation practice 6 May*	5–6 May	2		
6	Yokosuka, Japan *13 May COMTRANSDIV 13 became CTG 90.2; bay tour 17 May*	10–19 May	10		
7	Task Force 90 amphibious exercises *CTF 90 OpOrder 6-51; landings at Chigasaki 26–27 May*	20–28 May	9		
8	Yokosuka, Japan *Back 29 May from boat training; 70 naval personnel on 8 Jun*	29 May – 11 Jun	14		
9	Yokosuka to Shiogama / Sendai *To train Army troops, Sendai Bay*	12 Jun	1	≈298	11
10	Shiogama / Sendai, Japan *Anchored Shiogama Bay to train Army troops; only Navy ship*	13–22 Jun	10		
11	Troop embarkation, Shiogama Bay *Afloat phase, 160th and 223d RCTs; 466 embarked 24 Jun*	23–24 Jun	2		
12	Shiogama / Sendai to Chigasaki Beach *40th Division troops embarked, 466 passengers*	25–26 Jun	2	≈312	7
13	Landing exercise, Chigasaki Beach *40th Division, 223d RCT; first landing exercise*	27 Jun	1		
14	Chigasaki Beach to Shiogama / Sendai *Troops returned to camp 30 Jun*	28–29 Jun	2	≈280	6 §
15	Shiogama / Sendai to Yokosuka *Took on 100,000 gal of oil on arrival*	30 Jun	1	≈251	9
16	Yokosuka, Japan *Oil 1 Jul; 2 Jul entry reads 'At sea'*	1–2 Jul ‡	2		
17	Yokosuka to Hachinohe *Departed 3 Jul night; at sea 4 Jul, 'going to Northern Japan'*	3–6 Jul	4	≈422	5 §
18	Hachinohe, Japan *No. 2 boiler cleaned 10 Jul; Korean ribbon authorized 17 Jul*	7–18 Jul	12		
19	Wet-net training, Hachinohe *45th Div troops; 800 aboard 21 Jul; Seaweed force 24 Jul*	19–24 Jul	6		
20	Hachinohe to Chigasaki Beach *Operation Seaweed; 160th RCT, 339 passengers; typhoon Louise*	25–28 Jul	4	≈468	5 §
21	Chigasaki Beach to Yokosuka *After the Operation Seaweed landing*	29 Jul	1	≈34	2 §
22	Yokosuka, Japan *47 ships in port; transfers off 30–31 Jul*	30–31 Jul	2		
23	Yokosuka to Hong Kong *Passed 35 mi from Okinawa, 4 Aug*	1–5 Aug	5	≈1,674	14
24	Hong Kong, B.C.C. *R&R; China Service Medal period 6–13 Aug*	6–12 Aug	7		
25	Hong Kong to Yokosuka *Typhoon evasion; 25–30 ft seas; P-boat lost overboard*	13–18 Aug	6	≈1,743	12
26	Yokosuka, Japan *P-boat raised 20 Aug; 196 passengers embarked 26 Aug*	19–26 Aug	8		
27	Yokosuka to San Diego *17 Marine corpsmen; 196 passengers embarked 26 Aug*	27 Aug – 7 Sep	13	≈4,968	16 * ‡
28	San Diego, Navy Pier *Crossing took 13 d 12 h 25 min*	8 Sep	1		
	Totals	**22 Mar – 8 Sep**		**≈15,077**	

The First Far East Cruise

Overview chart: San Francisco to Japan, Hong Kong, home to San Diego

22 Mar – 8 Sep 1951 · 171 days



Outbound passage · Return passage · One lane per run along the coast · ■ Home port · ● Port of call · ◆ Landing exercises

≈15,077
nautical miles in eleven sea legs

55
nights underway at sea

26
days of amphibious training

7
days in Hong Kong, 6–13 Aug

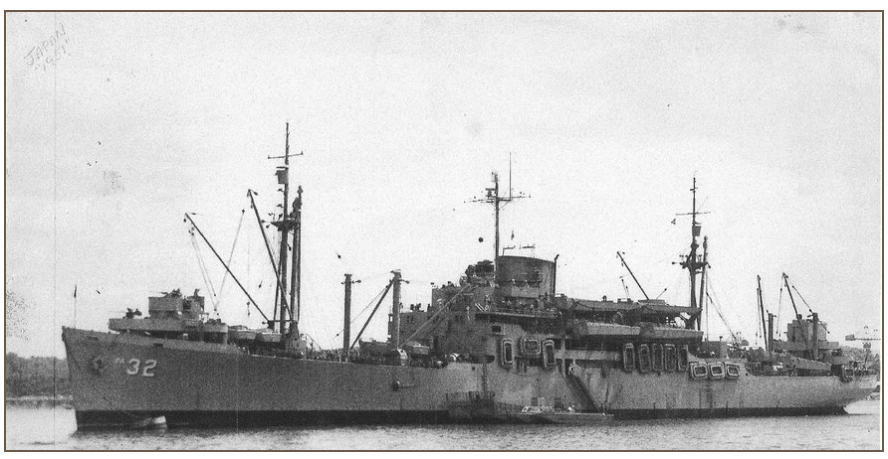
46
passengers embarked at San Francisco, 22 Mar

≈4,627
n.mi., San Francisco to Yokohama

16
nights at sea on the crossing

31 Mar
the date lost at the date line

161
passengers landed at Yokohama, 8–9 Apr



USS Calvert (APA-32) in Japan, 1951. Photograph provided by Irving Hall, Radioman 3rd Class, 1951–53.

22 MARCH 1951

Flagship of Transport Division 13

The Calvert sailed from San Francisco on 22 March 1951 with other units of Transport Division 13, for duty with Task Force 90, the Amphibious Force of Commander, Naval Forces, Far East. She was the division's flagship. Forty-six passengers were embarked, and an Army general and his staff of more than 30, mostly officers, were aboard.

Two transports kept her company, APA-199 and APA-135. The convoy was held to the pace of its slowest ships, the LSTs and smaller landing craft.

"Commodore Hurd was Division Cmdr., so we flew a one star blue flag. An Army general and command staff … were also aboard the APA 32, so we also flew a red flag with two stars. The army operations center with many VHF voice radios was located amidship, above our radio room."

Roman P. Weber, radioman · Calversion vols. 35 and 52

JOHN L. COLE'S DIARY · THE CROSSING

22 Mar "We are Flagship of 13th Transport Squadron. No liberty before we leave for Japan today. I got my presents 2 hours before we left for Yokosuka."

23 Mar "We have two ships with us: APA-199 and 135. We are carrying no troops."

25 Mar "Easter Sunday. I had 6-12 watch so I did not go to church. Only food left were scrambled eggs."

1 Apr "We lost Saturday this week as we crossed the International Date Line. Water rough – waves going over bow. Every night we darken ship. General Quarters all the time."

4 Apr "At sea, should make Yokosuka in 2-3 days. We are going to Korea. We were told not to eat or drink there, unsafe. Had a typhoid shot today."

5 Apr "They have had me inside the steam drum, brushing. Have to lay on my back or side in order to work."

THE DOMAIN OF THE GOLDEN DRAGON

The ship crossed the 180th meridian westbound on 31 March / 1 April, and the crew entered the Domain of the Golden Dragon. Saturday, 31 March, was dropped from the calendar.

"The Calvert went to the new home port of Yokosuka almost empty. I believe we dropped the Army off at Yokohama upon arrival in Japan. The convoy across the Pacific was very slow due to the slow moving LSTs and smaller landing ships."

Roman P. Weber · Calversion vol. 35, p. 3

8–9 APRIL 1951

Yokohama

The Calvert reached Yokohama on 8 April. That day she disembarked 143 passengers, leaving 38 aboard, among them personnel for transfer to the Commanding General, First Marine Division, Fleet Marine Force. Eighteen more went ashore on the 9th.

The personnel diary records 46 passengers embarked at San Francisco and 161 landed at Yokohama; the notes do not explain the difference.



Yokohama. Extract of H.O. chart 5468, Japan, Honshu south coast: Tokyo Kaiwan, Tokyo and Yokohama districts, 1:52,000, 3rd ed., 1945. UC San Diego Library.

15–22 APRIL 1951

A trial landing in southern Japan

On 15 April the Calvert left Yokohama in a convoy of twenty ships – LSTs, LSMRs, APAs, an LSD, PCEs and LSUs – for a trial landing in southern Japan. The notes do not name the beach. She was at sea on the 18th and again on the 22nd, with general quarters, a practice air attack and a night operation, and was back at Yokosuka by 28 April.

JOHN L. COLE'S DIARY

18 Apr "At sea. Left Yokohama Tuesday (15th) in a convoy of 20 ships: LST, LSMR, APA, LSD, PCE, LSU for a trial landing in southern Japan."

22 Apr "At sea. We have busy times with General Quarters. A night operation tonight. We had a practice air attack today."

28 Apr "Yokosuka, Japan. Sometime next month I will be John L. Cole, FN. I took my test and passed. Pay will be $10 or $12 more."

The diary dates the departure "Tuesday (15th)"; 15 April 1951 was a Sunday. The ledger keeps 15 April.

Sources: John L. Cole's diary (selected entries); Roman P. Weber, Calversion vols. 35 and 52; Cullen, p. 20; USS Calvert 1951 personnel diary (Fold3); UC San Diego Library, Pacific Basin Nautical Charts; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

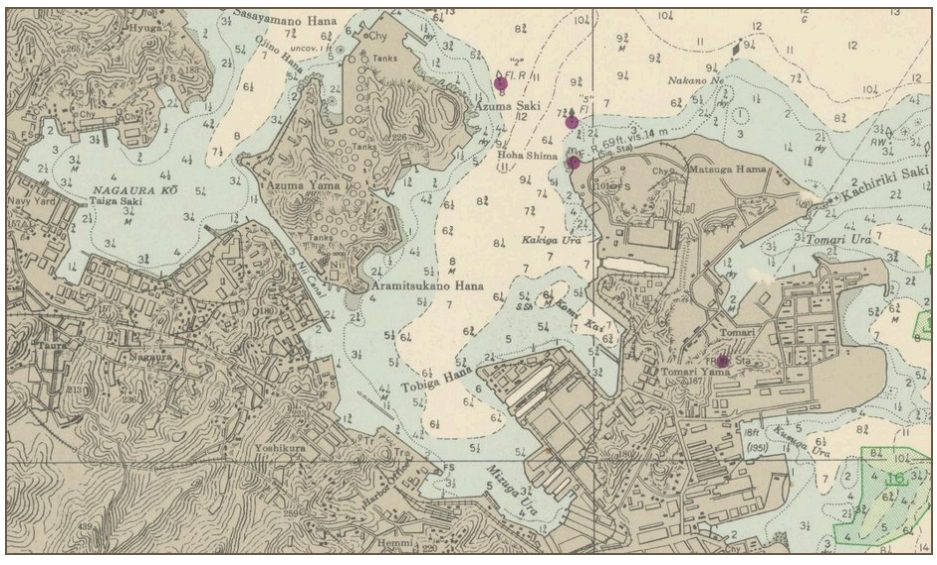
Yokosuka and the May exercises

A new home port, and Task Force 90 off Chigasaki Beach

28 Apr – 11 Jun 1951



"Our Home in Yokosuka, Japan": U.S. Fleet Activities, Yokosuka, as drawn in the 1954 Fourth Far East Cruise Book.



Yokosuka Naval Base; Berth 2, a floating dock or pontoon, is circled. Extract of H.O. chart 6352, Yokosuka Ko including Negishi Wan and Uraga Ko, 1:24,000, 2nd ed., 1949. UC San Diego Library.

MAY 1951

A new home port

Yokosuka became the Calvert's home port in Japan. On 13 May her division commander, COMTRANSDIV 13, took over as Commander Transport Group (CTG 90.2), with the Calvert as flagship, when Commander Transport Squadron 1 left for the United States in USS Bayfield (APA-33).

On 14 May the ship flew her colors at half mast for men killed in an explosion aboard a ship nearby, probably the escort carrier Bairoko, where an explosion and fire on 10 May killed five.

JOHN L. COLE'S DIARY

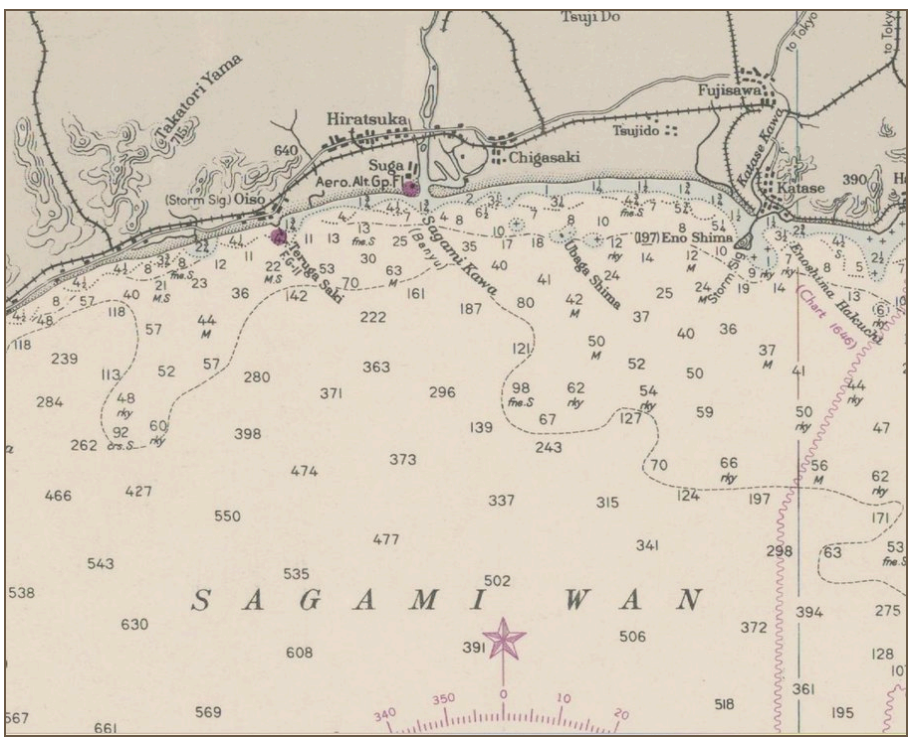
10 May "Yokosuka, Japan. One of the guys heard that the Calvert was pictured in John Cameron Swazey's news program recently."

17 May "Yokosuka, Japan. Ship took a tour around the bay today."

1 Jun "Yokosuka, Japan. Am planning to go to Tokyo on leave tomorrow."

7 Jun "We are going out again for 25 days soon."

10 Jun "Saw West Point Story. Be sure to see You're In The Navy Now. Calvert is pictured in the background."



Chigasaki and Sagami Wan, the Task Force 90 landing area. Extract of H.O. chart 2734, Japan, Honshu south coast, Omai Saki to Nojima Saki, 1:200,000, 7th ed., 1947. UC San Diego Library.

"Duty on board the ships, aircraft, and submarines of the Seventh Fleet during these multi-mission months was hazardous and exhausting. The pace never slackened, regardless of the fortunes or misfortunes of the forces ashore."

Joseph H. Alexander, Fleet Operations in a Mobile War, preface

20–28 MAY 1951

Task Force 90 exercises

On 20 May all available units of Task Force 90 began extensive amphibious training under CTF 90 Operation Order 6-51. Admiral Ingolf N. Kiland assembled 32 amphibious ships for a week of exercises in the Chigasaki Beach area, trying night landings and daylight withdrawals under smoke.

Marines and naval aviation could not take part: the Chinese had just opened a 175,000-man offensive against the X Corps sector. The landings at Chigasaki Beach ran 26–27 May.

JOHN L. COLE'S DIARY

21 May "At sea. Left Sunday (20th) with 14 ships on boat training. Our liberty uniform is white now."

23 May "Have 8-12 watch and am averaging 5-6 hours sleep. We are just sailing around in our convoy making different formations."

29 May "Yokosuka, Japan. We have been out 10 days on boat training. Speed changes every 5 minutes. We got up at 0300 to land at 2400. Rough!"

CHIGASAKI BEACH, 26–27 MAY

- Landing exercises in Sagami Wan, 26–27 May, under CTF 90 OpOrder 6-51.
- British 41st Independent Commando, Royal Marines, landed in darkness before dawn on the 26th.
- No U.S. Marine or Army units took part.
- The Calvert embarked 49 naval personnel at Yokosuka on 19 May and disembarked them on the 27th, most likely at Chigasaki.

"Once in Japan the USMC rating of the Calvert as unfit for troops was disregarded and the 32 did haul around hundreds of army troops."

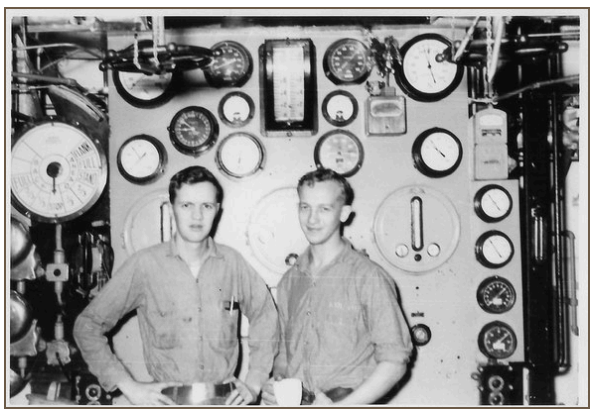
Roman P. Weber · Calversion vols. 58 and 64

Sources: John L. Cole's diary; Naval History and Heritage Command, Korean War: Chronology of U.S. Pacific Fleet Operations, January–June 1951; J. H. Alexander, Fleet Operations in a Mobile War (Naval Historical Center), pp. vi, 52; D. W. Boose, Over the Beach, p. 292; USS Calvert 1951 personnel diary; UC San Diego Library charts; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

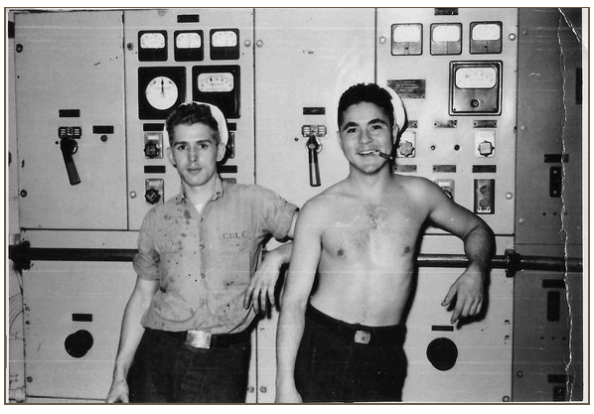
The Boiler Crew

Fireman John L. Cole, whose diary runs through these pages, photographed his shipmates aboard the Calvert in May 1951, most of them in the boiler and engine rooms where he worked, a few in the log room and on deck. The names are as written on the photographs.

JOHN L. COLE'S PHOTOGRAPHS *left to right, as captioned*



John Cole; Kuljie



Tom Farran, FN; Roscoe Byrd, BT3



Jack Ferris



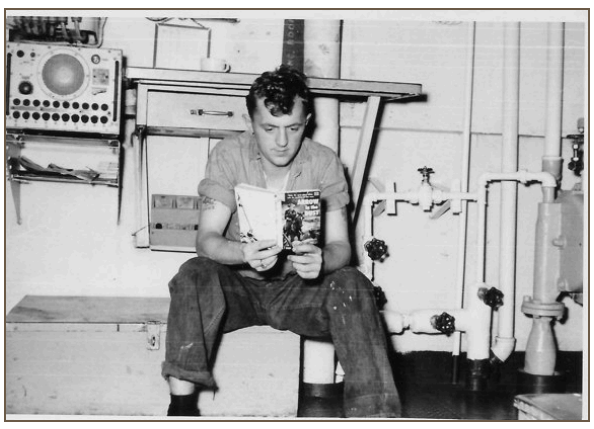
Tom Adams



Bultamos, MM3; Claar; Brinks; Graff; Adams; Pressley; (unidentified)



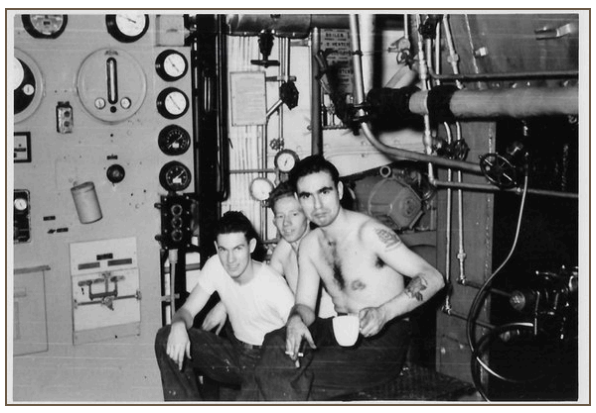
Shafner, EN3; Grandy, EN1; Johnson, BT1



Anderson, MM3



David Alexander, BT3; N. P. (Pappy) Frierson, FN



Ralph Terry, FN; Bob Loben, BT3; Candwell, BT2



Martin Kuljie, BT3



Owen Clylan, MM1



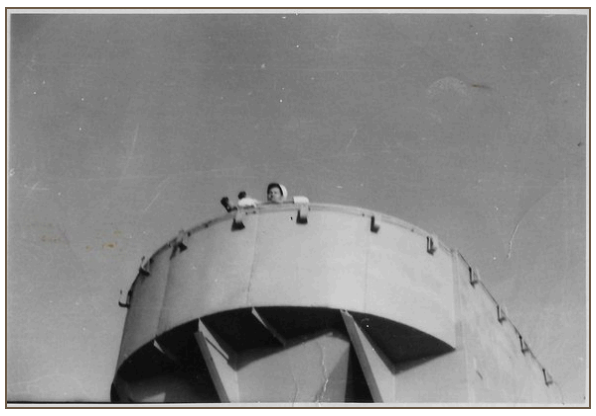
Johnson; Lt (jg) Roller, assistant main propulsion officer



Chief E. J. Moore, BTC (oil king); Jim Bucham, YN3; C. D. Moore, YN3 – log room yeomen



Buel Glanders, BT3; Kuljie

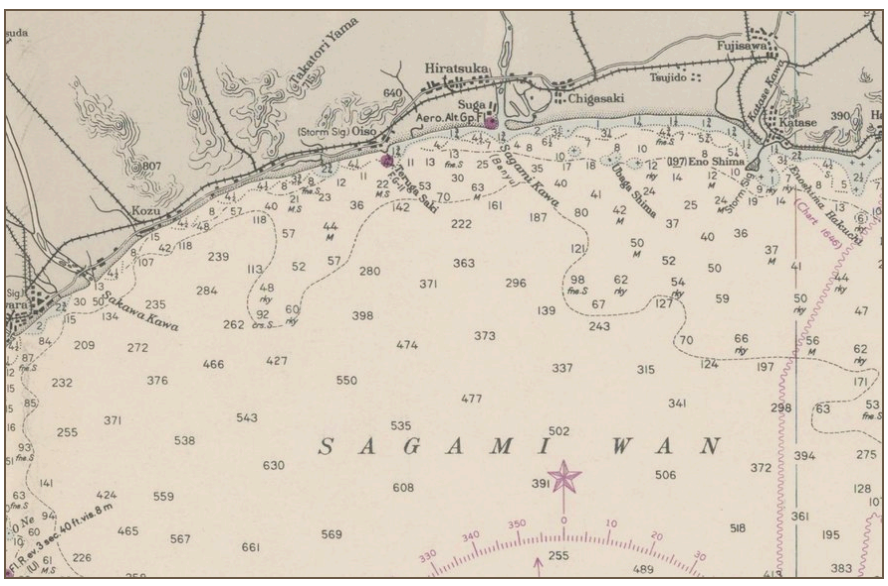


Lester Green on top of the aft gun mount, 40 mm in background

Sources: John L. Cole's photographs, May 1951, with names as captioned in the research notes; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

THREE LANDINGS AT CHIGASAKI BEACH

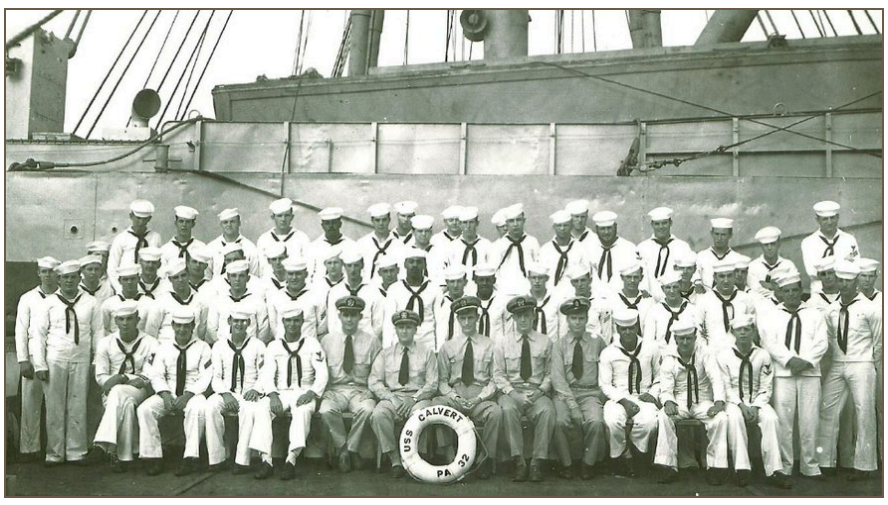
- **26–27 May** · Task Force 90 exercises under CTF 90 OpOrder 6-51; the British 41st Independent Commando, Royal Marines, landed before dawn on the 26th.
- **27 June** · 223d Regimental Combat Team, 40th Infantry Division, in its first landing exercise, after two days at sea from Shiogama.
- **29 July** · Operation Seaweed: the 160th RCT, 40th Infantry Division, struck "Red Beach" at noon and was 1,000 yards inland within two hours.



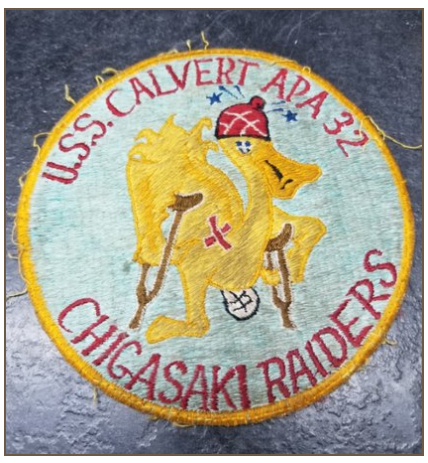
Chigasaki Beach area, Sagami Wan. Extract of H.O. chart 2734, 1:200,000, 7th ed., 1947. UC San Diego Library.



Landing craft at Chigasaki Beach. Robert B. Hile, BM3, collection.



The Calvert's boat crew in front of one of the ship's landing craft, first Far East trip, 1951. Calversion vol. 70, p. 5; given to John Cole by Kenneth A. Keene.



Chigasaki Raiders patch. Robert B. Hile, BM3, collection.



Chigasaki Raiders match book. USS Calvert website, via eBay.



Unloading over the ramp at Chigasaki Beach. Robert B. Hile, BM3, collection.

"Off the coasts of Japan, we began practicing troop beach landings. LCVPs and LCMs etc. I was assigned to an LCVP "smoke boat" with an army portable radio. The radio was heavy and bulky. Especially, when crawling down the net into the LCVP with the rough seas causing the LCVP to rise and fall 20 or so feet."

Roman P. Weber · Calversion vol. 52, p. 2

"We made so many practice landings at Chickasaki Beach we became known as the Chick a Saki Raiders."

Crew recollection

"The LCVP I was on as RM (with an army SCR radio that never worked!!, although tested ok before leaving the 32) was the "smoke boat." It went in out front of incoming waves of LCVP with troops and LCMs with jeeps etc. and produced smoke to prevent enemy from firing eyesight at incoming troop carrying boats … I didn't have any semaphore flags so used two white hats to send msgs back to the ship. They would reply using flashing light. It worked out ok."

Roman P. Weber, radioman · Calversion vols. 58 and 64

"I've ridden a good many ships in my day … But Calvert was in a class by herself. Never experienced a better sea boat. She rode like a duck, never pounded or shuttered."

Kemp Tolley · Calversion vol. 9, p. 7 · the duck on the Raiders' patch and match book

Sources: Roman P. Weber, Calversion vols. 52, 58, 64; Kemp Tolley, Calversion vol. 9; Calversion vols. 21 and 70; Robert B. Hile collection (usscalvert.com); NHHC Korean War chronologies, 1951; Riverside Independent Enterprise, 1 Aug 1951; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

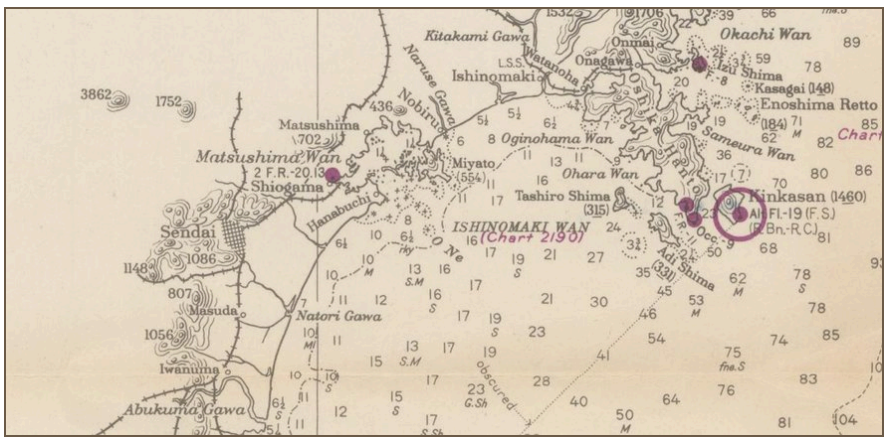
Army training lifts and Operation Seaweed *The 40th Infantry Division at sea*

12 Jun – 31 Jul 1951

466	339	≈2,065	800	19,000
passengers embarked at Shiogama, 24 Jun	troops of the 160th RCT embarked, 25 Jul	n.mi. in seven coastal legs	troops aboard for wet-net training, 21 Jul	miles since Norfolk, by 29 Jul (Cole)

"Yet in the Sea of Japan and the Yellow Sea, the U.S. Navy's operational work continued undiminished, day after endless day. No one then imagined that the shooting war in Korea would drag on for two more bloody years."

J. H. Alexander, on Jacob Malik's cease-fire broadcast of 23 June 1951



Shiogama and Sendai Wan. Extract of H.O. chart 5490, Japan, east coast of Honshu, 1:786,500, 2nd ed., 1945. UC San Diego Library.

JOHN L. COLE'S DIARY · SENDAI

13 Jun "At sea, but anchored off Sendai, 250 miles north of Yokosuka. Food not so good now, milk sour or powdered."

15 Jun "We are here to train army troops."

16 Jun "We are the only navy ship here and people stop to stare at us."

18 Jun "Shiogama Bay. Went on liberty by myself. Rode boat to the city of Shiogama, took bus to Sendai 10 miles away. Had supper at Army Camp."

26 Jun "At sea. We are carrying 500 doggies of the 40th Div. All 5 ships carry 500 for this operation."

30 Jun "Shiogama, Japan. Our 500 troops went back to camp."

23–27 JUNE 1951

The afloat phase

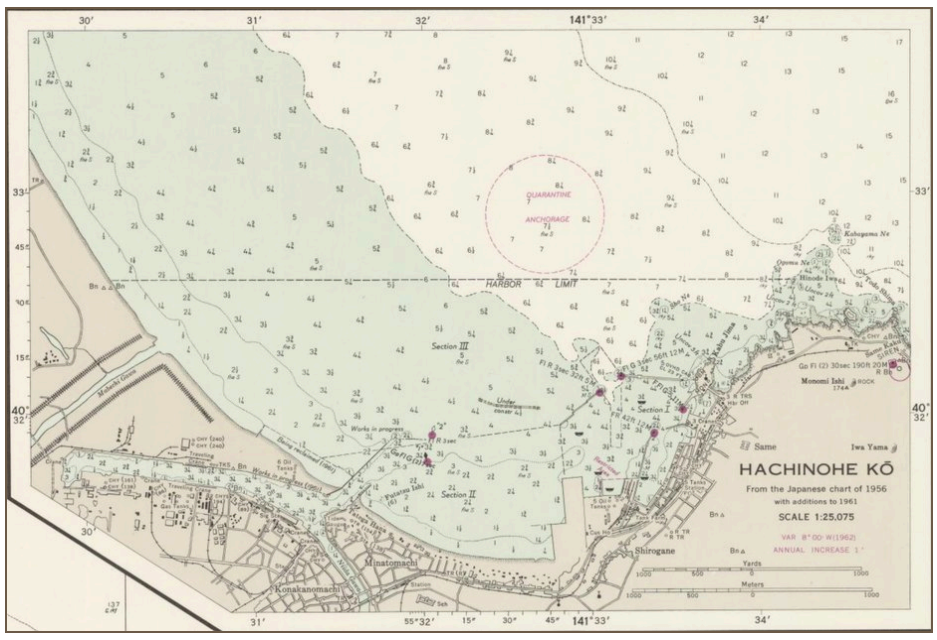
From 23 to 27 June the commander of the transport group (CTG 90.2), in his flagship the Calvert, ran the afloat phase of the 40th Infantry Division's amphibious training. Troops of the 160th and 223d RCTs embarked at Shiogama; the Calvert took 466 on 24 June and sailed the next day.

"Punching its way through a simulated "aggressor" force a regimental combat team of the 40th Infantry Division swarmed ashore at Chigasaki … The 160th Infantry Regiment, former Los Angeles National Guard unit, struck "Red Beach" at noon and within two hours had "battled" its way inland, 1000 yards under artillery and fighter plane cover."

Riverside Independent Enterprise, 1 August 1951 · Operation Seaweed, 29 July

"Southern Californians of the 223rd Regimental Combat Team swarmed ashore today in their first amphibious landing exercise on Chigasaki Beach near Yokohama … First waves plunged through a smoke screen to their objectives, 1200 yards inland."

Associated Press, Yokohama, 27 June 1951



Hachinohe Ko. Inset of H.O. chart 2725, Japan, Honshu east coast, Nakayama Saki to Miyako Ko, 1st ed., 1963. UC San Diego Library.

JOHN L. COLE'S DIARY · HACHINOHE

4 Jul "Left Yokosuka last night. The band stood in C formation for Calvert. Going to Northern Japan."

7 Jul "Hachinohe, Japan. Left ship to go on liberty last night for the first time in 20 days."

17 Jul "We received notice that the crew of the USS Calvert is authorized to wear the Korean Ribbon."

20 Jul "More wet net training. Bring troops out in small boats in full battle gear. They climbed down on nets and off again and return to beach."

21 Jul "We had 800 troops aboard today. 720 yesterday. They say 1,500 more to come."

24 Jul "We have 4 APA, 1 LSD, 6 LST, 2 PC EC, 1 APD, 1 AKA, and 3 LSU on this operation."

25–29 JULY 1951

Operation Seaweed

On 25 July the Calvert embarked 339 troops of the 40th Infantry Division for Operation Seaweed: the beachmaster party, the 160th RCT's medical company, the 143rd Field Artillery Battalion and the heavy mortar company, with the Los Angeles Examiner's Julian Hartt. Typhoon Louise threatened the landing until word came on the way south that she had turned west. On 29 July the 160th landed at Chigasaki.

"A communications officer ran the flimsy out to Captain Legwen and his face lighted up into a big grin as he read it: "Louise has turned west" … Down below the bridge on the weather decks, the soldiers of the 160th RCT were still leaning on the rail, watching the sea roll by. For them, Louise was just a blind date they'd never keep."

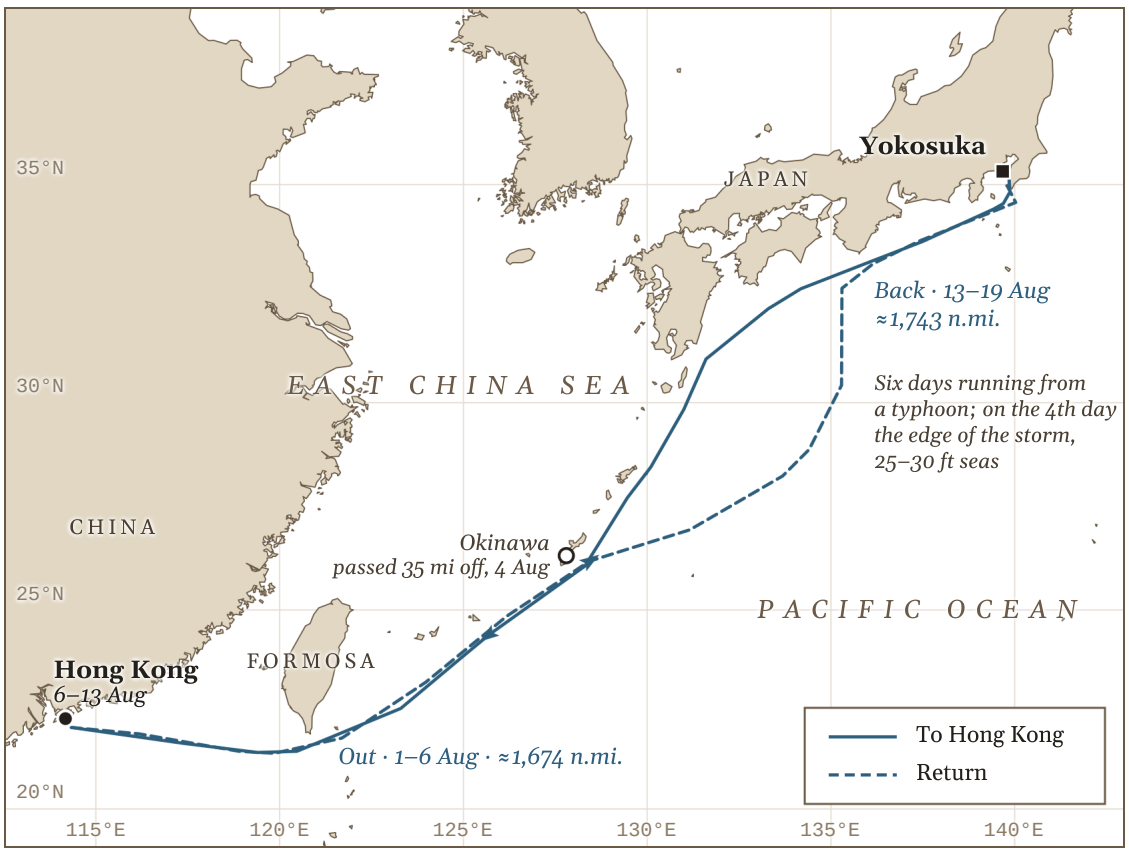
Julian Hartt, aboard the Calvert · Los Angeles Examiner, 7 Aug 1951

Sources: John L. Cole's diary; D. W. Boose, Over the Beach, p. 293; NHHC Korean War chronologies, 1951; Los Angeles Times, 28 Jun 1951 (AP); J. Hartt, Los Angeles Examiner, 7 Aug 1951 (Calversion vol. 49, p. 6); USS Calvert 1951 personnel diary; J. H. Alexander, Fleet Operations in a Mobile War, p. 52; UC San Diego Library charts; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

Hong Kong, the typhoon, and home

R&R, a typhoon run, and San Diego

30 Jul – 8 Sep 1951



Yokosuka to Hong Kong and back, August 1951. New chart: tracks from the two Estimated leg files (reconstructed, not logged fixes), joined to Yokosuka by hand; Natural Earth 10 m land; Mercator, 5° graticule. Miles from the leg files.

JOHN L. COLE'S DIARY · THE TYPHOON

19 Aug "Yokosuka. Arrived after 6 days at sea running from typhoon. On the 4th day we were on edge of storm. Waves 25-30 feet high. We bounced like a cork. Rolled 21 degrees on our side. A P boat fell with 2 men on board. Men escaped. 1 hurt badly."

20 Aug "Divers went down for P boat. Raised from 55 feet of water. Boat cost $2,000 so they are worth salvaging."

PASSENGERS EMBARKED, BY DATE *personnel diary*

22 Mar	San Francisco · *general and staff*	46
19 May	Yokosuka · *naval personnel*	49
8 Jun	Yokosuka · *naval personnel*	70
24 Jun	Shiogama · *40th Division troops*	466
25 Jul	Hachinohe · *160th RCT, Seaweed*	339
26 Aug	Yokosuka · *Navy and Marines, home*	196

Embarkations recorded in the USS Calvert 1951 personnel diary. New chart. Landings: 143 and 18 at Yokohama (8–9 Apr), 49 on 27 May, 69 on 24 Jun, 339 at Chigasaki (29 Jul).

JOHN L. COLE'S DIARY · TO HONG KONG

30 Jul "Yokosuka. 47 ships here, from battleships (New Jersey) to destroyers."

4 Aug "At sea. Passed within 35 miles of Okinawa. I will have liberty every other day in Hong Kong."

6 Aug "Hong Kong, China. Had steak dinner – $12 versus $2 in America. Hong Kong is a modern city, over populated. Most people live in sampans."

11 Aug "This is really a busy port. Ships from every country come here – stay 3 days at most and leave. The naval ships are mostly British."

13 Aug "We leave today for Japan. We have really had a swell liberty here."

CHINA SERVICE MEDAL

The crew earned the China Service Medal (extended), for "Occupation and China service in the Far East," for 6–13 August 1951, the week in Hong Kong.

"Hong Kong for R&R. There the Capt. gave us all our own coffee mugs. I still use mine every day for coffee."

Paul E. Smith · Calversion vol. 22, p. 3

26 AUGUST – 8 SEPTEMBER 1951

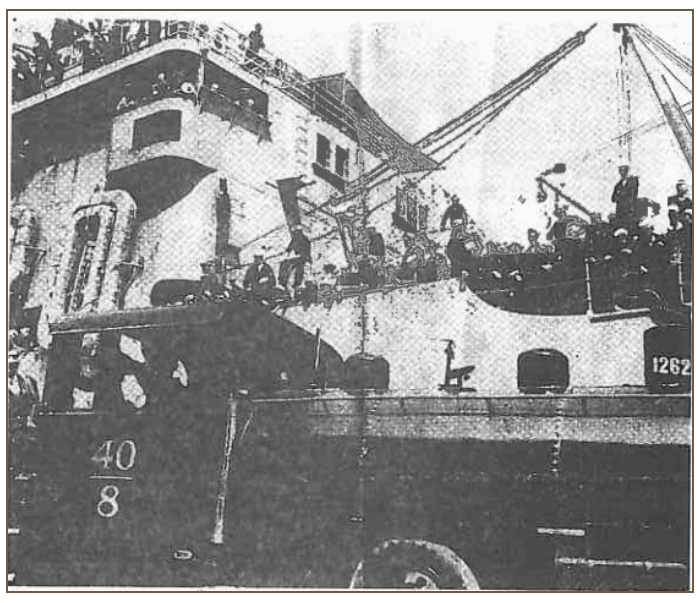
Homeward

On 26 August the Calvert embarked 196 Navy and Marine Corps passengers at Yokosuka, and on the 27th sailed for San Diego. She recrossed the date line on 31 August, living that day twice, and tied up at the north side of Navy Pier on Saturday, 8 September, to bands, the American Legion and thousands of relatives and friends.

JOHN L. COLE'S DIARY · THE CROSSING HOME

31 Aug "At sea. On our way home with 17 Marine corpsmen. We are also carrying airplane engines so bad they can't be repaired."

9 Sep "San Diego. The Calvert made the crossing in 13 days, 12 hours, and 25 minutes."



The Calvert tied up at Navy Pier, San Diego, 8 September 1951. San Diego Union, 9 Sep 1951 (Calversion vol. 50, p. 5), via Ed Yoy.

"Four navy ships from Korea were welcomed in San Diego harbor yesterday by American Legionnaires with screaming whistles, and by band music and brief speeches."

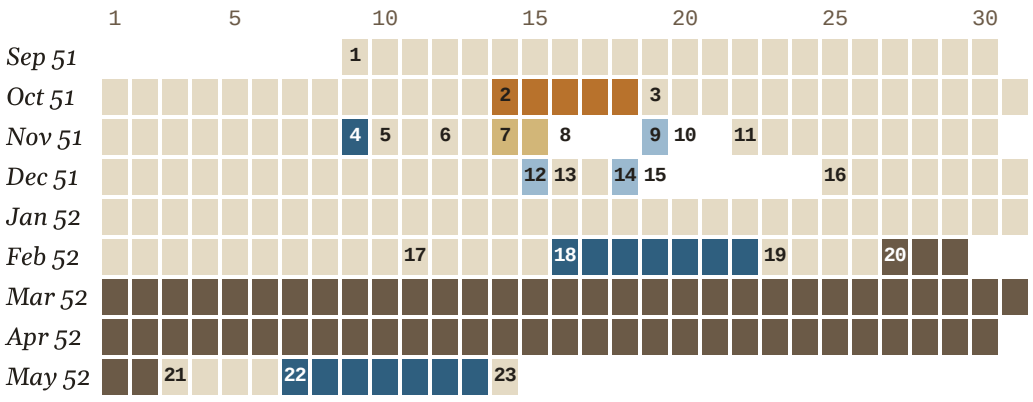
San Diego Union, 9 September 1951

Sources: John L. Cole's diary; Paul E. Smith, Calversion vol. 22; NavSource (China Service Medal); San Diego Union, 7 and 9 Sep 1951 (Calversion vol. 50); Coronado Eagle and Journal, 13 Sep 1951; USS Calvert 1951 personnel diary; leg GeoPackages; USS Calvert chronological research notes, 22 Mar – 8 Sep 1951.

West Coast and Hawaii

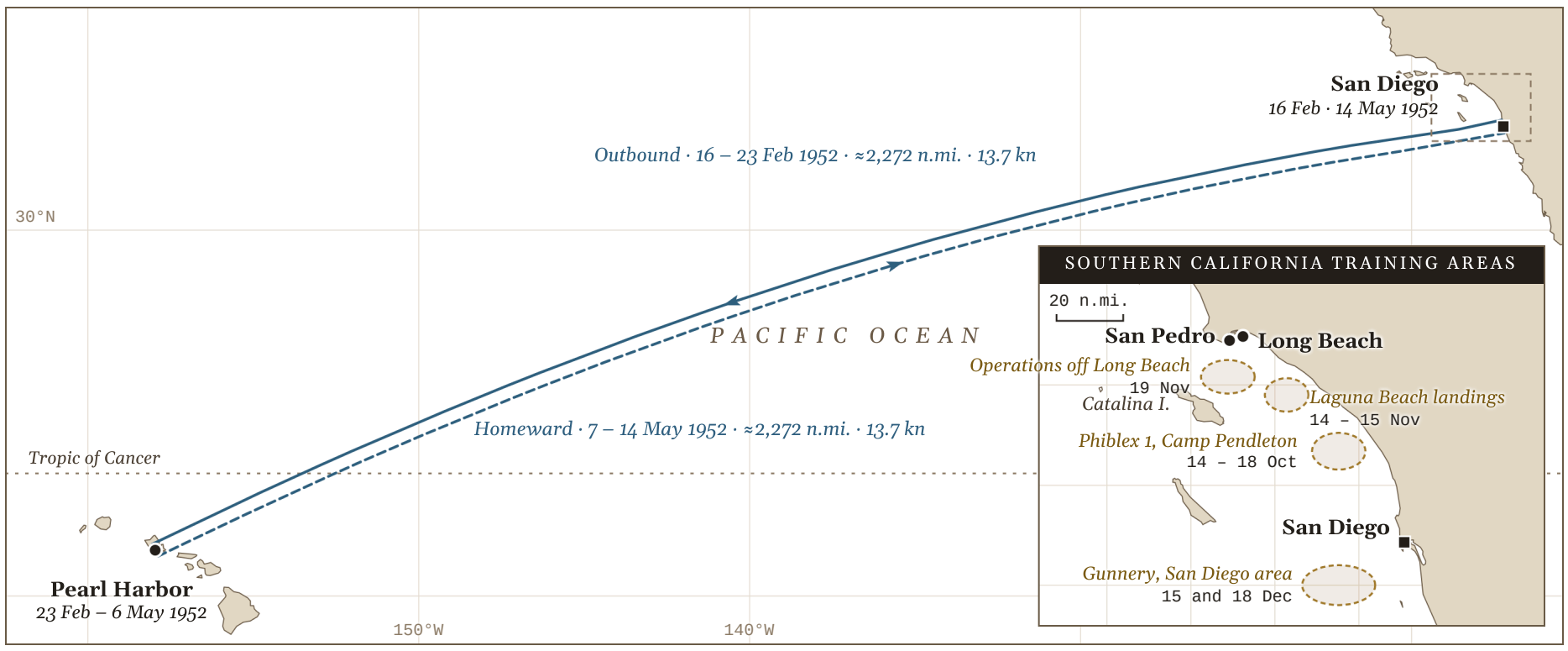
Phiblex 1, Southern California training, and overhaul at Pearl Harbor

9 Sep – 14 May 1951–1952 · 249 days



Moored/Anchored	147
Local operating area	3
Underway at sea	15
Amphibious Training	2
Amphibious Exercise	5
Yard	66
No record / Other dates	11

		Dates	Days	n.mi.	Knots
1	San Diego *Pier 5; boiler tube work (Cole, 15 Sep, 17 Sep, 7 Oct)*	9 Sep – 13 Oct	35		
2	Phiblex 1, Camp Pendleton *3rd RCT, 3rd Marine Division embarked; at sea five days*	14–18 Oct	5		
3	San Diego *Moored at a buoy; Transport Squadron One change of command 1 Nov*	19 Oct – 8 Nov	21		
4	San Diego to San Pedro *Marines and cargo embarked next day*	9 Nov	1		
5	San Pedro *Loaded 500 Marines, cargo and supplies*	10–11 Nov	2		
6	Long Beach *346 Marines (3rd MAW) embarked; fleet assembled at the shipyard 13 Nov*	12–13 Nov	2		
7	Landing practice, Laguna Beach *346 Marines landed 15 Nov; debarked*	14–15 Nov	2		
8	No entries in the research notes *Cole 19 Nov places her at sea on operations off Long Beach*	16–18 Nov	3		
9	Operations off Long Beach *"Reveille at 1am and off duty at 12 midnight"*	19 Nov	1		
10	No entries in the research notes *Back in San Diego by 22 Nov (presumed)*	20–21 Nov	2		
11	San Diego *Thanksgiving; Capt. Robbins relieved Capt. Legwen 24 Nov*	22 Nov – 14 Dec	23		
12	Gunnery practice, San Diego area *1,886 rounds 40mm, 1,800 of 20mm, 519 of 5"/38*	15 Dec	1		
13	San Diego *Blood drive 17 Dec*	16–17 Dec	2		
14	Out on the open sea *Cole: "going out on open sea"*	18 Dec	1		
15	No entries in the research notes *Back at San Diego by 25 Dec*	19–24 Dec	6		
16	San Diego *42 observers aboard 8-9 Jan; Oceanic League basketball*	25 Dec 51 – 10 Feb 52	48		
17	San Diego *Loading: 58 civilians, 15 Navy, 351 Marines of VMF-235 on 15 Feb*	11–15 Feb	5		
18	San Diego to Pearl Harbor *Families, 58 civilians and MAG-13 Marines; 16 kn (Cole)*	16–22 Feb	7		
19	Pearl Harbor, K-10 dock *Marine Air Group 13 landed; Hula troupe greeting; 75 Marines embarked*	23–26 Feb	4		
20	Pearl Harbor Naval Shipyard: overhaul *Drydock 11 Mar; trial run 22 Apr; USS Grapple in drydock 1 May*	27 Feb – 2 May	66		
21	Pearl Harbor *54 civilian passengers embarked 6 May for the passage home*	3–6 May	4		
22	Pearl Harbor to San Diego *54 civilian passengers aboard; due San Diego Wed 14 May*	7–13 May	7		
23	San Diego *54 civilians debarked; upkeep and training period begins*	14 May	1		
	Totals	**9 Sep 51 – 14 May 52**			



5 days
Phiblex 1 off Camp Pendleton, 14 – 18 Oct

346
Marines landed at Laguna Beach, 15 Nov

2
changes of command aboard, 1 and 24 Nov

4,205
rounds fired at gunnery practice, 15 Dec

368 h
Cole's 92 auxiliary watches, 14 Feb – 5 Nov

3 – 3
basketball, Oceanic League, Dec – Jan

SAN DIEGO, SEPTEMBER – OCTOBER

John L. Cole's diary

15 Sep *San Diego Bay. We have been eating good since we got to San Diego. Ten guys home on leave now.*

17 Sep *We are working like mad punching tubes in No. 1 boiler.*

7 Oct *Pier 5, San Diego.*

21 Oct *We are tied up to a buoy. Have a four minute ride, boats run every hour. It's really easy to go on liberty.*

3 Nov *I am on watch and I figured up I have stood 92 watches from Feb 14th to Nov 5th. A total of 368 hours. These are auxiliary watches in port, fire, buoys, and anchor.*

14 – 18 OCT 1951

Phiblex 1

In October, with units of the 3rd Regimental Combat Team, 3rd Marine Division embarked, the Calvert took part in Phiblex 1 at nearby Camp Pendleton. For Cole it meant five days out: "Same stuff – boat landings, gunnery practice and maneuvering. Caught a 14″ mackerel today!"

TRANSPORT SQUADRON ONE

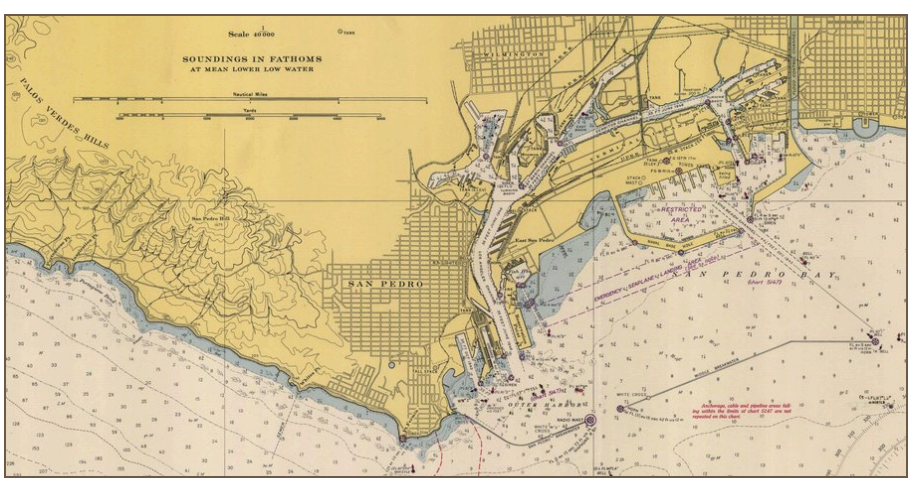
On 1 Nov Captain G. L. Purmort relieved Captain S. G. Kelly as commander of Transport Squadron One in ceremonies aboard the squadron flagship, the Calvert, at the Naval Air Station, San Diego.

THE NOVEMBER LIFT, 9 – 22 NOV 1951

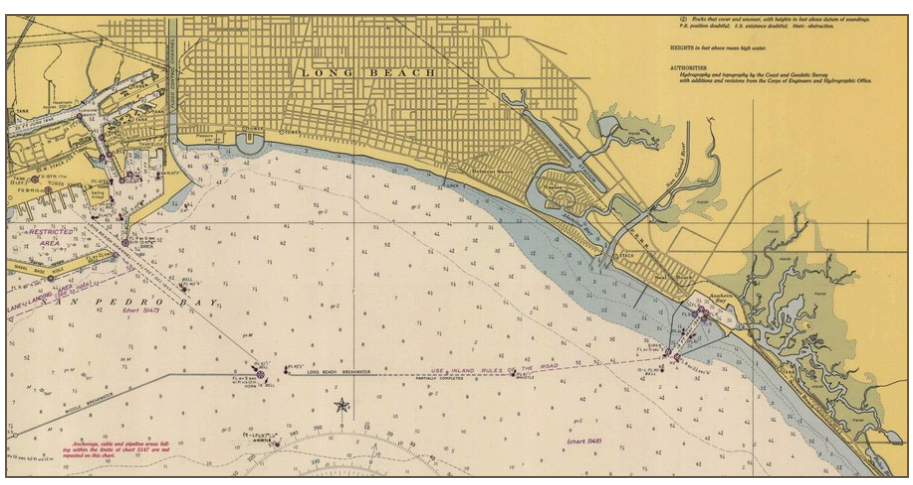
ledger rows 4 – 11



Tags are ledger rows on page 1. No leg files or positions survive: the lines are routed offshore between places the diary names, and dotted runs cover days without entries (16 – 18, 20 – 21 Nov). Positions approximate.



San Pedro, 10 – 11 Nov. *"Arrived San Pedro at 1300. Loaded troops and supplies. 500 Marines are aboard." Extract, Los Angeles Harbor and vicinity, chart 5143, 1:40,000, US Coast and Geodetic Survey, 1948. North up.*



Long Beach, 12 – 13 Nov. *"This morning we went to Long Beach and anchored with 3 other APAs. Loaded troops." 346 men of the 3rd Marine Air Wing embarked. Same chart, east half. North up.*

WITH THE FLEET

12 Nov *Left to join other ships at midnight.*

13 Nov *We have with us 4 APAs, 4 destroyers, 2 APDs, 2 PCEC, 6 LST, 2 LSI, plus air support and a few jet planes.*

14 Nov *At sea off California coast at Laguna Beach. Boats are practicing landing today.*

15 Nov *The Marines will land today.*

19 Nov *Reveille at 1 am and go off duty at 12 midnight. Some life.*

The 13 Nov anchorage at the Long Beach Naval Shipyard is confirmed by the deck log of USS Burton Island (AGB-1).

A NEW CAPTAIN

24 NOV 1951

Captain Josephus A. Robbins relieved Captain Glenn W. Legwen as commanding officer, two days after a Thanksgiving that Cole found "same as any other day except we had a good meal."

Robbins, Naval Academy class of 1930, held the Legion of Merit for command of the destroyer *Flusser* (June – December 1942) and the Silver Star for the *Taussig* (15 – 16 April 1945). He retired a rear admiral.

28 Nov *We are tearing down boilers and draining bilges.*

DECEMBER AND JANUARY

15 Dec *Our gunners shot 1886 rounds of 40mm shells, 1800 rounds of 20mm, and 519 rounds 5″38 cal. for practice today.*

17 Dec *Ship held blood drive.*

18 Dec *We are going out on open sea.*

25 Dec *San Diego. On duty all day.*

6 Dec	beat USS Bowfin	44–30
8 Dec	lost to USS McGoffin (sic)	34–37
17 Dec	beat USS Agerholm	39–34
19 Dec	lost to USS Askari	41–47
14 Jan	beat LSM 161	forfeit
29 Jan	lost to USS Magoffin	46–57

The ship's basketball team in the Navy's Oceanic League, from the San Diego Union.

Sources: John L. Cole's diary, selected entries; USS Calvert personnel diaries, 1951 and 1952; Cullen, A History of the USS Calvert, p. 20; San Diego Union, 2 Nov 1951 p. 25 and December 1951 – January 1952; deck log, USS Burton Island, Nov 1951 (National Archives); USC&GS chart 5143, 1948 (NOAA historical charts). Land: Natural Earth 10 m.

424
embarked at San Diego, 15 Feb: 351 Marines, 58 civilians, 15 Navy

16 kn
Cole's average on the passage, 20 Feb

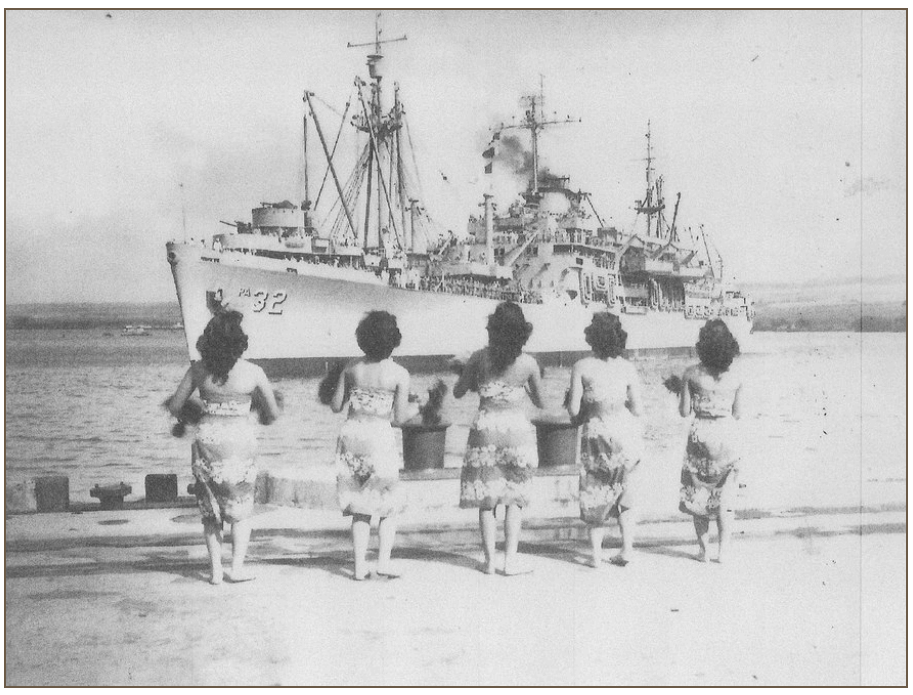
7 days
San Diego to Pearl Harbor, 16 – 23 Feb

1030
alongside K-10 dock, Pearl Harbor, Saturday 23 Feb

75
Marines embarked at Pearl Harbor the same day

"In 1952 the USS Calvert was ordered to Pearl Harbor for overhaul. This time instead of staying home and waiting patiently (?) for the ship to return the families went along. Approximately one hundred and ten women and children sailed aboard the ship and with her men. The USS Calvert became a floating hotel and nursery."

M. H. McKellar, "The USS Calvert – Our Navy", *Calversion* vol. 10, p. 4



The Calvert arrives at Pearl Harbor, 23 Feb 1952, *greeted by a hula troupe and the Marine barracks band. From a print kept by Irving Hall, Radioman 3rd Class, 1951 – 1953.*

AT SEA, 16 – 23 FEB *John L. Cole's diary*

18 Feb *At sea on way to Pearl Harbor. Sea rough and many of our passengers are sick. We are making 16.5 knots.*

20 Feb *At sea. Temp in fireroom is 100. We are averaging 16 knots.*

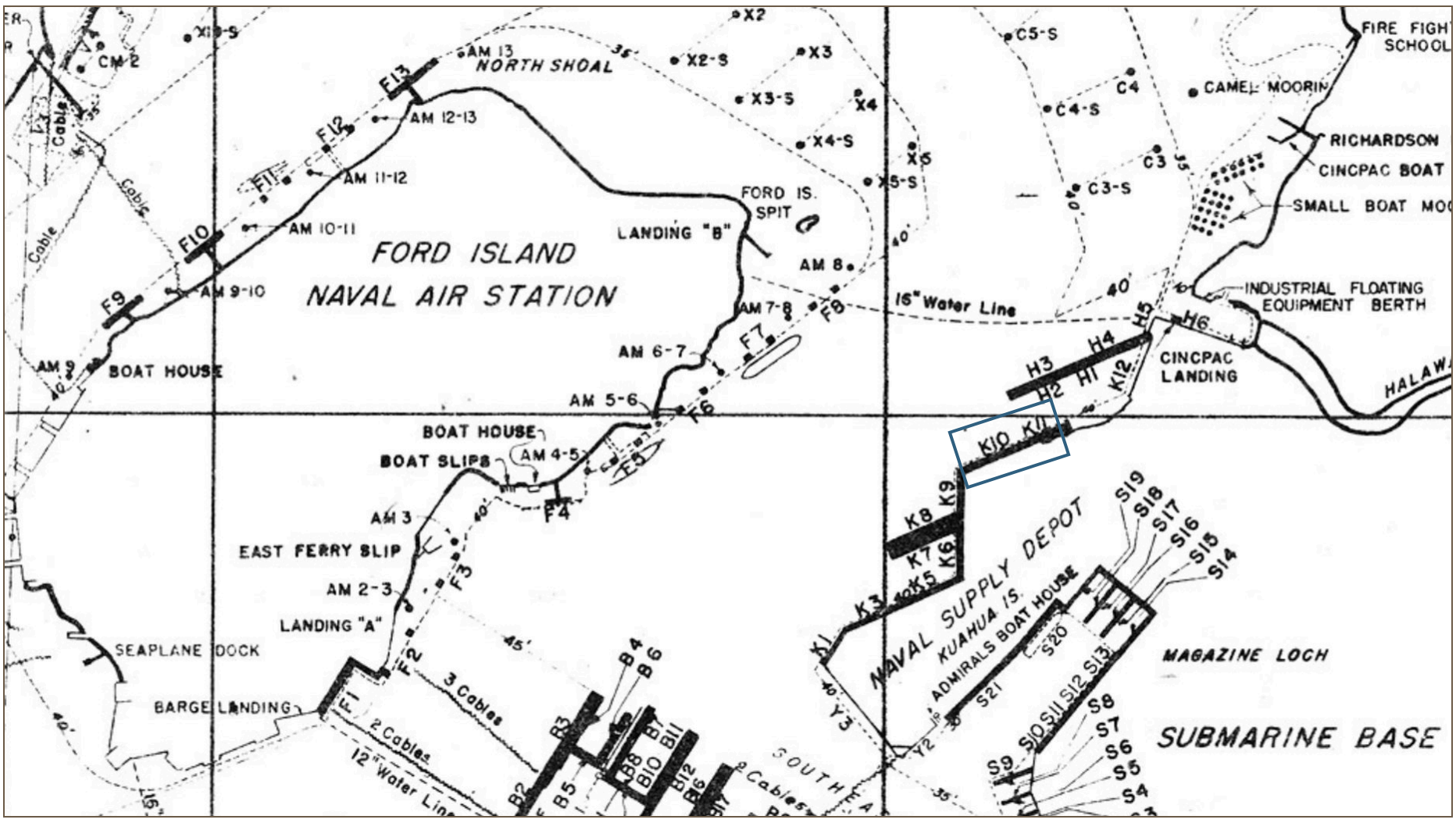
PEARL HARBOR, 23 FEB 1952

First group of Marines here for new base

The advance echelon of a 1,000-man Marine air group arrived at Pearl Harbor Saturday and the group commander said his outfit will be flying off Kaneohe air station "within three weeks." More than 300 officers and men tied up at K-10 dock at 10:30 aboard the transport USS Calvert while the Marine barracks band blared a welcome and a hula troupe danced.

The Marines, 296 enlisted and 53 officers, are members of Marine Air Group 13 under the command of Col. Ernest R. West.

The personnel diary debarks 351 Marines of Marine Fighter Squadron 235 and MAG-13; the newspaper counts 349. The passage figures (≈2,272 n.mi., 13.7 kn) on page 1 come from the routed leg file; Cole's 16 kn is from his diary.



K-10, Naval Supply Depot, Pearl Harbor. *Extract, Pearl Harbor moorings, berths and aids to navigation, mooring plan 1946 (World War II Database). K-10 is boxed in blue by hand. North up.*

Sources: Calversion vol. 10, pp. 3 – 4 (McKellar; newspaper reprint); USS Calvert personnel diary, 1952; John L. Cole's diary, selected entries; Honolulu Sunday Advertiser, 24 Feb 1952, p. 35 (usscalvert.com); Irving Hall collection; Pearl Harbor mooring plan, 1946, World War II Database image 20160.

Overhaul and the passage home *Pearl Harbor Naval Shipyard*

27 Feb – 14 May 1952

66 days
in the yard, 27 Feb – 2 May

11 Mar
into dry dock

22 Apr
trial run: generator and feed pump trouble

54
civilians embarked for San Diego, 6 May

5½ h
of sleep in three pieces, in Cole's day at sea

IN THE YARD

John L. Cole's diary

6 Mar *We have been working hard in fireroom. Always something to do.*

14 Mar *We moved to dry dock on Tuesday.* (11 Mar)

15 Mar *Still painting the fireroom.*

16 Mar *Had Captain's Inspection from 8 to 10:30. We marched off the ship by division and stood at attention along dock.*

22 Apr *Had a trial run today. We had generator, feed pump trouble. Quite a day. I do more work since making 3rd Class than when I was fireman.*

On 1 May the salvage ship USS Grapple (ARS-7) logged herself dry-docked in company with the Calvert.

> *"At Pearl Harbor while the ship underwent overhaul, the families moved into a housing area on the beach for six wonderful weeks. What a glorious vacation for those families and what a perfect spot in which to spend it."*
>
> M. H. McKellar, *Calversion* vol. 10, p. 4

HOMEWARD, 6 – 14 MAY

6 May *Embarked 54 civilian passengers.* (personnel diary)

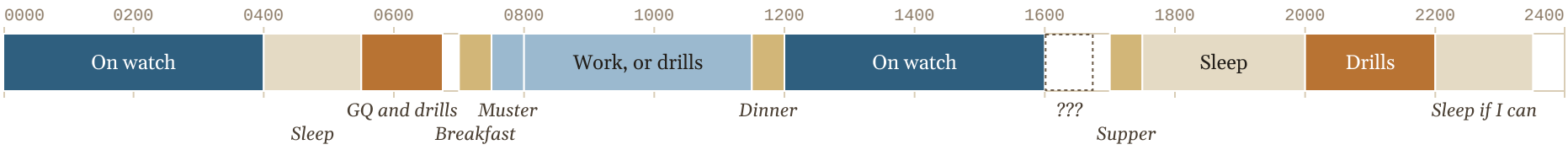
13 May *They say we will have 3 weeks of this routine when we get back to San Diego and no leave. Due in S.D. Wednesday.*

14 May *San Diego. 54 civilians debarked; the ship entered an upkeep and training period.*

The sailing date from Pearl Harbor is not recorded. The ledger and the leg file use 7 May.

A DAY AT SEA, MAY 1952

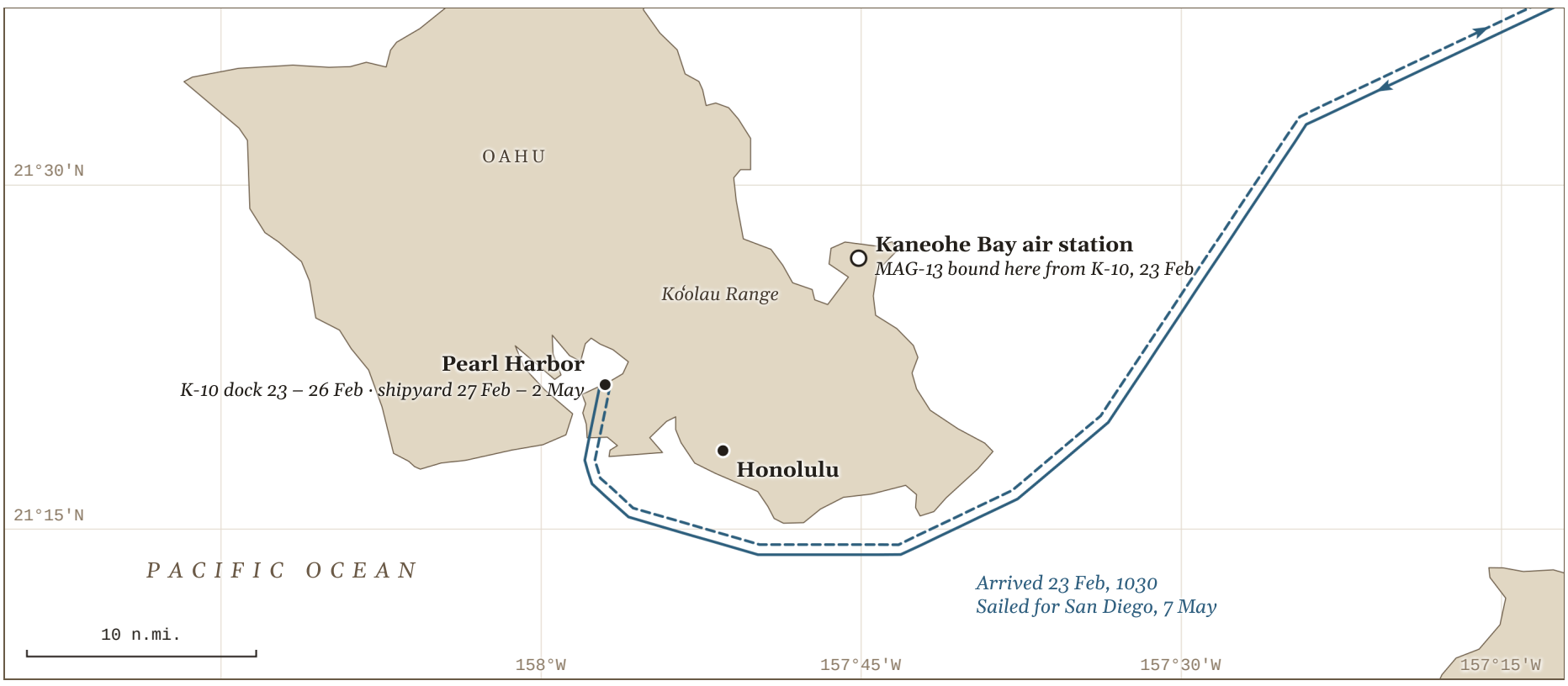
from Cole's letter of 14 May



> *"Some daily routine isn't it. It's been this way since we left. As soon as we get to San Diego we go on 3 weeks of it. During this time there will be no leave."*
>
> John L. Cole, Fireman, letter home, 14 May 1952

Times as Cole wrote them. He gives dinner as 1130 – 1230, overlapping his 1200 watch, so it is drawn to 1200. He left 1600 – 1645 as "???"; the gaps at 0645, 1645 and 2330 are not accounted for in the letter. "Work if no drills. Usually 1-to-6 drills."

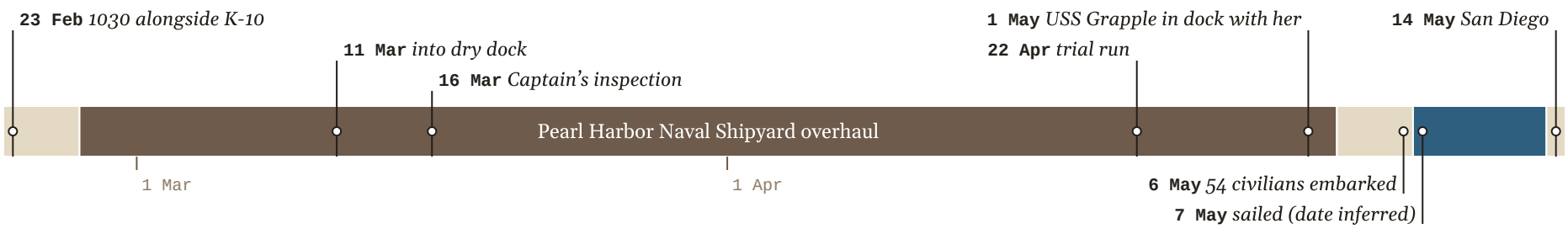
OAHU, 23 FEB – 7 MAY 1952



The approach and departure round Diamond Head are drawn by hand from the end of the routed leg files, which run straight to the harbour. Land: Natural Earth 10 m; Pearl Harbor's lochs are below its resolution.

TWELVE WEEKS AT PEARL HARBOR

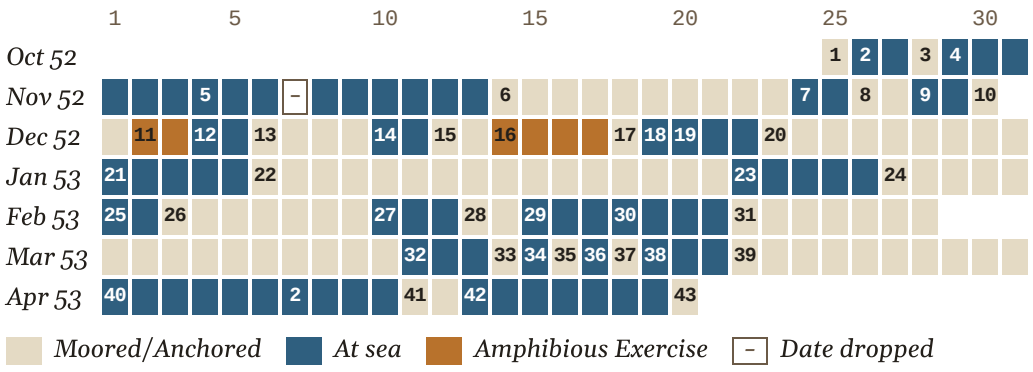
colours as in the ledger on page 1



Sources: John L. Cole's diary, selected entries, and letter of 14 May 1952; Cullen, A History of the USS Calvert, p. 20; USS Calvert personnel diaries, 1951 and 1952; Calversion vol. 10, p. 4; USS Grapple (ARS-7) log book, May 1952, p. 5 (National Archives).

Second Far East Cruise

Flagship, Commander Transport Division 13: Korea, Hong Kong and northern Japan, San Diego to San … 25 Oct – 20 Apr 1952–1953 · 178 days

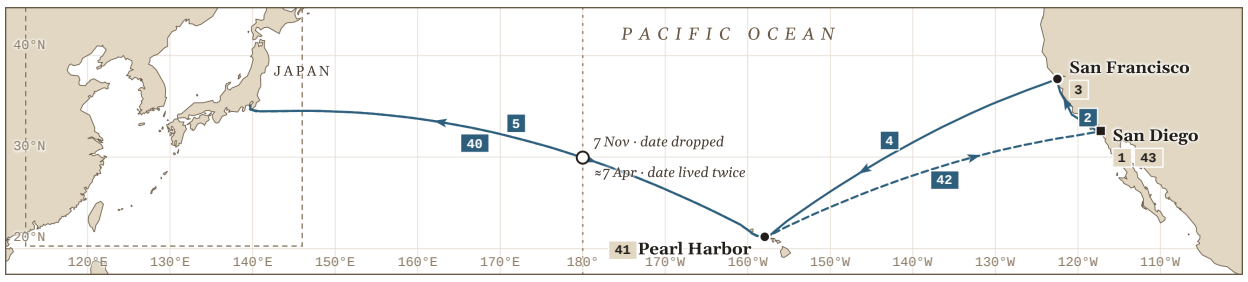


Moored/Anchored	95
Underway at sea	77
Amphibious Exercise	6
Total days for this period	**178**

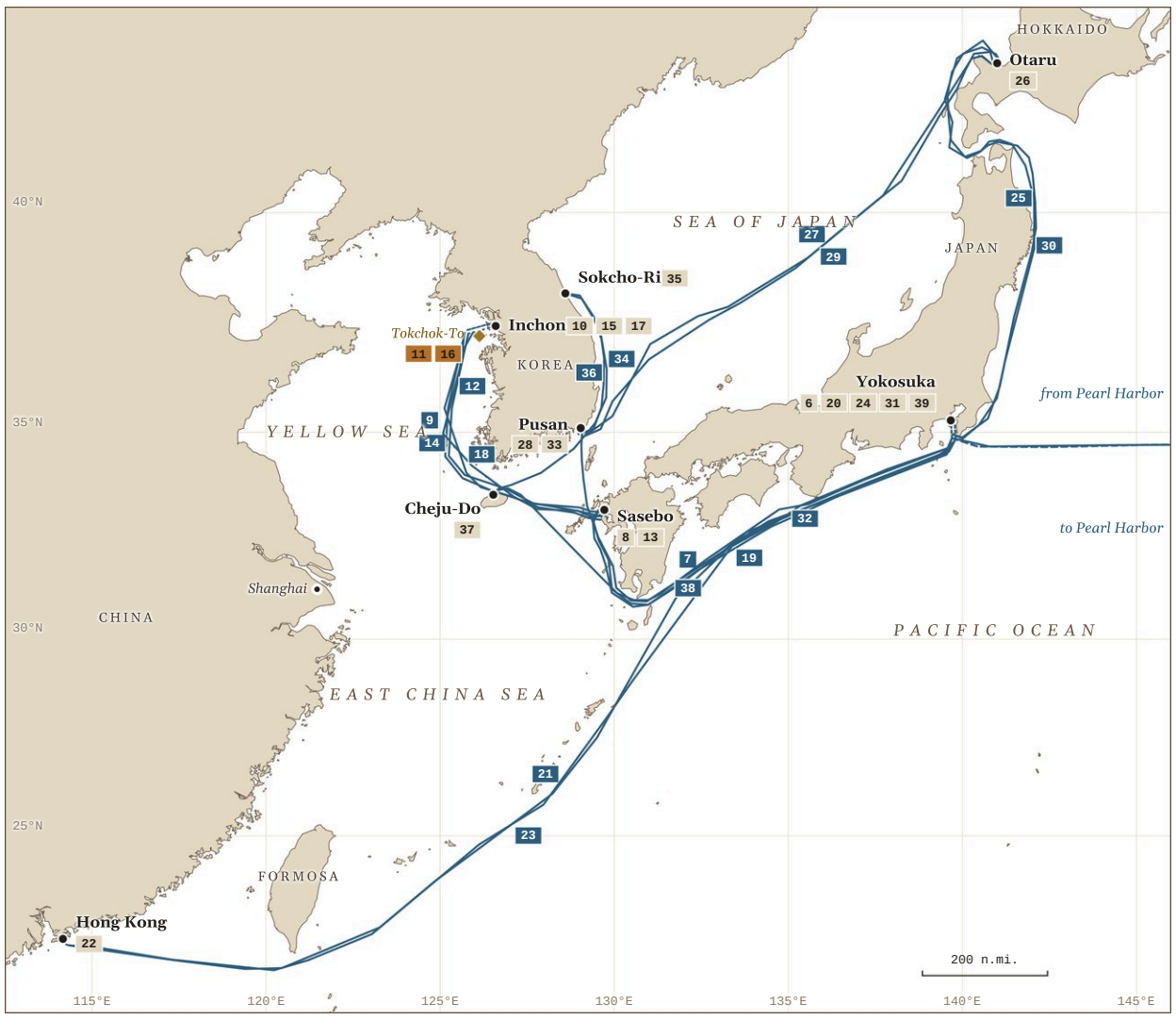
		Dates	Days	n.mi.	Knots
1	San Diego, Naval Station *Second Far East tour begins; flagship ComTransDiv 13*	25 Oct	1		
2	San Diego to San Francisco	26–27 Oct	2	≈436	9
3	San Francisco *Sailed 29 Oct for Pearl Harbor and Yokosuka*	28 Oct	1		
4	San Francisco to Pearl Harbor *Pearl Harbor call 4 Nov (dates assumed)*	29 Oct – 3 Nov	6	≈2,090	15
5	Pearl Harbor to Yokosuka, Japan *Date line 7 Nov (date dropped)*	4–13 Nov	9	≈3,361	15
6	Yokosuka, Japan *Typhoons Bess and Carmen; 292 troops embarked 21-22 Nov*	14–23 Nov	10		
7	Yokosuka, Japan to Sasebo, Japan	24–25 Nov	2	≈679	14
8	Sasebo, Japan *298 military personnel debarked*	26–27 Nov	2		
9	Sasebo, Japan to Inchon, South Korea	28–29 Nov	2	≈413	9
10	Inchon, Korea *Marlex 11 and 12 staging port*	30 Nov – 1 Dec	2		
11	Marlex 11, Tokchok-To *3rd Bn, 7th Marines embarked (presumed date)*	2–3 Dec	2		
12	Tokchok-To, Korea to Sasebo, Japan *After Marlex 11*	4–5 Dec	2	≈397	8
13	Sasebo, Japan *26 men of 2nd Bn, 11th Marines embarked 8 Dec, landed 9 Dec*	6–9 Dec	4		
14	Sasebo, Japan to Inchon, South Korea	10–11 Dec	2	≈415	9
15	Inchon, Korea *1st Signal Bn, 1st Marine Division embarked 13 Dec*	12–13 Dec	2		
16	Marlex 12, Tokchok-To *D-day 17 Dec; 783 troops embarked 15-16 Dec*	14–17 Dec	4		
17	Inchon, Korea *Troops debarked and back-loading complete*	18 Dec	1		
18	Inchon, South Korea to Sasebo, Japan	19 Dec	1	≈403	11
19	Sasebo, Japan to Yokosuka, Japan	20–22 Dec	3	≈674	11
20	Yokosuka, Japan *No entries in the research notes*	23–31 Dec	9		
21	Yokosuka, Japan to Hong Kong, B.C.C.	1–5 Jan	5	≈1,670	14
22	Hong Kong: station ship *U.S. Navy station ship for January 1953*	6–21 Jan	16		
23	Hong Kong, B.C.C. to Yokosuka, Japan	22–26 Jan	5	≈1,672	14
24	Yokosuka, Japan	27–31 Jan	5		
25	Yokosuka, Japan to Otaru, Japan *Pamphlet has 1-2 Feb; leg file arrives 3 Feb*	1–2 Feb	2	≈708	14 ‡
26	Otaru, Hokkaido, Japan *Pamphlet has the stay as 2-10 Feb*	3–9 Feb	7		
27	Otaru, Japan to Pusan, South Korea *1st Cavalry Division units to Korea*	10–12 Feb	3	≈785	10
28	Pusan, Korea *2nd Bn, 5th and 1st Bn, 7th Cavalry landed*	13–14 Feb	2		
29	Pusan, South Korea to Otaru, Japan	15–17 Feb	3	≈795	11
30	Otaru, Japan to Yokosuka, Japan	18–21 Feb	4	≈729	8
31	Yokosuka, Japan *No entries in the research notes*	22 Feb – 10 Mar	17		
32	Yokosuka, Japan to Pusan, South Korea	11–13 Mar	3	≈790	10
33	Pusan, Korea	14 Mar	1		
34	Pusan, South Korea to Sokcho-Ri, Korea	15 Mar	1	≈231	10
35	Sokcho-Ri, Korea *1st Bn, 279th Infantry, 45th Division embarked*	16 Mar	1		
36	Sokcho-Ri, Korea to Cheju-Do, Korea *1st Bn, 279th Infantry to the POW camp*	17 Mar	1	≈387	14
37	Cheju-Do, Korea *UN prisoner of war camp; troops landed*	18 Mar	1		
38	Cheju-Do, Korea to Yokosuka, Japan	19–21 Mar	3	≈797	10
39	Yokosuka, Japan *Pamphlet: 22 Mar - 1 Apr*	22–31 Mar	10		
40	Yokosuka, Japan to Pearl Harbor, T.H. *Date line about 7 Apr (date estimated)*	1–10 Apr	11	≈3,370	14 *
41	Pearl Harbor, T.H.	11–12 Apr	2		
42	Pearl Harbor, T.H. to San Diego *Alongside San Diego 1030*	13–19 Apr	7	≈2,278	12
43	San Diego, Naval Station *Alongside 1030; Capt. T. F. Conley Jr. and ComTransDiv 13 staff*	20 Apr	1		
	Totals	**25 Oct 52 – 20 Apr 53**		**≈23,082**	

The cruise on the chart *Tracks numbered by ledger row*

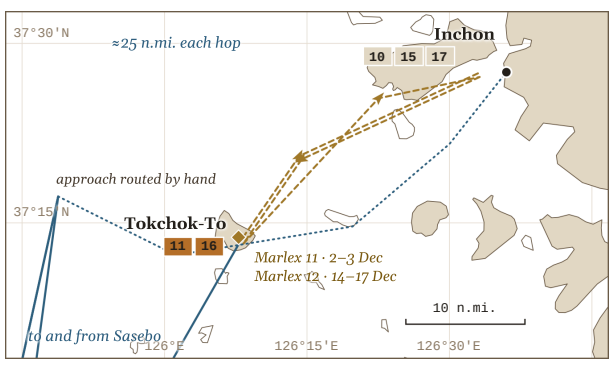
25 Oct 1952 – 20 Apr 1953



The Pacific crossings: rows 4–5 outbound, 29 Oct – 14 Nov 1952; rows 40 and 42 homeward, 1–20 Apr 1953. Dashed box: the Far East chart below.



The Far East, 14 Nov 1952 – 1 Apr 1953. Passages that share a route are drawn a few pixels apart. Mercator, 5° graticule; Inchon and Tokchok-To in detail below.



Inchon and Tokchok-To. The three hops (≈25 n.mi. each) end before 2400, so they have no row of their own. The approach to Inchon is routed by hand; small islands approximate.

READING THE CHARTS *numbers = ledger rows, page 1*

7	Passage between ports: the ledger row for the leg
6 20	Port stays: every ledger row spent at that port
11	Marlex 11 and 12 at Tokchok-To (rows 11 and 16)
———	Leg-file track, outbound and in the Far East
- - - -	Homeward, rows 40 and 42
·····	Joined to the port by hand
- - - -	Hop between Inchon and the exercise area
○	Date line: 7 Nov dropped westbound; ≈7 Apr lived twice

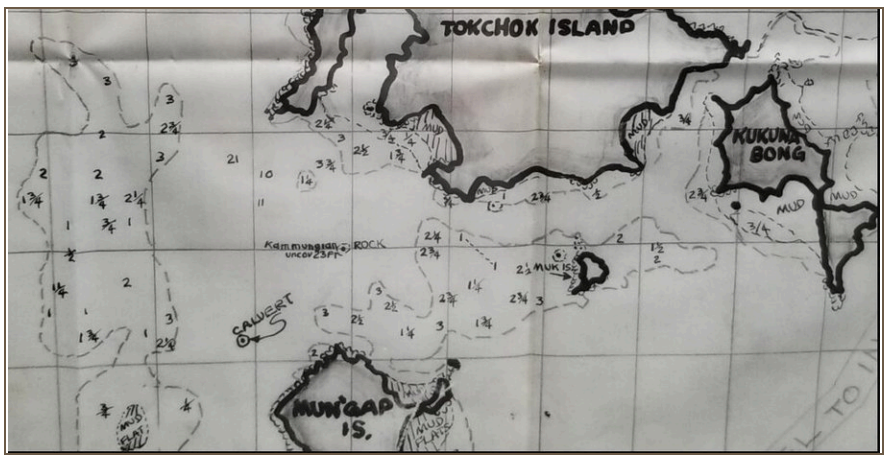
Tracks: the 22 leg GeoPackages, rebuilt from gazetteer points with assumed times, not logged fixes. Row 2 has no leg file and is routed by hand. Pearl Harbor was also touched on 4 Nov, with no night in port. Land: Natural Earth.

MARLEX 11 AND 12 *ledger rows 9–19*

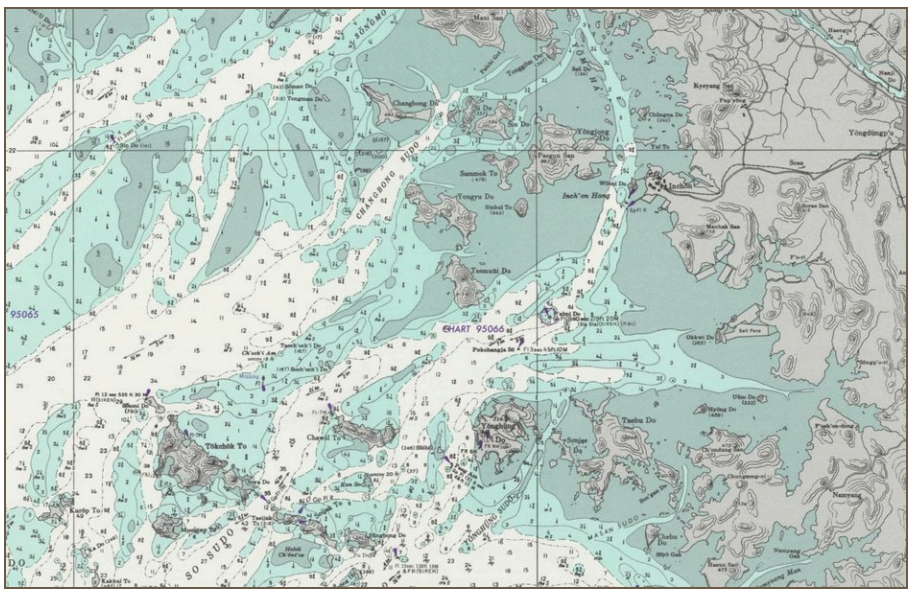
2	783	1100	4	825
Marine landing exercises at Tokchok-To	troops embarked for Marlex 12, 15–16 Dec	H-hour on D-day, 17 Dec	crossings of the Yellow Sea, 28 Nov – 20 Dec	debarked at Sasebo, 20 Dec



Marlex 12 at Tokchok-To: a hand-drawn map of the Tokchok Island group (Deokjeok-do), December 1952. The original marks the Calvert's position with a circle. Robert B. Hile, BM3, collection.



Detail of the same map: Tokchok Island at the top, Mun'gap Island at lower left, and the Calvert pencilled in between. Hile collection.



Inchon (upper right) and Tökchök To (lower left) on DMA chart 95060, Taech'ong Kundo to Kyongnyolbi Yolto, 7th ed. (created 1950, issued 1975), 1:242,160. UCSD Library.



The Inchon area, possibly Tokchok-To, December 1952: a quay, the waterfront and a pier from a boat. Robert B. Hile, BM3, collection.

30 NOV – 19 DEC 1952

Two landing exercises off Inchon

"During the latter part of November and early December 1952, the Calvert with the 3rd Battalion, 7th Marines, 1st Marine Division embarked, participated in Marlex 11 and Marlex 12 at Tokchock-To, Korea" (Cullen).

Marlex 11 is presumed to fall in 2–4 December, the dates of her Third Korean Winter campaign credit. For Marlex 12 she embarked 625 troops at Inchon on 15 December and 158 more on the 16th.

MARLEX 12 · OPERATION ORDER

15 Dec	Load troops; proceed to Chokto
16 Dec	H-hour 1030
17 Dec	D-day; H-hour 1100
18 Dec	Return to Inchon; commence back-loading

From CTE 90.85 to CG 1st Marine Division, in the division's Command Diary for December 1952. The exercise is not listed in A Chronology of the United States Marine Corps, 1947–1964.

"In December 1952, Marines boarded Calvert at Inchon, Korea for a landing exercise (Marlex 12) in the China Sea. Roaming on deck, I saw a line with flags attached. Thinking I needed one; it was a cold windy night. … On one side is commercially printed "Division Commander on Board." I had my field radio section of the 3rd Bat. 7th Marines sign it. … In the middle, was hand printed in large letters U.S.S. Calvert."

Roger Langen, 3rd Battalion, 7th Marines, on the ComTransDiv 13 flag he took home. Calversion, Vol. 75, p. 6

Between Sasebo and Inchon

The Calvert crossed the Yellow Sea four times in three weeks: Sasebo to Inchon on 28–30 Nov and 10–12 Dec, Tokchok-To to Sasebo on 4–6 Dec and Inchon to Sasebo on 19–20 Dec. At Sasebo 26 men of the 2nd Battalion, 11th Marines embarked on 8 Dec and left on the 9th; at Inchon 16 men of the 1st Signal Battalion and 42 others came aboard on 13–14 Dec. She debarked 825 at Sasebo on 20 Dec and was at Yokosuka on the 23rd.

"We were in an LCM in Inchon, and two of us slipped on ice on deck and fell in the water. Lt. jg. Willhite pulled us both out, and ripped his bicep in the process."

Bob Upton, signalman, 1952–55; reunion interview, 2015

Sources: Cullen, A History of the USS Calvert, p. 20; Oct '52 – Oct '53 cruise pamphlet; 1952 Personnel Diary; 1st Marine Division Command Diary, Dec 1952; Navsource; Calversion Vol. 75; Hile collection, usscalvert.com.

Yokosuka, the orphanage party and Hong Kong *Flagship, ComTransDiv 13*

14 Nov 1952 – 31 Jan 1953

YOKOSUKA AND HONG KONG

ledger rows 5–8, 20–24

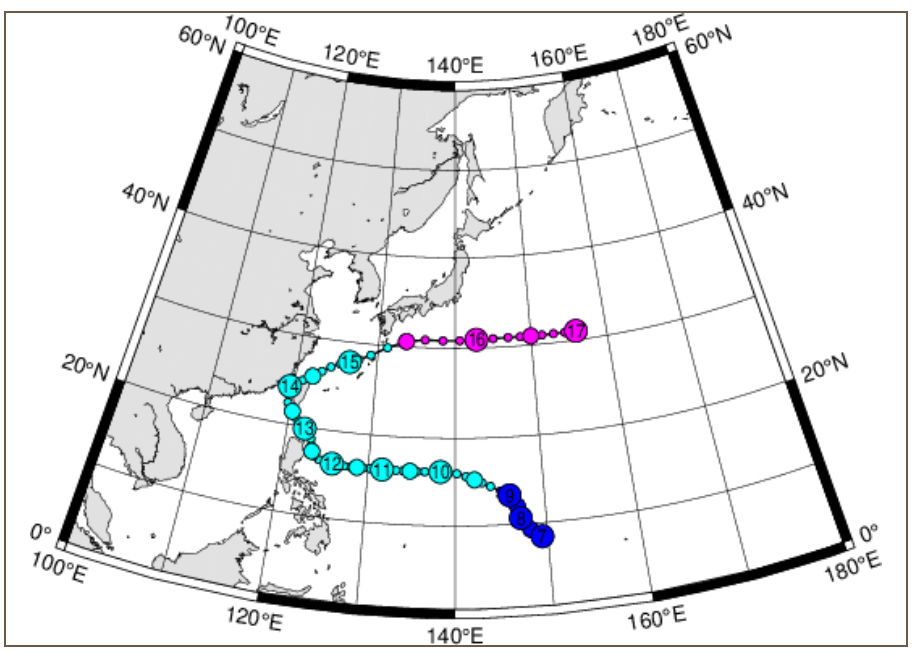
2
typhoons, Bess and Carmen, in November

292
embarked at Yokosuka, 21–22 Nov

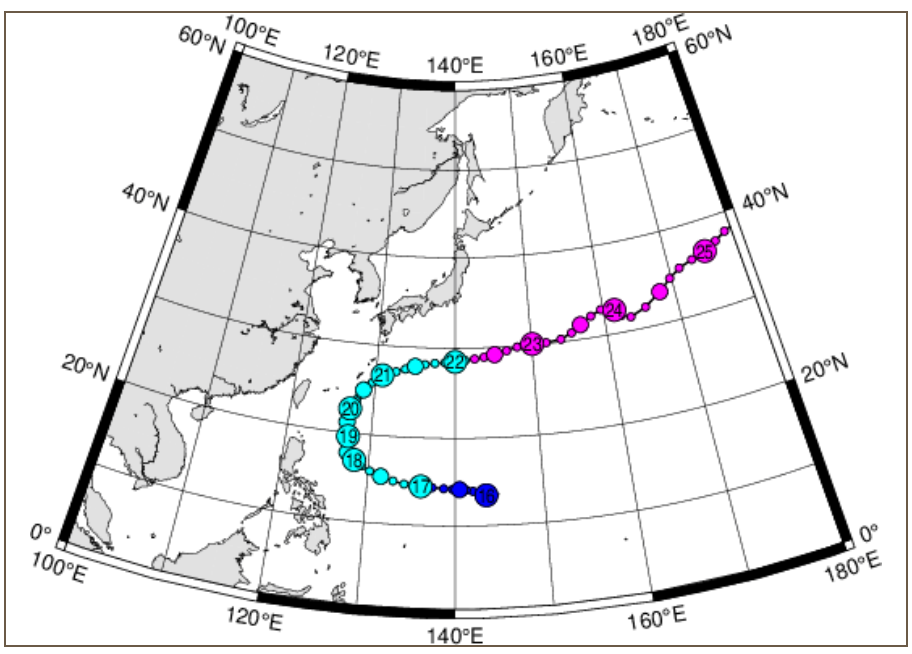
298
debarked at Sasebo, 26 Nov

16
nights as station ship at Hong Kong

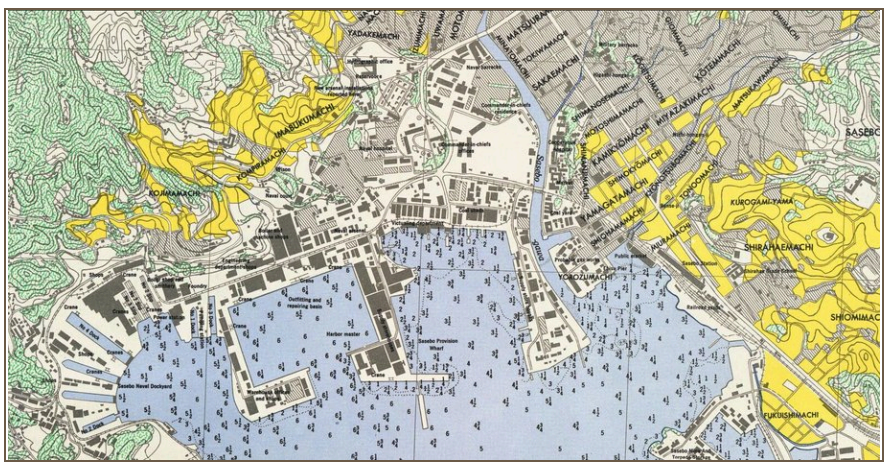
≈3,342
n.mi. Yokosuka to Hong Kong and back



Track of Typhoon Bess, 9–15 Nov 1952. The Calvert reached Yokosuka on the 14th as Bess moved northeast towards Japan. Digital Typhoon, National Institute of Informatics.



Track of Typhoon Carmen, 17–22 Nov 1952, ridden out in port at Yokosuka on 21–22 Nov. Digital Typhoon, National Institute of Informatics.



Sasebo, Japan, where 298 troops were landed on 26 Nov. Source: mansell.com, history of Sasebo.

14–26 NOV 1952

Yokosuka in typhoon season

Flagship of Commander Transport Division 13, the Calvert sailed from San Francisco on 29 October and reached Yokosuka on 14 November by way of Pearl Harbor (pamphlet: 5,010 n.mi.). Bess and Carmen both passed south of Yokosuka. She embarked 197 military personnel on 21 November and 95 on the 22nd, and sailed for Sasebo on the 24th.

> *"... riding out a bitch of a typhoon in '52 as the flagship in Comtransdiv 13."*
>
> Paul Marianetti (the actor Paul Mantee), Calversion, Vol. 41, p. 2





> *"My most memorable experience aboard the Calvert, was a party the ship threw in Inchon Harbor for an entire Korean orphanage."*
>
> Paul Marianetti, Calversion, Vol. 41, p. 2

Children from the Inchon orphanage (presumed), early or mid-December 1952, in Inchon harbor (presumed). Robert B. Hile, BM3, collection.

1–27 JAN 1953

Station ship, Hong Kong

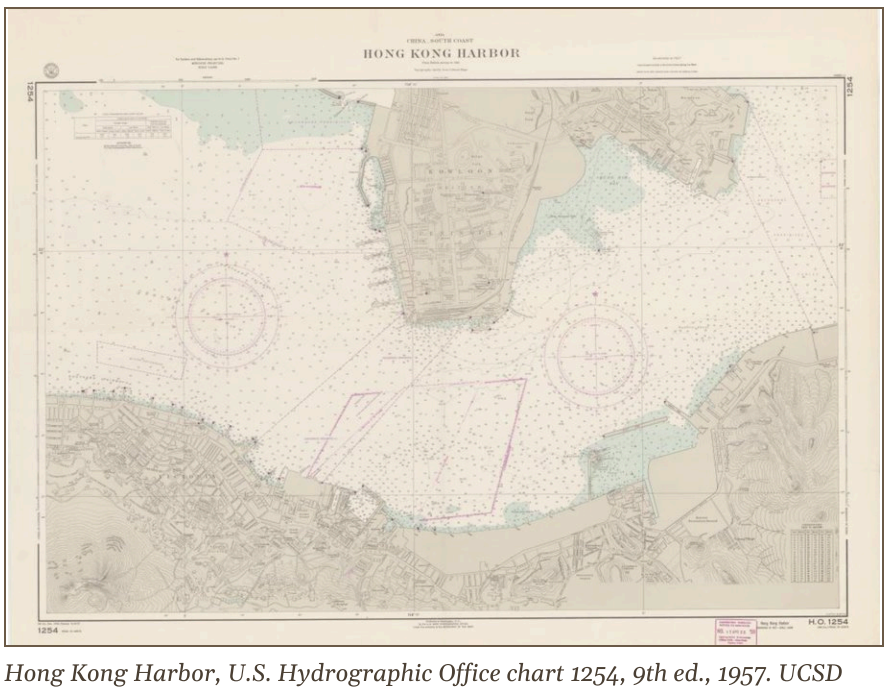
The Calvert left Yokosuka on New Year's Day and arrived at Hong Kong on 6 January 1953 (pamphlet: 1,806 n.mi.).

"The Calvert was sent to Hong Kong during the month of January 1953 for duty as United States Navy station ship" (Cullen). A station ship performed logistical services for other U.S. Navy ships entering and leaving the foreign harbour.

She sailed on 22 January and was back at Yokosuka on the 27th (pamphlet: 1,707 n.mi.).

YOKOSUKA BETWEEN VOYAGES

23–31 Dec	Over the new year; no entries in the notes
27–31 Jan	Back from Hong Kong
22 Feb–10 Mar	Back from Hokkaido; no entries
22–31 Mar	Last stay before the passage home

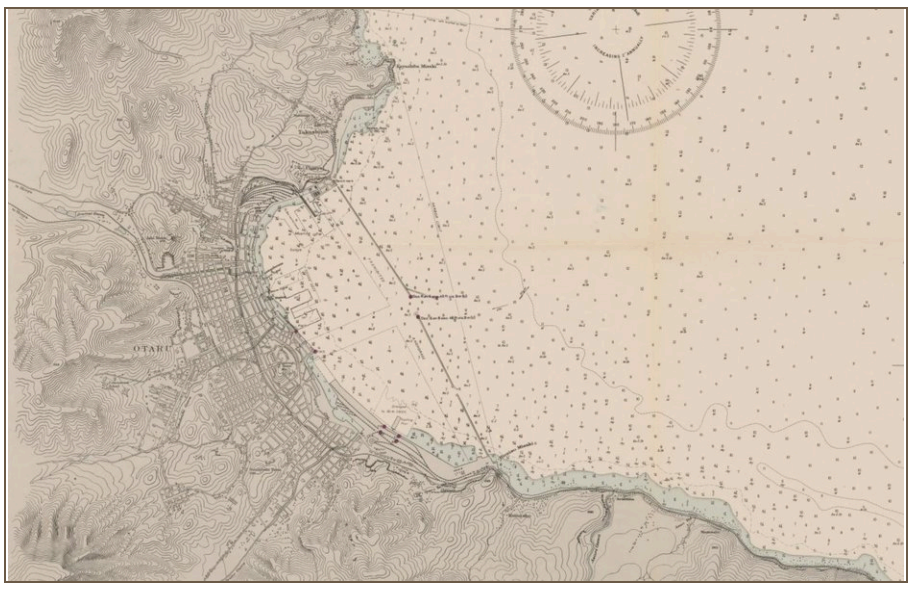


Hong Kong Harbor, U.S. Hydrographic Office chart 1254, 9th ed., 1957. UCSD Library.

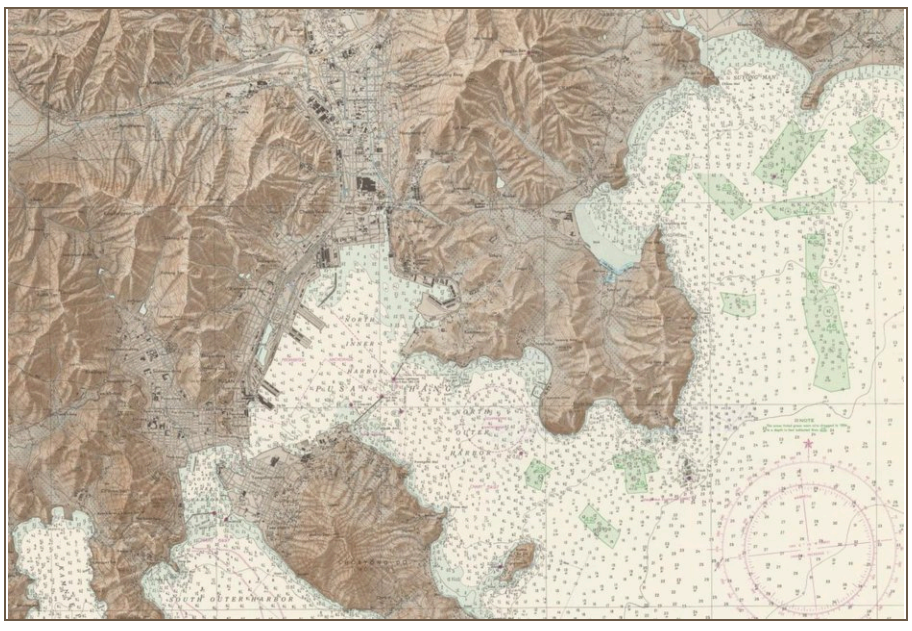
Sources: Cullen, p. 20; Oct '52 – Oct '53 cruise pamphlet; 1952 Personnel Diary; Calversion Vol. 41; Digital Typhoon (agora.ex.nii.ac.jp), typhoons 195221 and 195222; Hile collection, usscalvert.com.

HOKKAIDO, KOREA AND HOME *ledger rows 25–43*

2	1	17	≈5,649	5
battalions of the 1st Cavalry Division to Pusan	battalion, 279th Infantry, to Cheju-Do	nights at Yokosuka, 22 Feb – 10 Mar	n.mi. Yokosuka to San Diego	Amphibious Force ships home together



Otaru Ko, Hokkaido west coast: U.S. Hydrographic Office chart 5311, 2nd ed., 1944, 1:16,119, soundings in fathoms. UCSD Library.



Pusan Hang area: U.S. Hydrographic Office chart 5312, 6th ed., 1963, 1:25,000. Pusan is the modern Busan. UCSD Library.





Northern Japanese waters (presumed), February 1953: snow on deck, and a sailor in foul-weather gear. Robert B. Hile, BM3, collection.

1–22 FEB 1953

The 1st Cavalry Division to Korea

After a week at Otaru (3–9 Feb; the pamphlet has 2–10 Feb), the Calvert redeployed the 2nd Battalion, 5th Regiment and the 1st Battalion, 7th Regiment of the 1st Cavalry Division to Pusan, arriving on 13 Feb (Cullen). She was back at Otaru on the 18th and at Yokosuka on the 22nd.



Cheju-Do (Quelpart Island) off the southern end of the peninsula: OSS R&A map 6171, Korea, including Quelpart and Tsushima, Feb 1945, 1:2,000,000. UWM Libraries.

11–22 MAR 1953

Sokcho-Ri and the Cheju-Do camp

In March she went back to Korea: Yokosuka to Pusan on 11–14 Mar, up the east coast to Sokcho-Ri, where she embarked the 1st Battalion, 279th Regiment, 45th Infantry Division, and round to Cheju-Do on 17–18 Mar. The battalion went to the United Nations prisoner-of-war camp there; camps on Jeju-do, Geoje-do and the southern mainland held prisoners who fought for North Korea and the People's Republic of China.

> *"We were not assured that the harbor was free of mines and we were ordered to rig paravanes one time going into the harbor to pick up American troops. … The Inland Sea had swept lanes and we kept very close to the center of those swept lanes."*
>
> Dale Willhite (1952–54) and Bob Upton (1952–56), interview. The harbour is presumed to be Sokcho-Ri.

1–20 APR 1953

Home to San Diego

The Calvert sailed from Yokosuka on 1 April, reached Pearl Harbor on the 11th and left on the 13th (pamphlet: 3,501 and 2,323 n.mi.).

> *"Over a thousand friends and relatives were on hand to greet one of the largest groups of PhibPac ships to return from the Far East at one time since the Korean conflict started. … The return of the Calvert marks the end of her second Far East duty tour."*
>
> *The Amphibian*, 25 Apr 1953 (Calversion, Vol. 24, p. 3)

ALONGSIDE, 20 APRIL 1953

1030	Monday, at the Broadway and Navy Piers
Ships	Calvert, Telfair, Andromeda, Weiss and Tortuga
Staff	Capt. T. F. Conley Jr., ComTransDiv 13, and staff; Lt. M. H. Dodge, ComLCUDiv 13, and staff
Captain	Capt. L. F. Freidburghouse (as spelled in the source)

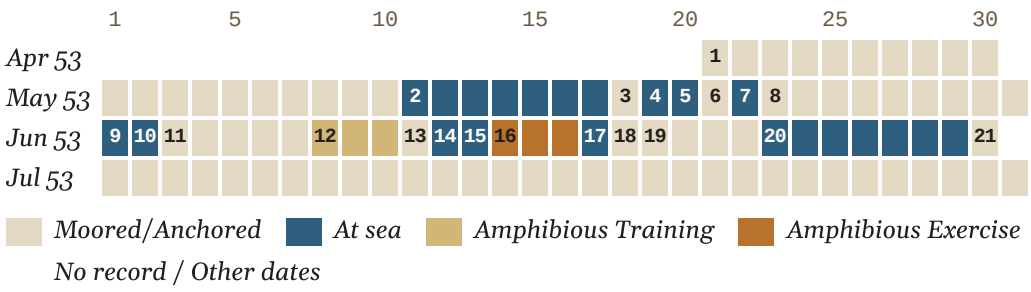
San Diego Union, Saturday 18 April 1953, p. 9.

Sources: Cullen, p. 20; Oct '52 – Oct '53 cruise pamphlet; Navsource; All Hands, Oct 1959, p. 30; PMC3575971 (POW deaths, 1950–53); Calversion Vol. 24; San Diego Union, 18 Apr 1953; Hile collection, usscalvert.com.

West Coast and Exercises in Hawaii

BLTLEX 53F with 3rd Bn, 3rd Marines at Hilo, Makua and Maalaea Bay

21 Apr – 31 Jul 1953 · 102 days



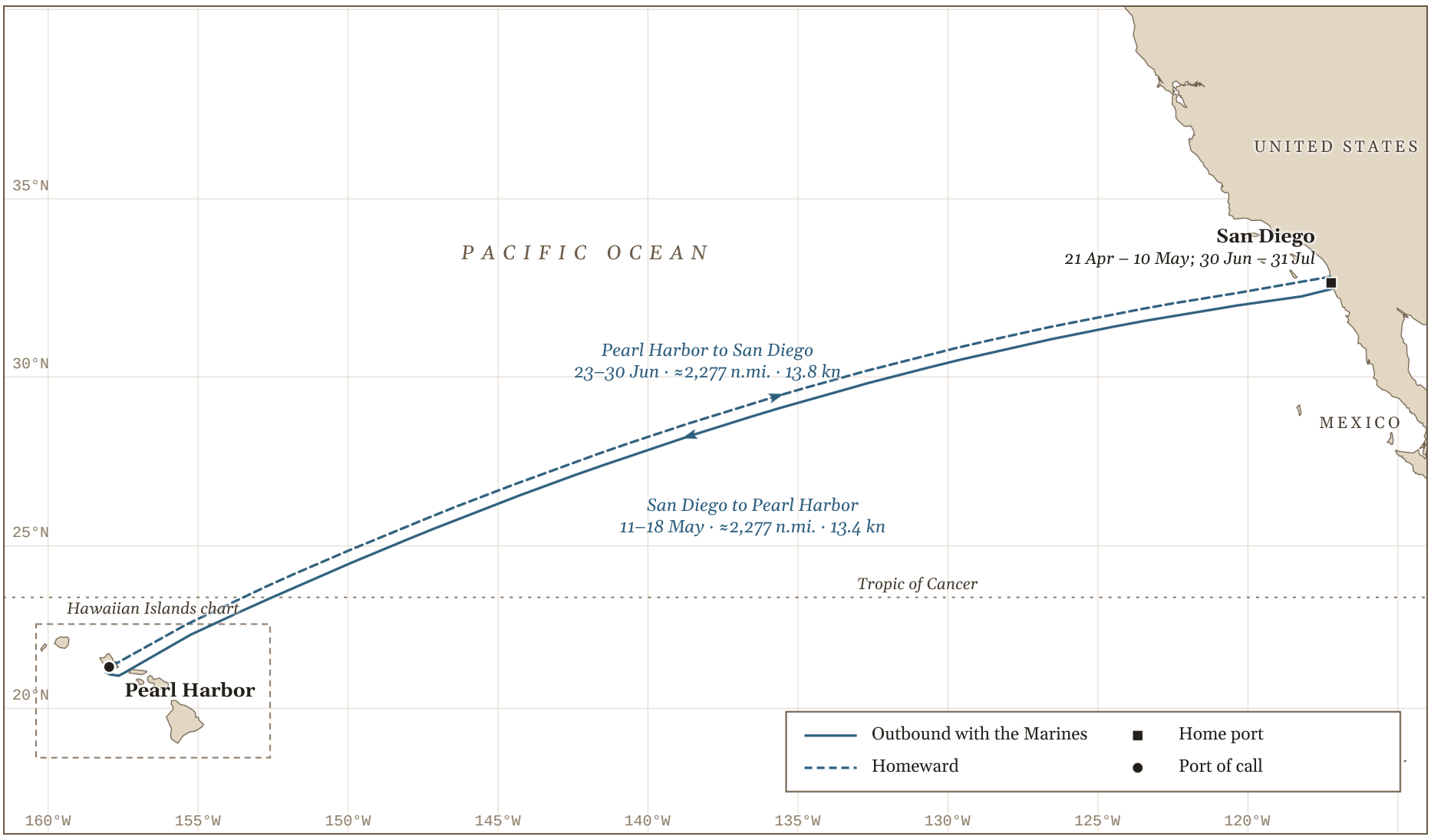
Moored/Anchored	74
Underway at sea	22
Amphibious Training	3
Amphibious Exercise	3
Total days for this period	**102**

		Dates	Days	n.mi.	Knots
1	San Diego *A few weeks of leave and upkeep*	21 Apr – 10 May	20		
2	San Diego to Pearl Harbor *Embarked 3rd Bn, 3rd Marines for BLTLEX 53F*	11–17 May	7	≈2,277	13
3	Pearl Harbor *Arrived with BLTLEX 53F force embarked*	18 May	1		
4	Pearl Harbor to Hilo *Pamphlet 198 n.mi.*	19 May	1	≈203	13
5	Hilo to Pearl Harbor *Pamphlet 198 n.mi.*	20 May	1	≈198	11
6	Pearl Harbor *Pamphlet lists 21-22 May as Hilo*	21 May	1		
7	Pearl Harbor to Hilo *Pamphlet 198 n.mi.*	22 May	1	≈204	13
8	Hilo, Hawaii *Anchored in Hilo Bay; Marines train at Pohakuloa*	23–31 May	9		
9	Hilo to Maalaea *Pamphlet 145 n.mi.*	1 Jun	1	≈119	7
10	Maalaea to Hilo *Pamphlet 145 n.mi.*	2 Jun	1	≈116	7
11	Hilo, Hawaii *Awaiting platoons from Pohakuloa (5 Jun)*	3–7 Jun	5		
12	Mock landings at Hilo *Ducks, smoke screens, UDT frogmen; Marines board 8 Jun*	8–10 Jun	3		
13	Hilo, Hawaii *Marines re-embark from the beach*	11 Jun	1		
14	Hilo to Makua *Landing at Makua, 13 Jun; pamphlet 285 n.mi.*	12 Jun	1	≈222	10
15	Makua to Maalaea *Pamphlet 53 n.mi. conflicts with the leg file*	13 Jun	1	≈120	8 ‡
16	BLTLEX 53F, Maalaea Bay, Maui *1,600 Marines assault Kula slopes 15-17 Jun*	14–16 Jun	3		
17	Maalaea to Kahului *Pamphlet 35 n.mi.*	17 Jun	1	≈47	3 §
18	Kahului, Maui *One day of liberty*	18 Jun	1		
19	Pearl Harbor *Arrived 19 Jun; no entries 20-22 Jun*	19–22 Jun	4		
20	Pearl Harbor to San Diego *3rd Bn, 3rd Marines home; pamphlet 2,232 and 2,323*	23–29 Jun	7	≈2,277	14 ‡
21	San Diego *Marines debarked 30 Jun; July not documented*	30 Jun – 31 Jul	32		
	Totals	**21 Apr – 31 Jul**		**≈5,784**	

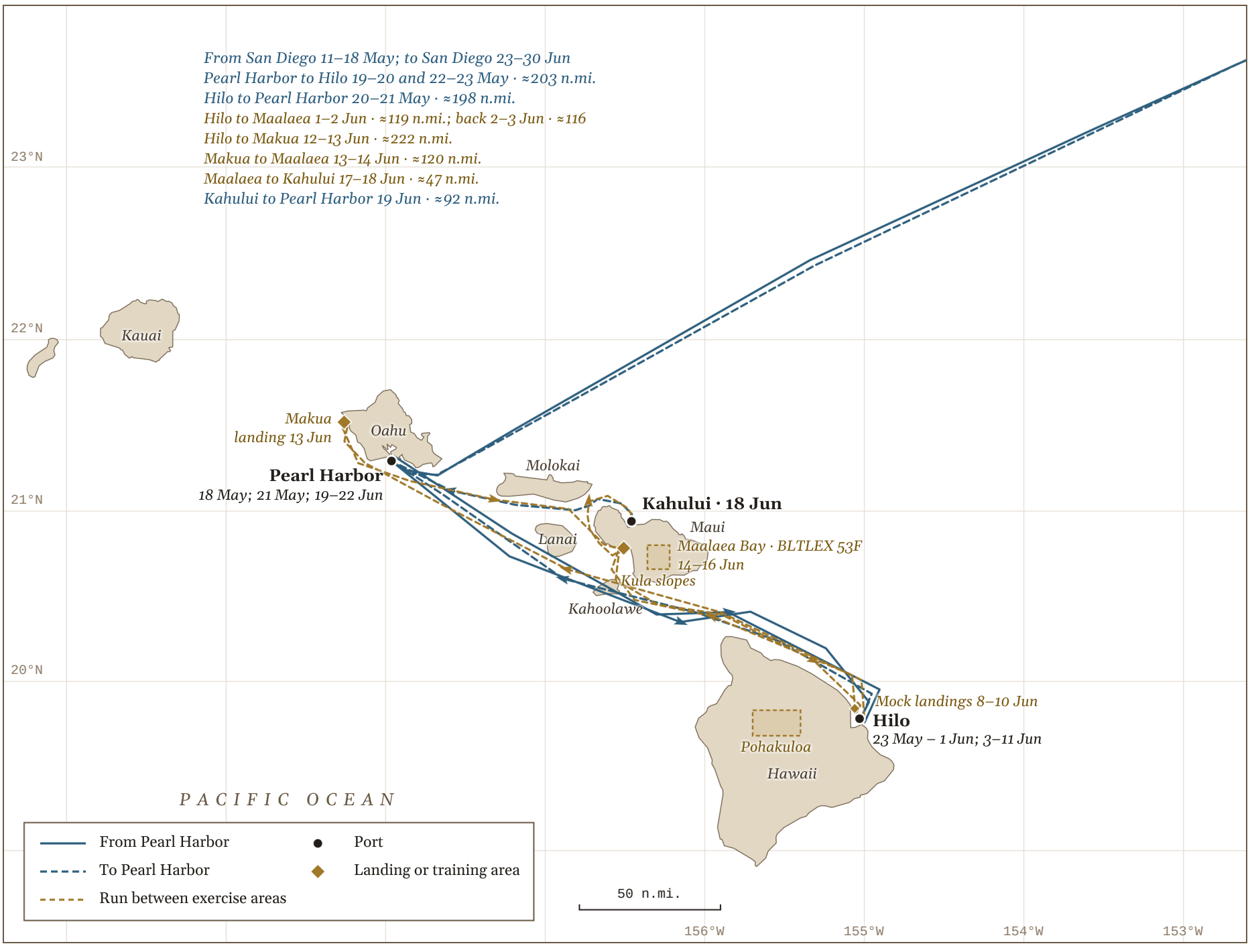
West Coast and Exercises in Hawaii

Charts: San Diego to the Hawaiian Islands and back; BLTLEX 53F

21 Apr – 31 Jul 1953



San Diego–Pearl Harbor and back are the leg GeoPackages (Estimated: interpolated between gazetteer points, not logged fixes). Miles are leg-file miles (≈); knots are from the assumed leg times. The dashed box is the Hawaiian Islands chart below.



Inter-island legs are drawn exactly as the Estimated leg GeoPackages give them. The Pohakuloa and Kula boxes and the Hilo mock-landing mark are approximate positions from the newspaper entries in the notes.

Land: Natural Earth 10 m. Sources: leg GeoPackages, May–Jun 1953; Oct '52 – Oct '53 cruise pamphlet; chronological research notes, 21 Apr – 31 Jul 1953.

THE EXERCISE IN FIGURES

11 May
sailed from San Diego with the 3rd Bn, 3rd Marines

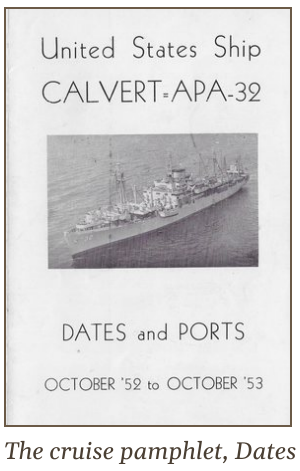
≈800
Marines landed at Hilo, 20 May

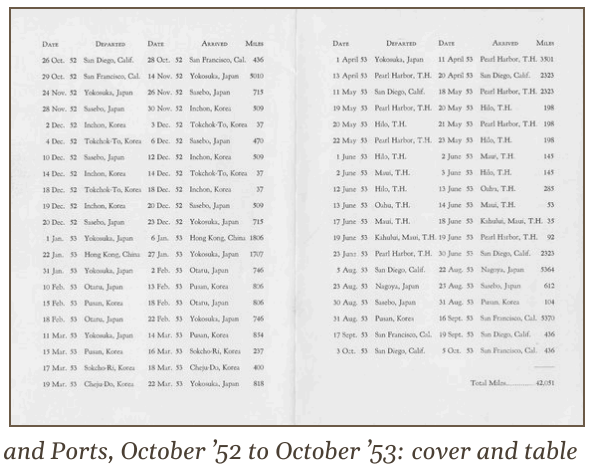
3 weeks
at anchor in Hilo Bay as supply ship

3,130
Marines in BLTLEX 53F

14–17 Jun
landing at Maalaea Bay, Maui

30 Jun
Marines debarked at San Diego





Date	Departed	Date	Arrived	Miles
26 Oct. 52	San Diego, Calif.	28 Oct. 52	San Francisco, Cal.	436
29 Oct. 52	San Francisco, Cal.	14 Nov. 52	Yokosuka, Japan	5010
24 Nov. 52	Yokosuka, Japan	26 Nov. 52	Sasebo, Japan	715
28 Nov. 52	Sasebo, Japan	30 Nov. 52	Inchon, Korea	509
2 Dec. 52	Inchon, Korea	3 Dec. 52	Tokchok-To, Korea	37
4 Dec. 52	Tokchok-To, Korea	6 Dec. 52	Sasebo, Japan	470
10 Dec. 52	Sasebo, Japan	12 Dec. 52	Inchon, Korea	509
14 Dec. 52	Inchon, Korea	14 Dec. 52	Tokchok-To, Korea	37
18 Dec. 52	Tokchok-To, Korea	18 Dec. 52	Inchon, Korea	37
19 Dec. 52	Inchon, Korea	20 Dec. 52	Sasebo, Japan	509
20 Dec. 52	Sasebo, Japan	23 Dec. 52	Yokosuka, Japan	715
1 Jan. 53	Yokosuka, Japan	6 Jan. 53	Hong Kong, China	1806
22 Jan. 53	Hong Kong, China	27 Jan. 53	Yokosuka, Japan	1707
31 Jan. 53	Yokosuka, Japan	2 Feb. 53	Otaru, Japan	746
10 Feb. 53	Otaru, Japan	13 Feb. 53	Pusan, Korea	806
15 Feb. 53	Pusan, Korea	18 Feb. 53	Otaru, Japan	806
18 Feb. 53	Otaru, Japan	22 Feb. 53	Yokosuka, Japan	746
11 Mar. 53	Yokosuka, Japan	14 Mar. 53	Pusan, Korea	834
15 Mar. 53	Pusan, Korea	16 Mar. 53	Sokcho-Ri, Korea	237
17 Mar. 53	Sokcho-Ri, Korea	18 Mar. 53	Cheju-Do, Korea	400
19 Mar. 53	Cheju-Do, Korea	22 Mar. 53	Yokosuka, Japan	818
1 April 53	Yokosuka, Japan	11 April 53	Pearl Harbor, T.H.	3501
13 April 53	Pearl Harbor, T.H.	20 April 53	San Diego, Calif.	2323
11 May 53	San Diego, Calif.	18 May 53	Pearl Harbor, T.H.	2323
19 May 53	Pearl Harbor, T.H.	20 May 53	Hilo, T.H.	198
20 May 53	Hilo, T.H.	21 May 53	Pearl Harbor, T.H.	198
22 May 53	Pearl Harbor, T.H.	23 May 53	Hilo, T.H.	198
1 June 53	Hilo, T.H.	2 June 53	Maui, T.H.	143
2 June 53	Maui, T.H.	3 June 53	Hilo, T.H.	143
12 June 53	Hilo, T.H.	13 June 53	Oahu, T.H.	265
13 June 53	Oahu, T.H.	14 June 53	Maui, T.H.	53
17 June 53	Maui, T.H.	18 June 53	Kahului, Maui, T.H.	35
19 June 53	Kahului, Maui, T.H.	19 June 53	Pearl Harbor, T.H.	92
23 June 53	Pearl Harbor, T.H.	30 June 53	San Diego, Calif.	2323
5 Aug. 53	San Diego, Calif.	22 Aug. 53	Nagoya, Japan	5364
25 Aug. 53	Nagoya, Japan	25 Aug. 53	Sasebo, Japan	612
30 Aug. 53	Sasebo, Japan	31 Aug. 53	Pusan, Korea	104
31 Aug. 53	Pusan, Korea	16 Sept. 53	San Francisco, Cal.	5370
17 Sept. 53	San Francisco, Cal.	19 Sept. 53	San Diego, Calif.	436
3 Oct. 53	San Diego, Calif.	5 Oct. 53	San Francisco, Cal.	436
			Total Miles	42,051

The cruise pamphlet, Dates and Ports, October '52 to October '53: cover and table of passages and miles. In one year the Calvert steamed 42,051 nautical miles.

21 APR – 18 MAY 1953

To Hawaii with the 3rd Marines

After a few weeks of leave and upkeep in San Diego, the Calvert embarked the 3rd Battalion, 3rd Marines, 3rd Marine Division, and sailed on 11 May for the Hawaiian Islands to take part in Battalion Landing Team Exercise (BLTLEX) 53F. She reached Pearl Harbor on 18 May, 2,323 nautical miles by the pamphlet's count.

19–23 MAY

Two lifts to the Big Island

From Pearl Harbor the ship carried the battalion to Hilo in two lifts, running there on 19–20 May and again on 22–23 May. The second lift was How and Item Companies, 11 officers and 403 enlisted men.

"About 800 Marines landed here this morning aboard the Navy attack transport Calvert and were trucked up to Pohakuloa area today to begin two weeks of training. … During the two week training period the Calvert will be anchored in Hilo Bay."
Hawaii Tribune-Herald, Hilo, 20 May 1953

"Disembarking at Hilo where we were greeted by large crowds for many of the Hawaiians in our battalion were from that island."
Item Company, 3rd Marines, 23 May 1953

23 MAY – 11 JUN

Three weeks in Hilo Bay

The Calvert lay at anchor in Hilo Bay as the battalion's supply ship while the Marines trained and fired at Pohakuloa, broken only by a run to Maui and back on 1–3 June. In the second week of June the ships staged mock landings on Hilo's shores, and on 10 June the Calvert's softball team and the flotilla's interdivisional champions gave a dance at the Elks Club.

"What a good deal that was – we sat in Hilo for three weeks while the Marines were running around inland and acted as supply ship for them."
Jim Morrow, QMS3, *Calversion* vol. 30

BLTLEX 53F · MAALAEA BAY, MAUI · 14–17 JUN 1953

The largest all-Marine landing in the Islands since World War II: 3,130 Marines, 3,000 Navy personnel, 10 Navy ships, 50 landing craft, 53 Panther jets, seven Corsairs and nine transport helicopters.

The first wave of the 3rd Battalion Landing Team landed on a 400-yard beach shortly before 0900 while a reinforced platoon was flown behind the "enemy" lines by helicopter. The objective was a simulated guided-missile station on the slopes of Kula.

The Calvert re-embarked her Marines on 17 June.

11–14 JUN

From the beach at Hilo to Makua and Maui

The Marines came back aboard from the beach at Hilo on 11 June and the Calvert sailed overnight for Oahu. Item Company landed near Makua on 13 June and returned to the ship the same day; that night she ran on to Maalaea Bay.

"This was the first time that we left from the beach and embarked off shore. We struck our camp early in the AM and moved down to Hilo where we sat on the beach until about half a day and then embarked onto the USS CALVERT."
Item Company, 3rd Marines, 11 Jun 1953

"Sixteen hundred Marines are fighting their way up the rock-studded, brush tangled slopes of Maui's Kula Mt. this morning to seize an enemy-held simulated guided [missile] station as Operation BLTLEX 53F moves into the final day of a two-day amphibious operation."
Jack Boyer, *The Honolulu Advertiser*, 16 Jun 1953

MID-JUNE

A part in *The Caine Mutiny*

The Caine Mutiny was filmed in Hawaii that summer, and the Maalaea Bay landing went into the film's "Yellow Stain" sequence, in which Captain Queeg abandons the landing craft he is escorting.

"We landed between the towns of [Wailea] and Keawakapu with air support from Marine Air Group 13, the Black Sheep and the Death Angels Squadrons. … The landing was filmed and later used in the movie The Caine Mutiny."
Item Company, 3rd Marines, 14 Jun 1953

18 JUN – 31 JUL

Liberty, and home

After a day of liberty at Kahului on 18 June the ship returned to Pearl Harbor on the 19th and sailed for San Diego on the 23rd. On 30 June she debarked the battalion, which went back to its division at Camp Pendleton. No record of July 1953 has been found.

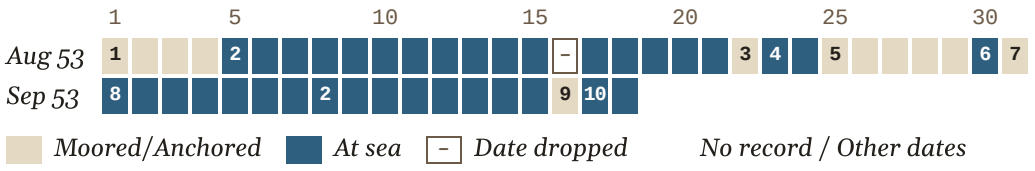
"The Navy transport Calvert arrives today with 1,600 Third Division Marines who have completed six months amphibious training in Hawaii."
San Bernardino Sun (AP), 30 Jun 1953

Sources: Cullen, *A History of the USS Calvert*, p. 20; cruise pamphlet Oct '52 – Oct '53; *Hawaii Tribune-Herald*, 20 May, 5, 8 and 10 Jun 1953; Item Co. 3/3 website (oocities.org/itemco3d); *Honolulu Advertiser*, 16 Jun 1953; *Calversion* vol. 30; *San Bernardino Sun*, 30 Jun 1953.

Third Far East Cruise

The 3rd Marine Division to Nagoya, Sasebo and Pusan, and Army casuals home to San Francisco

1 Aug – 18 Sep 1953 · 49 days



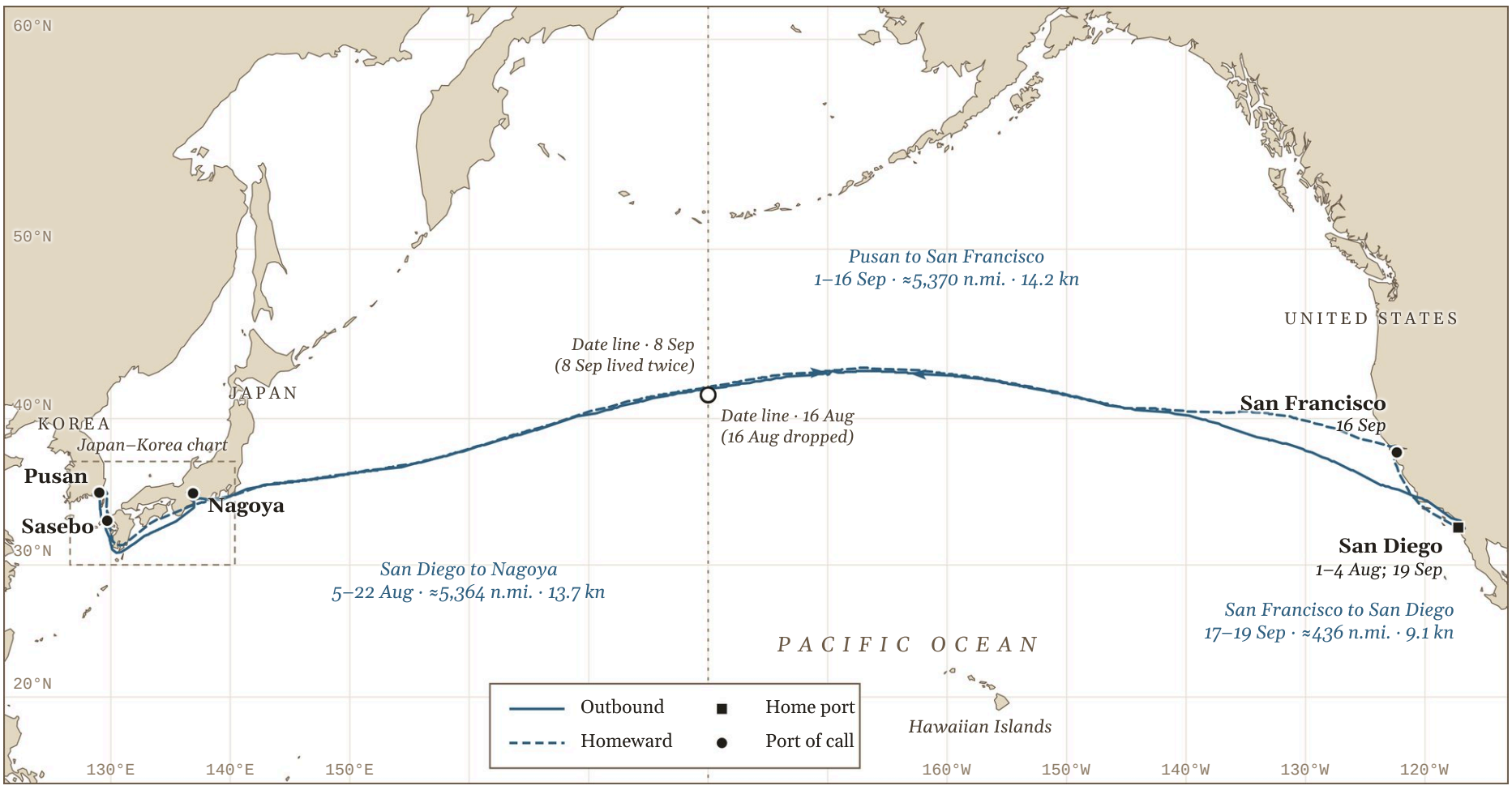
Moored/Anchored	12
Underway at sea	37
Total days for this period	**49**

		Dates	Days	n.mi.	Knots
1	San Diego *Loading 3rd Marine Div; Capt Scherini relieves 4 Aug*	1–4 Aug	4		
2	San Diego to Nagoya *Flagship, ComTransDiv 13; 3rd Marine Div advance party*	5–21 Aug	16	≈5,364	14 *
3	Nagoya, Japan *Debarked 3rd Marine Div advance party; replenished*	22 Aug	1		
4	Nagoya to Sasebo *Pamphlet ribbon 23-25 Aug*	23–24 Aug	2	≈612	13
5	Sasebo, Japan *Arrived 25 Aug; stay 26-29 Aug per pamphlet*	25–29 Aug	5		
6	Sasebo to Pusan *Pamphlet ribbon 30-31 Aug*	30 Aug	1	≈104	6
7	Pusan, Korea *Embarked 900+ Army casuals for rotation*	31 Aug	1		
8	Pusan to San Francisco *900+ Army casuals, ex-POWs; Treasure Island 0915*	1–15 Sep	16	≈5,370	14 *
9	San Francisco *Treasure Island Pier 17; 958 soldiers debarked*	16 Sep	1		
10	San Francisco to San Diego *Pamphlet 17-19 Sep*	17–18 Sep	2	≈436	9
	Totals	**1 Aug – 18 Sep**		**≈11,886**	

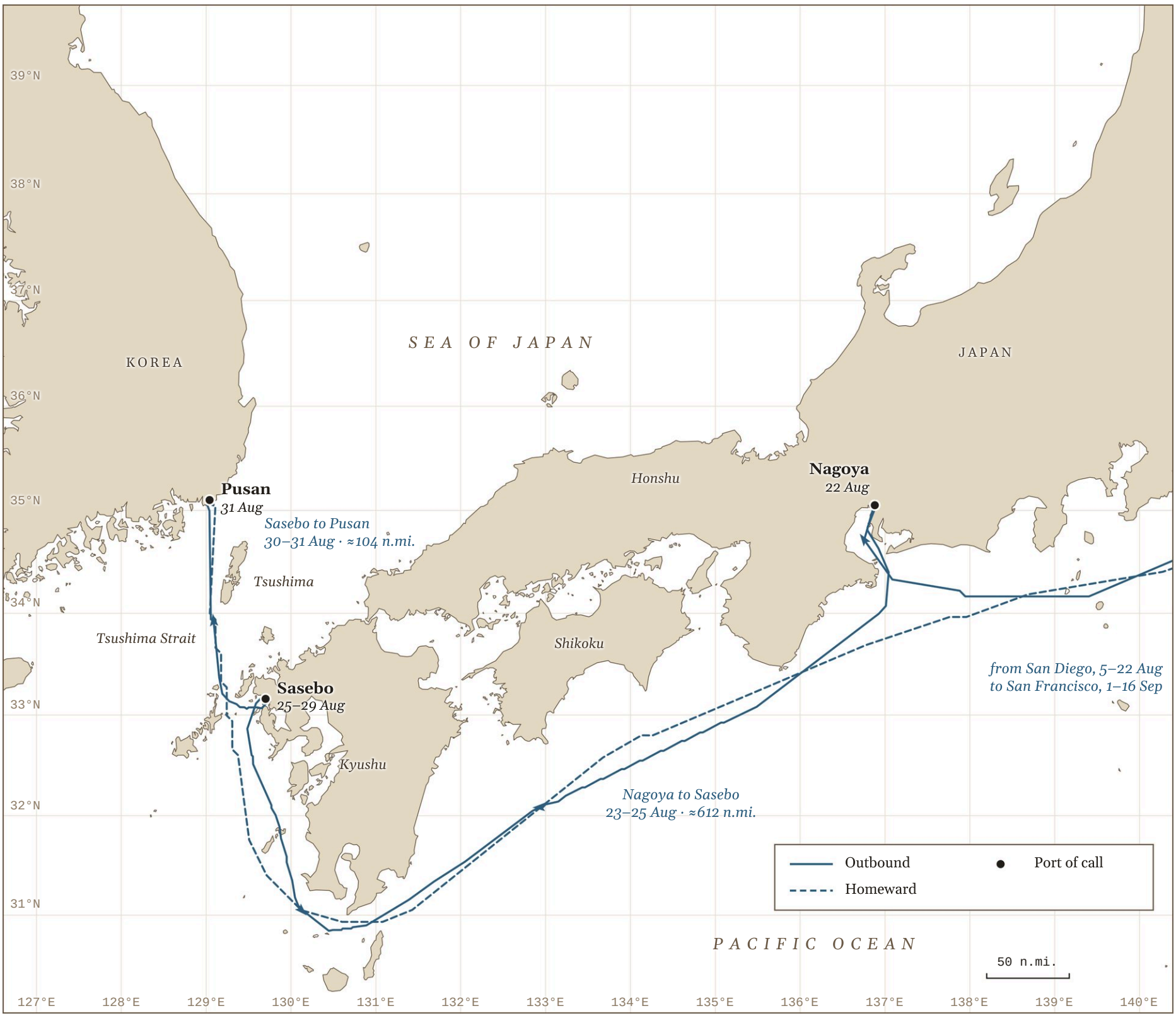
Third Far East Cruise

Charts: San Diego to Nagoya, Sasebo and Pusan, and home to San Francisco

1 Aug – 18 Sep 1953



Traced from the cruise-pamphlet charts in the research notes and joined to the ports. Miles are pamphlet miles (≈); knots are from the assumed leg times. The two date-line dates are estimated. The dashed box is the Japan–Korea chart below.



Traced from the pamphlet chart of 23–31 Aug. The traced Sasebo–Pusan line is ≈143 n.mi. against the pamphlet's 104 (flagged, not adjusted).

Land: Natural Earth 50 m on the Pacific chart, 10 m on the Japan–Korea chart. Sources: Oct '52 – Oct '53 cruise pamphlet; chronological research notes, 1 Aug – 18 Sep 1953.

THE OUTBOUND PASSAGE IN FIGURES

4 Aug — Capt. O. A. Scherini takes command

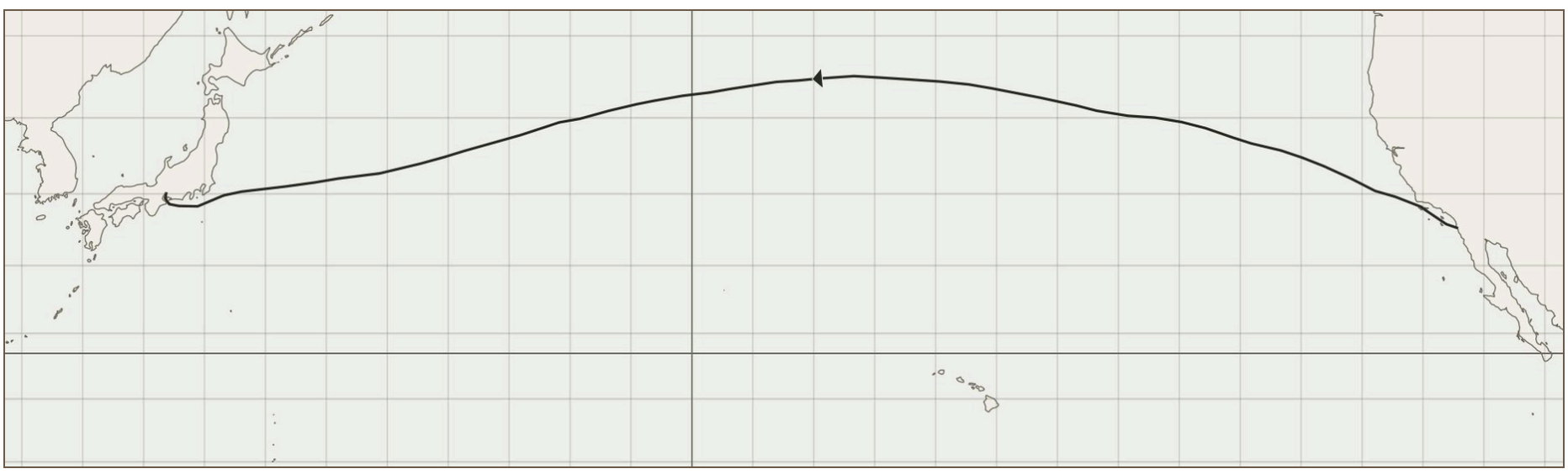
5 Aug — sailed as flagship, ComTransDiv 13

22 Aug — Nagoya: advance party debarked

25–29 Aug — Sasebo, Japan

31 Aug — Pusan, Korea

900+ — Army casuals embarked for home



San Diego to Nagoya, 5–22 Aug 1953, 5,364 nautical miles, flagship of Transport Division 13: chart from the cruise pamphlet.

1–4 AUG 1953

Loading out the 3rd Marine Division

From 1 to 4 August the Calvert embarked the Headquarters and Supply Company and an advance party of the 9th Marines, 3rd Marine Division, for the division's move to Japan. The Commandant of the Marine Corps, Gen. Lemuel C. Shepherd, flew in from Washington to watch the 9th Marines load aboard her. The situation remained critical in the Far East, he said, and "that's why the 3rd Division is going."

"I left here 11 years ago from this same port during World War II. You're going over the same path several generations of marines have trod in the past. Good luck – I hope you can bring home some peace. And God bless you."

Gen. Lemuel C. Shepherd, to the troops aboard the Calvert, 4 Aug 1953 (*San Diego Union*, 5 Aug)

CHANGE OF COMMAND · 4 AUG 1953

Captain Otto A. Scherini, USN, relieved Captain Leon F. Freiburghouse, USN, as commanding officer. Captain Freiburghouse went to command Escort Destroyers, Squadron 4, at Norfolk, Virginia.

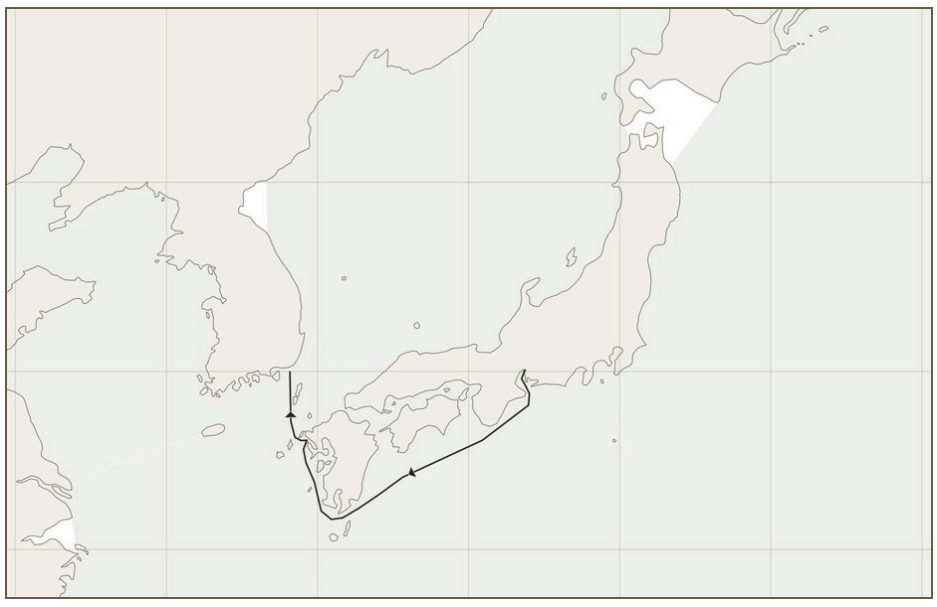
5–22 AUG

Flagship to Nagoya

"On the 5th, flying the pennant of Captain Walter C. Winn, USN, Commander, Transport Division Thirteen, the Calvert sailed for Nagoya, Japan, arriving August 22." There she debarked the division's advance party and replenished.

"I was one of the GI's transported home from Korea on Her Sept 1953. What a wonderful trip!!! Going home!!!"

Cpl. Chauncey P. Reich, Army Security Agency, 330th Communications Reconnaissance Company



Nagoya to Sasebo, 23–25 Aug, 612 nautical miles; Sasebo to Pusan, 30–31 Aug, 104 nautical miles: chart from the cruise pamphlet.

23–31 AUG

Sasebo and Pusan

From Nagoya the ship steamed around Kyushu to Sasebo, where she lay from 25 to 29 August, and crossed to Pusan on the 30th. At Pusan on 31 August "the Calvert embarked over 900 U.S. Army casuals for rotation to the United States" – soldiers between assignments, going home.

SEP 1953

Prisoners of war?

Operation Big Switch, the exchange of prisoners after the armistice, began on 5 August; 3,597 Americans came back. The Calvert is reported to have carried at least a few of them home with the Army casuals. The account below is a crew recollection, recorded in 2023; no ship's record of prisoners aboard has been found.

"We went in and brought U.S. prisoners to the Calvert, and they were in terrible shape. They were skin and bones. We carried them back to the states. I took two twin brothers from my hometown, they recognized me … and I took them up to the bridge and in the bunting room where we repaired the flags I set them up with two bunks."

Crew recollection, interview with Dale Willhite and Bob Upton, USS Calvert Associates reunion, 6 Oct 2023

"Casuals": soldiers, airmen or sailors awaiting orders or clearances, or otherwise between jobs.

Sources: Cullen, p. 21; cruise pamphlet; *Las Vegas Review-Journal* and *San Diego Union*, 5 Aug 1953; *San Diego Union*, 12 Jul 1953; interview with D. Willhite and B. Upton, 2023; C. P. Reich, usscalvert.com comment and correspondence.

THE PASSAGE HOME IN FIGURES

1 Sep
sailed from Pusan

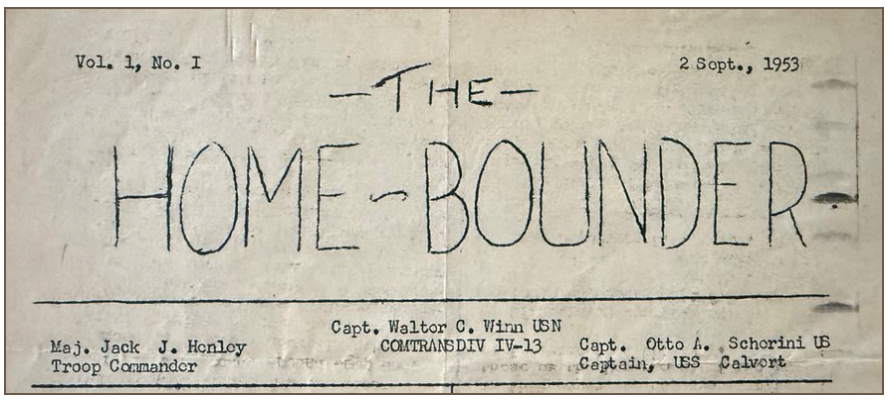
958
soldiers aboard at San Francisco

3,000 gal
fresh water distilled a day

7 Sep
heavy weather

16 Sep
Pier 17, Treasure Island, 0915

≈11,000
miles steamed in 41 days


Vol. 1, No. I — 2 Sept., 1953

—THE—

HOME-BOUNDER

Capt. Walter C. Winn USN
COMTRANSDIV IV-13

Maj. Jack J. Henley
Troop Commander

Capt. Otto A. Scherini US
Captain, USS Calvert

The Home-Bounder, Vol. 1 No. 1, 2 Sep 1953, "published daily on board the USS CALVERT for distribution to Army and Navy personnel".

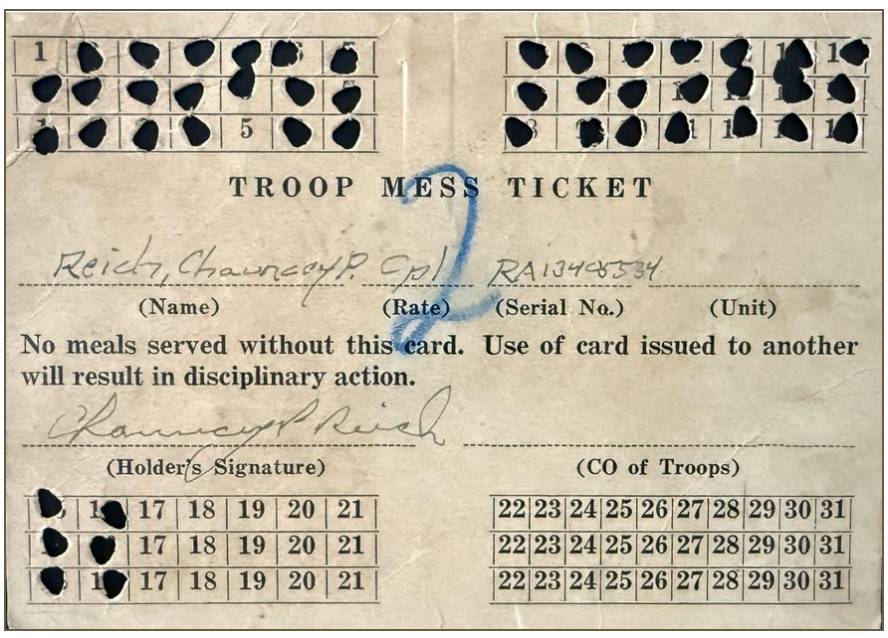
"I would like to take this opportunity to welcome you to the CALVERT. I hope that this voyage will turn out to be a pleasant and enjoyable one for you. We are glad to have you with us and proud to be the ones to take you home."

Capt. O. A. Scherini, memorandum to the Army Rotation Group, 1 Sep 1953

1–2 SEP

The rules of the ship

The captain's memoranda of 1 and 2 September set out life aboard for the soldiers. When the smoking lamp was out, cigarettes were "butted" at once, and none went over the side lit. Showers followed the rule "wet down, soap down, rinse down". Troops ate standing, in two groups by mess ticket; movies ran in No. 3 hold; cigarettes were sold by the carton only; Korean rubber shoes stayed in the sleeping quarters; and there would be no more pay until the States.


TROOP MESS TICKET

Reich, Chauncey P. Cpl RA13485534
(Name) (Rate) (Serial No.) (Unit)

No meals served without this card. Use of card issued to another will result in disciplinary action.

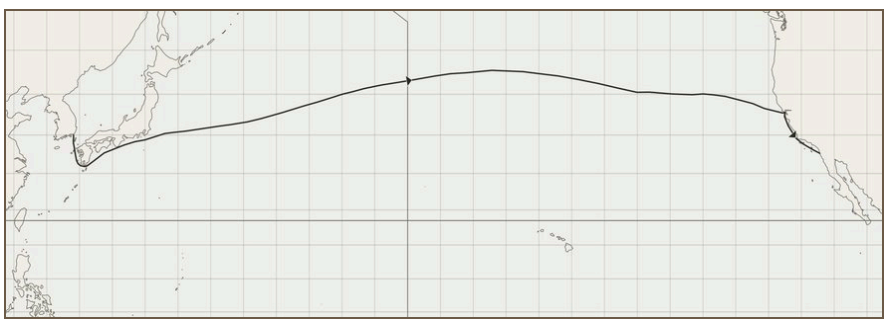
Chauncey P Reich
(Holder's Signature)

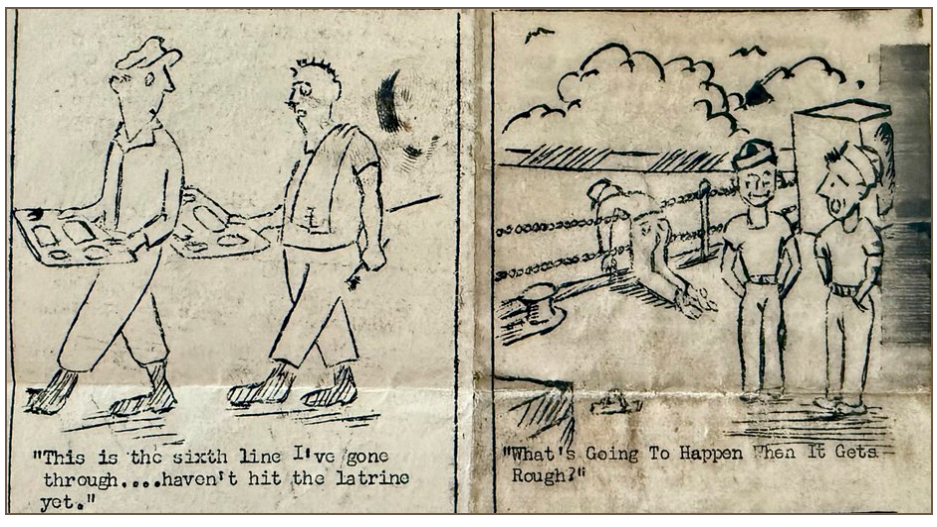
(CO of Troops)

Troop mess ticket, Group 2, of Cpl. Chauncey P. Reich, punched for each meal.

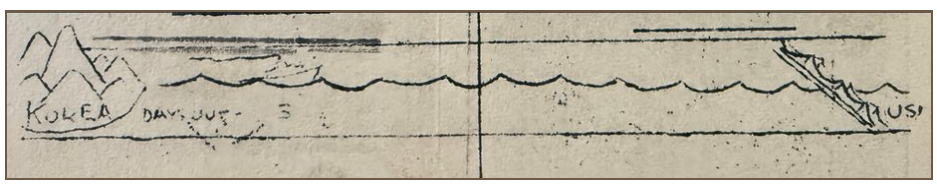
"The chow was very good and the crew very good. In fact one of the crew gave me some good advi[c]e about sea sickness prevention … Try to sleep with your feet in the direction of the bow and don't miss a meal even if you don't feel up to it!"

Cpl. Chauncey P. Reich, U.S. Army


Pusan to San Francisco, 1–16 Sep, 5,370 miles, and San Francisco to San Diego, 17–19 Sep, 436 nautical miles: chart from the cruise pamphlet.



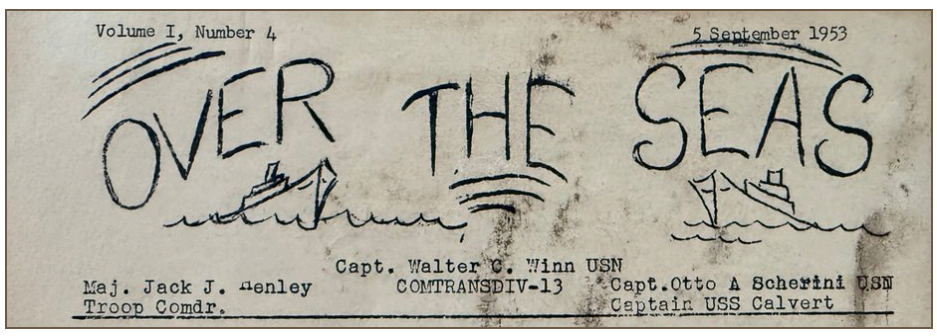
Cartoons from the newsletter, 3 Sep: "This is the sixth line I've gone through … haven't hit the latrine yet" and "What's going to happen when it gets rough?"



The newsletter's passage tracker, Korea to the U.S.A.: "Days out: 3".

"The ship is going to be your home for two weeks. Let's treat it as such. There's thousands of square miles of waste basket right over the nearest rail, so don't drop cigarette butts, waste paper, etc., on the decks."

The Home-Bounder, 2 Sep 1953


Volume I, Number 4 — 5 September 1953

OVER THE SEAS

Capt. Walter C. Winn USN
COMTRANSDIV-13

Maj. Jack J. Henley
Troop Comdr.

Capt. Otto A Scherini USN
Captain USS Calvert

From the fourth issue, 5 Sep 1953, the newsletter appears as Over the Seas.

5 SEP

The Calverteers

On 5 September troops and crew saw a variety show in No. 3 hold by a troupe calling themselves the Calverteers: John Picini at the piano, Jack Ventura on drums, Carmen Lombardo on bass, Dave Thomas singing, and Dick Paterson as MC and comedian. "The best variety show I have seen."

"Hail, brothers of the green complexion and queasy stomach. … "Was you wounded in Korea?" "Nah, but I lost a stomach on the way back." "Win any medals?" "Yeah, the Distin[g]uished Retch and the Merito[rious Nausea] Citation.""

The newsletter's humour column, 7 Sep 1953

8–16 SEP

Treasure Island

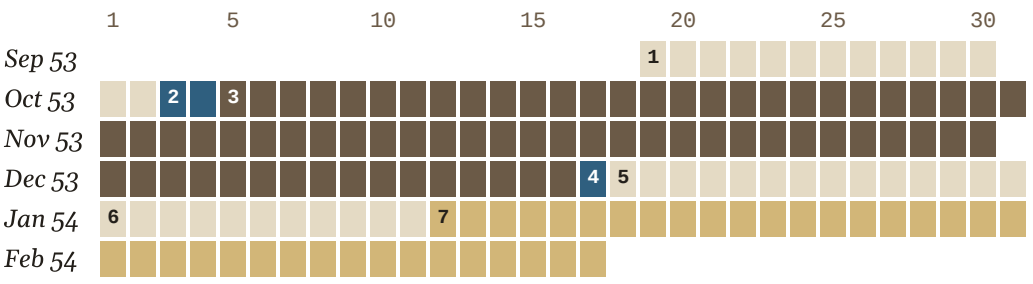
The ship used about 3,600 gallons of fresh water a day but distilled only 3,000, and the newsletter of 8 September begged the troops to conserve. On 16 September at 0915 she tied up at Pier 17, Treasure Island, with 958 soldiers aboard. In 41 days she had steamed about 11,000 miles.

Sources: Captain's memoranda, 1 and 2 Sep 1953, and *The Home-Bounder* / *Over the Seas*, 2–8 Sep 1953 (originals provided by Chauncey P. Reich); C. P. Reich, correspondence; *San Francisco Chronicle*, 16 Sep 1953; Cullen, p. 21.

West Coast – Overhaul and Refresher Training

Overhaul in San Francisco Bay and five weeks of refresher training off San Diego

19 Sep 1953 – 17 Feb 1954 · 152 days



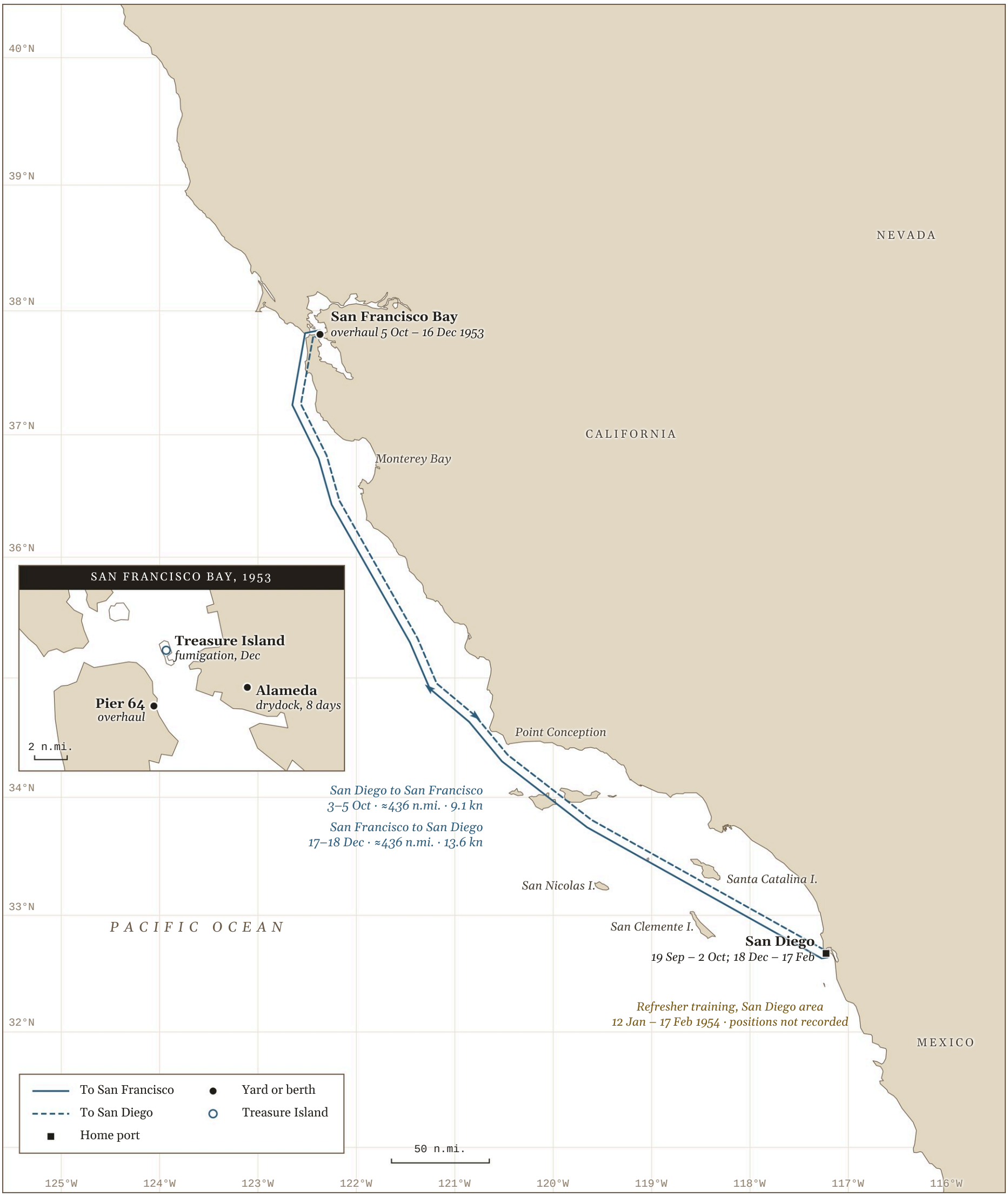
Moored/Anchored	39
Underway at sea	3
Amphibious Training	37
Yard	73
Total days for this period	**152**

		Dates	Days	n.mi.	Knots
1	San Diego *Brief layover; no dated entries*	19 Sep – 2 Oct	14		
2	San Diego to San Francisco *To the Bay Area for overhaul*	3–4 Oct	2	≈436	9
3	San Francisco Bay: overhaul *Plant Bros., Alameda, 8-day drydock; Triple A, Pier 64*	5 Oct – 16 Dec	73		
4	San Francisco to San Diego *Overhaul completed*	17 Dec	1	≈436	14
5	San Diego *Returned from overhaul 18 Dec; Christmas dinner 25 Dec*	18–31 Dec	14		
6	San Diego *No dated entries*	1–11 Jan	11		
7	Refresher training, San Diego area *Five weeks for the Fourth Far East; Joan Fontaine aboard, Feb*	12 Jan – 17 Feb	37		
	Totals	**19 Sep 53 – 17 Feb 54**		**≈872**	

West Coast – Overhaul and Refresher Training

Chart: San Diego to San Francisco Bay for overhaul, and back

19 Sep 1953 – 17 Feb 1954



No chart survives for these two passages; both are drawn on the San Francisco–San Diego route traced from the pamphlet chart of 17–19 Sep 1953. The 17 Dec departure is inferred: the notes give only the 18 Dec arrival. Miles are the pamphlet's ≈436 each way. The yard and berth positions in the inset are approximate, and no positions were recorded for the refresher training.

Land: Natural Earth 10 m. Sources: Oct '52 – Oct '53 cruise pamphlet; Cullen, p. 21; chronological research notes, 19 Sep 1953 – 17 Feb 1954.

Overhaul in San Francisco *drydock, Christmas, refresher training and Joan Fontaine*

19 Sep 1953 – 17 Feb 1954

OVERHAUL AND TRAINING IN FIGURES

8 days
in drydock, Plant Brothers, Alameda

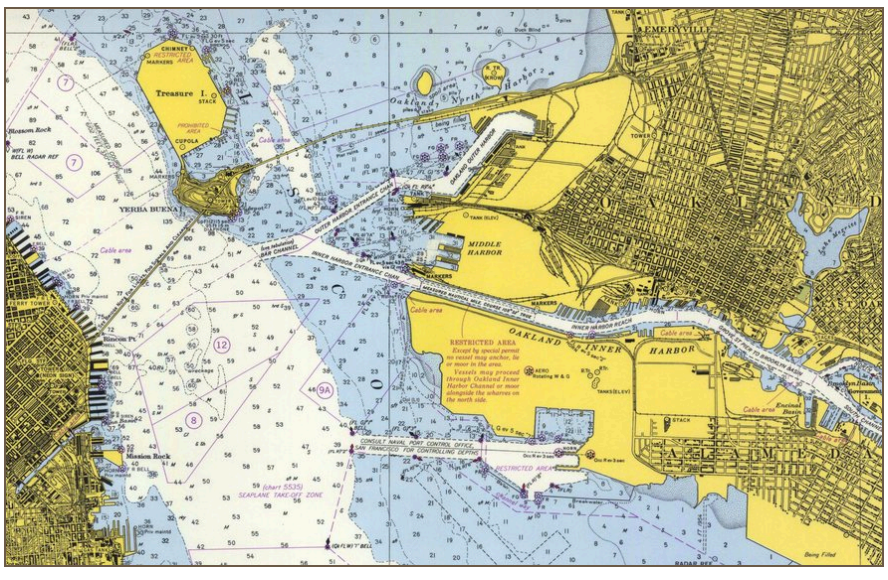
Pier 64
overhaul by Triple A Machine Works

18 Dec
back in San Diego

5 weeks
refresher training from 12 Jan

$2,032
for the March of Dimes

18 Feb
sailed for the Far East



Treasure Island, San Francisco and Alameda: extract of U.S. Coast and Geodetic Survey chart 5532, Entrance to San Francisco Bay, 1:40,000, 1957. Soundings in feet.

19 SEP – 16 DEC 1953

Drydock and overhaul

After a brief layover in San Diego the Calvert sailed on 3 October for San Francisco. “She proceeded to Plant Brothers Shipyard in Alameda for an eight day drydocking. Her docking completed, the Calvert crossed the bay to Pier 64, San Francisco, where she was overhauled by the Triple ‘A’ Machine Works.”

“I remember watching movies in the mess hall. Periodically, there was a clattering of chairs as someone made a dive for a rat moving along a bulkhead. A bounty of one carton of cigarettes had been placed on each rat tail turned-in. … The ship was fumigated at Treasure Island and the crew was moved to barracks for several days.”

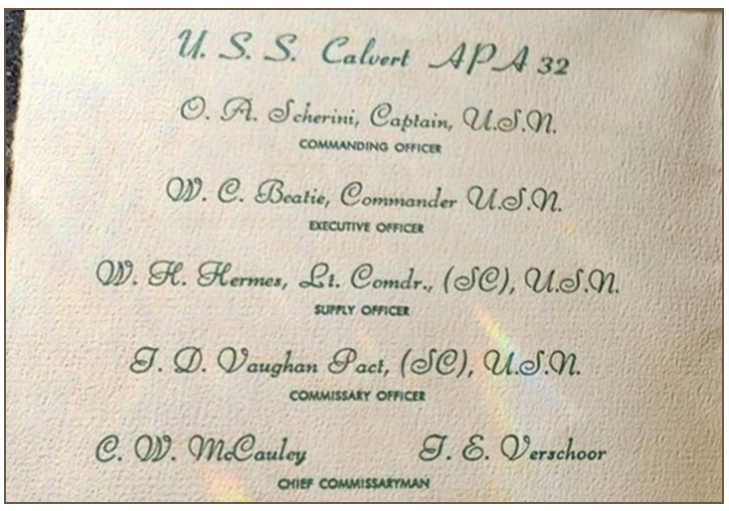
Merril F. Davis, PN3, *Calversion* vol. 52

In memoriam: William Hefley of Dos Palos, 18, of the Calvert’s crew, was killed when his car struck a bridge railing near Hollister on 18 November 1953 (San Francisco Chronicle, 20 Nov).

18–25 DEC

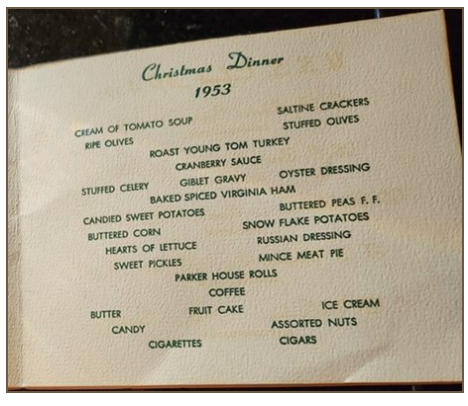
Home for Christmas

Her overhaul completed, the Calvert returned to San Diego on 18 December. The ship’s Christmas dinner card listed the commanding officer, executive officer, supply and commissary officers, and the chief commissarymen who cooked it.



The menu’s officers page: Capt. O. A. Scherini; Cdr W. C. Beatie, executive officer; Lt Cdr W. H. Hermes (SC), supply officer; the commissary officer; and chief commissarymen C. W. McCauley and J. E. Verschoor.



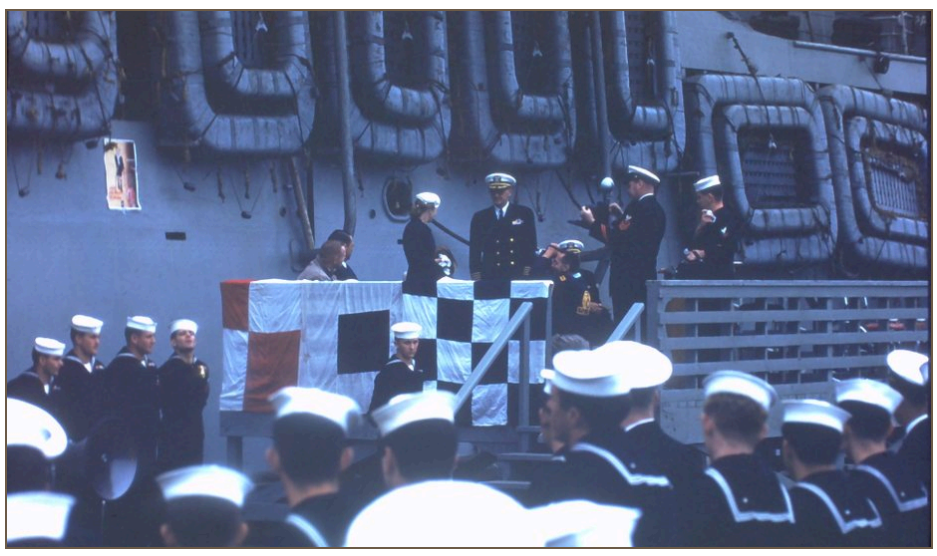


Christmas Menu 1953: cover and bill of fare – cream of tomato soup, roast young tom turkey, baked spiced Virginia ham, mince meat pie and ice cream. Provided by Paul Kloess, BM2.

12 JAN – 17 FEB 1954

Refresher training

On 12 January 1954 the Calvert began an intensive five-week refresher training program in the San Diego area to prepare for her fourth deployment to the Far East.



The March of Dimes ceremony on deck, 13 Feb 1954: Joan Fontaine (centre) with the commanding officer. Colour photograph, Al Bradbury, radarman.

13 FEB 1954

Joan Fontaine and the March of Dimes

The crew raised $2,032 for the polio drive, almost five dollars a man and the highest per-capita gift in San Diego. They held their own ceremony: Joan Fontaine came aboard on 13 February as guest of honour at a luncheon and handed the check to Joan Bishop of La Jolla, a young polio patient, for the March of Dimes.


MOVIE ACTRESS Joan Fontaine acknowledges to USS Calver skipper the ship's polio drive check as she presents it to polio-victir Joan Bishop, who accepted the contribution on behalf of the Marc of Dimes. Miss Fontaine was a guest aboard the transport on Feb. 1

San Diego Evening Tribune, 12 Feb 1954 (clipping as printed in an officers’ reunion book).

“Not only did Joan come aboard the ship, but later in the evening a reception was held at the Grant Hotel, where myself and others met and danced with Miss Fontaine.”

Gerald “Red” Ford, *Calversion* vol. 11

18 FEB 1954

Fourth Far East Cruise

On 18 February 1954 the Calvert and her crew sailed from San Diego for the Far East.

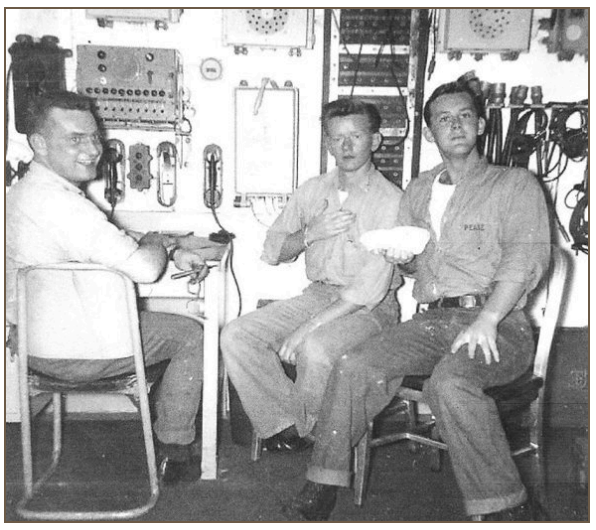
Sources: Cullen, p. 21; USC&GS chart 5532 (1957); *Calversion* vols. 10, 11, 26 and 52; *San Francisco Chronicle*, 20 Nov and 18 Dec 1953; *San Diego Evening Tribune*, 12 Feb 1954; M. H. McKellar, “The USS Calvert”, *Our Navy*.

CREW ALBUM · 1951–53 *photographs from the research notes*

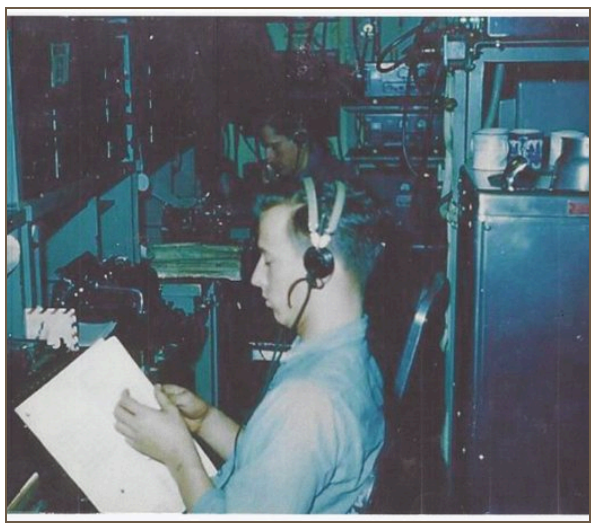
Irving Hall served in the Calvert as a radioman, third class, from 1951 to 1953. The research notes carry his photographs of the radio crew and of life on deck, with one of boilerman Richard Morse, as additional photograph sets for 1951–53. The individual photographs are not dated.



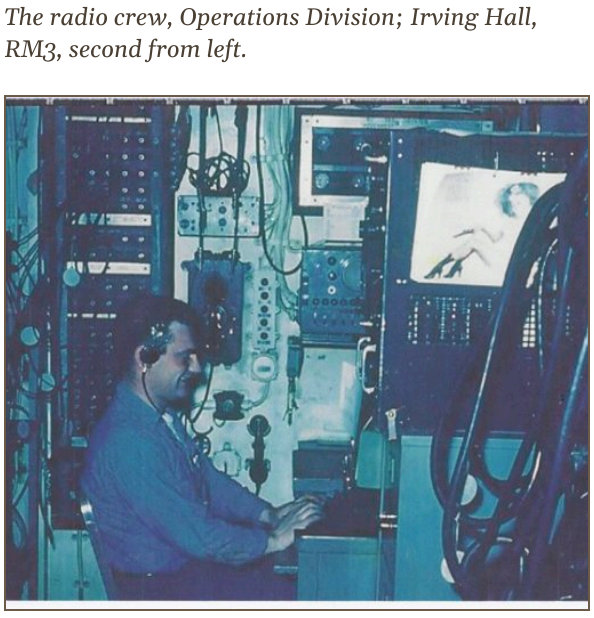
The radio crew, Operations Division; Irving Hall, RM3, second from left.



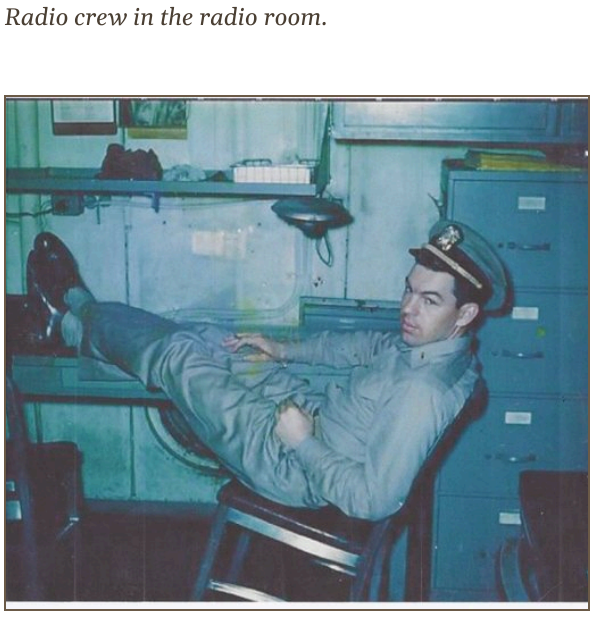
Radio crew in the radio room.



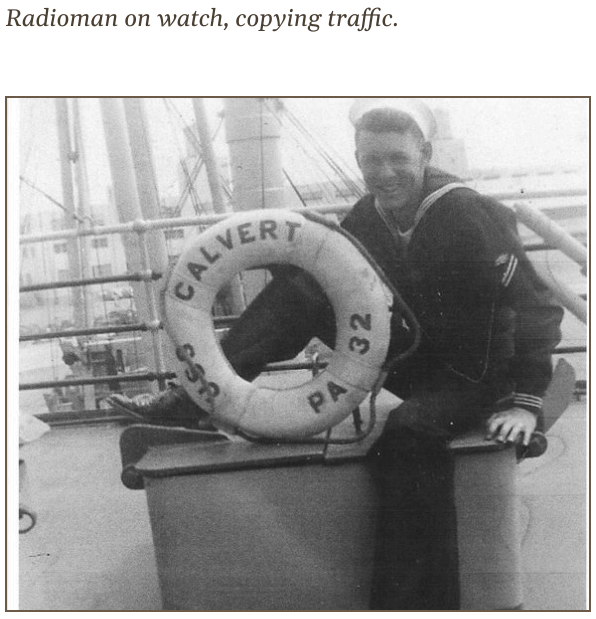
Radioman on watch, copying traffic.



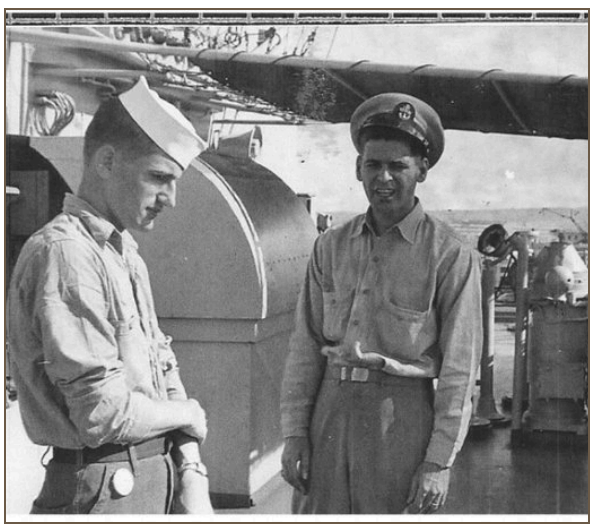
At the radio position.



Lt (jg) Dale Willhite, navigator, O Division.



Radio crew: a shipmate with the ship's life ring.



On deck.



Radio crew, off watch.



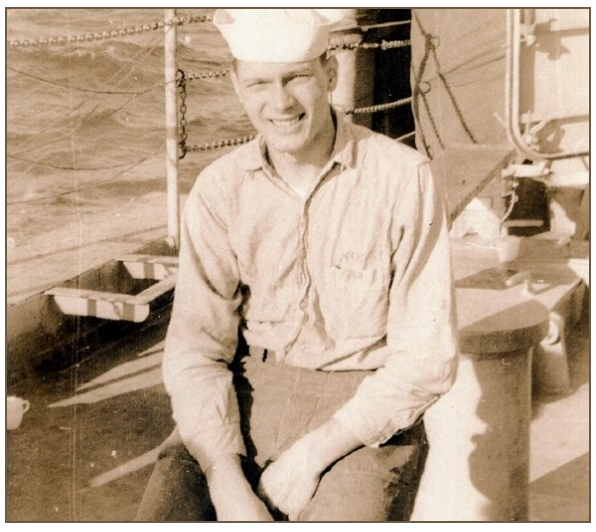
On deck.



On deck; behind, one of the ship's boats, marked PA 32.



Off duty on deck.



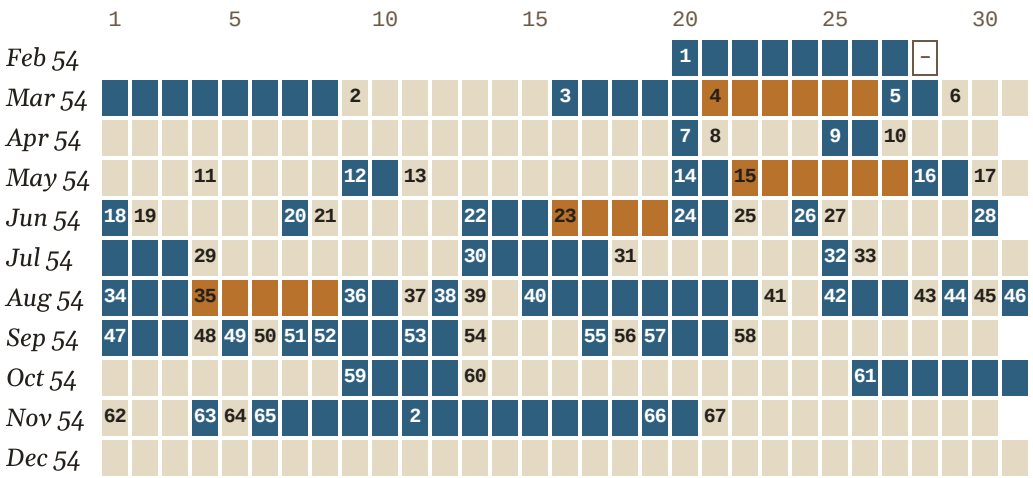
Richard Morse, boilerman, on deck, 1953.

Sources: Irving Hall, RM3, 1951–53, usscalvert.com ("Radio crew, early 1950s" and "Deck photos, early 1950s", 8 Nov 2013); Richard Morse, usscalvert.com.

1954 Far East Cruise and Passage to Freedom

Iwo Jima, Korea and Okinawa landing exercises, then refugees from Haiphong to Saigon

20 Feb – 31 Dec 1954 · 315 days



Moored/Anchored	184
Underway at sea	110
Amphibious Exercise	21
Total days for this period	**315**

		Dates	Days	n.mi.	Knots
1	San Diego to Yokosuka *sailed 19 Feb, TransDiv 13; 1st and 3rd Marine Div embarked*	20 Feb – 8 Mar	16	≈4,960	12 *
2	Yokosuka, U.S. Fleet Activities *Marines, UDT 3, Seabees, beachmasters ashore at Camp McGill*	9–15 Mar	7		
3	Yokosuka to Iwo Jima *3rd Marine Div embarked; rehearsal landing, Ha Ha Jima, 19 Mar*	16–20 Mar	5	≈630	5 §
4	MarDivLex 1-54 · Iwo Jima *Operation Flaghoist; TF 90, 3rd Marine Division; 100 ships*	21–26 Mar	6		
5	Iwo Jima to Yokosuka *after MarDivLex 1-54*	27–28 Mar	2	≈611	12
6	Yokosuka, U.S. Fleet Activities *three weeks in port; the notes give only the stay*	29 Mar – 19 Apr	22		
7	Yokosuka to Kobe *first call on the April–May tour of Japan and Korea*	20 Apr	1	≈321	11
8	Kobe *port call on the April–May tour*	21–24 Apr	4		
9	Kobe to Nagasaki	25–26 Apr	2	≈478	9
10	Nagasaki *goodwill visit: orphans, students and police hosted; Port Festival*	27 Apr – 3 May	7		
11	Sasebo *arrived from Nagasaki 4 May*	4–8 May	5		
12	Sasebo to Inchon	9–10 May	2	≈438	10
13	Inchon, South Korea *embarked 7th Marines, 1st Marine Division*	11–19 May	9		
14	Inchon to Sokcho-Ri *7th Marines, 1st Marine Div embarked*	20–21 May	2	≈589	11
15	Marlex V-54 · Sokcho-Ri *7th Marines; east coast of Korea near the 38th Parallel*	22–27 May	6		
16	Sokcho-Ri to Inchon *after Marlex V-54*	28–29 May	2	≈589	11
17	Inchon, South Korea	30–31 May	2		
18	Inchon to Sasebo	1 Jun	1	≈447	14
19	Sasebo	2–6 Jun	5		
20	Sasebo to Inchon	7 Jun	1	≈448	14
21	Inchon, South Korea *7th Marines debarked; units of 5th Marines embarked*	8–12 Jun	5		
22	Inchon to Sokcho-Ri *5th Marines, 1st Marine Div embarked*	13–15 Jun	3	≈589	8
23	Marlex VI-54 · Sokcho-Ri *5th Marines; the notes put the exercise at 13–22 June*	16–19 Jun	4		
24	Sokcho-Ri to Inchon *after Marlex VI-54*	20–21 Jun	2	≈589	11
25	Inchon, South Korea	22–23 Jun	2		
26	Inchon to Sasebo	24 Jun	1	≈447	14
27	Sasebo	25–29 Jun	5		
28	Sasebo to Hong Kong *to serve as station ship*	30 Jun – 3 Jul	4	≈1,071	11
29	Hong Kong *station ship; hull and superstructure painted, liberty*	4–12 Jul	9		
30	Hong Kong to Yokosuka	13–17 Jul	5	≈1,562	13
31	Yokosuka, U.S. Fleet Activities	18–24 Jul	7		
32	Yokosuka to Kobe	25 Jul	1	≈321	11

1954 Far East Cruise and Passage to Freedom, co…

Iwo Jima, Korea and Okinawa landing exercises, then refugees from Haiphong to Saigon

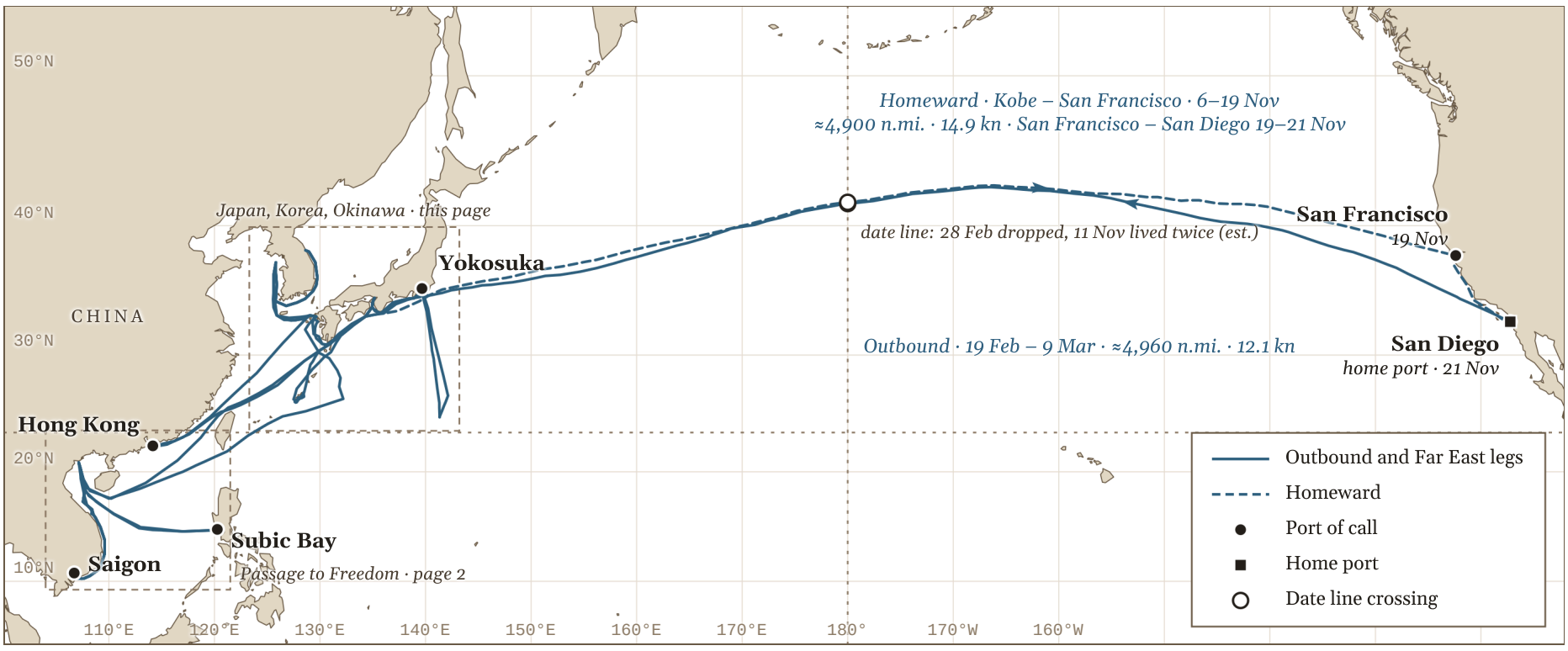
20 Feb – 31 Dec 1954 · 315 days

		Dates	Days	n.mi.	Knots
33	Kobe *26 Jul: Capt. Hilles relieved Capt. Scherini*	26–31 Jul	6		
34	Kobe to Buckner Bay *3rd Bn, 4th Marines and Brig. Gen. McFarland embarked*	1–3 Aug	3	≈658	10
35	Marlex 11-55 · Kinmu Wan, Okinawa *3rd Bn, 4th Marines; Buckner Bay 4 Aug, then Kinmu Wan*	4–8 Aug	5		
36	Naha to Kobe *Marines returned to Kobe*	9–10 Aug	2	≈658	14
37	Kobe *Marines landed*	11 Aug	1		
38	Kobe to Sasebo *sailed 12 Aug to join TF 90 for Indochina*	12 Aug	1	≈513	15
39	Sasebo *replenishment before sailing for Indochina*	13–14 Aug	2		
40	Sasebo to Haiphong *Passage to Freedom: with Skagit, Magoffin; evaded Typhoon Grace*	15–22 Aug	8	≈2,121	11
41	Haiphong, Henriette Passe *berth E-7; Knudson at Haiphong; Passage to Freedom begins*	23–24 Aug	2		
42	Haiphong to Saigon *Passage to Freedom: first lift, 2,000+ refugees embarked 25 Aug*	25–27 Aug	3	≈805	12
43	Saigon *first refugees landed; pier presumed Quai Catinat*	28 Aug	1		
44	Saigon to Tourane *Beach Group One detachment embarked off Cape St. Jacques*	29 Aug	1	≈481	14
45	Tourane (Da Nang) *anchored in Tourane Bay*	30 Aug	1		
46	Tourane to Haiphong *steaming singly at 16 knots*	31 Aug	1	≈299	16
47	Haiphong to Saigon *second lift embarked 1 Sep; Tourane Bay call, 2 Sep*	1–3 Sep	3	≈769	12
48	Saigon *second lift landed; liberty in Saigon*	4 Sep	1		
49	Saigon to Tourane *Menard's refugees landed over Calvert's brow, 5 Sep*	5 Sep	1	≈471	14
50	Tourane (Da Nang) *moored alongside Cimarron (AO-22), berth G-3*	6 Sep	1		
51	Tourane to Haiphong	7 Sep	1	≈299	16 ‡
52	Haiphong to Cape St. Jacques *third lift embarked 8 Sep; ComServRon 3 aboard 10 Sep*	8–10 Sep	3	≈765	12
53	Cape St. Jacques to Tourane Bay *Vietnamese control team aboard until 15 Sep*	11–12 Sep	2	≈468	12
54	Tourane Bay (Da Nang) *at anchor; Vietnamese control team transferred 15 Sep*	13–16 Sep	4		
55	Tourane Bay to Haiphong *steaming singly at 16 knots*	17 Sep	1	≈299	15
56	Haiphong, Henriette Passe *typhoon conditions at anchor, 19 Sep*	18 Sep	1		
57	Haiphong to Subic Bay *sailed in typhoon conditions for repairs*	19–21 Sep	3	≈941	14
58	Subic Bay, Alava Dock *repairs; Amphibious Squadron Five formed 1 Oct, Calvert flagship*	22 Sep – 8 Oct	17		
59	Subic Bay to Haiphong *Typhoon Nancy 240 mi off on 12 Oct*	9–12 Oct	4	≈939	10
60	Haiphong, Henriette Passe *berth Easy 14; Phibron 5 staff transfer by LCU, 24 Oct*	13–25 Oct	13		
61	Haiphong to Yokosuka *ends Passage to Freedom; some 6,000 refugees lifted*	26–31 Oct	6	≈2,200	16
62	Yokosuka, U.S. Fleet Activities *Marines embarked here or at Kobe (the notes are unsure)*	1–3 Nov	3		
63	Yokosuka to Kobe	4 Nov	1	≈317	11
64	Kobe *Marines embarked for the passage home*	5 Nov	1		
65	Kobe to San Francisco *Marines landed at Treasure Island 19 Nov; date line E*	6–18 Nov	14	≈4,900	15 *
66	San Francisco to San Diego *Amphibious Squadron Five homeward*	19–20 Nov	2	≈446	12
67	San Diego, Naval Station *leave and upkeep, then local operations; no dated entries*	21 Nov – 31 Dec	41		
	Totals	**20 Feb – 31 Dec**		**≈32,436**	

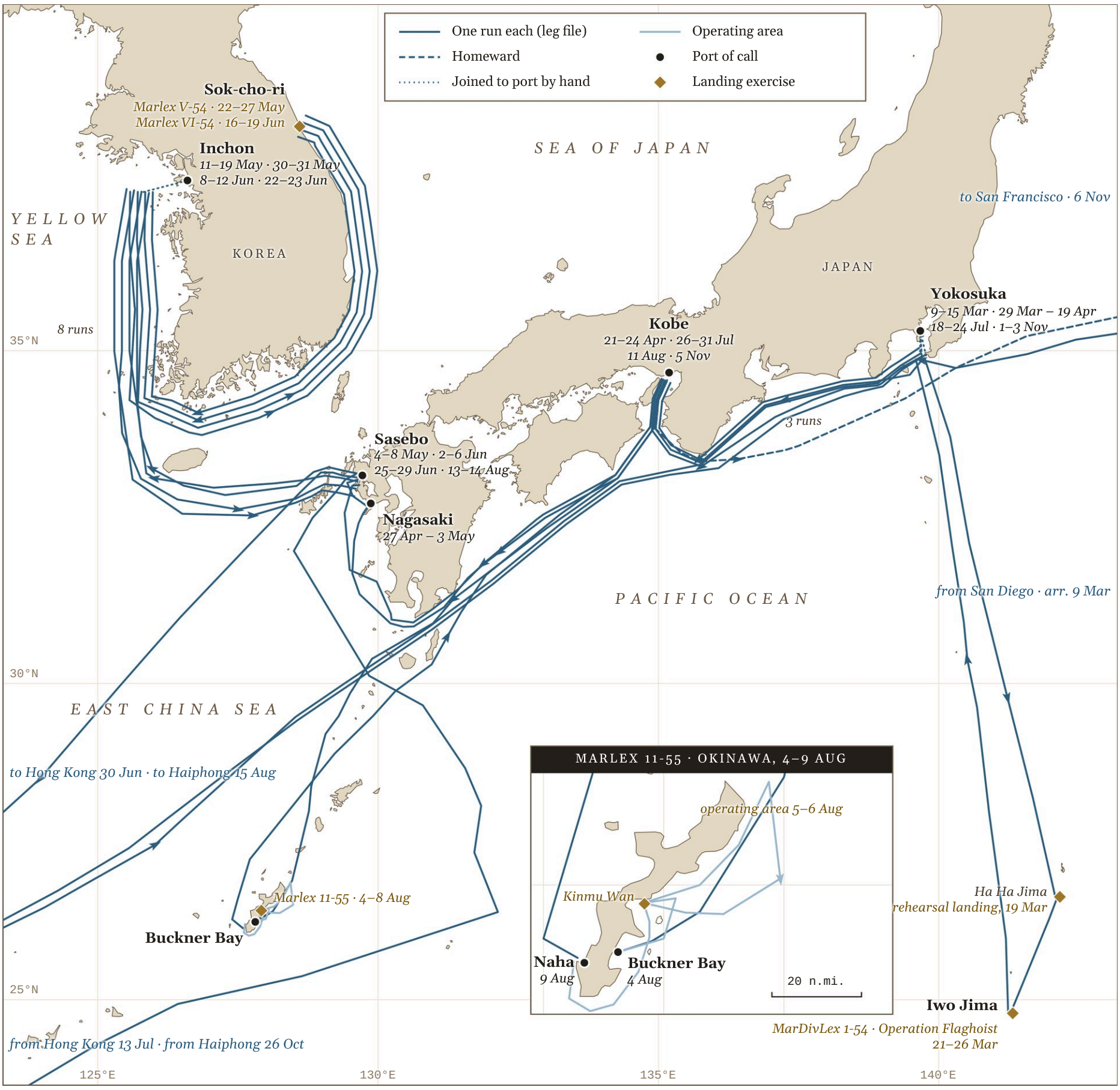
1954 Far East Cruise and Passage to Freedom

Charts · the Pacific crossings, Japan, Korea and Okinawa

20 Feb – 31 Dec 1954
Charts 1 of 2



The Pacific crossings. Outbound solid, homeward dashed; the date-line crossings are estimated from the routes (28 Feb dropped, 11 Nov lived twice). Dashed boxes: the Japan–Korea–Okinawa chart below and the Passage to Freedom chart on page 2. Land: Natural Earth 50 m.

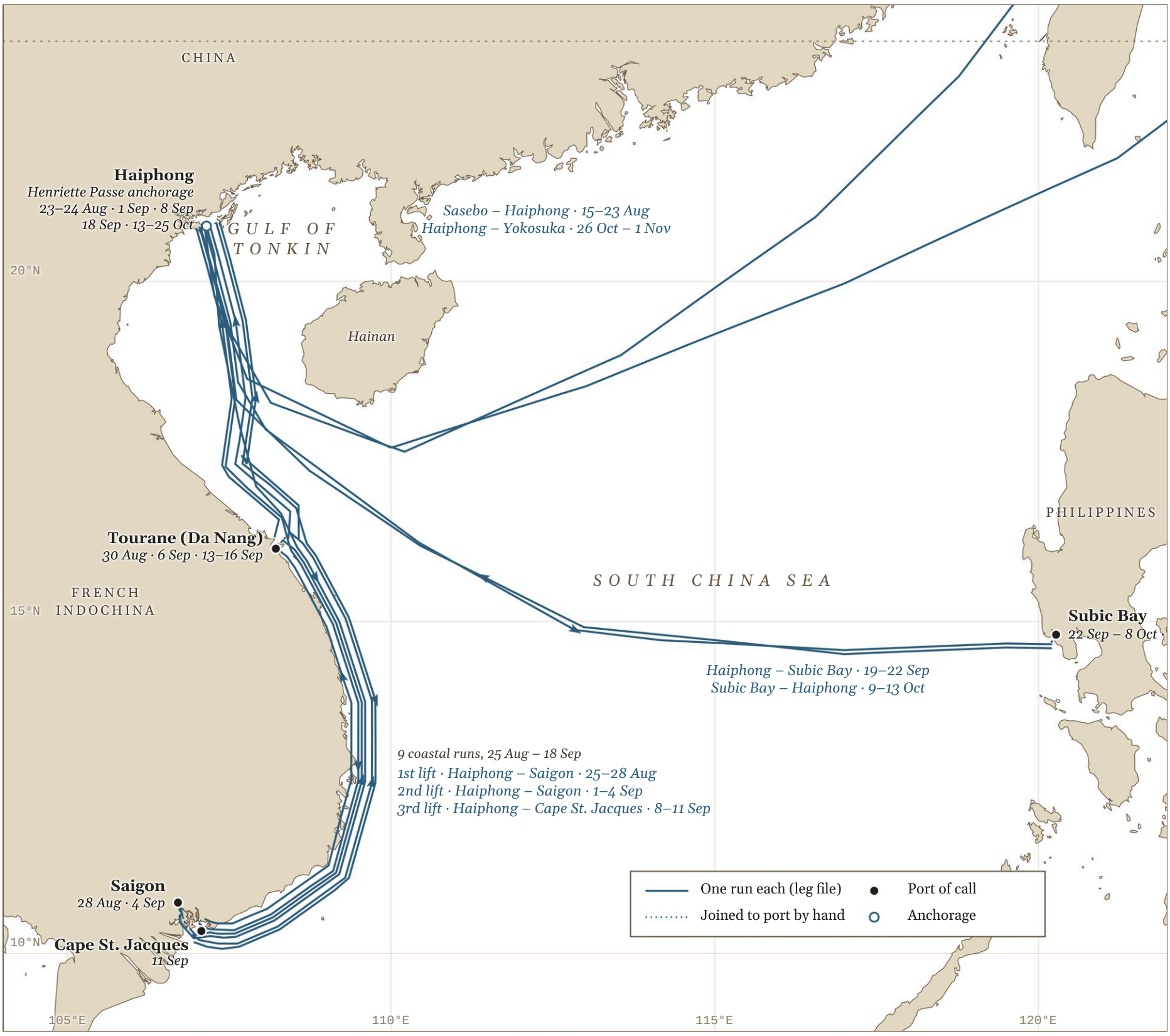


Tracks are the Estimated leg GeoPackages (synthetic routes, not position fixes), drawn as given; miles and knots come from the leg files and are marked ≈. Each line is one run; runs on the same route are set side by side in date order, so the sideways spacing is drawing, not position. Dotted runs join a leg file's end point to the port by hand (Inchon, Yokosuka, Kobe, Sasebo). Land: Natural Earth 10 m. Exercise dates from the research notes; Marlex 11-55 after 6 Aug is inferred.

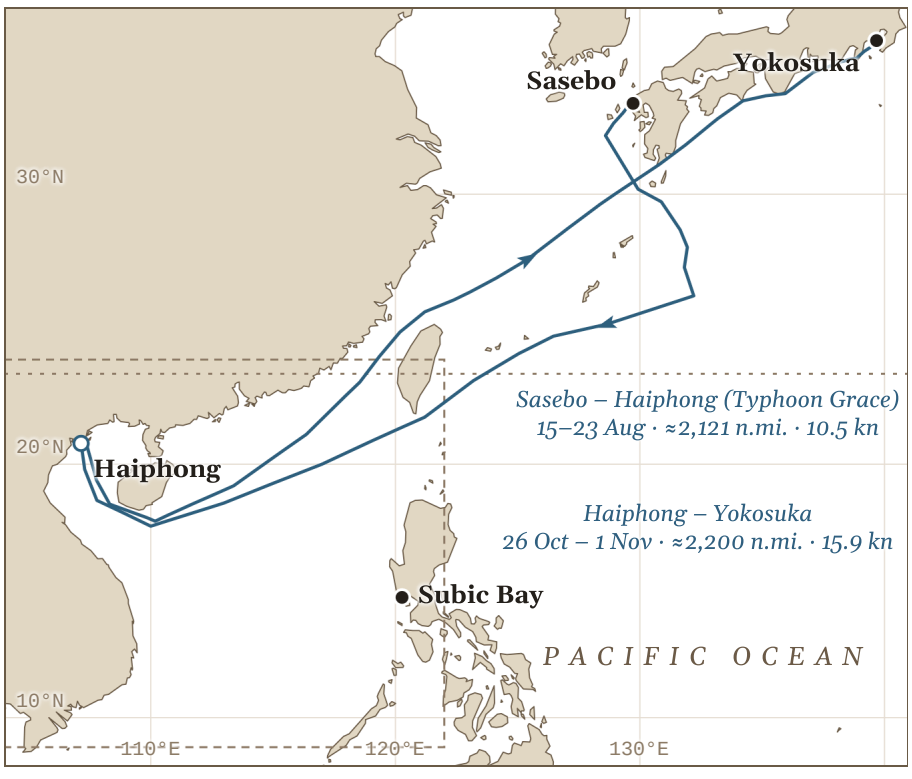
1954 Far East Cruise and Passage to Freedom

Charts · Passage to Freedom, Indochina, Aug – Oct

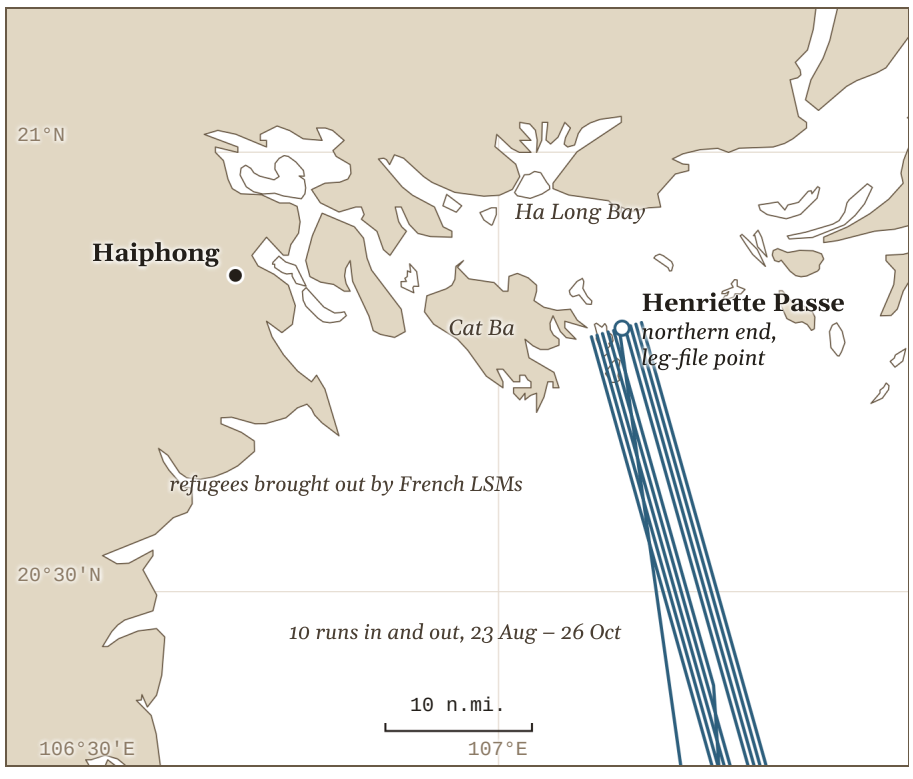
20 Feb – 31 Dec 1954
Charts 2 of 2



Tracks are the Estimated leg GeoPackages (synthetic routes, not position fixes), drawn as given; miles and knots come from the leg files and are marked ≈. Each line is one run, set side by side in date order. The Haiphong–Saigon leg files follow the Saigon River, which Natural Earth 10 m does not show, so those runs end over land near Saigon. Dotted runs join leg-file end points to Saigon, Tourane and Subic Bay by hand.



Japan to Indochina and back. The Sasebo–Haiphong leg file swings east of Okinawa, avoiding Typhoon Grace, 15–18 Aug. Natural Earth 50 m.



Henriette Passe, where refugees came out from Haiphong by French landing ships. The anchorage is the leg files' point at the passe's northern end (20°48′N, 107°09′E); berths E-7 and Easy 14 are not placed. Natural Earth 10 m.

THE FIRST WEEKS

19 Feb
sailed from San Diego with Transport Division 13

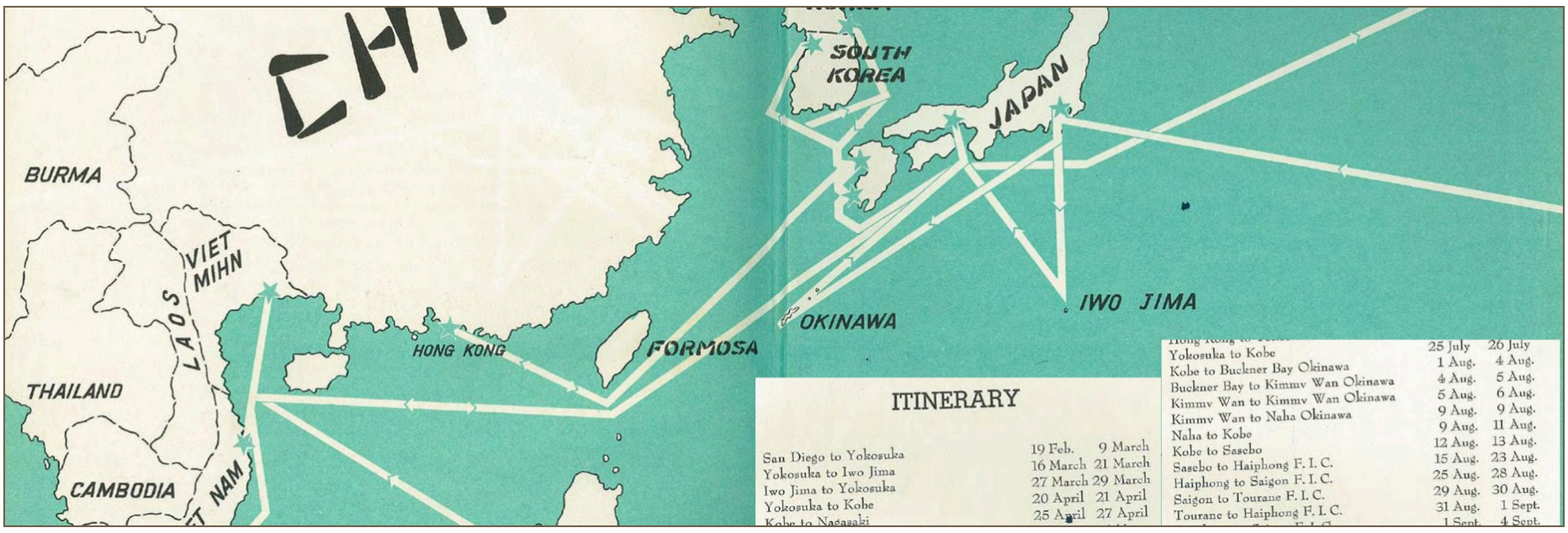
≈4,960
n.mi. to Yokosuka (leg file)

9 Mar
arrived Yokosuka; passengers to Camp McGill

19 Mar
rehearsal landing, Ha Ha Jima

21–26 Mar
MarDivLex 1-54 off Iwo Jima

100
ships, with 60,000 men and 200 aircraft



The cruise book's endpaper chart and itinerary: San Diego to Yokosuka, Japan, Korea, Hong Kong, Okinawa, Indochina and the Philippines, and home. 1954 Fourth Far East Cruise Book.

19 FEB – 16 MAR

A fourth Far East tour

On 19 February the Calvert sailed from San Diego in company with Transport Division 13. She carried units of the 1st and 3rd Marine Divisions, Tachron Three, UDT Three and Beachmaster Unit One. It was her fourth Far East tour since recommissioning.

Nearly 6,000 miles later, on 9 March, she reached Yokosuka. Her passengers went ashore to nearby Camp McGill: the underwater demolition team, Seabees, beachmasters and the amphibious boat unit, units the ship would team up with again in later landings.



"Our home in Yokosuka": U.S. Fleet Activities, Yokosuka. 1954 Fourth Far East Cruise Book.

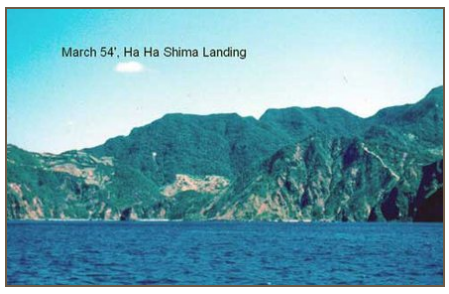
> *"Once again we [got] underway. This time for Iwo Jima and operation Flaghoist. On board were elements of the 3rd Marine Division, who were to participate with combined efforts of our amphibious forces, in the largest full scale operation since World War II."*
>
> 1954 Fourth Far East Cruise Book

> *"I was one of the coxswains of Peter Boat 7, and I have good memories of the Boat Capt. of the USMC, but I forget his name."*
>
> James P. Crowley, on the 1954 landing at Iwo Jima. Calversion vol. 14, p. 5

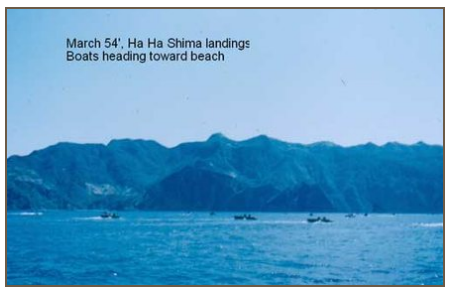
19 MAR

Rehearsal at Ha Ha Jima

On the way south the task force stopped at Ha Ha Jima, in the Bonin Islands, for a rehearsal landing on 19 March.



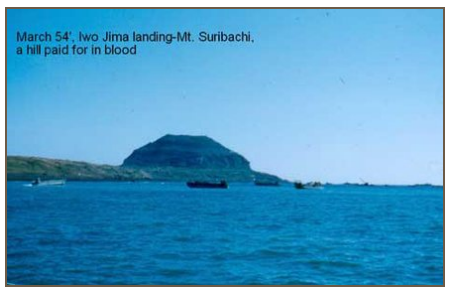
Ha Ha Jima, March 1954.



Boats heading toward the beach.

MARDIVLEX 1-54 · OPERATION FLAGHOIST

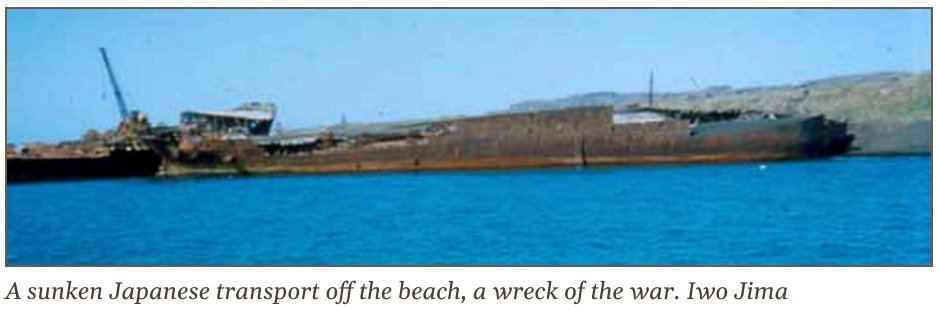
A 7th Fleet exercise: Task Force 90 with the 3rd Marine Division embarked, Cruiser Division 1, Transport Division 13 and Carrier Division 5. After a simulated naval bombardment and air strikes, the Marines landed on the southwest beach by Mount Suribachi, across a narrow strip from the 1945 landing beaches. Some 16,000 Marines then attended a memorial service at the foot of the mountain, and the flag raising was re-enacted on its ninth anniversary.



Mount Suribachi from the transport area.



Personnel and vehicles going ashore on Red Beach.



A sunken Japanese transport off the beach, a wreck of the war. Iwo Jima photographs: Rolland Turcotte, USS Skagit website.

The Calvert had missed Iwo Jima in 1945; Cullen calls it "one of the few battlegrounds she had missed during the Pacific campaign." The exercise is not listed in the Marine Corps chronology for 1947–1964.

SOURCES · *Cullen p. 21; 1954 Fourth Far East Cruise Book; Sausalito News, 9 Apr 1954; USS Skagit website (Turcotte); Calversion vol. 14.*

SPRING IN JAPANESE AND KOREAN WATERS

4
Japanese ports: Yokosuka, Kobe, Nagasaki, Sasebo

27 Apr
to 3 May: goodwill visit, Nagasaki

8
runs among Sasebo, Inchon and Sok-cho-ri

22–27 May
Marlex V-54, 7th Marines

16–19 Jun
Marlex VI-54, 5th Marines



Orphans' "1st ice cream" aboard.



"Hi" Calvert: children visiting the ship.



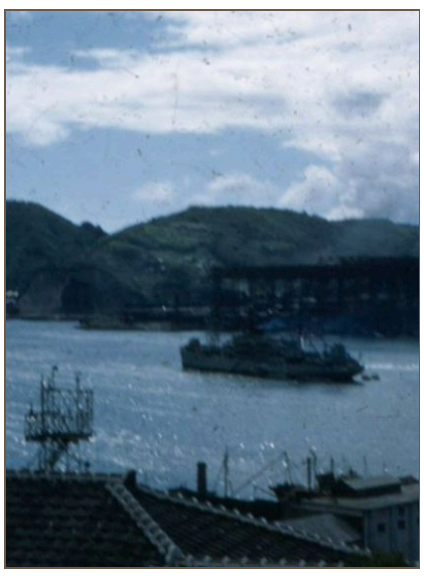
College boys on deck. Cruise book.

27 APR – 3 MAY

Goodwill at Nagasaki

From 20 April to 20 May the Calvert toured the Far East: Yokosuka, Kobe, Nagasaki, Sasebo and then Inchon. At Nagasaki she opened the ship to visitors.

"On this short goodwill stay in Nagasaki, we entertained large groups of Japanese orphans, college students, police and civil leaders. ... They in turn invited us to their annual Port Festival. We really enjoyed this visit as it was a real treat after the "Iwo Jima" operation. We visited many points of great interest, including the "A" Bomb [site] and Madame Butterfly's House."
1954 Fourth Far East Cruise Book



Nagasaki harbor.



At the A-bomb blast site (double exposure).

Nagasaki photographs: Al Bradbury, radarman 1953–56.

11 MAY – 29 JUN

Inchon and Sok-cho-ri

At Inchon the Calvert embarked the 7th Marines, 1st Marine Division, and took them round the peninsula to Sok-cho-ri, on the east coast near the 38th parallel and the truce line. Back at Inchon in June she exchanged them for units of the 5th Marines and made the run again.

"All hands, especially those of us in the boats will agree that our LEX at Sokcho Ri was one of the best organized on record. ... The beach was a long, golden strand, ideal for a different kind of beach party. ... Just a few miles north of us was the 38th parallel and the truce demarkation line."
USS Montrose 1954 cruise book, "Inchon and Sokcho Ri"

MARLEX V-54 AND VI-54

Marlex V-54: the 7th Marines, at Sok-cho-ri 22–27 May (Cullen: 20–30 May). Marlex VI-54: the 5th Marines, 16–19 June (Cullen: 13–22 June). Cullen's dates count the passages from and to Inchon.

"The exercise, dubbed Marlex Five, involved several thousand Navy and Marine Corps personnel. It afforded training in the planning and execution of an amphibious landing under combat conditions in a mountainous terrain that characterizes the entire eastern coast of Korea. The three-day ship-to-shore movement of troops and equipment landed the Marines near Sokcho-ri, their pretruce debarkation point north of the 38th parallel."
The Wheaton Journal, 22 Jul 1954

"We picked up our worst impressions of Korea in Inchon, the bombed out and beaten city that seemed to have carried more than its share of damage. The streets were torn and dirty, the people, many of them [driven] from their homes in the north, were ragged and hungry. We witnessed a depressing aftermath of war."
USS Montrose 1954 cruise book

SOURCES · *1954 Fourth Far East Cruise Book; Cullen p. 21; USS Montrose 1954 cruise book; The Wheaton Journal, 22 Jul 1954; Al Bradbury collection.*

HIGH SUMMER

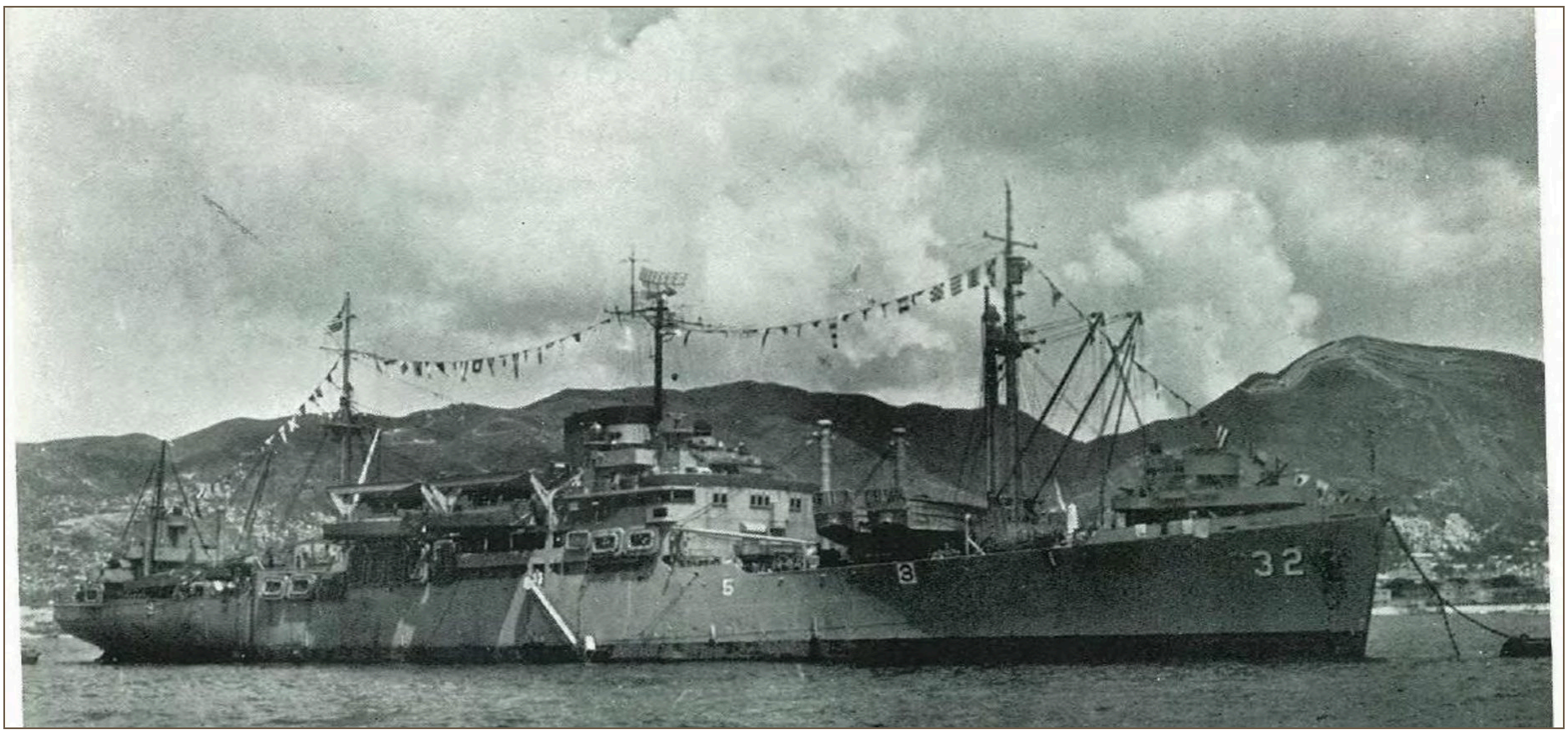
4–12 Jul
station ship, Hong Kong

26 Jul
change of command at Kobe

1 Aug
3rd Bn, 4th Marines embarked at Kobe

4–8 Aug
Marlex 11-55, Kinmu Wan, Okinawa

12 Aug
sailed from Kobe for Indochina



The Calvert at Hong Kong, July 1954. 1954 Fourth Far East Cruise Book.

4–13 JUL

Station ship, Hong Kong

The Calvert went to Hong Kong for a brief tour as station ship, and the crew painted her while they were there.

"It's the visit to Hong Kong that makes a Far East Cruise a "Cruise!" All hands had a good time calling the folks at home, going on beach parties, drinking ice cold malts, seeing first run movies in air-conditioned theatres. ... During this short stay the Calvert's sides, waterline and superstructure [were] painted and the ship really looked sharp as it headed North to Yokosuka."

1954 Fourth Far East Cruise Book



Sampan, Hong Kong harbor. Al Bradbury collection.

"While off the coast of China (Hong Kong), in about 1954, we come upon an abandoned sampan. Our good Captain decided to sink it with our 5" gun. After about 10 min. of firing and not coming close, he got mad and decided to ram the [sampan]. After the third attempt, mission accomplished."

Drew Mills, dental. Calversion vol. 7, p. 4. Whether it was this sampan is not known.

26 JUL

A new captain

At Kobe on 26 July Captain Frederick V. H. Hilles relieved Captain Otto A. Scherini as commanding officer.

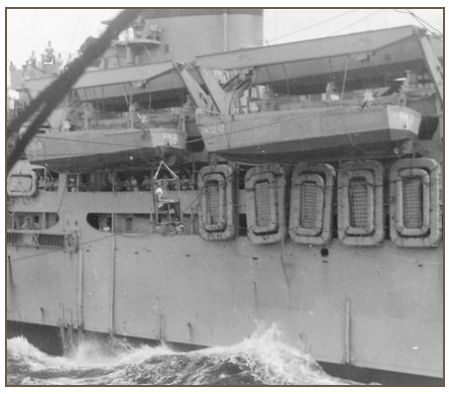
"He took the Calvert through some of the most difficult months of her cruise. A confident well-poised ship handler, the con was nothing new to the fine man."

1950s Officers Reunion Book, April 2003

1–12 AUG

Marlex 11-55

On 1 August units of the 3rd Battalion, 4th Marines, 3rd Marine Division, came aboard at Kobe with Brigadier General Thomas G. McFarland, the division's assistant commander, for a landing exercise at Kinmu Wan, Okinawa. The ship reached Buckner Bay on 4 August and operated east of Kinmu Wan on 5 and 6 August. On the 9th she sailed from Naha, rushing her Marines back to Kobe: the Passage to Freedom had begun.



Highlining with the Magoffin.



A transfer by highline.

The Calvert from the deck of the Magoffin (APA-199) during a highline exercise, August 1954, possibly during Marlex 11-55. USS Magoffin Association, used with permission.

SOURCES · *Cullen p. 21; 1954 Fourth Far East Cruise Book; 1950s Officers Reunion Book; Calversion vol. 7; Al Bradbury collection; USS Magoffin Association.*

THE FIRST LIFT

15–18 Aug	23 Aug	2,023	939	28 Aug
Typhoon Grace on the way south	anchored, Henriette Passe	Vietnamese civilians embarked, 25 Aug	of them children	refugees landed at Saigon

GENEVA, JULY 1954

A mercy fleet

The Geneva Accords of 1954 ended the war between France and the Viet Minh, divided Vietnam at the 17th parallel and let people move between the two halves. Hundreds of thousands in the north chose to go south, and the U.S. Navy provided the ships. The Calvert went as flagship of Transport Division 13, in Transport Unit 90.2.1 of Rear Admiral Lorenzo S. Sabin's Task Force 90.

"This will not be a plush job. We'll have many, many people and we'll have to get out as many as fast as we can."

Rear Adm. L. S. Sabin, Manila, 15 Aug (UP), in the ship's Radio Press News

15–18 AUG

Typhoon Grace

Sailing from Sasebo on 15 August with the Skagit and Magoffin, the Calvert ran into Typhoon Grace. The three ships outmaneuvered the storm, but the sea flooded the bow.

"There were 60 foot waves and 14 feet of water in the forward [boatswain's] locker."

Al Bradbury, radarman

"The flooding of the anchor windlass room, with the spare armature there, made the windlass inoperable. First division deck hands walked the spare (light) anchor forward and put a deck windlass wire and manila rope through the hawse pipe to provide an anchor."

Dale Willhite, navigator

23–25 AUG

Loading in Henriette Passe

The channel to Haiphong was too shallow for loaded transports, so the APAs and AKAs anchored out in Henriette Passe. French LSMs, each able to carry a thousand or more people, brought the evacuees down from the staging point on the Haiphong docks.



Refugees board the Calvert. 1954 Fourth Far East Cruise Book.

FROM THE DECK LOG *selected entries*

15 Aug	—	Sailed from Sasebo with Skagit and Magoffin
23 Aug	0634	Anchored in the Gulf of Tonkin off Haiphong
23 Aug	1712	Anchored in Henriette Passe, berth E-7
25 Aug	1315	Began embarking refugees from French LSM 9017
25 Aug	1617	Completed loading passengers
25 Aug	1808	Underway for Saigon
27 Aug	0745	A six-pound boy born aboard; Dr. Flores attending
28 Aug	0724	Anchored in the Saigon River off Cape St. Jacques
28 Aug	1012	A Vietnamese passenger, 42, died aboard of tuberculosis

"The sight of these terribly oppressed people — the aged and the poor, the unclothed young, the broken and wretched — brought a wave of compassion to every man's heart."

1954 Fourth Far East Cruise Book

"Heroes in this humanitarian undertaking arose from every corner of the ship. There was Doc Flores and his tireless, ever-vigilant corpsmen; the cooks and their tremendous preparations of strange foods for two thousand extra people twice daily; the ship repair personnel and the never ending battle with unheard-of plumbing."

Cruise book

"Once on board the Vietnamese wouldn't touch the rice until blessed and Father Martineau had to go from hold to hold blessing the rice."

Arthur F. Graham, First Division officer. Calversion vol. 26, p. 6

At Saigon, the Amphibian reported, the Calvert "unloaded her 2,073 refugees," each given cigarettes, soap and rice; the deck log's count at Haiphong was 2,023 civilians plus a control team, a journalist and two Americans.



Coming aboard. Cruise book.



Loading refugees at Haiphong, from a French landing ship. Al Bradbury collection.

SOURCES · *Calversion vols. 23, 24, 26, 43, 44, 45, 55; Frankum, Operation Passage to Freedom (2007); deck log, Aug 1954; cruise book; Madera Tribune, 14 Aug 1954; reunion interviews (Bradbury, Willhite).*

THREE LIFTS, BY THE DECK LOG *Vietnamese embarked at Henriette Passe*

Embarked	Landed	Militia	Men	Women	Children	Control team	Total
25 Aug	Saigon, 28 Aug	—	448	636	939	6	2,029
1 Sep	Saigon, 4 Sep	343	547	524	629	10	2,053
8 Sep	off Cape St. Jacques, 11 Sep	6	432	684	903	8	2,033
	Totals	**349**	**1,427**	**1,844**	**2,471**	**24**	**6,115**

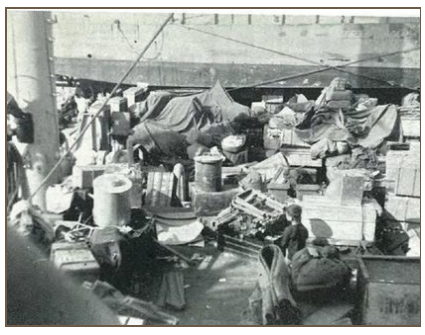
Also aboard on the first lift: a Vietnamese journalist and two American civilians, Howard R. Simpson and Gerald Strauss. The cruise book and Cullen give "more than six thousand" and "some 6,000."

"Passengers on the USS Calvert are greeted by multi-colored signs on the side of the ship in English and Vietnamese which read: "Your Passage to Freedom." ... Below decks in the crew's galley, mess cooks prepare steaming kettles of rice and the feeding commences within an hour after the refugees arrive on board. Families claim their share by extending the number of fingers to indicate the size of the family. Some have more family than fingers."

The Indian Citizen Democrat, 9 Dec 1954



"Rice, rice and rice."



"Bekin's storage."

Lessons of the galley

The rice the ship had loaded was too refined, and the passengers would not eat it, so it was exchanged after the first trip. Navy coffee proved too strong until sailors added cream and sugar; some passengers started cooking fires on deck, and the galleys were turned over to Vietnamese cooks.

"The Vietnamese came up the gangway to the main deck, where they were doused in DDT. Catholic priests were with them. The ship's doctors tried to speak Latin to the French-speaking priests."

Bob Upton, signalman, and Dale Willhite, navigator



Docked at Saigon; the pier is presumed to be the Quai Catinat. Cruise book.



LCU 1446 alongside to take off refugees, Baie de Ganh Rai, off Cape St. Jacques. Robert Hile collection.

MERITORIOUS MAST, 8 SEP

Letters of commendation in Henriette Passe for feeding the evacuees (C. W. McCauley, CSC; R. I. Cochran, CS1), for French at the mess lines (N. J. Rouselle), as an interpreter (PFC N. A. Champagne, 3rd Tank Bn), for keeping order and showing movies to the children (V. B. Lawlor, CM1), and for jumping into the Saigon River to save a man (L. E. Silvers, SA). A second mast at Subic Bay on 29 Sep thanked the men who cleaned the holds and kept the water and drains working.

19 SEP

Typhoon at the anchorage

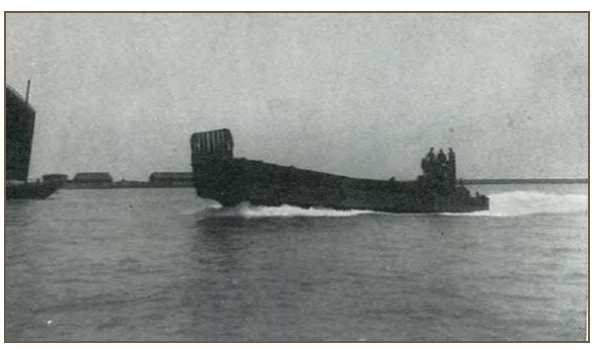
Back in Henriette Passe on 18 September, the Calvert began dragging her anchor in a typhoon soon after midnight. At 0045 she got underway to ride it out at sea, and that morning sailed for Subic Bay and repairs.

"The relatively uneducated Vietnamese, used to Catholic priests, initially thought that the uniformed sailors were American priests, and the showers onboard the ships were an intriguing form of 'American baptism.'"

Gerald Rose, BM3, hatch no. 5, in the Casper Star Tribune, 2 Aug 2015

"Saigon, it was a beautiful city, it was called the Paris of the Far East. ... We proceeded to have a few drinks and then we ran into a French Foreign Legion guy."

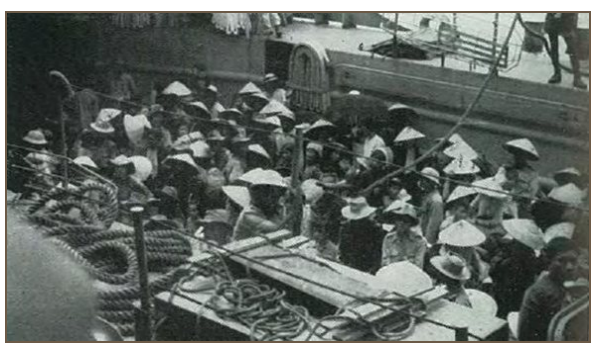
Al Bradbury, radarman, on liberty in Saigon, 4 Sep



Tourane liberty boat.



Swim party, Tourane, Indo China.



"Last load."

SOURCES · *Deck log, Aug – Sep 1954; 1954 Fourth Far East Cruise Book; The Indian Citizen Democrat, 9 Dec 1954; Casper Star Tribune, 2 Aug 2015 (Gerald Rose); 2002 letters to Frankum (G. Ford); reunion interviews; Robert Hile collection.*

AUTUMN

22 Sep
to 8 Oct: repairs, Alava Dock, Subic Bay

1 Oct
Amphibious Squadron Five formed; Calvert flagship

13–26 Oct
at anchor, Henriette Passe

19 Nov
Pier 17, San Francisco: 810 Marines

21 Nov
home to San Diego

22 SEP – 8 OCT

Repairs at Subic Bay

Moored at Alava Dock, Olongapo, the ship repaired her telemotor steering, sent the anchor windlass motor ashore to the naval station and had divers repack the stern tube. Her main engines were placed out of commission on 26 September. Men toured the mountains near Baguio.



Subic Bay, Philippines.



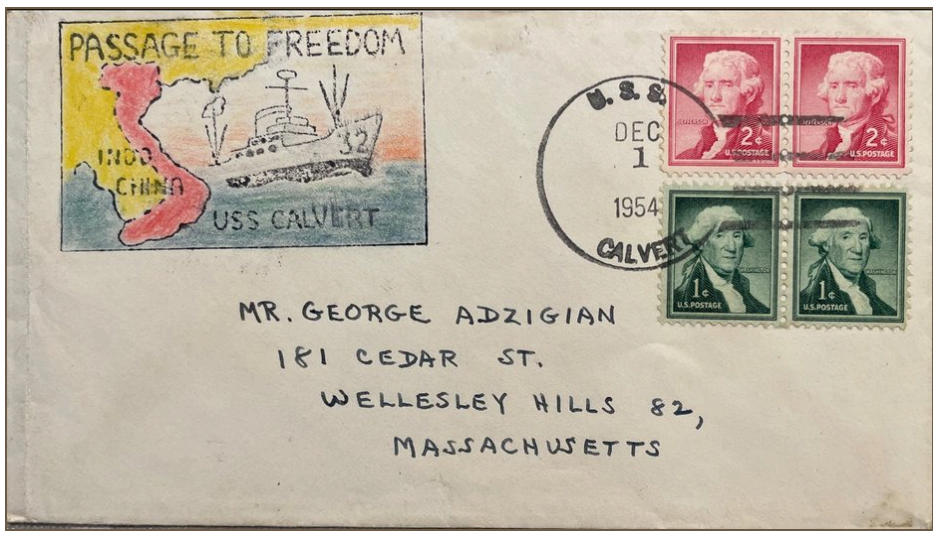
Japanese tank, Baguio.

AMPHIBIOUS SQUADRON FIVE

On 1 October the Pacific Fleet's amphibious force was reorganized into squadrons. Transport Division 13 was disestablished, and Amphibious Squadron Five took its place, with the Calvert as flagship. On 26 October Captain W. C. Winn, ComPhibRon 5, broke his pennant in her and she sailed from Haiphong for Yokosuka.

"I made one trip [then] Marvin, J. E. Bunch from AB Div. and I were there in Haiphong for twenty eight days. Sleeping in our LCM on cots. We carried people, cargo, beer or beach parties."

Billy G. Hester, cook. Calversion vol. 46, p. 2



A Passage to Freedom cover: hand-coloured cachet and the ship's postmark of 1 Dec 1954. Naval Cover Museum; private collection.

"You are carrying on despite many difficulties with highest effectiveness and with great credit to our Nav[y] and Nation. … COMPHIBPAC says "Well Done" to you, your subordinate commanders, captains, staffs and ship [companies]."

Rear Adm. L. S. Sabin, in the letter of commendation placed in each sailor's record

1 NOV – 31 DEC

Home

From Yokosuka and Kobe the Calvert brought Marines home. On 19 November she tied up at Pier 17 in San Francisco with 810 Marines and 59 Navy men, one of four squadron ships carrying 4,500 Marines. On the 21st she was at San Diego, at Pier Four opposite the Mount McKinley, ending her fourth Far East tour since Korea. Leave, upkeep and local operations filled the rest of the year.



"O" Division at Haiphong, September 1954. Al Bradbury collection.

"During Operation Freedom, we did nothing but eat, sleep and stand [watch,] having to relay all the loading reports to PacFlt, et al."

Gerald "Red" Ford, radioman. Calversion vol. 26, p. 6

"The number of refugees carried from South Vietnam to North Vietnam by the Calvert on all of its trips over three months was a very small number indeed … zero to be precise."

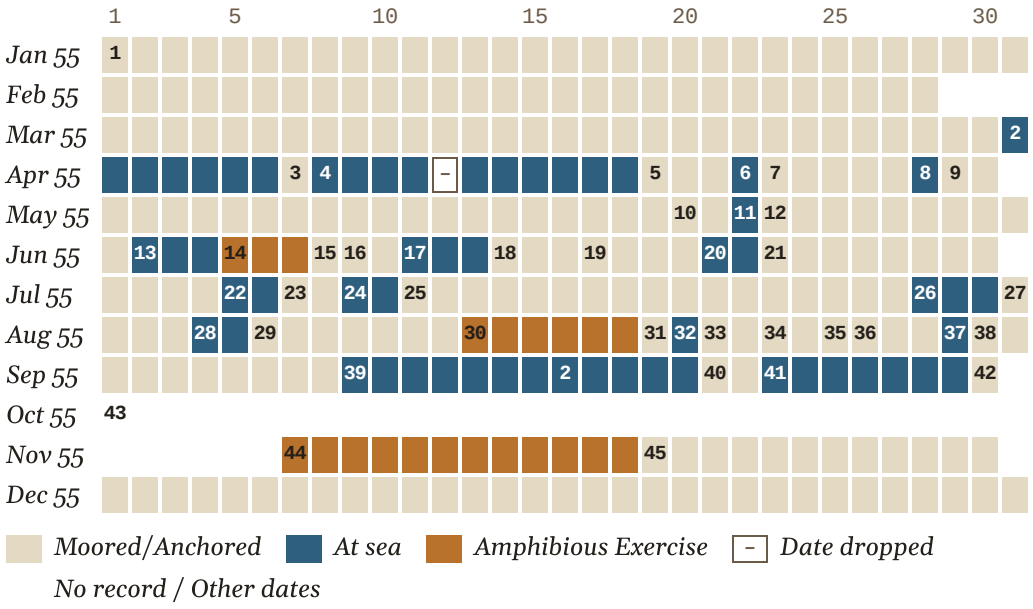
Casper Star Tribune, 2 Aug 2015, on Gerald Rose

SOURCES · *Deck log, Sep – Oct 1954; Calversion vols. 9, 26, 45, 46; Cullen p. 22; Oakland Tribune, 17 Nov 1954; San Francisco Examiner, 18 Nov 1954; San Diego Union, 22 Nov 1954; Naval Cover Museum; Al Bradbury collection.*

1955: The Fifth Far East Cruise

San Diego to Yokosuka, Hong Kong and back, with NAVMARLEX 1-55, NAVARLEX 1-55 and PACTRAEX 56L

1 Jan – 31 Dec 1955 · 365 days



Moored/Anchored	248
Underway at sea	59
Amphibious Exercise	21
No record / Other dates	37
Total days for this period	**365**

		Dates	Days	n.mi.	Knots
1	San Diego *Leave, upkeep and local operations; new CO 12 Mar*	1 Jan – 30 Mar	89		
2	San Diego to Pearl Harbor *Reserve convoy commodore and staff ran simulated convoy exercises*	31 Mar – 6 Apr	7	≈2,290	14
3	Pearl Harbor (Honolulu) *Stop en route to Yokosuka*	7 Apr	1		
4	Pearl Harbor to Yokosuka *Stiff storm before Japan; 12 Apr dropped at the date line*	8–18 Apr	10	≈3,409	14 *
5	Yokosuka *Far East home port; top liberty port of the crew*	19–21 Apr	3		
6	Yokosuka to Nagoya *5th Far East Cruise, Leg 03*	22 Apr	1	≈205	11
7	Nagoya *A brief visit*	23–27 Apr	5		
8	Nagoya to Yokosuka *5th Far East Cruise, Leg 04*	28 Apr	1	≈207	11
9	Yokosuka *Back from Nagoya; in port until 20 May*	29 Apr – 19 May	21		
10	Shimoda *Black Ship Festival; about 3,000 visitors toured the ship*	20–21 May	2		
11	Shimoda to Kobe *5th Far East Cruise, Leg 06*	22 May	1	≈291	13
12	Kobe *Embarked 9th Marines, 3rd Marine Division units*	23 May – 1 Jun	10		
13	Kobe to Buckner Bay *Bound for NAVMARLEX 1-55 with 9th Marines embarked*	2–4 Jun	3	≈650	9
14	NAVMARLEX 1-55, Kinmu Wan, Okinawa *Navy-Marine landing exercise; TACRON 12 Det. A embarked*	5–7 Jun ‡	3		
15	Buckner Bay (Kinmu Wan) *Anchored after the exercise; to Naha 9 Jun*	8 Jun	1		
16	Naha, Okinawa *Swim call*	9–10 Jun	2		
17	Naha to Subic Bay *5th Far East Cruise, Leg 09*	11–13 Jun	3	≈886	11
18	Subic Bay *Moored to buoy 14; liberty at Olongapo*	14–16 Jun	3		
19	Manila *Moored to Pier 3; solar eclipse seen 20 Jun*	17–20 Jun	4		
20	Manila to Hong Kong *5th Far East Cruise, Leg 11*	21–22 Jun	2	≈631	13
21	Hong Kong *Eleven days of rest and recreation*	23 Jun – 4 Jul	12		
22	Hong Kong to Keelung *5th Far East Cruise, Leg 12*	5–6 Jul	2	≈630	13
23	Keelung, Formosa *One of three natural harbors on the island*	7–8 Jul	2		
24	Keelung to Yokosuka *5th Far East Cruise, Leg 13*	9–10 Jul	2	≈1,151	20 ‡
25	Yokosuka *Return from Formosa; in port until 28 Jul*	11–27 Jul	17		
26	Yokosuka to Nagasaki *5th Far East Cruise, Leg 14*	28–30 Jul	3	≈714	10
27	Nagasaki *Arrived 31 Jul; sailed for Okinawa 4 Aug*	31 Jul – 3 Aug	4		
28	Nagasaki to Naha *5th Far East Cruise, Leg 15*	4–5 Aug	2	≈411	10
29	Naha, Okinawa *Buckner Bay anchorage before NAVARLEX 1-55*	6–12 Aug	7		
30	NAVARLEX 1-55, Kinmu Wan, Okinawa *Navy-Army landing exercise; 75th RCT embarked*	13–18 Aug	6		
31	Buckner Bay (Kinmu Wan) *Anchored after NAVARLEX; sailed 20 Aug*	19 Aug	1		
32	Naha to Sasebo *5th Far East Cruise, Leg 16*	20 Aug	1	≈441	14

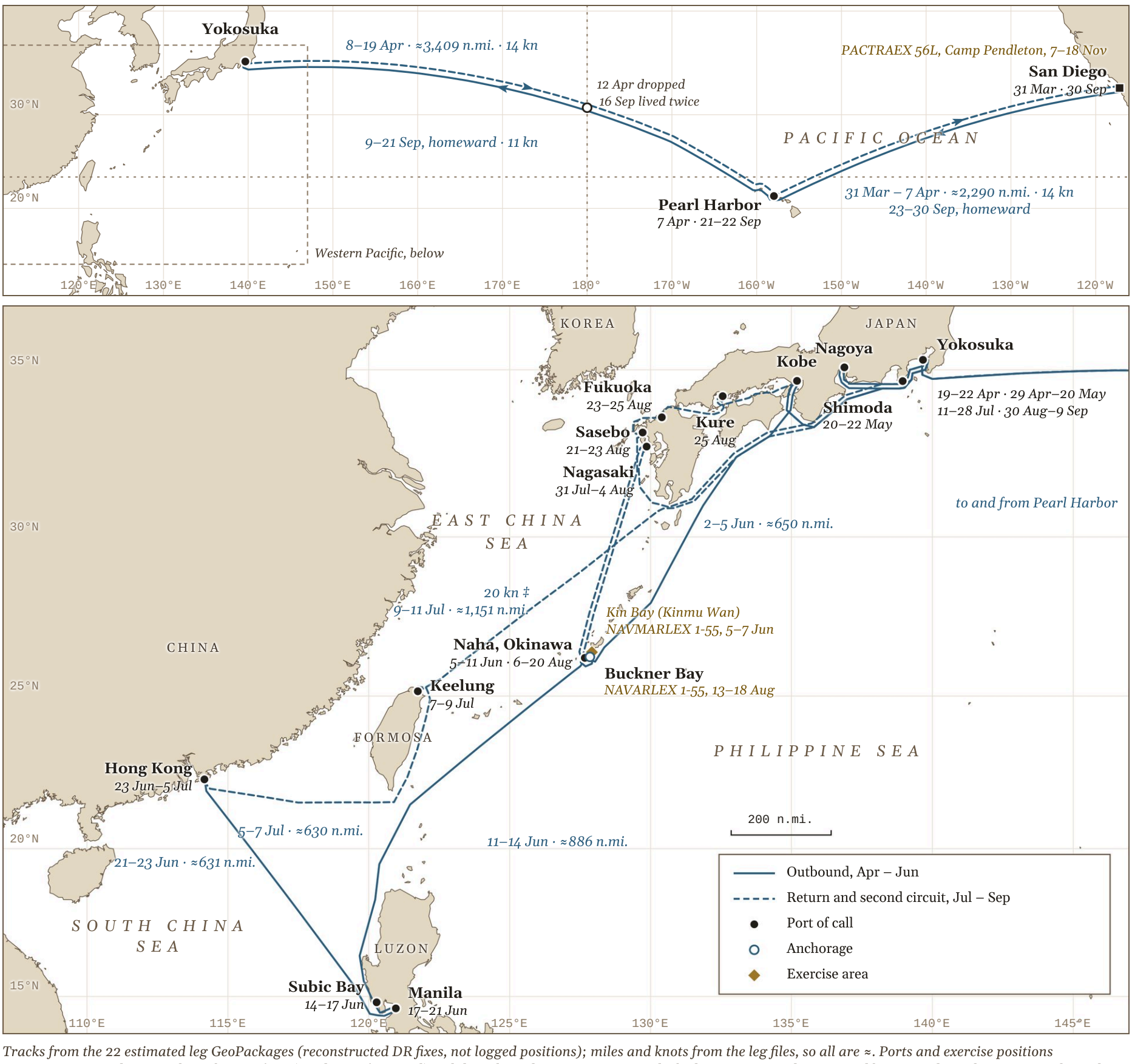
1955: The Fifth Far East Cruise, continued

San Diego to Yokosuka, Hong Kong and back, with NAVMARLEX 1-55, NAVARLEX 1-55 and PACTRAEX 56L

1 Jan – 31 Dec 1955 · 365 days

		Dates	Days	n.mi.	Knots
33	Sasebo *First stop of the return to Yokosuka*	21–22 Aug	2		
34	Fukuoka *Via the Strait of Shimonoseki and the Inland Sea*	23–24 Aug	2		
35	Kure *Inland Sea*	25 Aug	1		
36	Kobe *Last port before Yokosuka*	26–28 Aug	3		
37	Kobe to Yokosuka *5th Far East Cruise, Leg 20*	29 Aug	1	≈353	13
38	Yokosuka *Last in-port period before sailing for San Diego*	30 Aug – 8 Sep	10		
39	Yokosuka to Pearl Harbor *16 Sep lived twice at the date line*	9–20 Sep	13	≈3,409	11 *
40	Pearl Harbor *Stop en route to San Diego*	21–22 Sep	2		
41	Pearl Harbor to San Diego *5th Far East Cruise, Leg 22*	23–29 Sep	7	≈2,290	14
42	San Diego *Foggy arrival ends the Fifth Far East Cruise*	30 Sep	1		
43	No entries in the research notes *October details not known; San Diego presumed*	1 Oct – 6 Nov	37		
44	PACTRAEX 56L, Camp Pendleton *3rd Marine Div units embarked; landings 15 Nov*	7–18 Nov	12		
45	San Diego *Leave and upkeep, late Nov into mid-Jan 1956*	19 Nov – 31 Dec	43		
	Totals	**1 Jan – 31 Dec**		**≈17,970**	

The Fifth Far East Cruise, 31 March – 30 September 1955



Tracks from the 22 estimated leg GeoPackages (reconstructed DR fixes, not logged positions); miles and knots from the leg files, so all are ≈. Ports and exercise positions approximate. Land: Natural Earth 50 m (strip) and 10 m (regional). Solid: outbound, 31 Mar – 23 Jun; dashed: return, second circuit and homeward, 5 Jul – 30 Sep. Kobe and Nagoya dates, and the Inland Sea, on the companion charts.

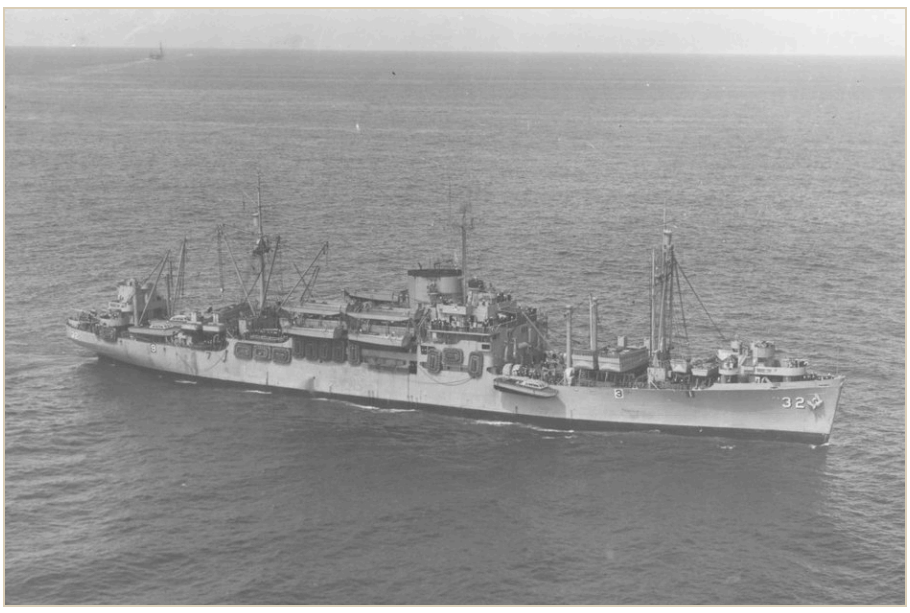
1955: January – April

Winter at San Diego, the Pacific crossing and Yokosuka

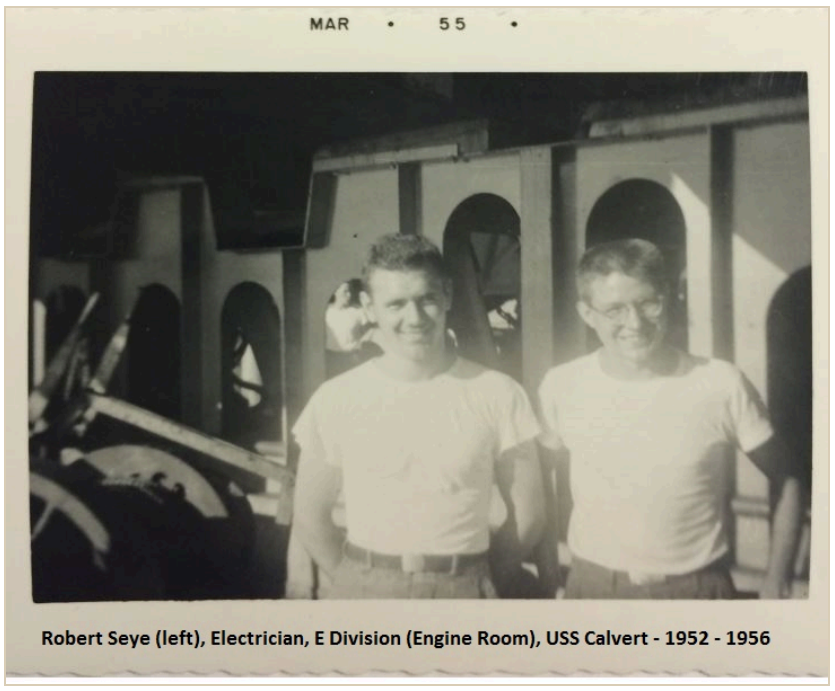
Winter at San Diego

January and February were given to leave, upkeep and local operations from San Diego. On 12 March Captain Adolph J. Peterson relieved Captain Frederick V. H. Hilles as commanding officer (Cullen, p. 22).

Robert Seye, an electrician in E Division (the engine room), photographed shipmates and the ship's after deck that March, a few weeks before the cruise. He served in the Calvert from 1952 to 1956.



USS Calvert (APA-32), mid-1950s. usscalvert.com.



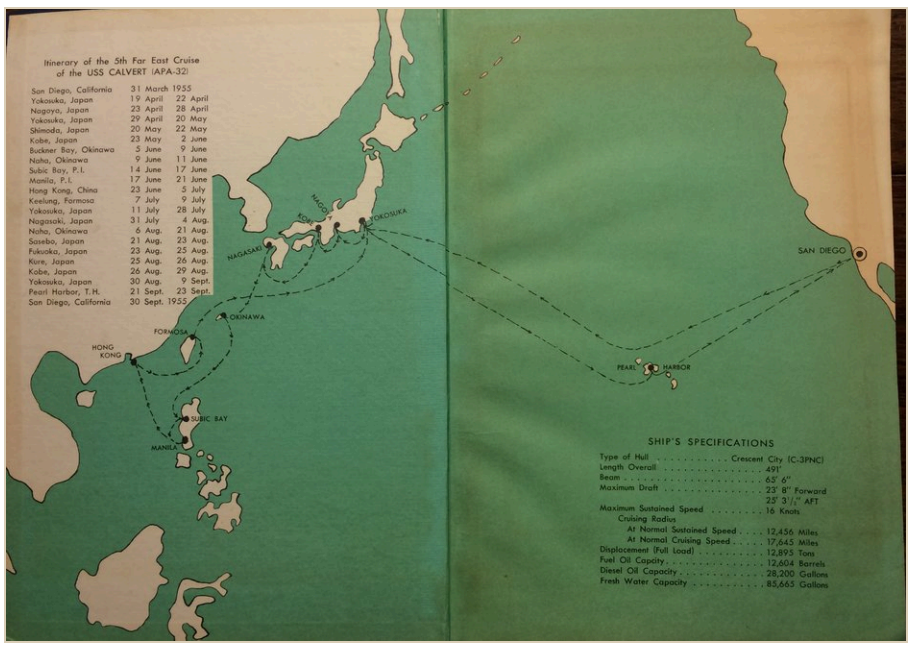
Seye (left), Electrician, E Division, March 1955.



Seye beside the 5-inch aft gun.



Seye (right), aft on the 2nd deck, above the engine shop.



The cruise book's itinerary chart and ship's specifications. 1955 Fifth Far East Cruise Book.

Across the Pacific, 31 March – 19 April

The Calvert sailed on 31 March to join Amphibious Group, Western Pacific: nineteen days to Yokosuka, with a stop at Honolulu on 7 April. For some of the crew it was a first crossing; for others, a repeat of an earlier one.

A reserve convoy commodore and four staff rode along and ran simulated convoy exercises with merchant-ship signals, using the whistle, strings of lights on the mast and special flag hoists. A stiff storm met the ship just before Japan, and the date line took 12 April off the calendar. Ashore at Yokosuka the troops were already in khaki.

Yokosuka, the Far East home port

Yokosuka was home port while the ship served in the Far East and, by the cruise book's account, the crew's favorite liberty port. Tokyo was an hour and a quarter away by train and Yokohama under an hour. The crowded shopping streets, the cabaret marquees and the Enlisted Men's Club gave it a stateside air; the club, billed as the largest whitehat's club in the world, held a theater, dining room, snack bar, dance hall and several bars.

Over four stays, 19–22 April, 29 April – 20 May, 11–28 July and 30 August – 9 September, the Calvert spent 51 nights there. Between the first two came a brief visit to Nagoya, 23–28 April.

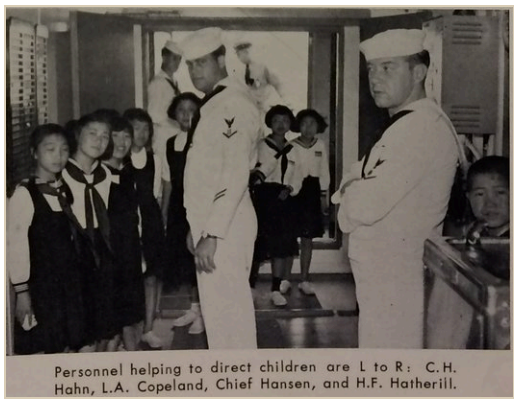
Shimoda and the Black Ship Festival, 20–22 May

Shimoda, a hill-ringed fishing port of about 8,000 at the southern tip of the Izu peninsula, keeps the Black Ship Festival in memory of Commodore Perry's ships, which opened Japan to the world. The festival was first held in 1934 to strengthen ties between the United States and Japan.

The Calvert's part was hospitality: the crew took about 3,000 men, women and schoolchildren on tours of the ship, and the Navy band played at No. 4 hatch. The *All Hands* account in the notes describes the separate Black Ship Festival held that year at Yokosuka.



Decorations for the Black Ship Festival, Shimoda. Al Bradbury collection.



Crew members guiding schoolchildren through the ship. 1955 cruise book.



The Navy band at No. 4 hatch, Shimoda. Al Bradbury collection.



The ship's festival cachet. The postmark reads 20 June 1955, when the ship was at Manila. Acquired 2024.



Okinawa as the crew saw it on arrival at Naha, 5 June. 1955 cruise book.

NAVMARLEX 1-55, Kin Bay, Okinawa

Back at Kobe on 23 May, the ship embarked units of the 9th Marines, 3rd Marine Division, and on 2 June sailed for Kinmu Wan (Kin Bay) on Okinawa's east coast for the Navy-Marine assault landing exercise. Cullen dates it 3–7 June; the leg file has the ship arriving at Buckner Bay on 5 June, so the ledger shows 5–7 June.

TACRON 12 Detachment A, four aviators, four other officers and fourteen men, served as the squadron commander's air staff. They planned and controlled the air support in the objective area for both of the cruise's exercises, with the Calvert as flagship, and were the first such detachment deployed in an APA for a full WESTPAC cruise. The cruise book credits the "Airdales" with proving themselves first-rate sailors.

After the exercise the ship moved round to Naha on 9 June for two days and a swim call before sailing south for the Philippines.



Swim call off Okinawa, 9–11 June. Al Bradbury collection.

The Philippines and Hong Kong, 14 June – 5 July

The Calvert moored to buoy 14 at Subic Bay on 15 June for two days of liberty in Olongapo and the villages around the naval reservation, then crossed to Pier 3 in Manila on the 17th. The crew found the capital a sprawling mix of Spanish, American and post-war Filipino building, and at noon on 20 June photographed a solar eclipse over Manila Bay.

Eleven days of rest and recreation at Hong Kong, 23 June – 5 July, were by the cruise book's reckoning the high point of the cruise, and for many of the crew their last visit to the colony.



The eclipse at noon, 20 June, Manila. Al Bradbury collection.



Keelung (Chi-lung Shih), from the 1950 U.S. Army Map Service map of Formosa, 1:500,000, as excerpted in the notes.

Keelung, Formosa, 7–9 July

Keelung, one of Formosa's three natural harbors, lies in a deep indentation of the coast under a sheltering mountain chain. The cruise book describes ships loading tea and pineapples from the hill slopes, rice and sugar from the lowlands, and a hum of work on the streets and in the fields. From Keelung the ship made a fast run back to Yokosuka, 9–11 July.

NAVARLEX 1-55, 13–18 August

Sailing on 28 July by way of Nagasaki, the ship returned to Kin Bay for the Naval-Army Landing Exercise, this time with the Army's 75th Regimental Combat Team embarked. The cruise book calls it the largest such operation held on Okinawa since the Second World War; the squadron commander gave the crew a "Well Done."

Through the Inland Sea, 20–30 August

On the way back to Yokosuka the ship called briefly at Sasebo and Fukuoka, passed the Strait of Shimonoseki between Honshu and Kyushu into the Inland Sea, and stopped at Kure and Kobe.

Homecoming, 30 September

The Calvert sailed from Yokosuka on 9 September, lived 16 September twice at the date line, and paused at Pearl Harbor on 21–22 September. The morning of the 30th was foggy and gloomy as she moved slowly into San Diego Bay after six months away. The *San Diego Union* had her due at Pier 2, Naval Station, at 0930, as flagship of Amphibious Squadron Five with Captain Kemp Tolley embarked, among eight amphibious ships returning that day.

PACTRAEX 56L, 7–18 November

With troops embarked, the Calvert took part in the major fleet training exercise PACTRAEX 56L at Camp Pendleton. The landings on 15 November were "opposed" by Force Troops Marines from Twentynine Palms. The sources disagree on the troops: Cullen has 3rd Marine Division units, while the Marine Corps chronology names the 1st Marine Division (–) with the 3d Marine Aircraft Wing.

The year's end

October is a blank in the notes. After PACTRAEX the ship went into leave and upkeep at San Diego, from late November into mid-January 1956.

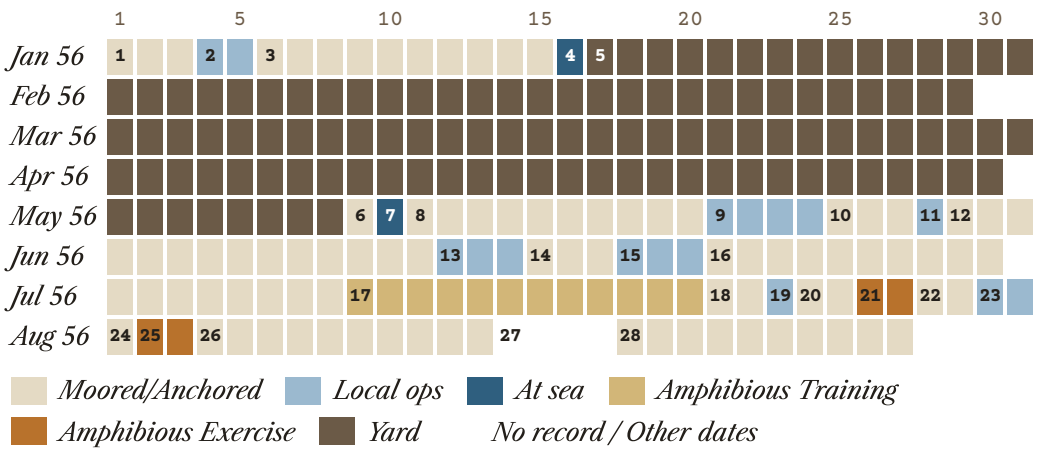
> *"Never experienced a better sea boat. She rode like a duck …"*
>
> Captain Kemp Tolley, Commander Amphibious Squadron Five, 1954–56 (*Calversion*, vol. 9, p. 7)

The year in numbers. 22 sea legs, ≈17,970 n.mi. · 59 nights underway · 248 nights moored or anchored · 21 nights in named exercises · 16 ports and anchorages · the date line crossed twice · 37 nights with no record (1 Oct – 6 Nov).

Overhaul and amphibious training

San Diego, Long Beach and Camp Pendleton, before the sixth Far East cruise

1 Jan – 27 Aug 1956 · 240 days



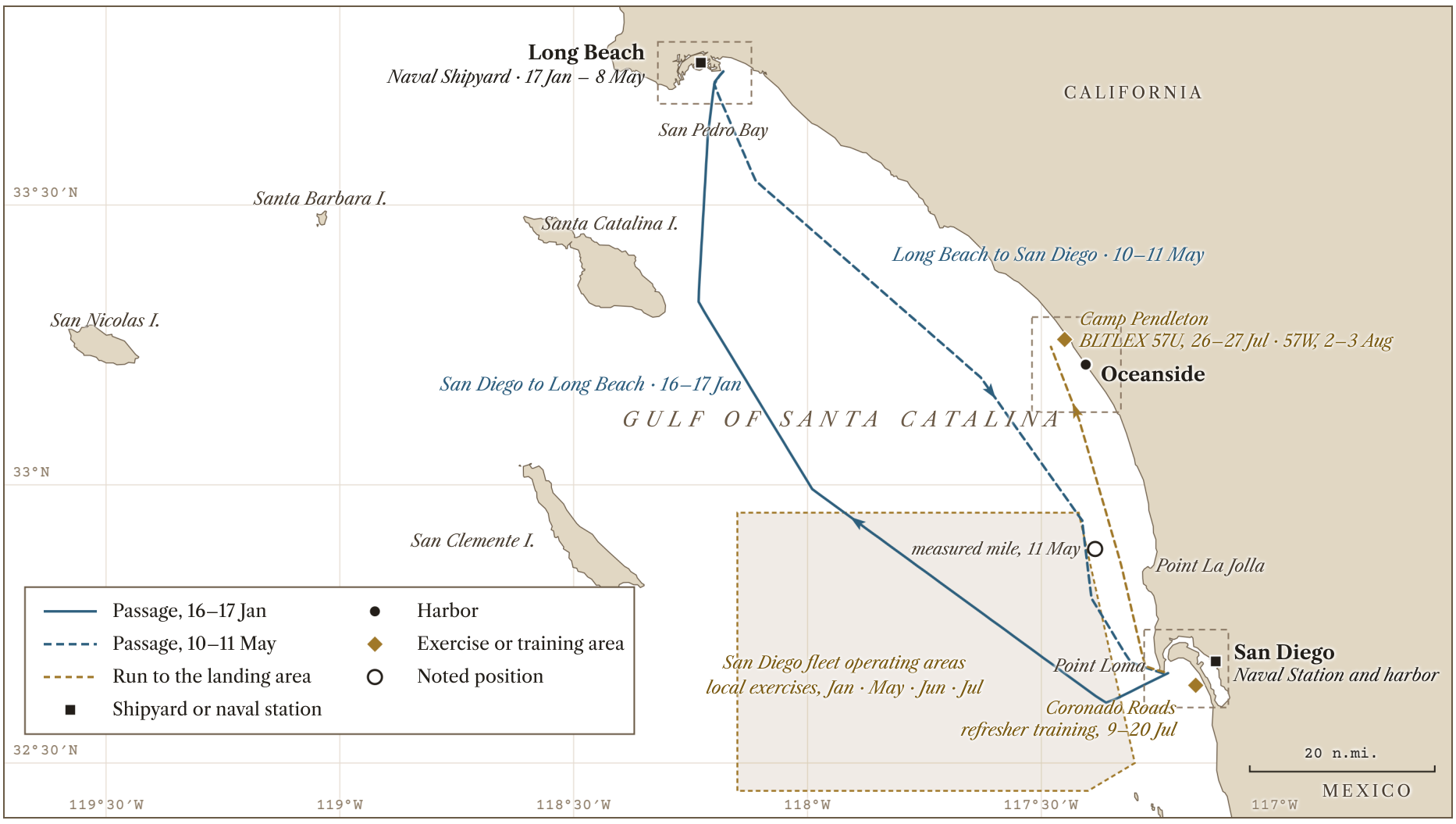
Moored/Anchored	89
Local operating area	16
Underway at sea	2
Amphibious Training	12
Amphibious Exercise	4
Yard	113
No record / Other dates	4
Total days for this period	**240**

		Dates	Days	n.mi.	Knots
1	San Diego, Naval Station *Pier 5, Berth 55, alongside USS Estes (AGC-12)*	1-3 Jan	3		
2	San Diego Fleet Operating Area *gunnery with USS Magoffin (APA-199); heavy fog*	4-5 Jan	2		
3	San Diego Harbor and Naval Station *Buoys 30 and 31; to Pier 5, 13 Jan; fog 8-11 Jan*	6-15 Jan	10		
4	San Diego to Long Beach *full-power run, 17.5 kn; electronics interference test*	16 Jan	1		
5	Long Beach Naval Shipyard: overhaul *drydock 21 Feb to 13 Mar; yard to 8 May (Cullen: to 15 Apr)*	17 Jan - 8 May	113		
6	Long Beach Outer Harbor *Ammunition Anchorage 2 Bravo 8; loaded ammunition*	9 May	1		
7	Long Beach to San Diego *electronic interference survey; measured mile run, 11 May*	10 May	1		
8	San Diego Harbor *Buoys 30 and 31*	11-20 May	10		
9	San Diego Fleet Operating Areas *seamanship with USS Ponchatoula (AO-148); compass compensation*	21-24 May	4		
10	San Diego Harbor *precision anchoring, Coronado Roads, 25 May*	25-27 May	3		
11	San Diego Fleet Operating Area *battle problem and gunnery with tractor aircraft*	28 May	1		
12	San Diego Harbor and North San Diego Bay *Buoys 30 and 31; Anchorage 206 from 11 Jun*	29 May - 11 Jun	14		
13	San Diego Fleet Operating Areas *with USS Magoffin (APA-199); fueling, rearming, gunnery*	12-14 Jun	3		
14	North San Diego Bay *anchored Berth 204*	15-17 Jun	3		
15	San Diego Fleet Operating Areas *towing and highline drills with Magoffin; anchored 19 Jun*	18-20 Jun	3		
16	San Diego Harbor and Naval Station *COMPHIBRON Five change of command, 22 Jun; Pier 1 from 2 Jul*	21 Jun - 8 Jul	18		
17	Amphibious refresher training, Coronado Roads *COMPHIBTRAPAC control, 9-20 Jul; Beach Lanes Four and Three*	9-20 Jul	12		
18	San Diego Harbor *Buoys 30 and 31; personnel inspection, 21 Jul*	21-22 Jul	2		
19	Underway off San Diego *COMPHIBRON Five as OTC; replenishment with USS Chemung (AO-30)*	23 Jul	1		
20	San Diego, Naval Station *Mole Pier; USMC observer aboard for BLTLEX 57U*	24-25 Jul	2		
21	BLTLEX 57U, Camp Pendleton *2nd Bn, 7th Marines; landing before dawn, 27 Jul; back that night*	26-27 Jul	2		
22	San Diego Harbor *Buoys 30 and 31; executive officer's inspection, 28 Jul*	28-29 Jul	2		
23	Opposed sortie and air-defense exercises *Task Units 12.7.3 and 53.4.6; COMPHIBRON Five as OTC*	30-31 Jul	2		
24	San Diego, Naval Station *Pier 3, Berth 32; 1st Bn, 1st Marines embarked 2 Aug*	1 Aug	1		
25	BLTLEX 57W, Camp Pendleton *1st Bn, 1st Marines, 478 Marines; COMPHIBGRUEASTPAC flag*	2-3 Aug	2		
26	San Diego Harbor and Naval Station *Buoys 43 and 44; ammunition, 6 Aug; Pier 1 from 11 Aug*	4-13 Aug	10		
27	No entries in the research notes *moored at the Naval Station on 13 and 18 Aug*	14-17 Aug	4		
28	San Diego, Naval Station *reduction-gear repairs 23-24 Aug; Mole Pier from 24 Aug*	18-27 Aug	10		
	Totals	**1 Jan - 27 Aug**			

Southern California, 1956 *The year's waters, and the ship before her overhaul*

1 Jan – 27 Aug 1956

SOUTHERN CALIFORNIA, JANUARY - AUGUST 1956 *passages, sorties and landing areas*

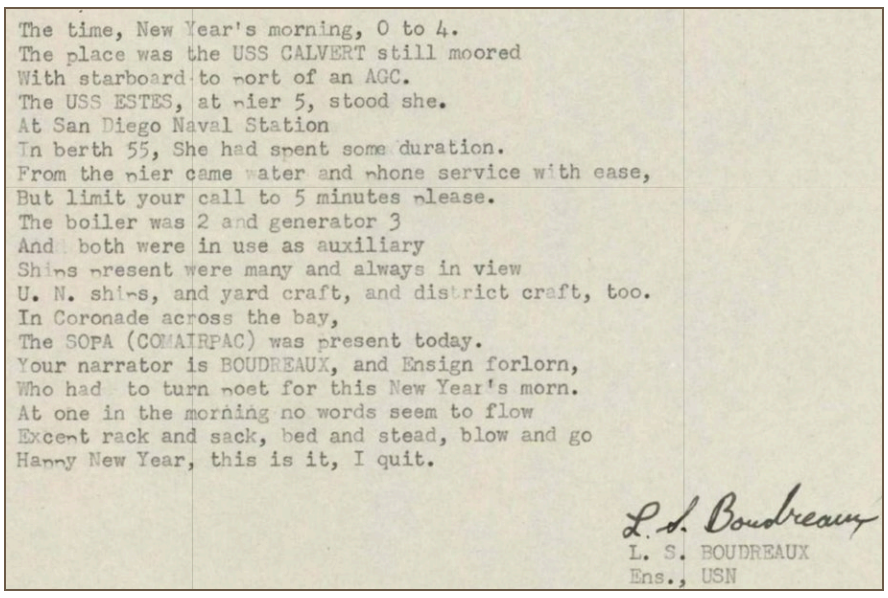


The year's waters, from Long Beach to the Mexican border. Mercator, 30' graticule; coast from GSHHS full resolution. No position fixes survive for this period: the two passages and the runs to Camp Pendleton are routed through fairway points from the deck-log narrative and carry no miles. The lettered operating areas named in the log (PP-7, PP 14–15, JJ-18, II, MM, SS, WV, YY-4) are not placed; the shaded box is the general San Diego fleet operating area. Dashed boxes are the detail charts below.



USS Calvert alongside, dressed with flags, circa 1956–57; possibly before the overhaul. Photograph provided by Ivan Roy Vail, Gunner's Mate, 1956–58.

Sources: Deck Log Books, USS Calvert, January – August 1956; research notes 1 Jan – 27 Aug 1956, v2026.10.17.


The time, New Year's morning, 0 to 4.
The place was the USS CALVERT still moored
With starboard to port of an AGC.
The USS ESTES, at pier 5, stood she.
At San Diego Naval Station
In berth 55, She had spent some duration.
From the pier came water and phone service with ease,
But limit your call to 5 minutes please.
The boiler was 2 and generator 3
And both were in use as auxiliary
Ships present were many and always in view
U. N. ships, and yard craft, and district craft, too.
In Coronade across the bay,
The SOPA (COMAIRPAC) was present today.
Your narrator is BOUDREAUX, and Ensign forlorn,
Who had to turn poet for this New Year's morn.
At one in the morning no words seem to flow
Except rack and sack, bed and stead, blow and go
Happy New Year, this is it, I quit.

L. S. BOUDREAUX
Ens., USN

The New Year's entry as typed in the deck log, signed by Ensign Boudreaux. Deck Log Book, USS Calvert, January 1956 (NARA catalog 217331495).

THE MIDWATCH, 1 JANUARY 1956

The time, New Year's morning, 0 to 4.
The place was the USS CALVERT still moored
With starboard to port of an AGC.
The USS ESTES, at pier 5, stood she.
At San Diego Naval Station
In berth 55, She had spent some duration.
From the pier came water and phone service with ease,
But limit your call to 5 minutes please.
The boiler was 2 and generator 3
And both were in use as auxiliary
Ships present were many and always in view
U. N. ships, and yard craft, and district craft, too.
In Coronado across the bay,
The SOPA (COMAIRPAC) was present today.
Your narrator is BOUDREAUX, and Ensign forlorn,
Who had to turn poet for this New Year's morn.
At one in the morning no words seem to flow
Except rack and sack, bed and stead, blow and go
Happy New Year, this is it, I quit.

L. S. Boudreaux, Ens., USN: the opening deck-log entry for 1956, 0000–0400. Typewriter errors of the original ("nier", "shins", "Coronade") are corrected.

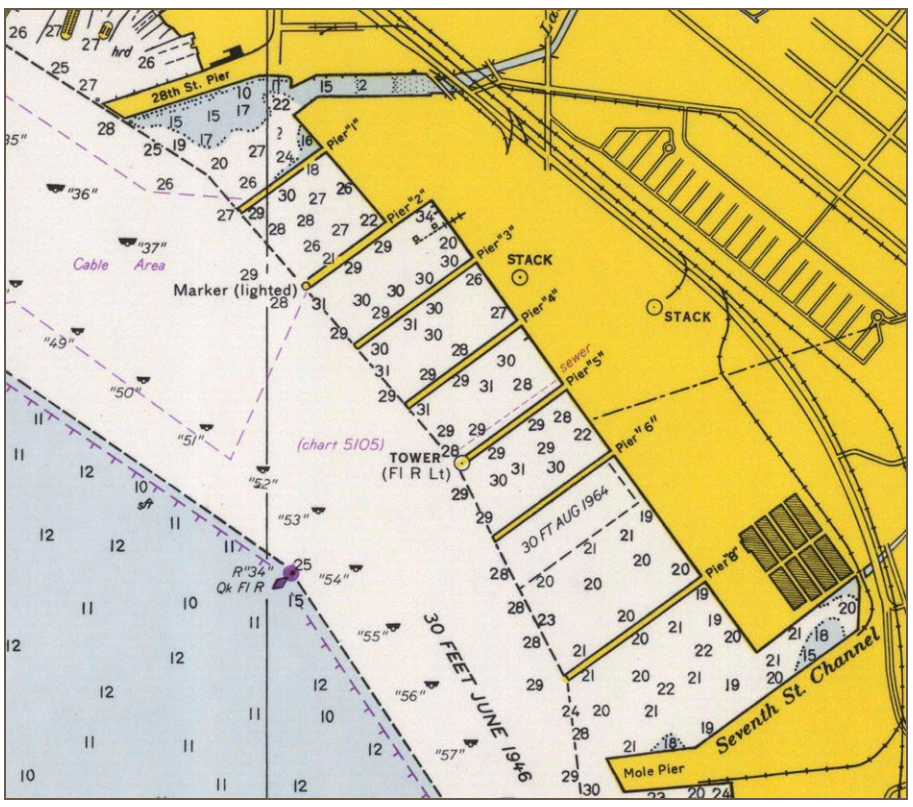
1 – 15 JAN

Fog and gunnery off San Diego

The year opened alongside USS Estes (AGC-12) at Pier 5. On the 4th the ship sailed for the fleet operating areas; by late morning fog had closed in, and at 1128 she stopped and backed full among fleet units. With USS Magoffin (APA-199) as guide she fired exercise Z-1-G. On the 5th visibility fell to nothing and she maneuvered clear of an unseen vessel; after atomic-attack drills the drone shoot was put off for fog, then fired that afternoon. She moored to Buoys 30 and 31 on the 6th, and on the 13th went back alongside Estes at Pier 5.

NAVAL STATION BERTHS, 1956

- Pier 5, Berth 55, alongside USS Estes (AGC-12): 1–4 and 13–16 Jan.
- Pier 1, Berth 12, alongside USS Mount McKinley (AGC-7): 2–9 Jul.
- Mole Pier, west side: 24–26 Jul and 24–27 Aug.
- Pier 3, Berth 32: 1–2 Aug.
- Pier 1, Berth 13, alongside USS Ajax (AR-6): 11–24 Aug.
- Otherwise moored to Buoys 30–31 or 43–44 in the harbor, or anchored in North San Diego Bay.



The piers of the U.S. Naval Station, San Diego. Extract of USC&GS chart 5107, San Diego Bay, 26th edition, May 1966; the piers may differ from 1956. NOAA historical charts.



San Diego Bay, January 1956: the Naval Station, the harbor moorings and the channel to the operating areas. Coast from GSHHS full resolution (a modern shoreline). The harbor track is routed by water; the North San Diego Bay anchorages are approximate and the mooring buoys are not placed.

Sources: Deck Log Books, USS Calvert, January 1956 (NARA catalog 217331495); research notes 1 Jan – 27 Aug 1956, v2026.10.17.

Overhaul at Long Beach *North to the shipyard and the work in the yard*

16 Jan – 8 May 1956

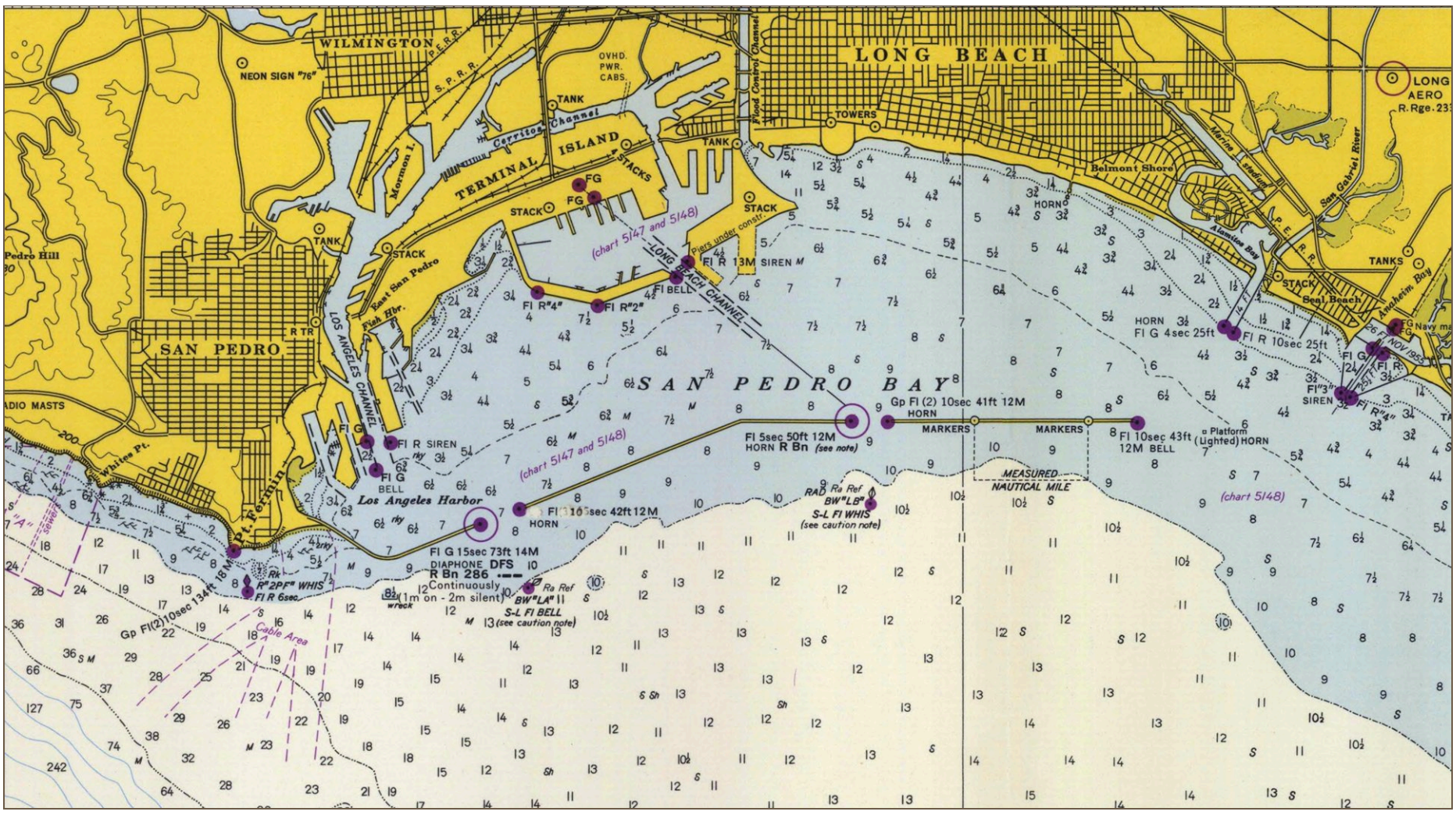
17.5 kn
full-power run on the way north, 16 Jan

113
nights in the yard, 17 Jan – 8 May

21
days in Drydock No. 1, 21 Feb – 13 Mar

SPS-10
and SPS-6: new surface and air search radars

≈900
troops: capacity after the work (Cullen)

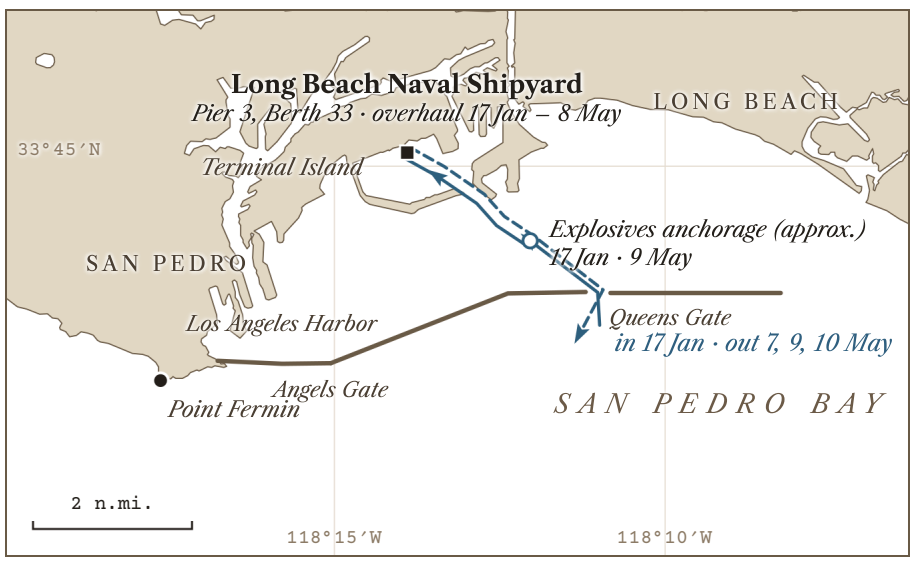


San Pedro Bay: Angels Gate and Queens Gate, the Long Beach Outer Harbor where she sent her ammunition ashore on 17 Jan, and the Long Beach Channel to the shipyard on Terminal Island. Extract of USC&GS chart 5142, San Pedro Channel, 2nd edition, December 1958, 1:80,000.

16 – 17 JAN

North to the shipyard

Underway at 0845, she made a two-hour full-power run at 17.5 knots, sighted Santa Catalina Island, then secured all power and lay to in Area PP-7 for an electronics interference test until 2110. At 0044 on the 17th she anchored in Explosives Anchorage No. 2, Long Beach Outer Harbor, sent her entire ammunition allowance into barge YFN 954 by 1335, discharged fuel, and at 1842 moored at Pier 3, Berth 33, Long Beach Naval Shipyard.

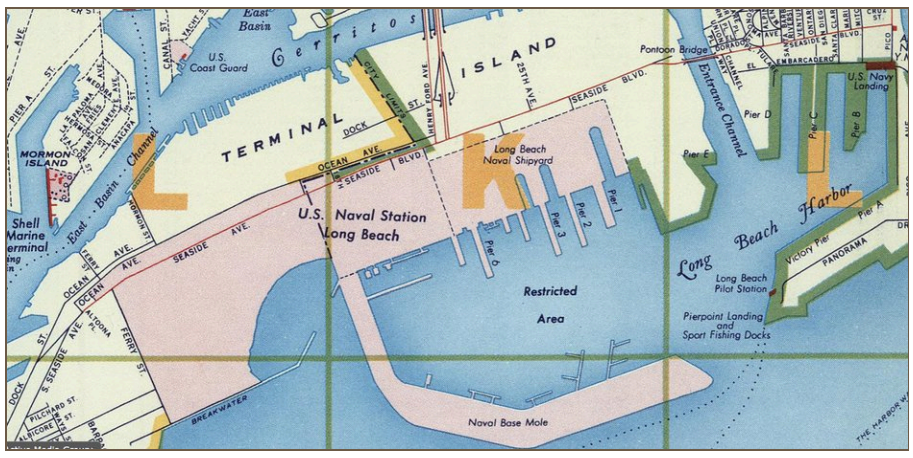


San Pedro Bay, 17 Jan – 10 May. Land traced from USC&GS chart 5142 (2nd ed., Dec 1958), fitted to the Point Fermin, Angels Gate and Long Beach lights (within ≈60 m); breakwaters read by hand. The explosives and ammunition anchorage (Berth B-9, 2 Bravo 8) is placed approximately.

17 JAN – 8 MAY

The overhaul

The yard made a considerable alteration to her electronic and control installations, modernizing the relief amphibious force flagship (AGC) fit first made in 1945. As in that earlier overhaul, troop capacity fell, to some 900, and she gained the facilities to serve as a squadron commander's flagship and an assistant division commander's headquarters. Al Bradbury (1954–55) recalled modern SPS-10 surface and SPS-6 air search radars replacing her WWII-era sets.



Long Beach Naval Shipyard, its Piers 1–3 and the Naval Base Mole on Terminal Island. Shell Oil Company street map of Long Beach and Los Angeles, southern section, 1956 (David Rumsey Map Collection).

Sources: Deck Log Books, USS Calvert, January – May 1956 (NARA catalog 217331495, 217331639, 217331773, 217331901, 213999361); David B. Cullen, A History of the USS Calvert (APA-32), pp. 22–23; Calversion vol. 31, p. 5 (All Hands, October 1959); Al Bradbury, 1954–55.

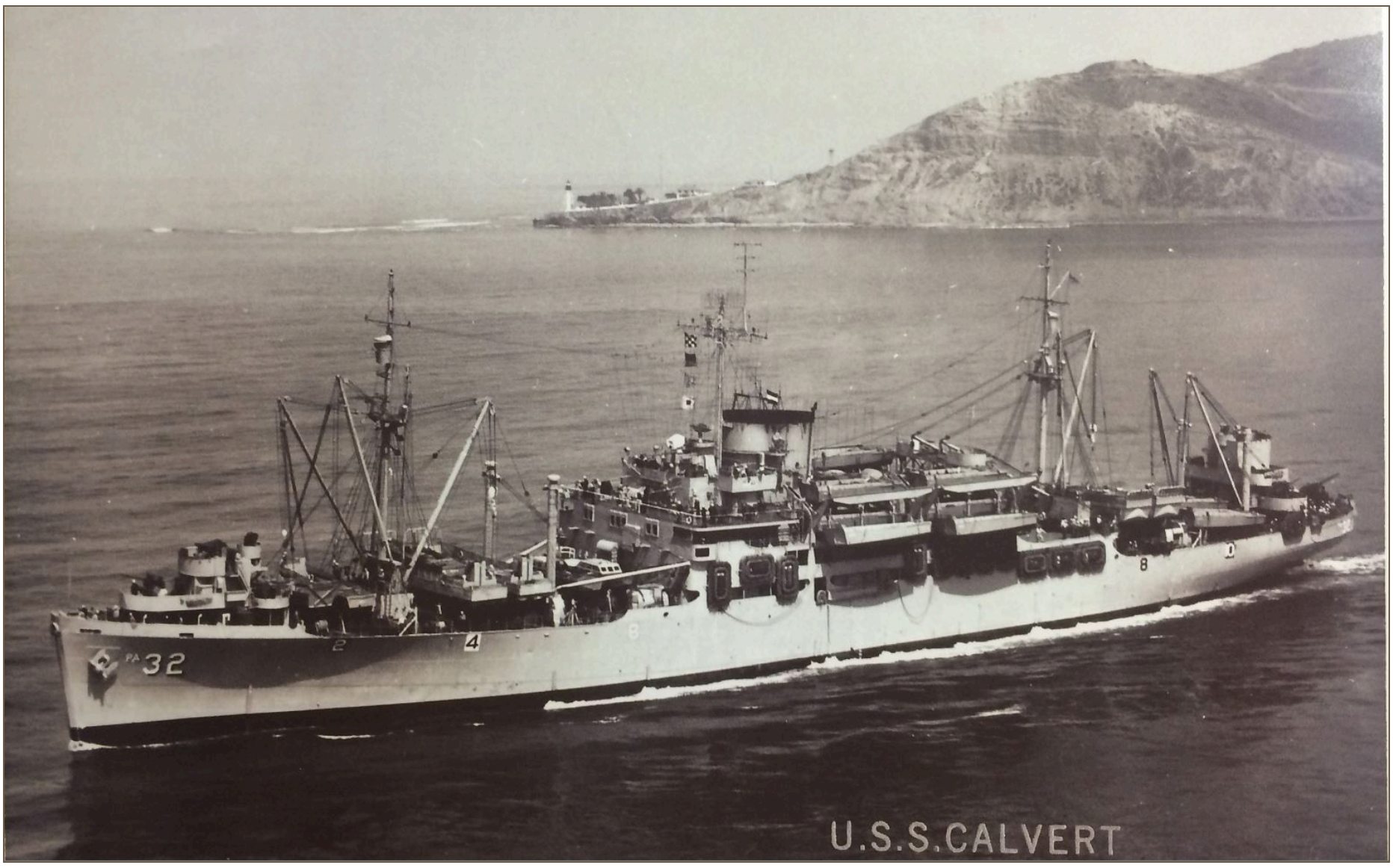
17 FEB – 13 MAR

Drydock, a boom and a fire

On 17 Feb the No. 7 ten-ton boom at No. 4 hatch fell across the starboard life lines when the ratchet pawl let its topping-lift wire unspool. On 21 Feb she entered Drydock No. 1. A fire in the Admiral's cabin on the 23rd, 0907 to 0914, did about $700 of damage. She left the dock for Berth 33 on 13 Mar.

LONG BEACH NAVAL SHIPYARD

- Terminal Island, between the city of Long Beach and the San Pedro district of Los Angeles; the yard operated until 1997.
- 18 Jan: the commanding officer called officially on the shipyard commander; 8,316 gallons of diesel oil discharged to YO 220; at 1830 No. 2 boiler was secured and steam taken from the pier.
- Berth 33, Pier 3, port side to; Drydock No. 1, 21 Feb – 13 Mar; Berth 33 again to 9 May.



USS Calvert underway, circa 1956–57; likely after the overhaul. Photograph provided by Ivan Roy Vail, Gunner's Mate, 1956–58.

7 – 11 MAY

Trials and the run home

On 7 May she ran radiation tests in Areas PP 14 and 15 and was back alongside by 1957. On the 9th she loaded ammunition from the Naval Ammunition and Net Depot, Seal Beach, at Ammunition Anchorage 2 Bravo 8. She sailed on the 10th, hove to for an electronic interference survey in Areas PP 7 and JJ 18, ran the measured mile four miles off Point La Jolla on the 11th, and moored to Buoys 30 and 31 at San Diego at 1345.

21 MAY – 22 JUN

The Fleet Training Group

Five sorties to the operating areas worked up the refitted ship: abandon-ship, man-overboard, collision and steering drills; fueling approaches on USS Ponchatoula (AO-148), USS Tolovana (AO-64) and USS Chemung (AO-30); firing at targets towed by aircraft and a tug, and at pilotless aircraft. On 28 May an actual casualty in a generator-overload exercise dropped every generator and put the fires out; twice she hoisted the not-under-command signal. On 20 Jun she and USS Magoffin took each other in tow. The final battle problem was fought in Area YY-4 on 22 Jun.

Sources: Deck Log Books, USS Calvert, February – June 1956 (NARA catalog 217331639, 217331773, 213999361; June has no catalog number in the notes); Cullen dates the overhaul 17 Jan – 18 Apr ("in the yard until 15 April"); the deck log has the ship at Berth 33 until 9 May.

21 – 22 JUN

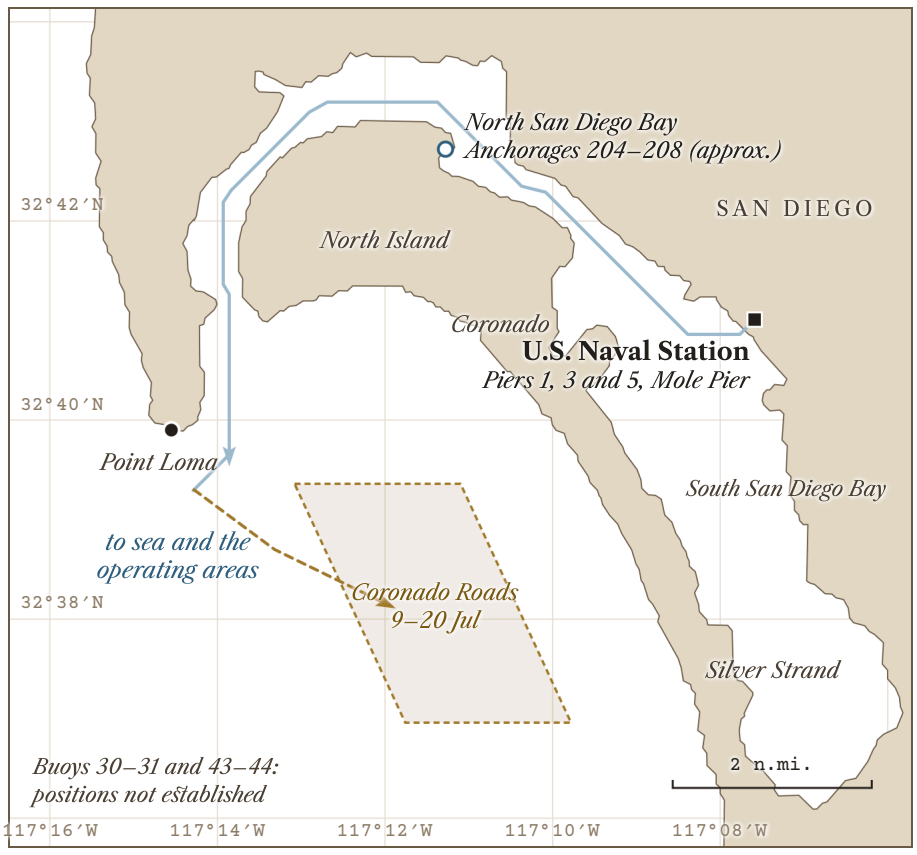
Flagship of Amphibious Squadron Five

On 21 Jun she broke the command pennant of COMPHIBRON Five. The squadron's change of command was held on board at 1000 the next morning, with representatives of several commands embarked, and at 1152 she sailed for the final battle problem.

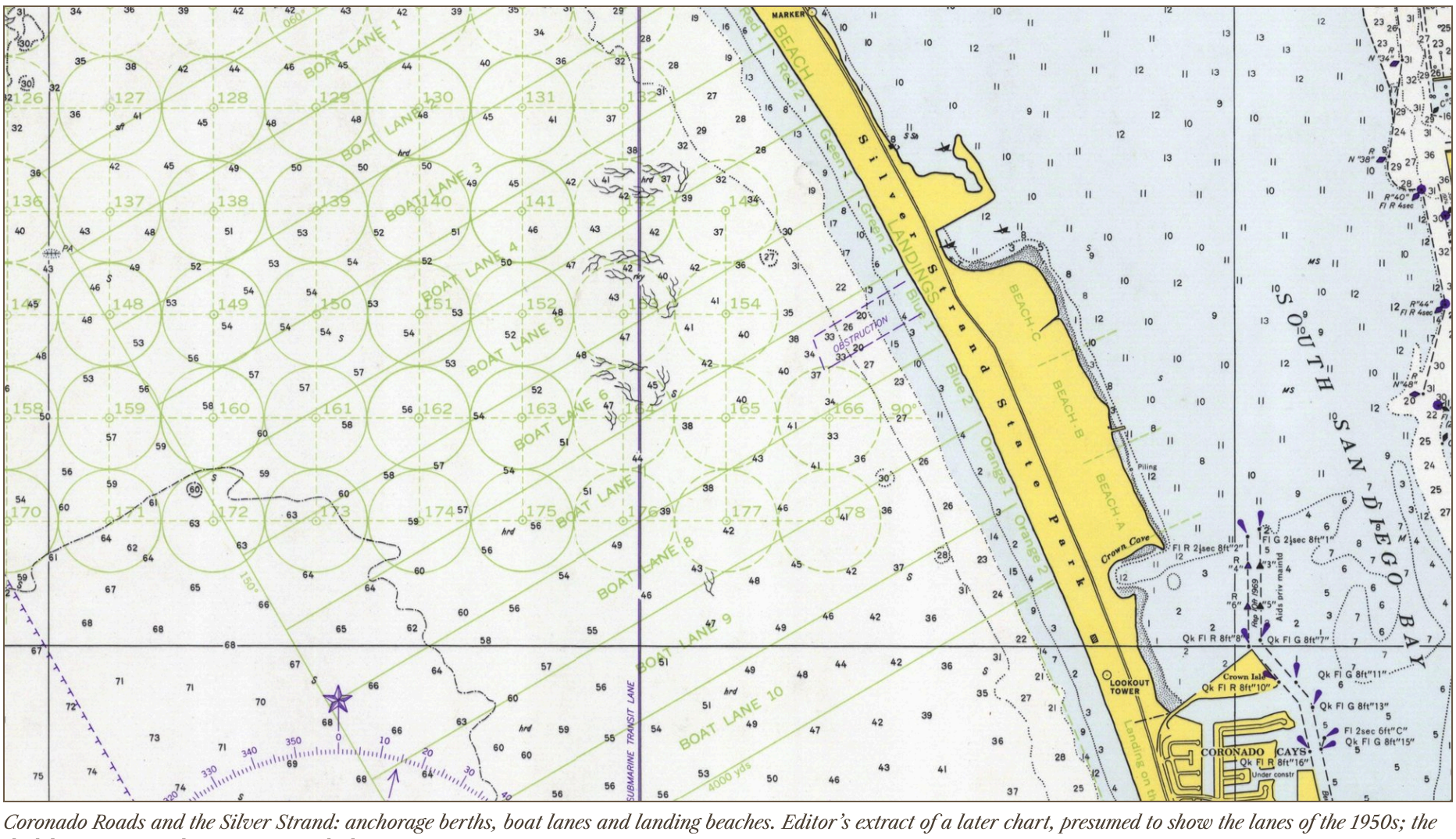
9 – 20 JUL

Refresher training, Coronado Roads

At 0000 on 9 Jul Commander, Amphibious Training Command, Pacific took operational control for two weeks of refresher training. She anchored on the line of departure, left flank of Beach Lane Four (11–13 Jul) and Beach Lane Three (16–20 Jul), sending her boats in on ship-to-shore movements and loading dummy cargo into boats and LCU-539. At 0115 on the 18th low water in No. 1 boiler cost all power for an hour. The last two landings went in before dawn, ship darkened. She was released to COMPHIBRON Five at 1006 on the 20th.



San Diego Bay and Coronado Roads. Coaši from GSHHS full resolution (a modern shoreline). The harbor track is routed by water; the North San Diego Bay anchorages (Berths 204, 206, 208) are approximate and the mooring buoys are not placed.



Coronado Roads and the Silver Strand: anchorage berths, boat lanes and landing beaches. Editor's extract of a later chart, presumed to show the lanes of the 1950s; the deck log names Beach Lanes Four and Three.

Sources: Deck Log Books, USS Calvert, June – July 1956 (no catalog numbers in the notes); research notes 1 Jan – 27 Aug 1956, v2026.10.17.

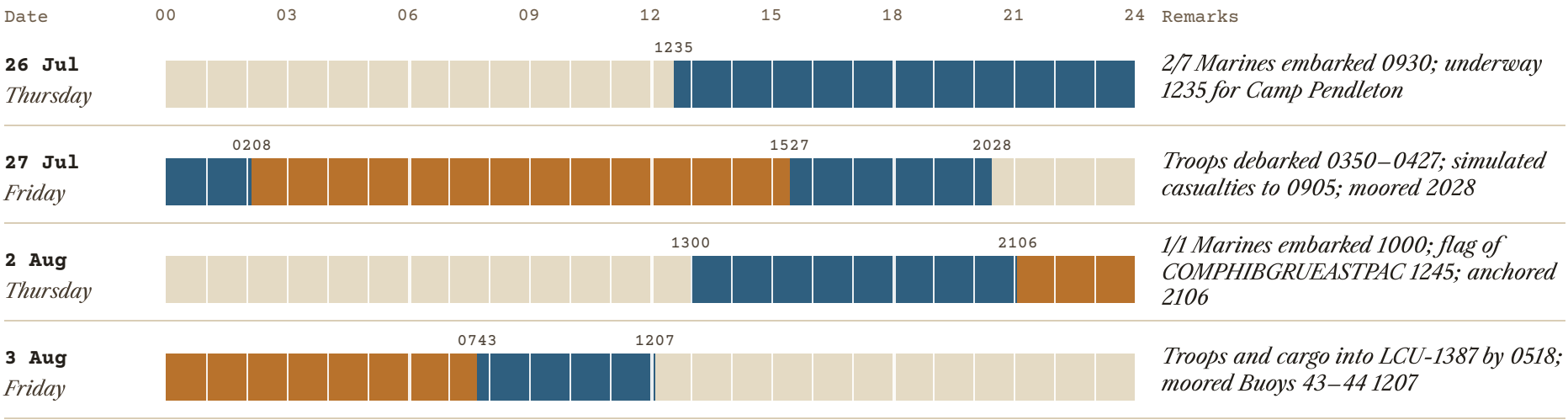
Landing exercises off Camp Pendleton

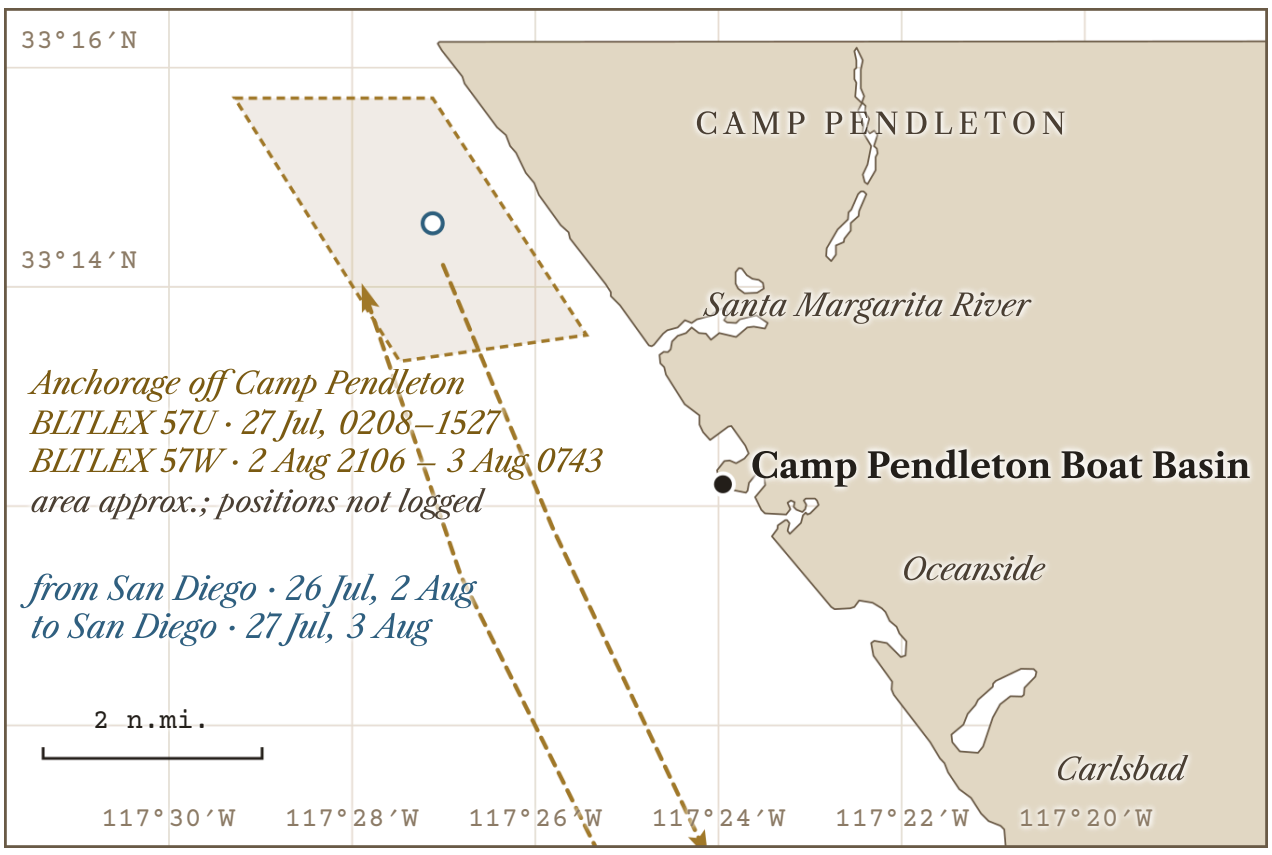
The two landings by the hour, and the charts

26 Jul – 3 Aug 1956

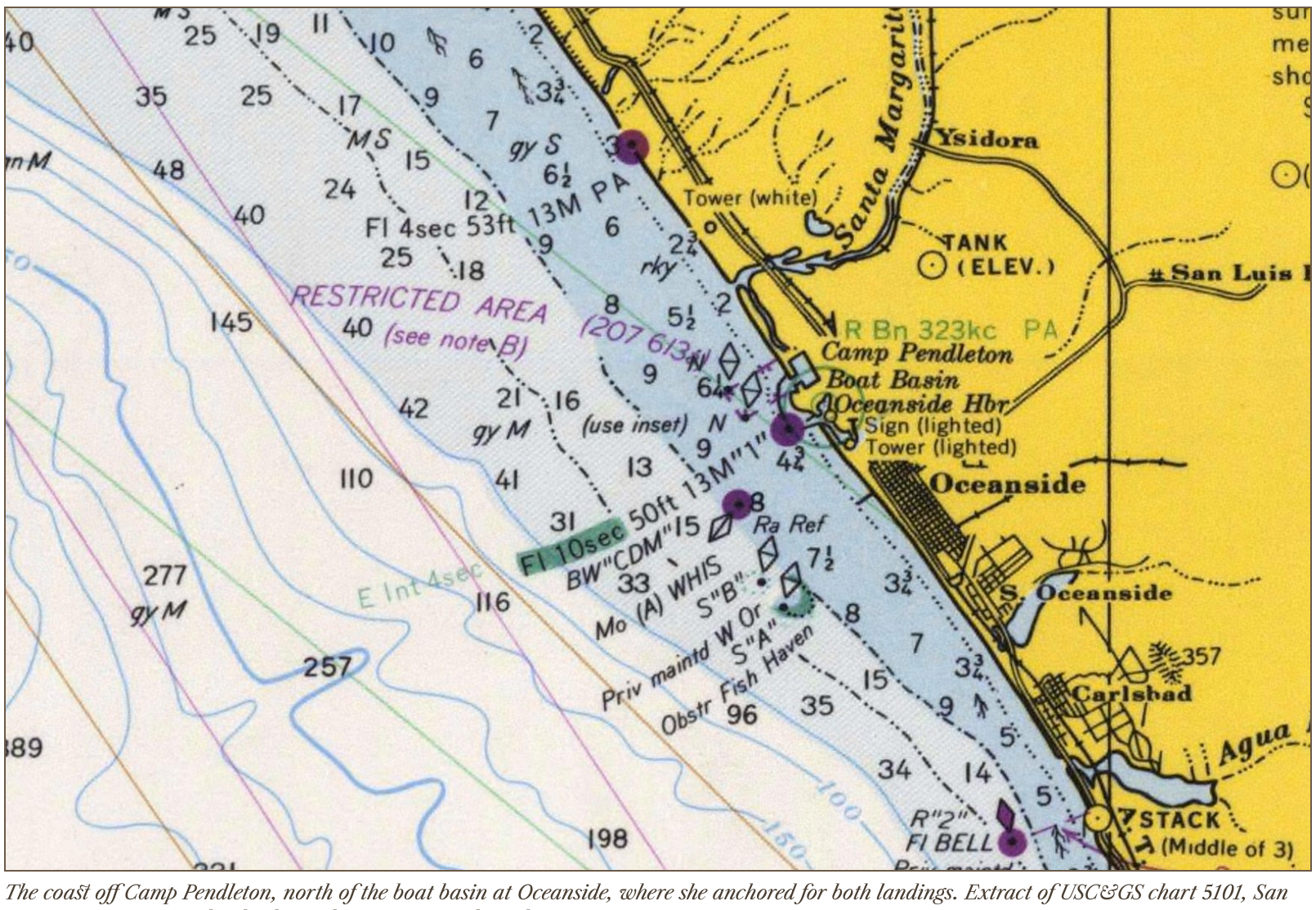
THE TWO LANDINGS, HOUR BY HOUR

BLTLEX 57U and 57W, from the deck log





Off Camp Pendleton, BLTLEX 57U and 57W. Land traced from the USC&GS chart 5101 extract in the notes, fitted to the GSHHS coast (mean ≈85 m). The ship anchored "at assigned anchorage" and on the line of departure; no position was logged, so the area is approximate.



The coast off Camp Pendleton, north of the boat basin at Oceanside, where she anchored for both landings. Extract of USC&GS chart 5101, San Diego to Santa Rosa Island. The anchorage was not logged as a position.

Sources: Deck Log Books, USS Calvert, July – August 1956 (no catalog numbers in the notes); research notes 1 Jan – 27 Aug 1956, v2026.10.17.

BLTLEX 57U · 26–27 JUL

- Embarked 0930, 26 Jul: 2nd Battalion, 7th Marines (Reinforced), 1st Marine Division: 12 officers, 54 enlisted and one Navy officer; a Marine major aboard to observe.
- Underway 1235 under COMPHIBRON Five OPORDER 3-56, guide of a column with USS Comstock (LSD-19) and USS Fort Marion (LSD-22).
- Anchored off Camp Pendleton 0208, 27 Jul. Cargo off 0310–0418; troops debarked 0350–0427.
- Simulated casualties from Fort Marion, Comstock and USS Diachenko (APD-123), 0450–0905.
- Stood up the coast so COMPHIBRON Five could see a broached LST; moored at San Diego 2028.

BLTLEX 57W · 2–3 AUG

- Embarked 1000, 2 Aug: 1st Battalion, 1st Marines (Reinforced): 20 Marine officers and 458 enlisted, with one Navy officer and five Navy enlisted.
- 1245: Rear Admiral COMPHIBGRUEASTPAC broke his flag in Calvert to observe.
- Anchored off Camp Pendleton 2106; ship-to-shore movement of troops and cargo from 2140, ship darkened.
- All troops and cargo into LCU-1387 by 0518, 3 Aug; simulated casualties from Fort Marion and Diachenko.
- Moored to Buoys 43 and 44, San Diego, 1207, 3 Aug.

30 JUL – 1 AUG

Opposed sortie and air defense

Fifth ship in the column of Task Unit 12.7.3, she sortied through the swept channel against opposition. COMPHIBRON Five, embarked as officer in tactical command, then formed Task Unit 53.4.6 for tactical exercises and two days of air-defense drills, darkened at night. She moored at Pier 3 at 0815 on 1 Aug.

4 – 27 AUG

Ready for the Far East

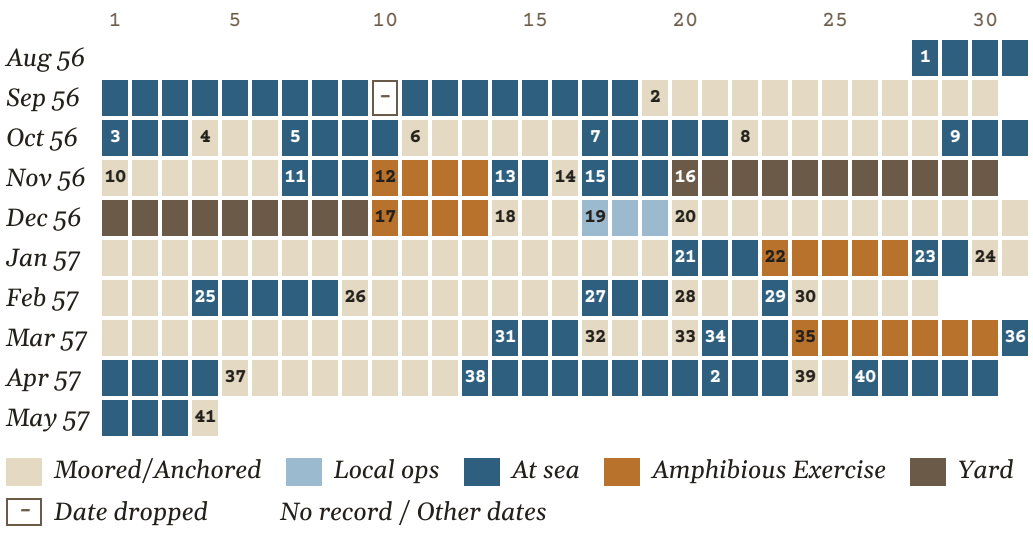
A conference on amphibious operations was held aboard on 4 Aug, with the staff of COMTRANSDIV 52, officers of Amphibious Squadron Five and Beach Jumper Unit No. 1; ammunition came aboard on the 6th. From the 11th she lay alongside USS Ajax (AR-6) at Pier 1, Berth 13, cold iron from the 13th. Spinning the main engines on 23 Aug, the reduction gears gave a loud noise; repairs and a satisfactory test followed by 0250 on the 24th, and at 0800 she shifted to the west side of the Mole Pier. On the 27th she joined COMPHIBRON Five's staff for Convoy Commodore Routing Exercise 57B. She sailed for the sixth Far East cruise the next day.

Sources: Deck Log Books, USS Calvert, July – August 1956 (no catalog numbers in the notes); research notes 1 Jan – 27 Aug 1956, v2026.10.17. The sixth Far East cruise, 28 Aug 1956 – April 1957, continues in the next period.

Sixth Far East Cruise

Amphibious Squadron Five at Yokosuka, Okinawa, Hong Kong, Kobe and Luzon; home to San Diego

28 Aug – 4 May 1956–1957 · 250 days



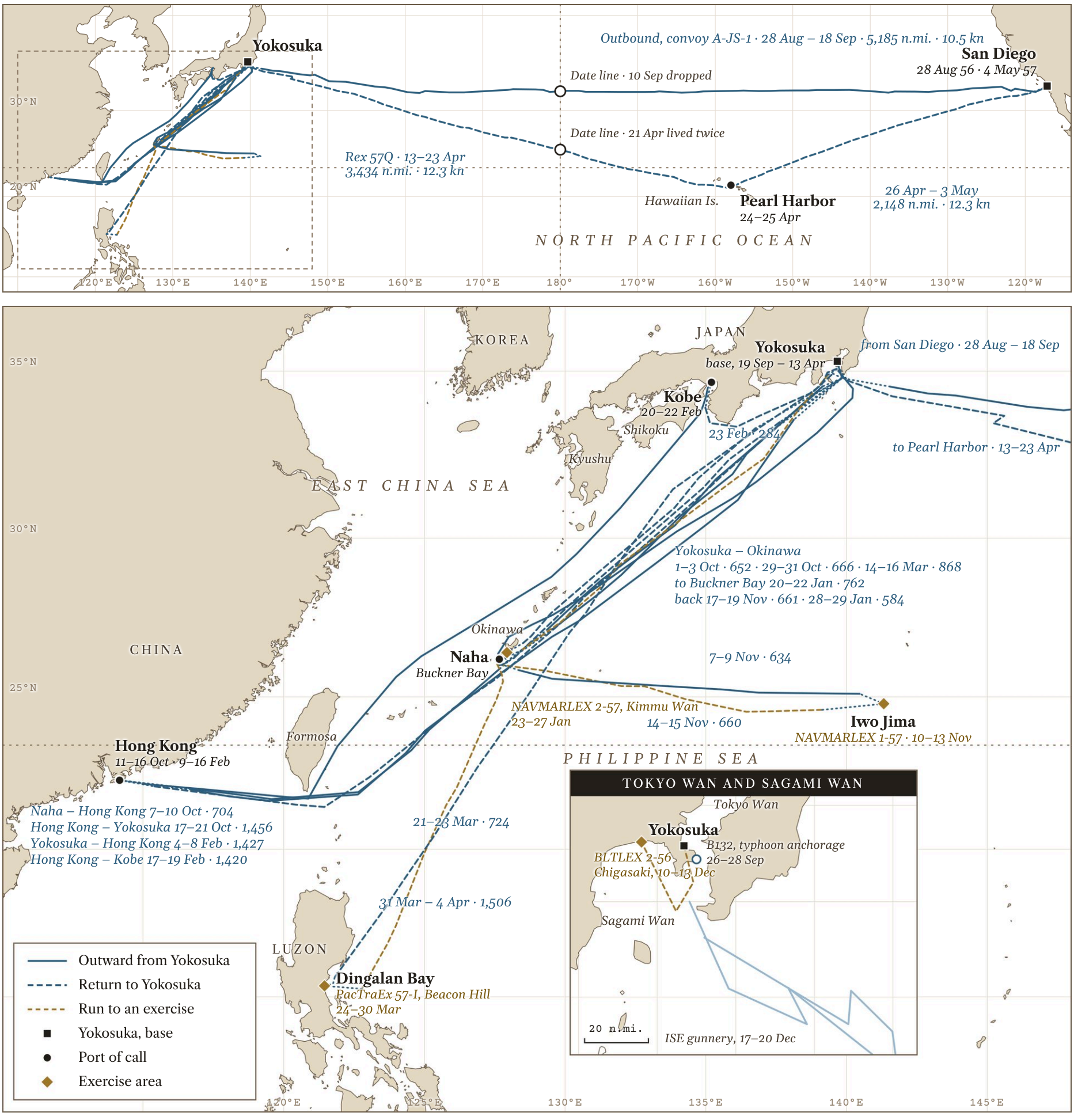
Moored/Anchored	118
Local operating area	3
Underway at sea	89
Amphibious Exercise	20
Yard	20
Total days for this period	**250**

		Dates	Days	n.mi.	Knots
1	San Diego to Yokosuka *Convoy A-JS-1 (TU 53.1.2) with Montrose, Magoffin, Telfair*	28 Aug - 18 Sep	21	5,185	10 *
2	Yokosuka, Japan *Berth 8; typhoon pre-sortie anchorage B132, 26–28 Sep*	19-30 Sep	12		
3	Yokosuka to Naha, Okinawa *COMPHIBGRUWESTPAC embarked 2 Oct; independent, 16 kn*	1-3 Oct	3	652	14
4	Naha, Okinawa *Pier 5, Naha Ko; Capt. Maddox relieved Capt. Petersen, 6 Oct*	4-6 Oct	3		
5	Naha to Hong Kong, B.C.C. *Via Buckner Bay, 7 Oct (anchored 1035, sailed 1731)*	7-10 Oct	4	704	12
6	Hong Kong, B.C.C. *Moored to Buoy No. 1, Victoria Harbor*	11-16 Oct	6		
7	Hong Kong, B.C.C. to Yokosuka *Via Bashi Channel; through the edge of Typhoon Jean, 20 Oct*	17-21 Oct	5	1,456	14
8	Yokosuka, Japan *Berth 11, U.S. Fleet Activities*	22-28 Oct	7		
9	Yokosuka to Naha, Okinawa *COMPHIBGRUWESTPAC embarked; independent, 15 kn*	29-31 Oct	3	666	14
10	Naha, Okinawa *Berth 6, Naha Ko; 600 Marines embarked 6 Nov*	1-6 Nov	6		
11	Naha to Iwo Jima *Task Unit 90.7.0 for NAVMARLEX 1-57; Marines embarked 6 Nov*	7-9 Nov	3	634	11
12	NAVMARLEX 1-57, Iwo Jima *3rd Marine Division landing; Yellow Beach; anchored Berths A-5, B-5*	10-13 Nov	4		
13	Iwo Jima to Naha, Okinawa *Independent, 16 kn; anchored off Kuefu Shima, 16 Nov*	14-15 Nov	2	660	17 ‡
14	Anchored off Kuefu Shima, Okinawa *Awaiting pilot, 1642; moored Naha 0800, 17 Nov*	16 Nov	1		
15	Naha, Okinawa to Yokosuka *Independent, 15 kn; Marines landed at Yokosuka 20 Nov*	17-19 Nov	3	661	14
16	Yokosuka: restricted availability *Berth 8, Forrestal Causeway; 2nd Bn, 3rd Marines embarked 8–9 Dec*	20 Nov - 9 Dec	20		
17	BLTLEX 2-56, Chigasaki Beach *Sagami Wan; anchored off Chigasaki Beach; wet-netting drills*	10-13 Dec	4		
18	Yokosuka, Japan *Berth 10, U.S. Naval Station*	14-16 Dec	3		
19	Operating area off Yokosuka *ISE gunnery; ammunition anchorage B136; back at Berth 10, 20 Dec*	17-19 Dec	3		
20	Yokosuka, Japan *Berth 10; orphanage Christmas party, 23 Dec; Wet Dock 6, 17 Jan*	20 Dec 56 - 19 Jan 57	31		
21	Yokosuka to Buckner Bay, Okinawa *TU 90.5.1, 3rd Marines embarked, for NAVMARLEX 2-57*	20-22 Jan	3	762	11 ‡
22	NAVMARLEX 2-57, Kimmu Wan *Buckner Bay, Kimmu Wan; night sorties; Yellow Beach control ship*	23-27 Jan	5		
23	Kimmu Wan, Okinawa to Yokosuka *Independent, 15 kn; COMPHIBRON Five CTU 90.5.1 embarked*	28-29 Jan	2	584	15
24	Yokosuka, Japan *Berth 14, then Berth 10 from 31 Jan; Marines landed 30 Jan*	30 Jan - 3 Feb	5		
25	Yokosuka to Hong Kong, B.C.C. *Independent, about 15 kn; COMPHIBGRUWESTPAC embarked*	4-8 Feb	5	1,427	15
26	Hong Kong, B.C.C. *Moored to Buoy No. 2, Victoria Harbor*	9-16 Feb	8		
27	Hong Kong, B.C.C. to Kobe, Japan *Independent, 16 kn; AA burst firing, 18 Feb*	17-19 Feb	3	1,420	18 ‡
28	Kobe, Japan *Pier 6; COMPHIBRON Five assumed SOPA*	20-22 Feb	3		
29	Kobe, Japan to Yokosuka *Overnight run, 23–24 Feb*	23 Feb	1	284	11 ‡
30	Yokosuka, Japan *Berth 11, then Berth 8; 8th Cavalry BCT embarked 13 Mar*	24 Feb - 13 Mar	18		
31	Yokosuka to Naha, Okinawa *Via Operating Area Charlie; 8th Cavalry BCT embarked*	14-16 Mar	3	868	14 ‡
32	Naha, Okinawa *Berth 6; 9th Marines embarked 19 Mar*	17-19 Mar	3		
33	Buckner Bay, Okinawa *Berth AV; shifted from Naha, sailed 0733, 21 Mar*	20 Mar	1		

Sixth Far East Cruise, continued

Amphibious Squadron Five at Yokosuka, Okinawa, Hong Kong, Kobe and Luzon; home to San Diego — 28 Aug – 4 May 1956–1957 · 250 days

		Dates	Days	n.mi.	Knots
34	Buckner Bay to Dingalan Bay, Luzon, PI *TU 76.7.1 in the Fast Movement Group for Beacon Hill*	21–23 Mar	3	724	13
35	PacTraEx 57-I, Operation Beacon Hill *Dingalan Bay, Luzon, P.I.; Berth C-2; backloaded 29 Mar*	24–30 Mar	7		
36	Dingalan Bay, Luzon, PI to Yokosuka *TE 76.1.1.1; 9th Marines embarked; dead in water 2145, 4 Apr*	31 Mar - 4 Apr	5	1,506	14
37	Yokosuka, Japan *Berth 14, Wet Dock 6; Berth 10 from 6 Apr; 9th Marines landed*	5–12 Apr	8		
38	Yokosuka to Pearl Harbor *Convoy Exercise Rex 57Q (CTU 36.3.1); 21 Apr lived twice*	13–23 Apr	12	3,434	12 *
39	Pearl Harbor, Hawaii *Berth M-1, U.S. Naval Base*	24–25 Apr	2		
40	Pearl Harbor to San Diego *Rex 57Q as Convoy BAF3; Phase Delta 2–4 May*	26 Apr - 3 May	8	2,148	12
41	San Diego, Naval Air Station *Berth Juliett; moored 0746, 4 May*	4 May	1		
	Totals	**28 Aug 56 - 4 May 57**		**23,777**	



Tracks drawn from the deck-log position fixes in the 18 leg GeoPackages; dotted runs join the first and last fixes to the berths by hand. Miles are the leg-file track miles, which match the traced fixes. The Tokyo Wan inset shows the 17–20 Dec operating-area track and the run to Chigasaki Beach (routed). Land from Natural Earth (50 m strip, 10 m regional). Mercator.

28 AUG – 19 SEP 1956 · LEDGER ROWS 1–2

Across the Pacific in Convoy A-JS-1

At 0850 on 28 August 1956 the Calvert got underway from the Mole Pier at the U.S. Naval Station, San Diego, and by 1134 had taken station as guide of Convoy A-JS-1. Amphibious Squadron Five was bound for Yokosuka, Japan, and would not see San Diego again until 4 May 1957.

The crossing took twenty-two days at 10 to 13 knots. The convoy zigzagged, worked through tactical exercises most mornings, and the deck log records a steering-casualty drill in nearly every watch. On 4 September the Calvert made a full-power run at 16.8 knots; on 5 September she refueled the Diachenko alongside, passing 29,643 gallons; and on 7 September the ships broke formation for mine-destruction and anti-aircraft gunnery.

At 0000 on 11 September, in latitude 32-11 North, the ship crossed the International Date Line and advanced all clocks 24 hours to Zone Mike. Monday, 10 September 1956 never happened aboard.

CONVOY A-JS-1, 28 AUG 1956

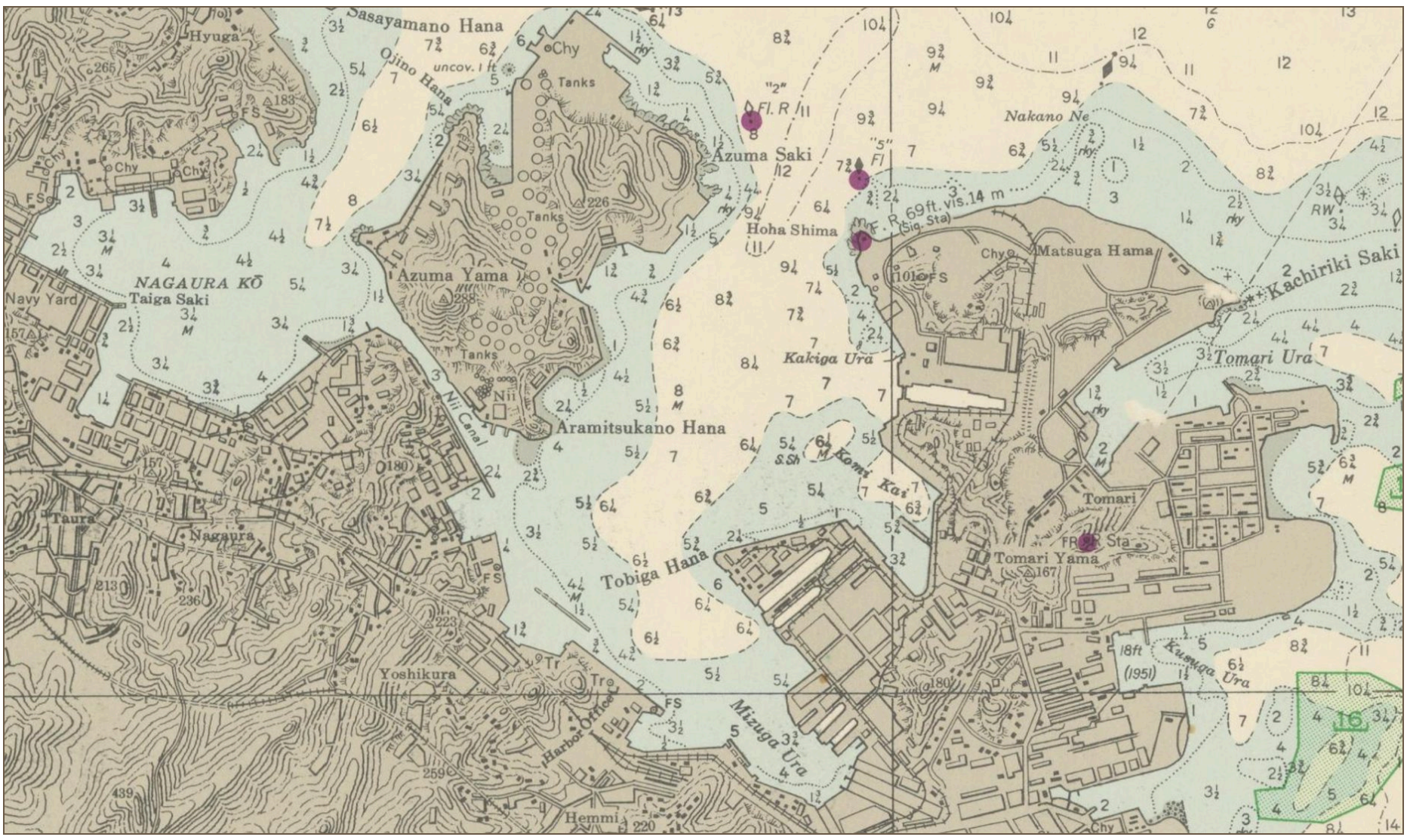
Formation A-1, Calvert guide:
Algol (AKA-54) · Oak Hill (LSD-7)
Montrose (APA-212) · Telfair (APA-210)
Magoffin (APA-199) · Skagit (AKA-105)
Comstock (LSD-19)

Screen: Weiss (APD-135), Diachenko (APD-123), Destroyer Division 11, USCGC Perseus (WPC-114).

Task Unit 53.1.2 · 5,185 n.mi. by the deck-log fixes

ARRIVAL, 19 SEPTEMBER

0600 Nojima Saki Light abeam, 7.5 miles
1005 Moored starboard side, Berth 8, Forrestal Causeway
1045 Montrose moored alongside
1635–2050 Fueled from Casinghead (YO-47), 208,110 gallons



Yokosuka Ko, including Negishi Wan and Uraga Ko: extract of the period chart in the research notes. Berth 8 at the Forrestal Causeway, the ship's first berth of the cruise, is marked in black text.

26 – 30 SEP 1956

Riding out a typhoon at anchorage B132

A week after arrival, Yokosuka set Typhoon Condition Three at 1025 on 26 September and Condition Two at 1416. The Calvert had already shifted at 1315 from the causeway to the typhoon pre-sortie anchorage, Berth B132 in the outer harbor, anchoring at 1349. Through the night the engine room stood by on 15 minutes' notice while the barometer fell. On 27 September visibility closed to 3,000 yards, No. 2 boiler was cut in on the main line, and Material Condition Alfa was set on the weather decks; at 1420 the barometer leveled off at 29.10 inches and the wind eased from the south. She returned to Berth 11 at 0828 on 28 September. At 2110 on the 29th, Captain William S. Maddox reported aboard as prospective commanding officer.

Sources: Deck Log, USS Calvert, Aug–Sep 1956; Cullen, A History of the USS Calvert (APA-32), p. 23; chart extract and highlights list from the research notes, 28 Aug 1956 – 4 May 1957; miles from the leg GeoPackages.

1 – 7 OCT 1956 · LEDGER ROWS 3–4

Okinawa and a change of command

With Commander Amphibious Group, Western Pacific (COMPHIBGRUWESTPAC) embarked, the Calvert sailed from Yokosuka at 1407 on 1 October and moored at Pier 5, Naha Ko, at 0820 on 4 October.

At 1002 on 6 October, in Naha, Captain Adolph J. Petersen read his orders of detachment and Captain William S. Maddox read his orders as his relief. Captain Petersen left the ship at 1144.

On 7 October she shifted to Berth AV in Buckner Bay, ran boat-group tactical exercises and Marine wet-netting drills, and at 1731 sailed for Hong Kong at 15 knots.



Map of Naha City, circa 1957. The Calvert used Piers 4, 5 and 6 of Naha Ko during the cruise. Online: flickr.com/photos/okinawa-soba.

11 – 22 OCT 1956 · LEDGER ROWS 5–8

Hong Kong, and back through Typhoon Jean

The ship moored to Buoy No. 1 in Victoria Harbour at 0834 on 11 October for six nights. On 15 October Rear Admiral D. H. Harries, Flag Officer Commanding Her Majesty's Australian Fleet, came aboard to return COMPHIBGRUWESTPAC's call. She sailed at 0650 on 17 October for Yokosuka by way of the Bashi Channel. The midwatch of 20 October found her making 16.1 knots through the critical area of Typhoon Jean, pitching moderately in rough seas. She moored at Berth 11, Yokosuka, at 0926 on 22 October.



Victoria Harbour, Hong Kong: extract of the 1:25,000 British War Office map, 1957. The Calvert lay at Buoy No. 1 in October 1956 and Buoy No. 2 in February 1957.

23 OCT – 6 NOV 1956 · LEDGER ROWS 8–10

Army troops to Naha, Marines for Iwo Jima

Army personnel were embarked at Yokosuka for passage to Naha. Off Okinawa at 1000 on 31 October the ship set Condition One-Alfa for twenty minutes. The research notes read this as the start of the Army troops' debarkation, but the log does not say so. She moored at Berth 6, Naha Ko, at 0854 on 1 November.

On 2 November the admiral and the captain called on the Commanding General, 3rd Marine Division, and on the Deputy Commander, Ryukyus Command. On 6 November the Marines came aboard for NAVMARLEX 1-57.

EMBARKED AT NAHA, 6 NOV 1956

59 Marine officers
600 Marine enlisted
8 Navy officers
55 Navy enlisted

Elements of the Third Marine Division, for the landing exercise at Iwo Jima

Sources: Deck Log, USS Calvert, Oct–Nov 1956; Cullen, p. 23; 1956 cruise book; chart and map extracts in the research notes. The 31 Oct Army debarkation is the notes' inference.

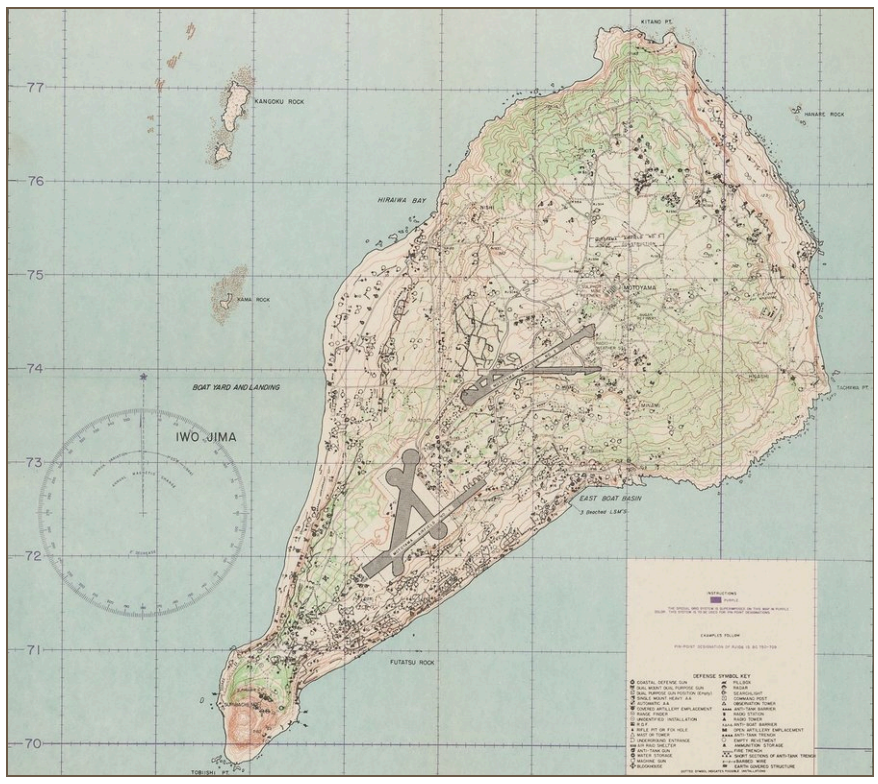
7 – 16 NOV 1956 · LEDGER ROWS 11–14

NAVMARLEX 1-57: a landing on Iwo Jima

A Marine major general came aboard at 0858 on 7 November, and an hour later the Calvert sailed from Naha as a unit of Task Unit 90.7.0, with the squadron commander as officer in tactical command. At 0500 on 10 November she passed Iwo Jima five miles to port. Troops began going down into the boats at 0756, and at 1201 she anchored in Berth A-5.

Surf held up the landing. The exercise went on at sea through the night of 11 November. At 1015 on 12 November, D-Day, the ship began debarking troops and cargo off Yellow Beach, then anchored in Berth B-5. Backloading began before midnight on 13 November and was complete at 1503 on the 14th; at 1600 she sailed for Okinawa.

> *Despite the bad weather and the end-around plays, the operation proved to be a success …*
>
> 1956 CRUISE BOOK



1945 pre-invasion reconnaissance map of Iwo Jima, 1:20,000. Online: The War Museum, via Bonhams.

> *Yesterday they had the boats in the water and I had about 16 hrs. in the engine room from midnight Friday until midnight last night. They offloaded Marines and equipment but didn't go into the beach … some of Magoffin's (APA 199) boats did, and 2 boats were lost, the surf was so bad. The "invasion" is set for tomorrow AM, "D" day …*
>
> A CALVERT CREWMAN, LETTER FROM IWO JIMA, SUNDAY 11 NOVEMBER 1956

17 NOV – 9 DEC 1956 · LEDGER ROWS 15–16

Restricted availability, and the Home of Affection

The Calvert anchored in the lee of Kuefu Shima at 1642 on 16 November to wait for a pilot, landed her Marines at Naha the next morning, embarked 29 officers and 409 troops for Japan, and moored at Berth 8, Yokosuka, at 0812 on 20 November. A restricted availability began that day and ran until the Marines of the 2nd Battalion, 3rd Marines came aboard on 8 and 9 December.

In this period the crew began supporting the Aiji-no-ie Orphanage, the Home of Affection, in Tokyo with a monthly donation of $100. For the next decade, work-party visits to the orphanage were part of the ship's Far East itinerary whenever she was in Yokosuka and time allowed.

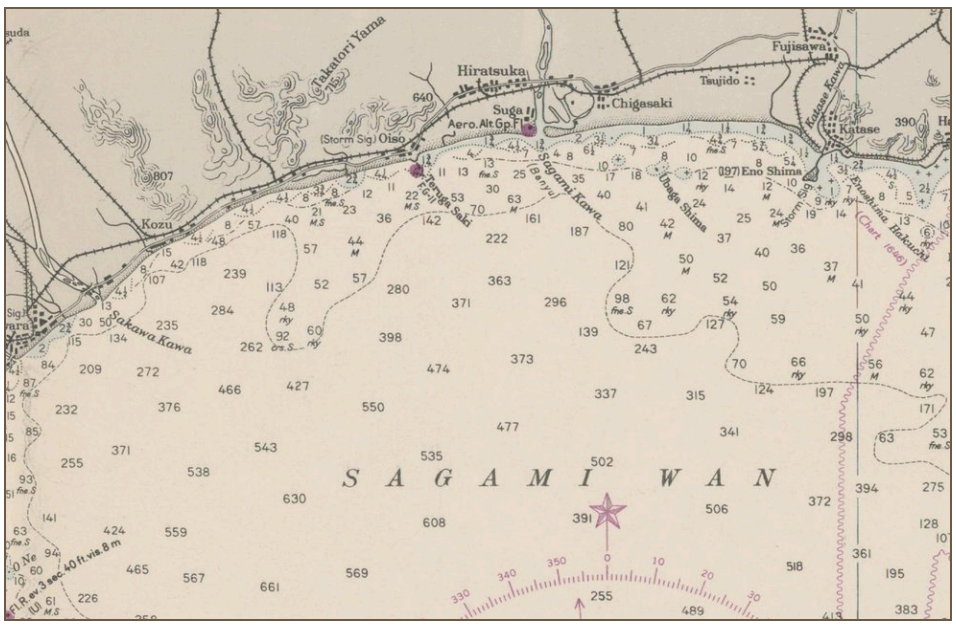
RESTRICTED AVAILABILITY

Work by an industrial activity on specific items, during which the ship cannot fully perform her missions. The deck log for 20 Nov – 7 Dec reads only "moored as before".

10 – 14 DEC 1956 · LEDGER ROW 17

BLTLEX 2-56 at Chigasaki Beach

The Calvert, as officer in tactical command, sailed at 0725 on 10 December with the Third Marines from Camp Fuji and anchored off Chigasaki Beach, Sagami Wan, at 1056. Wet-netting ran into the night: one private dislocated a kneecap at Debark Blue 6, and a sergeant was badly jarred falling into a boat at Debark White 3. The troops landed at 0805 on 11 December and were transferred to LSTs on the 13th. She moored at Berth 10, Yokosuka, at 1241 on 14 December.



Chigasaki and Sagami Wan: extract of the chart Omai Saki to Nojima Saki, 1:200,000.

Sources: Deck Log, USS Calvert, Nov–Dec 1956; Cullen, p. 23; 1956 cruise book; Calversion v. 13, p. 2; crewman's letter in the research notes; FAS glossary for restricted availability. NAVMARLEX 1-57 and BLTLEX 2-56 are not in the USMC Chronology 1947–1964.

17 – 31 DEC 1956 · LEDGER ROWS 19–20

Gunnery, then Christmas in Yokosuka

On 17 December the ship loaded ammunition at anchorage B136 and went out to the fleet operating area for three days of gunnery: exercises Z-1-G and Z-4-G on the 17th, Z-28-G with the net layer Etlah on the 18th, and a VT-fuze test with the Skagit on the 19th. She was back at Berth 10 at 1105 on 20 December.

At 1405 on 23 December sixty-four children from the Home of Affection Orphanage came aboard for a Christmas party given by the crew; they left at 1620. In the last week of the year the commanding officer of the Magoffin brought an inspection party aboard for the ship's administrative inspection.



Orphan's Christmas Party: page from the Sixth Far East cruise book.

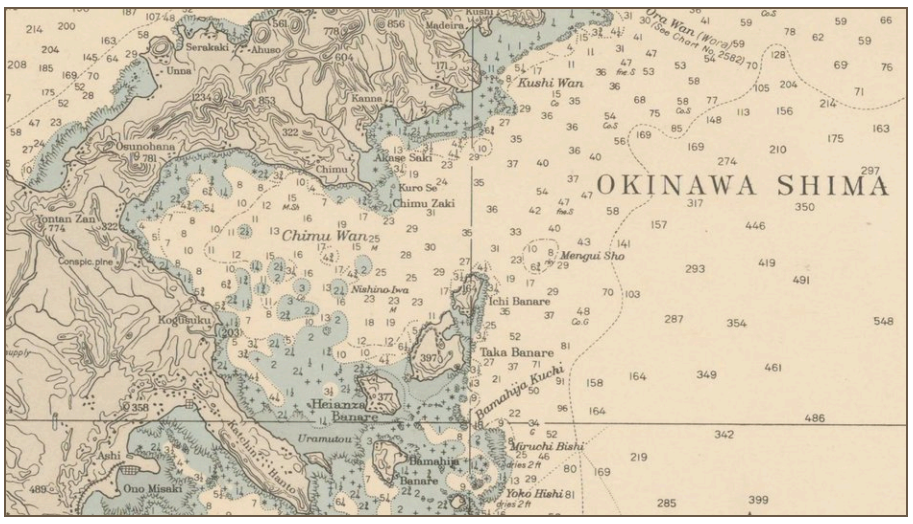
17 – 30 JAN 1957 · LEDGER ROWS 20–23

NAVMARLEX 2-57: Buckner Bay and Kimmu Wan

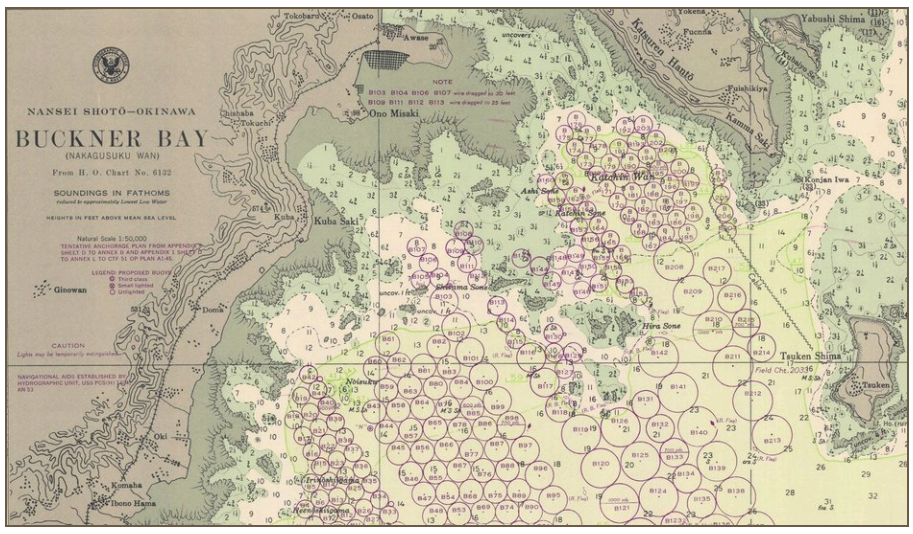
> *In January, the Calvert once again embarked the Fuji Marines (3rd Marines), and turned south to the warmer waters of Okinawa for landing operations.*
>
> 1957 CRUISE BOOK

On 17 January she moved into Wet Dock 6, Berth 14, to load. Twenty-two vehicles came aboard on the 18th; on the 19th the ship embarked 60 officers and 719 enlisted of the 2nd Battalion, 3rd Marines. She sailed at 0759 on 20 January in Task Unit 90.5.1. That afternoon the Skagit lost steering control alongside during a highline transfer of two chaplains. On 22 January low water forced fires out under No. 2 boiler.

She anchored in Buckner Bay at 0544 on 23 January and sortied at 1610. After a night of steaming east of the island, she anchored in Kimmu Wan at 0629 on 24 January for the rehearsal. On the 25th a Marine helicopter hovered over the fantail to pass a message. On 27 January the Calvert served as Primary Control Vessel for Yellow Beach and began backloading at 1627. She sailed at 0405 on the 28th and landed her Marines at Yokosuka on 30 January.



Kimmu Wan (Kinmu Wan, Chimu Wan), Okinawa: extract of H.O. chart 2338, Okinawa Gunto, 1940.



Buckner Bay "B" anchorages, from Field Chart 2031 (USS Bowditch survey, April 1945). Anchorage B-185 is circled.

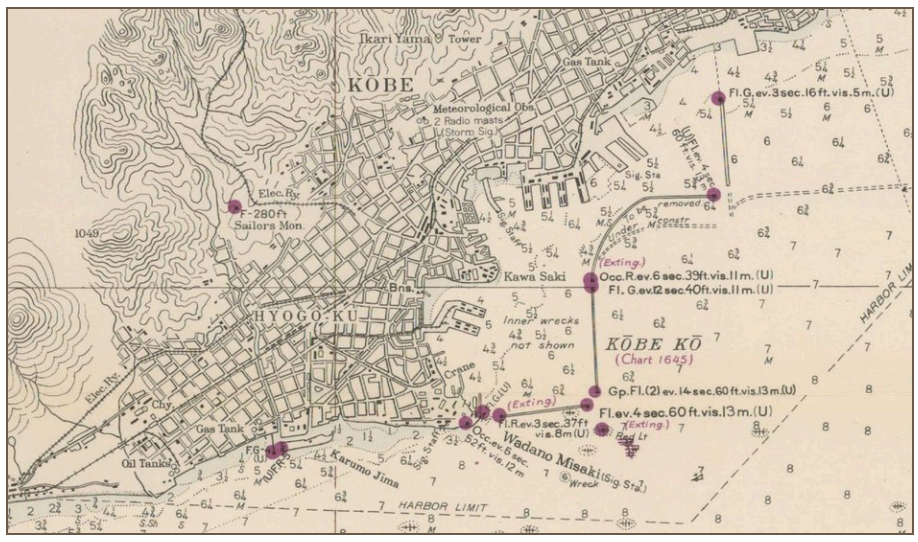
Sources: Deck Log, USS Calvert, Dec 1956 – Jan 1957; Cullen, p. 23 (calls the January exercise BLTLEX 2-57; the deck log has NAVMARLEX 2-57); 1956 and 1957 cruise books; chart extracts in the research notes.

4 – 24 FEB 1957 · LEDGER ROWS 25–30

Station ship at Hong Kong, then Kobe

The Calvert sailed on 4 February for a week as station ship at Hong Kong and moored to Buoy No. 2 at 0738 on 9 February. On the 11th the admiral and the captain called on the Commodore, Hong Kong.

She left on 17 February for Kobe, firing anti-aircraft bursts on the way, and moored at Pier 6 at 1420 on 20 February, where the squadron commander was senior officer present afloat. On the overnight run back she cleared Kobe Harbor and the Inland Sea, and moored at Berth 11, Yokosuka, at 0915 on 24 February.



Kobe Ko, with Pier 6 marked by a black rectangle: extract of the chart of the approaches to Kobe Ko and Osaka Ko.

13 MAR – 5 APR 1957 · LEDGER ROWS 31–37

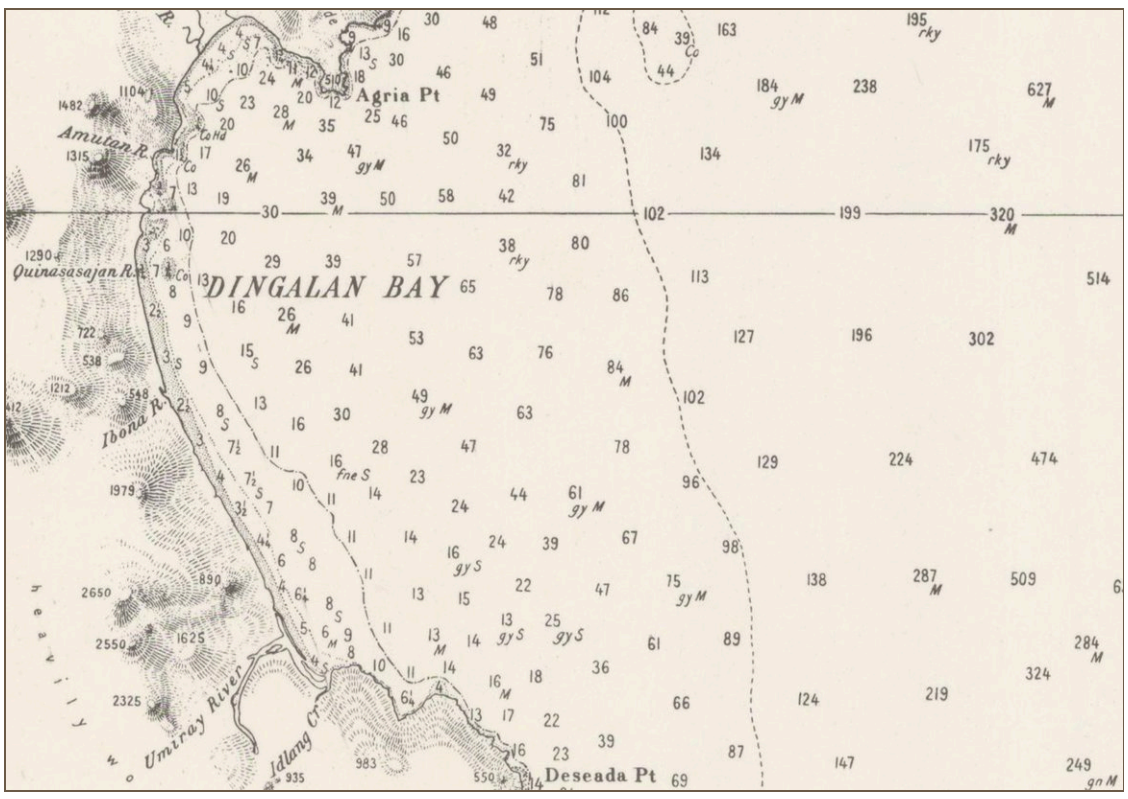
PacTraEx 57-I, Operation Beacon Hill

> *March brought a culmination of amphibious training and landing exercises with the Calvert participating in the combined exercise, Operation Beacon Hill.*
> SIXTH FAR EAST CRUISE BOOK

Troops of the 8th Cavalry Battalion Combat Team embarked at Yokosuka on 13 March for passage to Okinawa. On 19 March, at Naha, the ship embarked 57 officers, an American Red Cross representative and 612 enlisted of the 9th Marines. That morning a Marine technical sergeant fell from the ladder at No. 2 hold and was sent ashore to hospital.

She sailed from Buckner Bay at 0733 on 21 March in Task Unit 76.7.1, the fast movement group. On the 23rd the screen destroyer Wedderburn left the formation to run down a simulated submarine. At 0315 on 24 March the ship set Condition One-Alfa off Dingalan Bay. She anchored at Berth C-2 at 0337, lowered all boats, and began debarking troops at 0630 for H-Hour, 0700. That afternoon the cruiser St. Paul fired a 21-gun salute for the President of the Philippines.

The ship backloaded on 29 March and sailed at 1714 on the 31st. At 2128 on 4 April a main feed-pump casualty cost her electrical load, and she lay dead in the water from 2145 until repairs were finished at 2302. She landed the 9th Marines at Yokosuka on 5 April.



Dingalan Bay, east coast of Luzon: extract of the chart Dingalan Bay to Digollorin Bay, 1:200,000. The Calvert's berth, C-2, was in the administrative anchorage.

BEACON HILL, AS REPORTED

Cruise book: over 100 ships of the Pacific Fleet with the Third Marine Division; the first full-scale amphibious landing exercise in the Western Pacific since World War II.

AP, Manila: about 20,000 men; the first major American landing in the Philippines since the liberation, in an area "approachable only by sea."

San Diego Union, 15 May 1957: 90 ships, 400 aircraft and more than 60,000 Navy and Marine personnel.

Sources: Deck Log, USS Calvert, Feb–Apr 1957; Cullen, p. 23 (calls it PacTraEx 57L; the deck log has 57-I); cruise book; Tulare cruise book 1957, p. 46; Calversion v. 55, p. 6 (AP, San Diego Evening Tribune); San Diego Union, 15 May 1957, p. 25.

13 APR – 4 MAY 1957 · LEDGER ROWS 38–41

Homeward in Convoy Exercise Rex 57Q

Her relief on the way, the Calvert sailed from Yokosuka at 0612 on 13 April, with Commander Amphibious Squadron Five embarked as CTU 36.3.1. The voyage home doubled as Convoy Exercise Rex 57Q. Phase Alfa ended on 14 April, when the Philippine Sea (CVS-47) and Destroyer Divisions 12 and 92 left the area. A submarine was sighted that afternoon.

On 17 April low lubricating-oil pressure stopped the engines, and she lost steerageway for ten minutes. At 0000 on 21 April, Easter Sunday, the ship retarded all clocks 24 hours to Zone Yankee and lived the day twice. Phase Bravo began on the 23rd, and that morning the Skagit reported being under submarine attack. She passed Barbers Point at 0953 on 24 April and moored at Berth M-1, Pearl Harbor, at 1102.

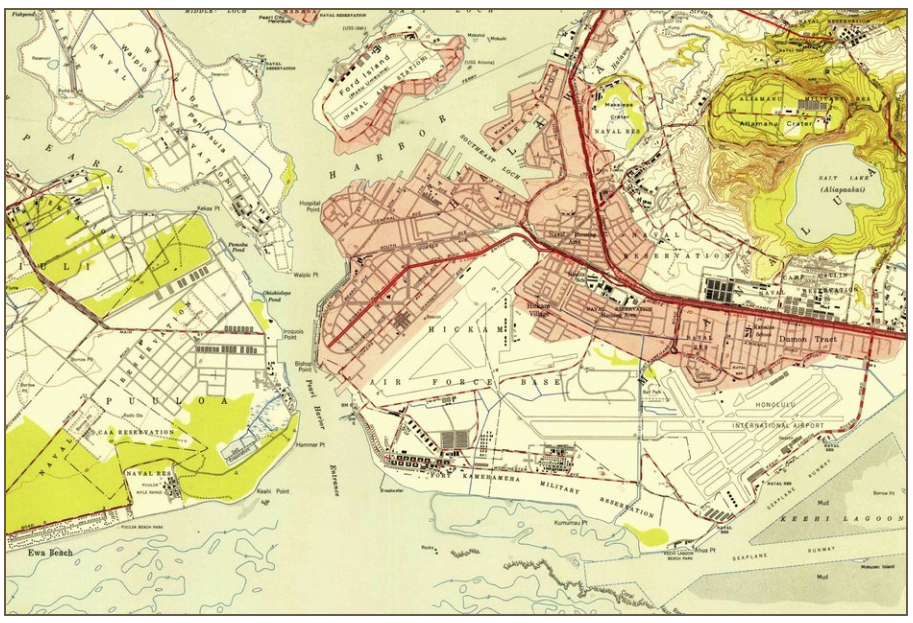
She sailed again at 0859 on 26 April as Convoy BAF3. A blower casualty on No. 2 boiler on the 27th dropped her out of the formation until she rejoined the main body at 16 knots the next day. Phase Delta ran from 2 May until 0600 on 4 May. She passed Los Coronados at 0505 and at 0746 moored starboard side to Berth Juliett, U.S. Naval Air Station, San Diego.

THE CRUISE IN NUMBERS

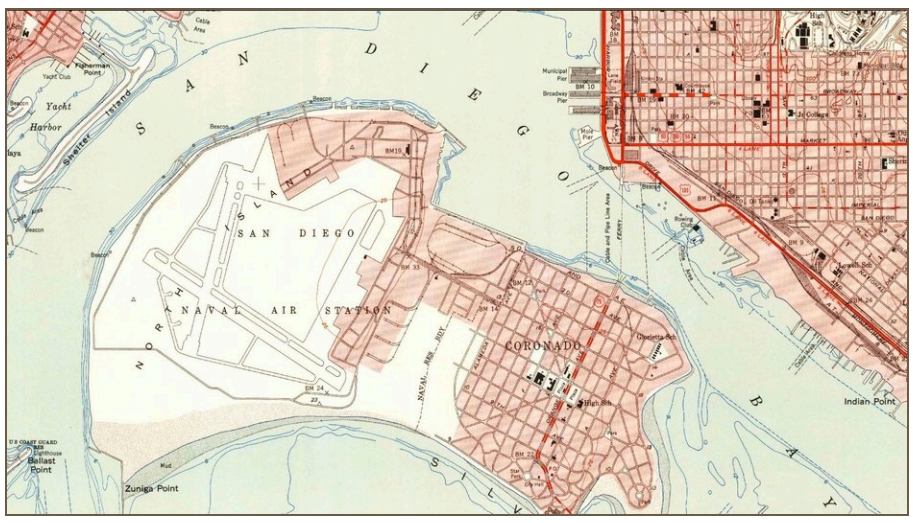
250 days, 28 Aug 1956 – 4 May 1957
118 nights moored or anchored
89 nights at sea
20 nights in amphibious exercises
20 nights in restricted availability
3 nights in the operating area
23,777 n.mi. by the deck-log fixes, 18 legs
7 stays at Yokosuka; 2 calls each at Hong Kong and Naha
4 exercises: NAVMARLEX 1-57, BLTLEX 2-56, NAVMARLEX 2-57, PacTraEx 57-I

HOMECOMING

Captain Alexander C. Veasey, the squadron commander, led nine ships home in his flagship, the Calvert. The San Diego Union of 3 May listed her for North Island, Pier J, on Saturday 4 May; five LSTs of the squadron followed in mid-May.



Pearl Harbor, with Berth M-1 circled: extract of the USGS 7.5' topographic map, 1953.



U.S. Naval Air Station, San Diego, with Berth Juliett marked: extract of the topographic map of San Diego Bay, 1953.

28 AUG 1956 AND 4 MAY 1957

Bookends

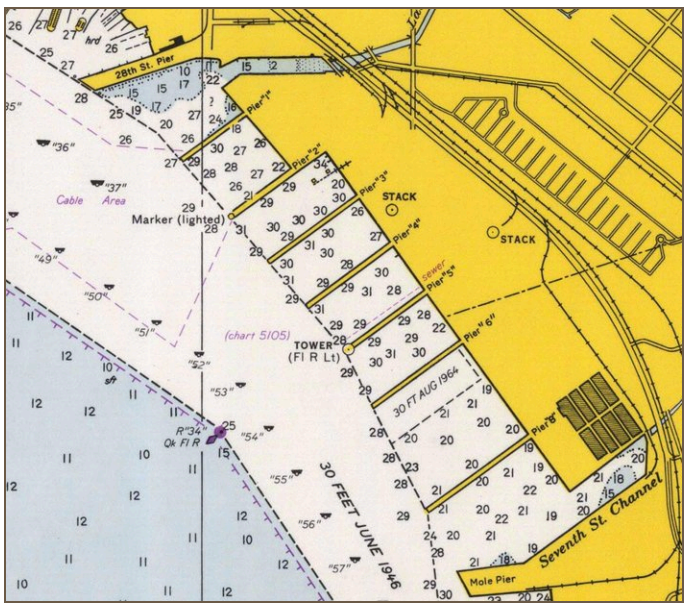


Chart of piers, U.S. Naval Station, San Diego: extract of San Diego Bay, chart 5107.

The cruise began at the west side of the Mole Pier, U.S. Naval Station, San Diego, where the Calvert lay with the Montrose alongside until 0813 on 28 August 1956, and ended across the bay at Berth Juliett, Naval Air Station, North Island, at 0746 on 4 May 1957. The calendar counts 250 days and the ship's clocks 250 nights: the date dropped westbound was balanced by the Easter Sunday lived twice eastbound.

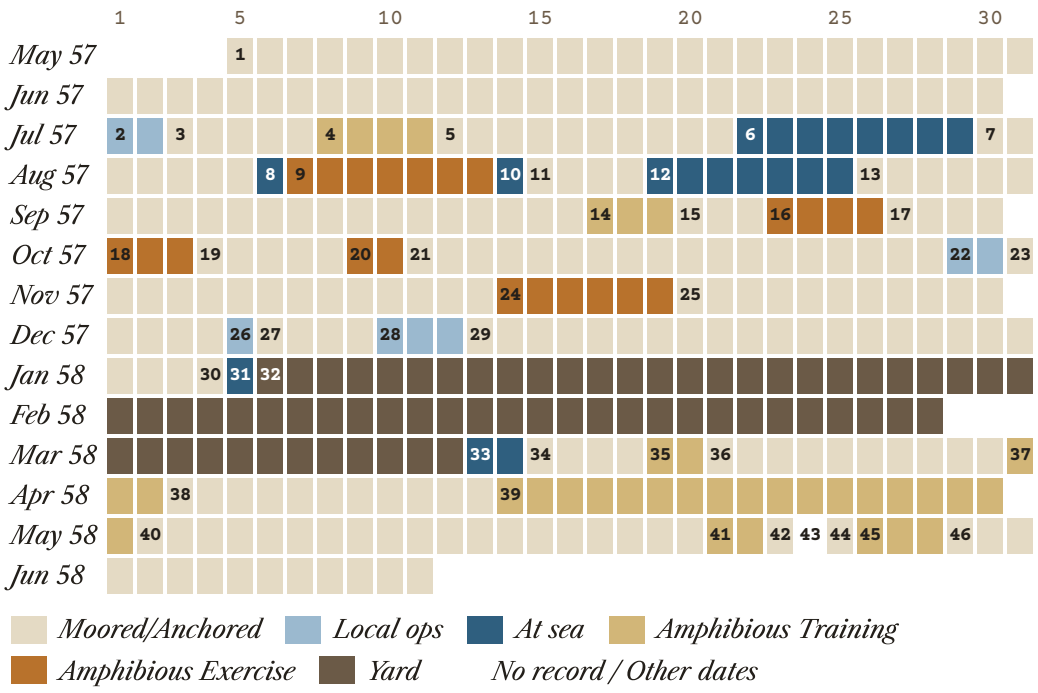
In between, Amphibious Squadron Five carried the Third Marine Division to four landing exercises and Army troops to Okinawa, served as station ship at Hong Kong, and logged 23,777 miles between the deck-log fixes.

Sources: Deck Log, USS Calvert, Apr–May 1957; Calversion v. 55, p. 6 (San Diego Evening Tribune, about 26 Apr 1957); San Diego Union, 3 May 1957, p. 30; ledger workbook for the numbers; map extracts in the research notes.

Tradewinds, Overhaul and Refresher Training

Tradewinds in Hawaii, Camp Pendleton landings, overhaul in San Francisco, refresher training

5 May 1957 – 11 Jun 1958 · 403 days



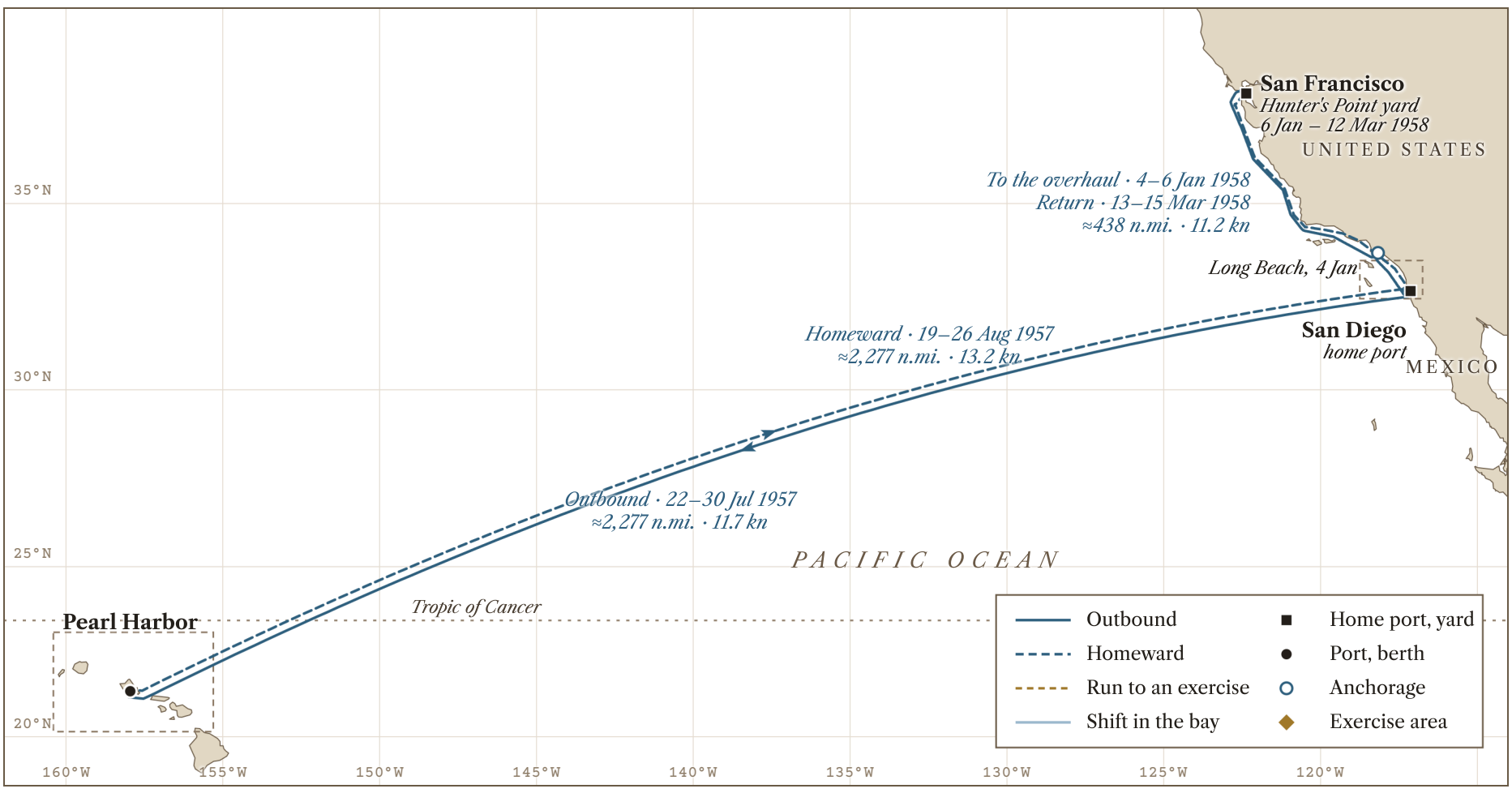
Moored/Anchored	251
Local operating area	8
Underway at sea	20
Amphibious Training	35
Amphibious Exercise	22
Yard	66
No record / Other dates	1
Total days for this period	**403**

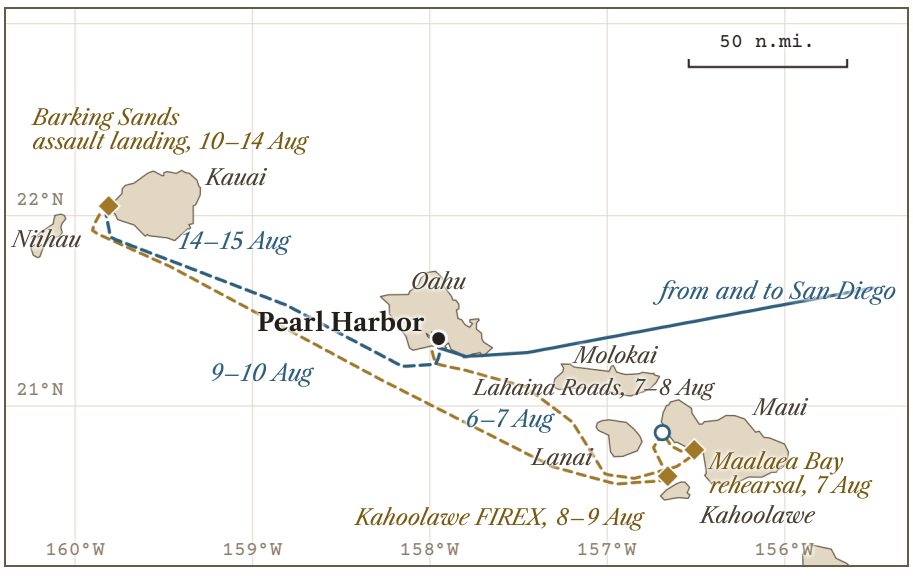
		Dates	Days	n.mi.	Knots
1	San Diego *Leave and upkeep; NAS Berth Juliett, buoys 50-51, Pier 1, Pier 5*	5 May – 30 Jun	57		
2	Local operating area, San Diego *ISE, night steaming; COMPHIBRON Five embarked*	1–2 Jul	2		
3	San Diego Harbor *Buoys 34 and 35; battle problem and return, 3 Jul*	3–7 Jul	5		
4	Amphibious type training, Coronado Roads *With Algol, Diachenko, Magoffin; boat drills, Beach Lane 8*	8–11 Jul	4		
5	San Diego, Naval Station *Berth 6, South Pier 4; TACRON 12 men aboard for Tradewinds*	12–21 Jul	10		
6	San Diego to Pearl Harbor *TE 53.8.3.1 (Fast Movement Element), Formation 51C*	22–29 Jul	8	≈2,277	12
7	Pearl Harbor, Naval Station *Berth M-1; Marine ship's platoon 2 Aug; cargo loaded at V-2*	30 Jul – 5 Aug	7		
8	Pearl Harbor to Maalaea Bay *Operation Tradewinds; 3rd Bn, 4th Marines embarked*	6 Aug	1		
9	Operation Tradewinds, Maui, Kahoolawe, Kauai *Maalaea rehearsal 7 Aug; Kahoolawe FIREX 8-9; Kauai assault 10-14*	7–13 Aug	7		
10	Kauai to Pearl Harbor *Tradewinds backloading complete; TU 53.8.8, Formation 51C*	14 Aug	1		
11	Pearl Harbor, Naval Station *Berths M-3 and M-4; Pearl City supply depot, 16 Aug*	15–18 Aug	4		
12	Pearl Harbor to San Diego *Task Element 53.8.3.1, Formation 51C; full-power trial 24 Aug*	19–25 Aug	7	≈2,277	13
13	San Diego *Kiwanis Club cruise 11 Sep; opposed sortie and ammunition, 16 Sep*	26 Aug – 16 Sep	22		
14	Amphibious training, San Diego area *Gunnery 17-18 Sep; ship-to-shore drills off Coronado 19-20 Sep*	17–19 Sep	3		
15	San Diego, Naval Supply Depot *TacRon 11 detachment aboard for Helilex I-III*	20–22 Sep	3		
16	Helilex I-58, San Clemente Island, San Mateo Pt *TG 53.6; 1/7 Marines embarked; FIREX at Pyramid Cove, 24 Sep*	23–26 Sep	4		
17	San Diego, Naval Station *Pier 1, Berth 12*	27–30 Sep	4		
18	Helilex II-58, Coronado Roads and Aliso Canyon *Rehearsal 1-2 Oct; objective off Aliso Canyon, 3-4 Oct*	1–3 Oct	3		
19	San Diego, Naval Station *Pier 1, Berth 12; Captain's inspection, 5 Oct*	4–8 Oct	5		
20	Helilex III-58, Aliso Canyon *Calvert primary control ship; supporting operations ashore*	9–10 Oct	2		
21	San Diego, Naval Station *Pier 1; COMPHIBRON Five flag aboard 14 Oct; ammunition 28 Oct*	11–28 Oct	18		
22	Local operating area off San Diego *Gunnery Z-28-G, Z-1-G; anchored Coronado Roads 30 Oct*	29–30 Oct	2		
23	San Diego *Buoys 34-35; North Island 12 Nov, Mole Pier 13 Nov for MAGLEX*	31 Oct – 13 Nov	14		
24	MAGLEX 58-G, San Clemente Island and Aliso Canyon *CTG 53.6 (PhibGru Three) embarked; FIREX 14-15; landing 18-20 Nov*	14–19 Nov	6		
25	San Diego *Buoys 34-35, then Pier 4; Capt. Stark relieved Capt. Maddox, 25 Nov*	20 Nov – 4 Dec	15		
26	Local operating area off San Diego *Full-power run, Areas II-8 and II-9*	5 Dec	1		
27	San Diego Harbor *Buoys 34 and 35; Captain's inspection, 7 Dec*	6–9 Dec	4		
28	ADEX-10, off San Diego *Picket Element Delta; COMPHIBRON Five shifted to Eldorado*	10–12 Dec	3		
29	San Diego, Naval Station *Pier 4, Berth 46; engineering plant in cold iron*	13 Dec 57 – 3 Jan 58	22		
30	Anchored off Long Beach *Underway for San Francisco; main steam line leak repaired*	4 Jan	1		

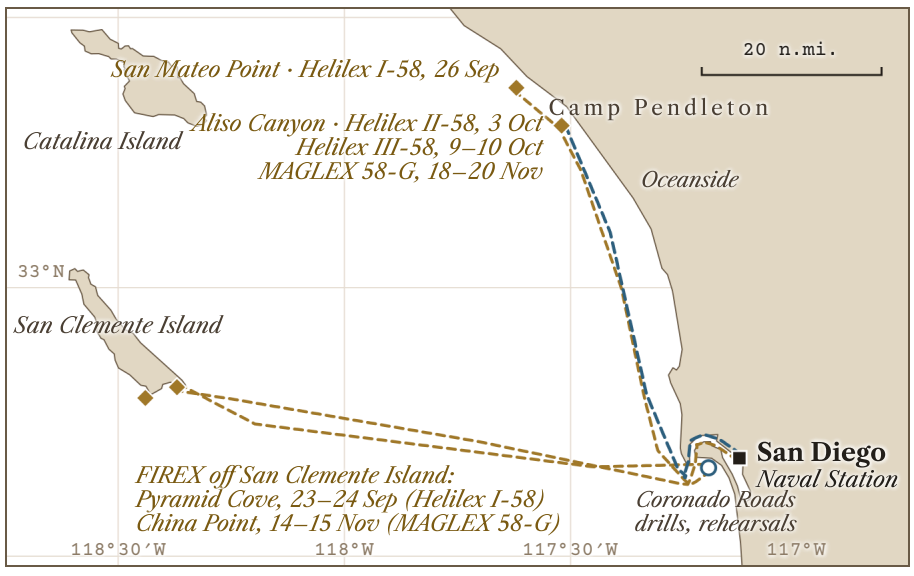
Tradewinds, Overhaul and Refresher Training, cont.

Tradewinds in Hawaii, Camp Pendleton landings, overhaul in San Francisco, refresher training 5 May 1957 – 11 Jun 1958 · 403 days

		Dates	Days	n.mi.	Knots
31	Long Beach to San Francisco *steam leak repaired off the breakwater; moored Treasure Island*	5 Jan	1		
32	Hunter's Point Naval Shipyard: overhaul *Drydock No. 3 from 13 Jan; Mare Island 10-11 Mar*	6 Jan - 12 Mar	66		
33	San Francisco to San Diego *after overhaul; radiation tests in the bay, 13 Mar*	13-14 Mar	2	≈438	11
34	San Diego, Naval Station *Pier 4, Berth 45; back from overhaul 15 Mar*	15-18 Mar	4		
35	Refresher training, Coronado Roads *ISE in Area YY 2-4, gunnery; Anchorage 136*	19-20 Mar	2		
36	San Diego, Naval Station *Pier 5, Berth 55*	21-30 Mar	10		
37	Refresher training, San Diego operating areas *With USS Montrose (APA-212); anchored Coronado Roads 2 Apr*	31 Mar - 2 Apr	3		
38	San Diego Harbor *Buoys 33-34; Dependents' Cruise, 4 Apr*	3-13 Apr	11		
39	Refresher training, San Diego operating areas *Daily sorties with Montrose; moored 25-27 Apr*	14 Apr - 1 May	18		
40	San Diego Harbor *Final Battle Problem 2 May; buoys 33-34; ammunition 16 May*	2-20 May	19		
41	Landing exercises, Coronado Roads *Condition One-Alfa; Anchorage 172*	21-22 May	2		
42	San Diego Harbor *Buoys 33 and 34; COMPHIBRON Five aboard*	23 May	1		
43	No entries in the research notes *Moored 23 May and 25 May; nothing logged for 24 May*	24 May	1		
44	San Diego Harbor *Moored as before*	25 May	1		
45	Landing exercises, Coronado Roads *Condition One-Alfa 26-27 May; two helicopter crewmen rescued, 26 May*	26-28 May	3		
46	San Diego, Naval Station *Pier 4, Berth 46*	29 May - 11 Jun	14		
	Totals	**5 May 57 - 11 Jun 58**		**≈4,992**	







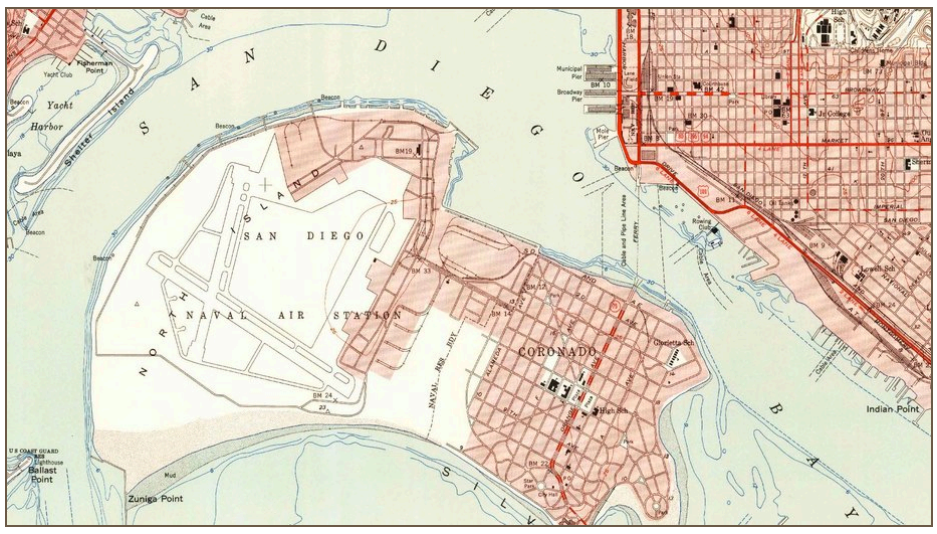
Top: Eastern Pacific. Lower left: Operation Tradewinds, Aug 1957. Lower right: exercise areas off Southern California, Sep–Nov 1957. No position fixes survive for this period: all tracks are routed through fairway waypoints and checked against land, and they, the anchorages and the exercise positions (placed from deck-log names) are approximate. Miles are 1953 leg-file figures (≈); the routed tracks measure 2,288 and 471 n.mi. Land: Natural Earth 10 m.

5 MAY – 30 JUN 1957 · LEDGER ROW 1 *Leave and upkeep*

Leave and upkeep at San Diego

The Calvert came home from her sixth Far East cruise on 4 May 1957, a unit of Amphibious Squadron Five. She stood into San Diego Harbor at 0651 and was moored to Berth Juliett at the Naval Air Station, North Island, by 0746. Cullen describes May, June and July as a period of leave for the crew and upkeep for the ship.

The deck log for those weeks is a record of berths. The Captain left on two weeks' leave on 5 May and returned on 19 May. On 20 May the ship shifted to Buoys 50 and 51 in the harbor, and on 31 May to Pier 1 at the Naval Station, taking water, fire-main pressure and power from the pier. Seventeen officers of the Landing Force Training Unit at Coronado came aboard on 3 June for a lecture and tour, and fourteen student officers on 10 June. She offloaded ammunition on 11 June, moved to Pier 5, Berth 51, the next day, and on 28 June went out to Buoys 34 and 35, where she set Condition One-Alfa and put her boats in the water for an afternoon.



U.S. Naval Air Station, North Island: Berth Juliett, where the Calvert moored on 4 May 1957, is marked in the text. Extract of the topographic map of San Diego Bay, 1953.

BERTHS, MAY – JULY 1957

NAS North Island, Berth Juliett	4–20 May
Buoys 50 and 51, San Diego Harbor	20–31 May
Naval Station, Pier 1	31 May – 12 Jun
Naval Station, Pier 5, Berth 51	12–28 Jun
Buoys 34 and 35, San Diego Harbor	28 Jun – 8 Jul
Coronado Roads, off Beach Lane 8	9–12 Jul
Naval Station, South Pier 4, Berth 6	12–22 Jul

1 – 21 JUL 1957 · LEDGER ROWS 2–5 *Back to sea*

Gunnery, night steaming and type training

LEDGER ROWS 2–3

Independent ship exercises, 1–3 July

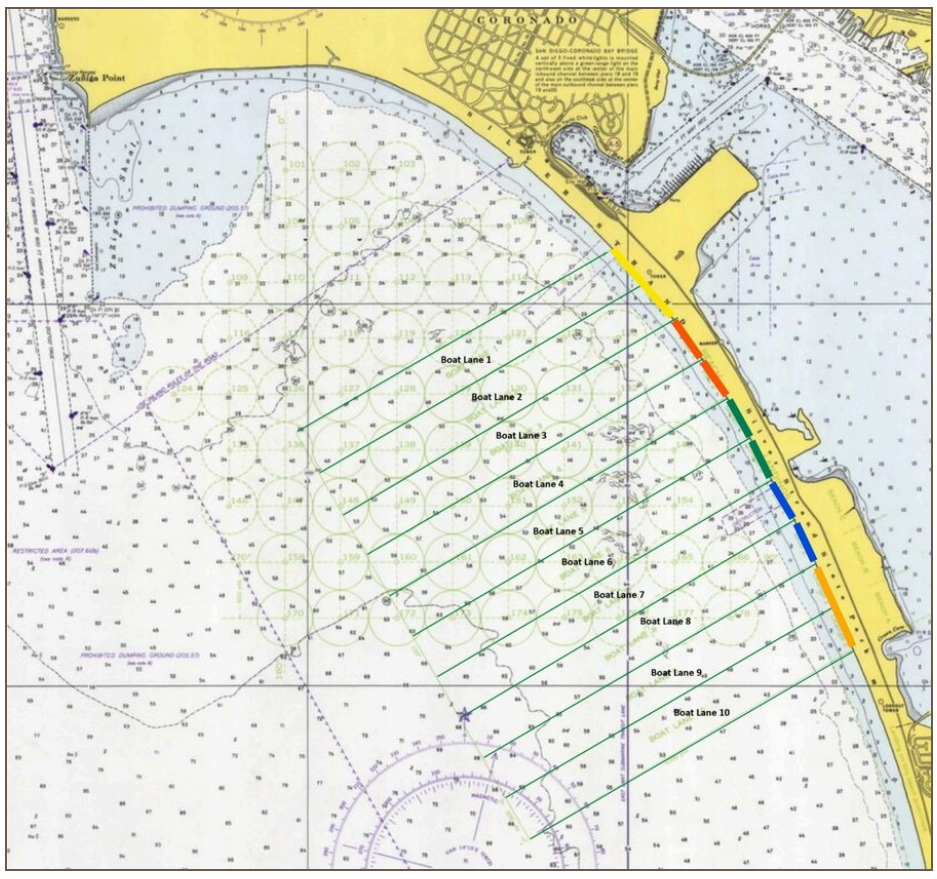
She sailed at 1056 on 1 July for the fleet operating areas, fired exercise Z-4-G at a towed target that afternoon, anchored briefly in Coronado Roads, then went back out at 2008 to swing ship and compensate compasses. On 2 July, with COMPHIBRON Five embarked, she ran the measured mile and worked with LCU-1459; on 3 July a battle problem and an abandon-ship drill, and she was back at the buoys by 1436.

LEDGER ROW 4

Type training at Coronado Roads, 8–11 July

On 8 July she sailed with the Algol (AKA-54) and Diachenko (APD-123) for type training: tactical maneuvers, a highline transfer of observers, and flashing-light drill after dark. The Magoffin (APA-199) joined on 9 July for exercise Z-28-G, and that evening the Calvert anchored 2,000 yards off the north flank of Beach Lane 8, Coronado Roads, with an anti-sneak-attack watch set.

Boats went to Beach Lane 10 on 10 July for an LCM beaching drill, and in the afternoons of 10 and 11 July to the rendezvous area for exercise Z-10-A. On 10 July LCM No. 4 carried a sailor from the Skagit (AKA-105) with acute appendicitis to Blue Beach, Coronado, where an ambulance from the Amphibious Base met him. She returned to the Naval Station on 12 July.



Silver Strand beach and boat lanes, Coronado Roads: the chart of anchorages, boat lanes and landing beaches. The Calvert anchored off Beach Lane 8 on 9–12 July 1957 and sent her boats to Beach Lane 10.

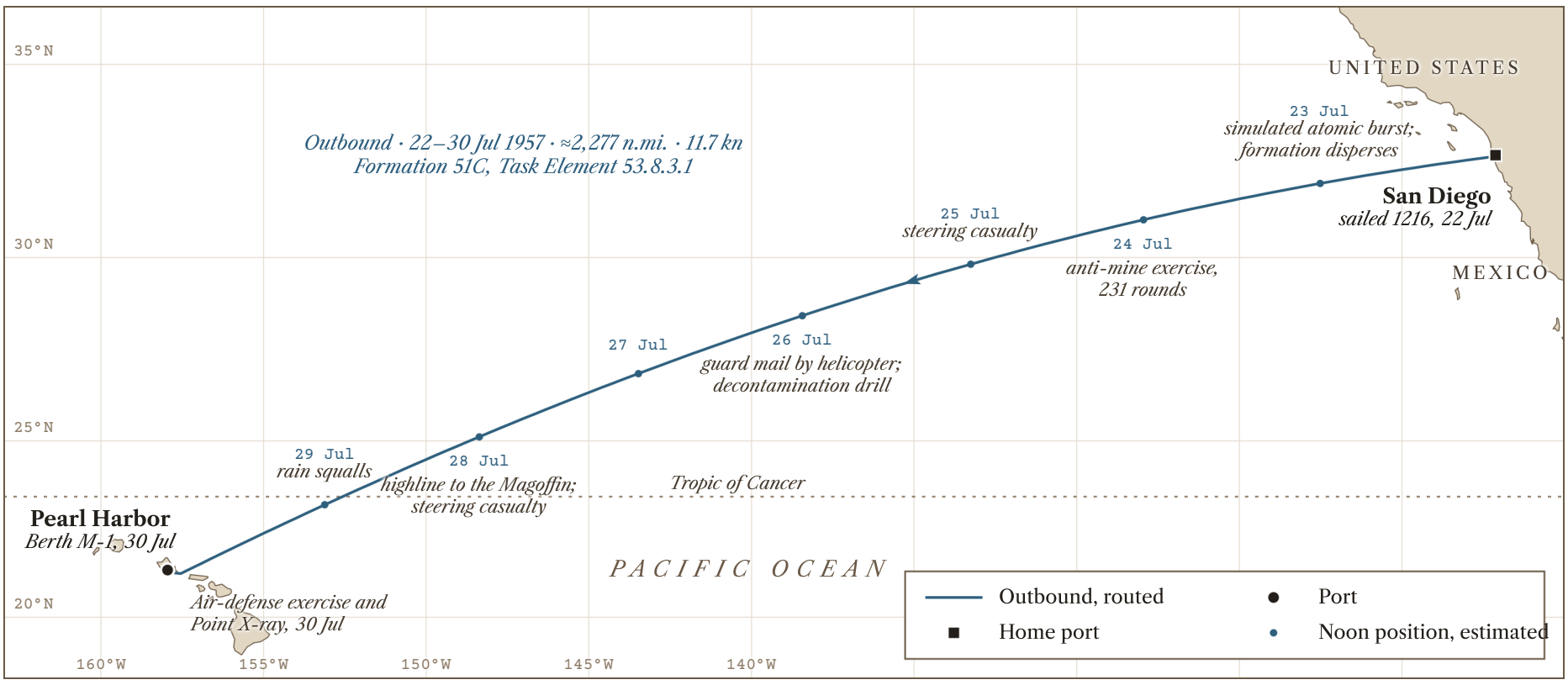
LEDGER ROW 5

Getting ready for Tradewinds

The Disbursing Officer drew $40,000 in cash from the Bank of America on 18 July, the ship took on 116,191 gallons of fuel oil on 19 July, and on 21 July eighteen men of Tactical Air Control Squadron Twelve reported to COMPHIBRON Five aboard for about 35 days of temporary duty for Operation Tradewinds.

Sources: Deck Log, USS Calvert, May, June and July 1957; Cullen, A History of the USS Calvert (APA-32), p. 23; topographic map of San Diego Bay, 1953.

To Hawaii for Operation Tradewinds



San Diego to Pearl Harbor, 22–30 July 1957. No position fixes survive for the crossing: the track is routed (great circle to the Kaiwi Channel, 2,288 n.mi.) and the noon positions are estimated at the leg's average speed, so they are approximate. Events from the deck log. Miles are the 1953 leg-file figure (≈). Land: Natural Earth 10 m.

22–30 JUL · LEDGER ROW 6

The crossing

The Calvert sailed from the Naval Station at 1216 on 22 July as a unit of Task Element 53.8.3.1, the Fast Movement Element, in Formation 51C at 14 knots. The passage was a working one. On 23 July the formation dispersed after a simulated atomic burst on the flagship Estes (AGC-12); on 24 July she fired an anti-mine exercise, expending 231 rounds; on 26 July the Estes' helicopter delivered guard mail to the formation and the crew practised decontamination after another simulated atomic attack. There were steering casualties on 25 and 28 July, a highline transfer of an officer to the Magoffin on 28 July, and rain squalls on 29 July.

After a last air-defense exercise on 30 July the ships were released to pass Point X-ray at ten-minute intervals, and the Calvert moored to Berth M-1, U.S. Naval Station, Pearl Harbor, at 1322.

TRADEWINDS, AS REPORTED

The *Windward Marine* of 2 August counted 22 Navy ships, among them the first helicopter assault carrier, the Thetis Bay (CVHA-1), and 5,000 Navy men. A service-notes column in the *Aberdeen American-News* of 14 August gave larger figures: 26 ships, 7,500 Navy and 8,500 Marine Corps personnel. The operation is not in the Marine Corps chronology for 1947–1964.

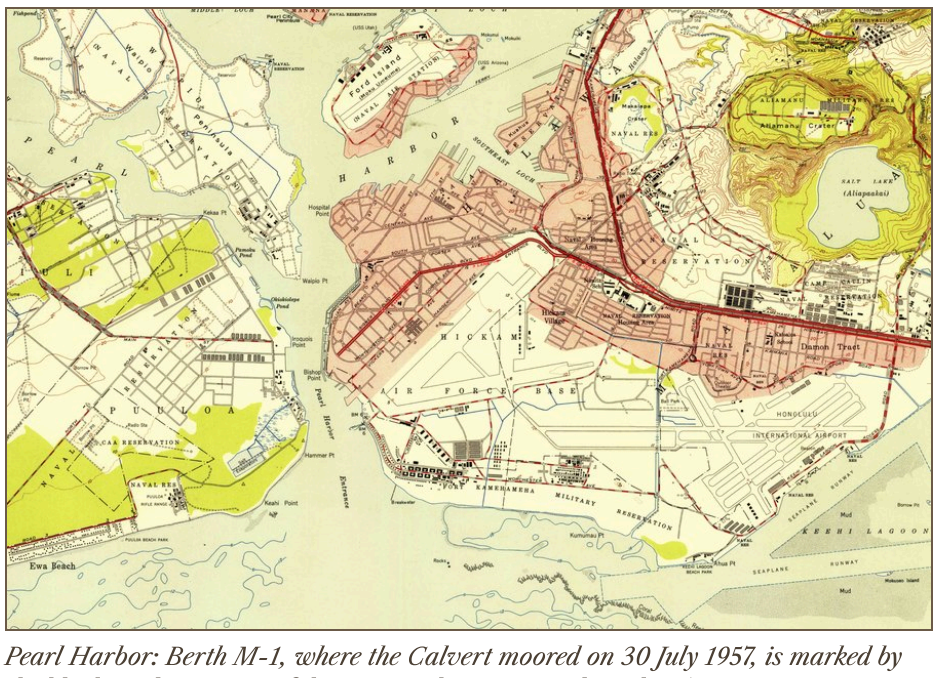
"Members of the 1st Marine Brigade embarked on larger ships (e.g., APAs) at Pearl Harbor August 4th through the 6th. Loading of the LSTs took place at Kaneohe on August 5th and 6th."

The K-Bay Kibitzer column, Windward Marine, 9 August 1957

30 JUL – 6 AUG 1957 · LEDGER ROWS 7–8 *Pearl Harbor*

Loading out at Pearl Harbor

A Marine officer and 34 men reported aboard on 2 August as the ship's platoon. On 3 August she shifted to Berth V-2 to load drummed gasoline and came back to M-1 for cargo; vehicles followed on 4 August. On 6 August she embarked 54 officers and 755 enlisted men of the 3rd Battalion, 4th Marines, between 0615 and 1058, got underway at 1416, held an abandon-ship drill for the troops and darkened ship at 1917.



Pearl Harbor: Berth M-1, where the Calvert moored on 30 July 1957, is marked by the black circle. Extract of the topographic map Pearl Harbor, 7.5 minute, 1:24,000, U.S. Geological Survey, 1953.

Sources: Deck Log, USS Calvert, July and August 1957; Windward Marine (MCAS Kaneohe Bay), 2 and 9 August 1957; Aberdeen American-News, 14 August 1957, p. 9; Cullen, p. 23; A Chronology of the United States Marine Corps, 1947–1964, vol. III, p. 35.

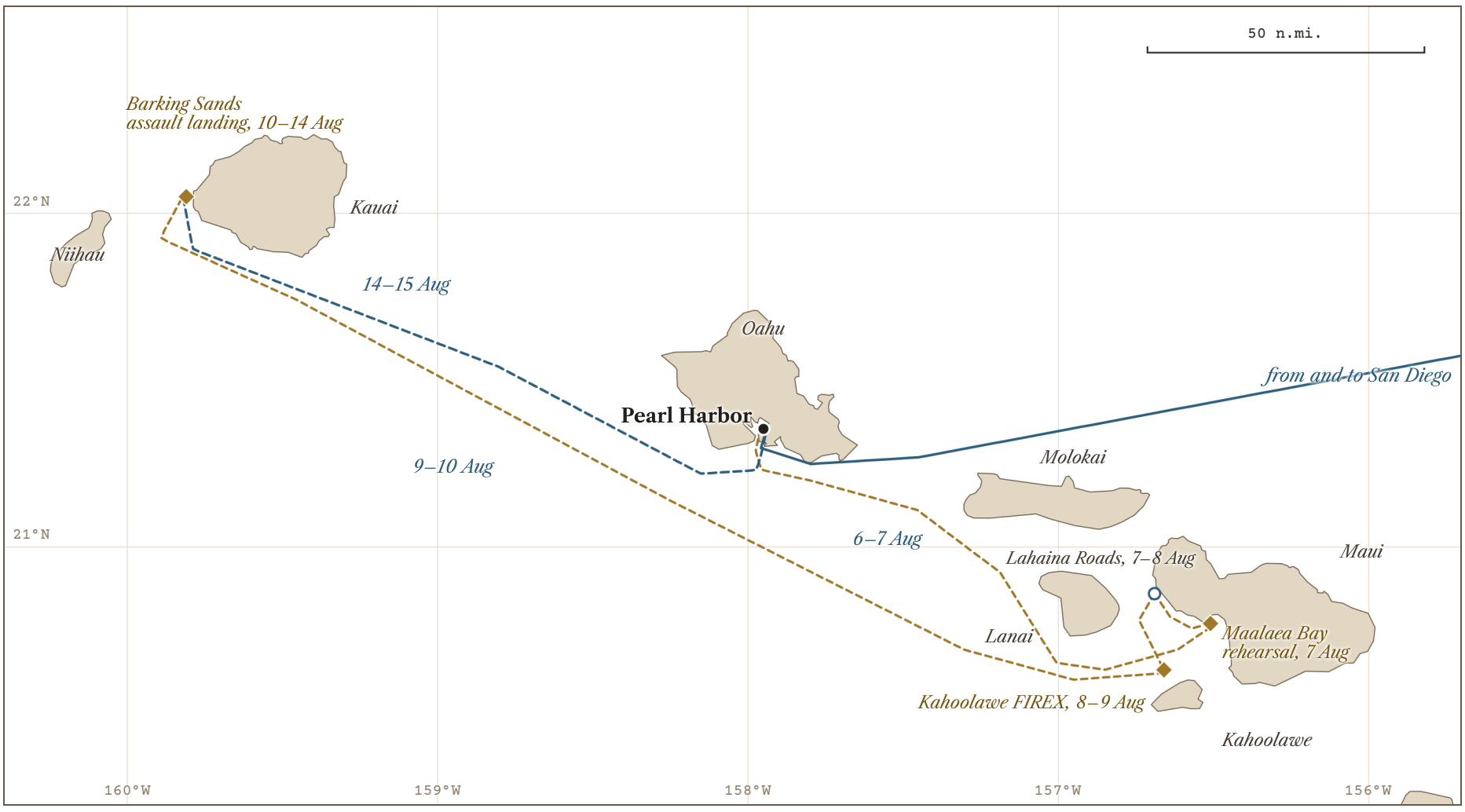
Maui and Kahoolawe

22
Navy ships in the operation (Windward Marine, 2 Aug)

5,000
Navy men (Windward Marine, 2 Aug)

809
3rd Battalion, 4th Marines, embarked in the Calvert: 54 officers, 755 enlisted

10 Aug
D-Day at Barking Sands, Kauai; H-Hour 0830



Operation Tradewinds, 6–15 August 1957: Pearl Harbor to the Maalaea Bay rehearsal, Lahaina Roads, the Kahoolawe FIREX, the assault at Barking Sands, Kauai, and back to Pearl Harbor. Tracks are routed and the anchorages placed from deck-log names, so both are approximate. Land: Natural Earth 10 m.

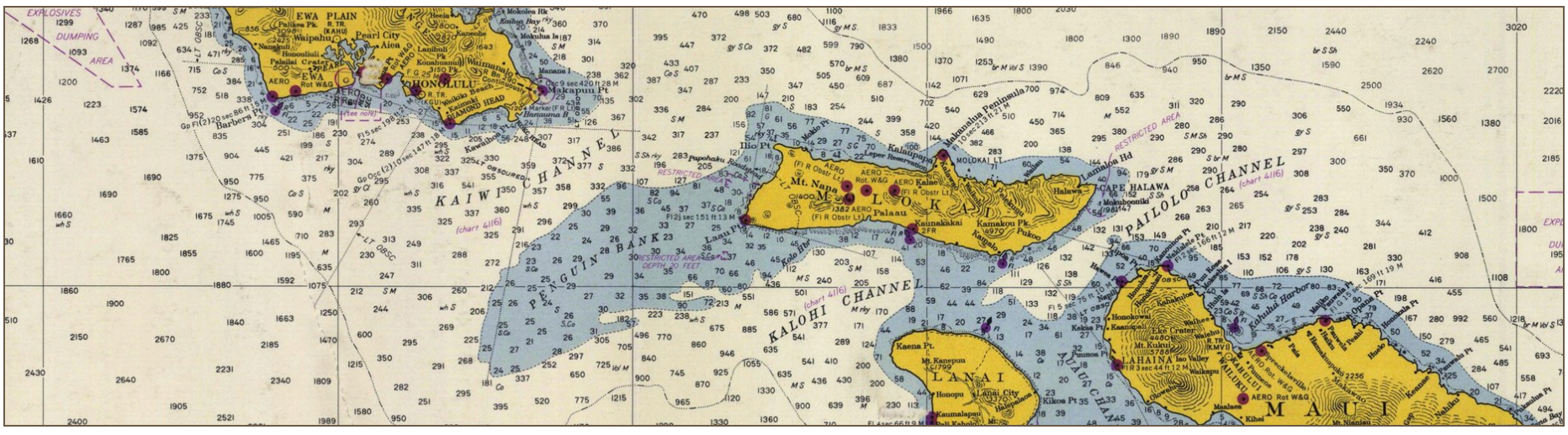
Rehearsal in Maalaea Bay, 7 August

She anchored in Anchorage A-6, Maalaea Bay, Maui, at 0522, set Condition One-Alfa, and lowered her boats with H-Hour confirmed for 0830. An alternate rehearsal plan was run at 0945, and the rehearsal was terminated at 1330. That afternoon she moved to Administrative Anchorage A-36 in Lahaina Roads and transferred 515 Marines by boat to the Thetis Bay and four LSTs.

"This will be a turn away rehearsal and it is not anticipated that any troops will land."
Windward Marine, on the Maalaea Bay rehearsal

Kahoolawe FIREX, 8–9 August

At 0501 on 8 August she led the Estes and the Thetis Bay to the firing area off Kahoolawe and anchored there at 0747. Marine Aircraft Group 13 and the ships' guns worked over the island's impact areas. On 9 August the Calvert sent LCPL-24, and later LCM-3, to stand by the Thetis Bay as helicopter rescue boats; the FIREX ended at 1144 and she sailed at 1241 to rejoin the transports for Kauai.



Oahu, Maui and Kahoolawe: extract of nautical chart 4180, 1:675,000, U.S. Coast and Geodetic Survey, 1957, with Lahaina Roads (1) and Maalaea Bay (2), Maui, marked.

Sources: Deck Log, USS Calvert, August 1957; Windward Marine, 2 and 9 August 1957.

10 - 26 AUG 1957 · LEDGER ROWS 9-12 *Operation Tradewinds, part 3*

D-Day at Barking Sands

LEDGER ROW 9

The assault on Kauai, 10–14 August

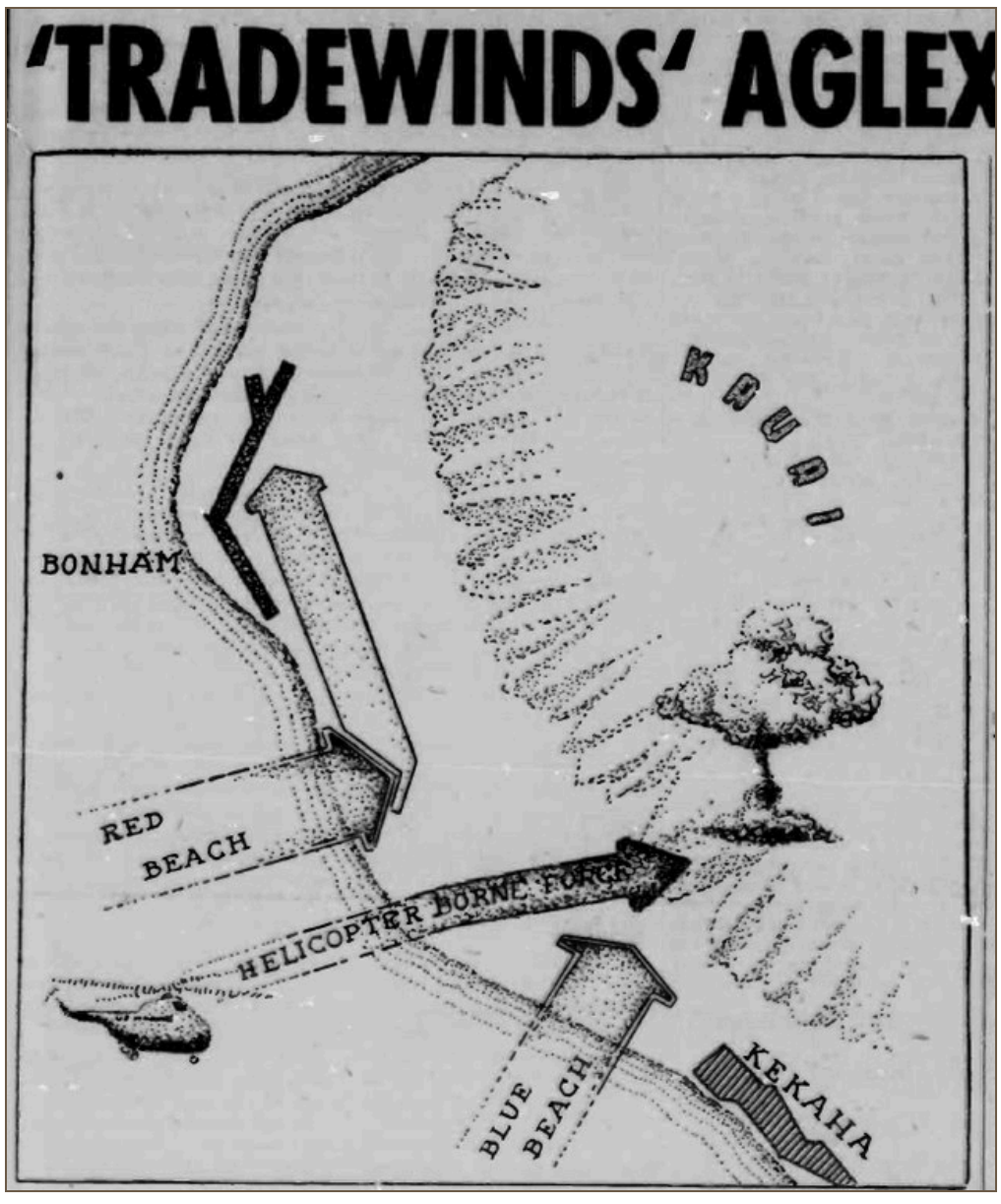
General Quarters sounded at 0345. The Calvert set Condition One-Alfa at 0405, began lowering boats at 0433 and anchored in Anchorage A-6 off Kauai at 0455. Boats were dispatched from 0534, H-Hour was confirmed for 0830, and by 0800 she was discharging troops and vehicles. That night the Ford County (LST-772) lay alongside to port while vehicles were passed through No. 4 hatch to LCUs to starboard.

On 12 August her boat L-24 stood by the Thetis Bay as helicopter rescue boat and LCUs took off general cargo. On 13 August COMTRANSDIV 52 and his staff came aboard; the Calvert became Central Control Vessel for re-embarkation, then Casualty Evacuation Ship. Backloading of vehicles and troops was finished at 1103 on 14 August and she sailed for Pearl Harbor at 1536.

"Adm. Larson and his officers and men did a great job of putting us ashore on schedule and without serious injury or damage to equipment."

Brig. Gen. Kier, quoted in the Windward Marine, 16 August 1957

The paper added that high winds had kept heavy seas on the beach for a week and a half, then the surf calmed two days before D-Day. Rear Admiral Larson told the San Diego Union that six- to eight-foot surf broached every boat, but squadron technique meant "we didn't lose a boat," and the worst injury was a sprained knee.



"Tradewinds AGLEX Tomorrow": the Windward Marine, 9 August 1957, announced a simulated nuclear blast to open the assault, with the helicopter lanes and Red and Blue Beaches at Barking Sands.

HOLLYWOOD AT BARKING SANDS *South Pacific, 1957*

"No hams, please"

Twentieth Century-Fox was in Hawaii filming *South Pacific*, and its crews used Tradewinds for long shots of ships, landing scenes and troops on the move. The Windward Marine's Kaneohe columnist reported newsreel and studio crews at the Pearl Harbor docks on the Tuesday the APAs loaded, and a Fox crew was to film the landing on the beach. Cullen notes that footage of the operation was used in the film.

"Everybody would be happy if each Marine hits the beach in the customary aggressive, purposeful, hard-charging fashion. No "hams" please."

Windward Marine, 2 August 1957

15 - 26 AUG 1957 · LEDGER ROWS 10-12 *Home*

She moored at Pearl Harbor at 0832 on 15 August, debarked the troops and offloaded vehicles and cargo; on 16 August she landed the drummed gasoline at the Naval Supply Depot, Pearl City. She sailed for San Diego at 0846 on 19 August in Formation 51C with Task Element 53.8.3.1, COMPHIBRON Five in the Calvert as officer in tactical command. The run home brought more tracking, air-defense and star-shell exercises and, on 24 August, a full-power trial. She moored outboard of the Magoffin and the Hector (AR-7) at Pier 1, Berth 31, at 1541 on 26 August. (Cullen gives 26 August as the day she sailed from Hawaii.)

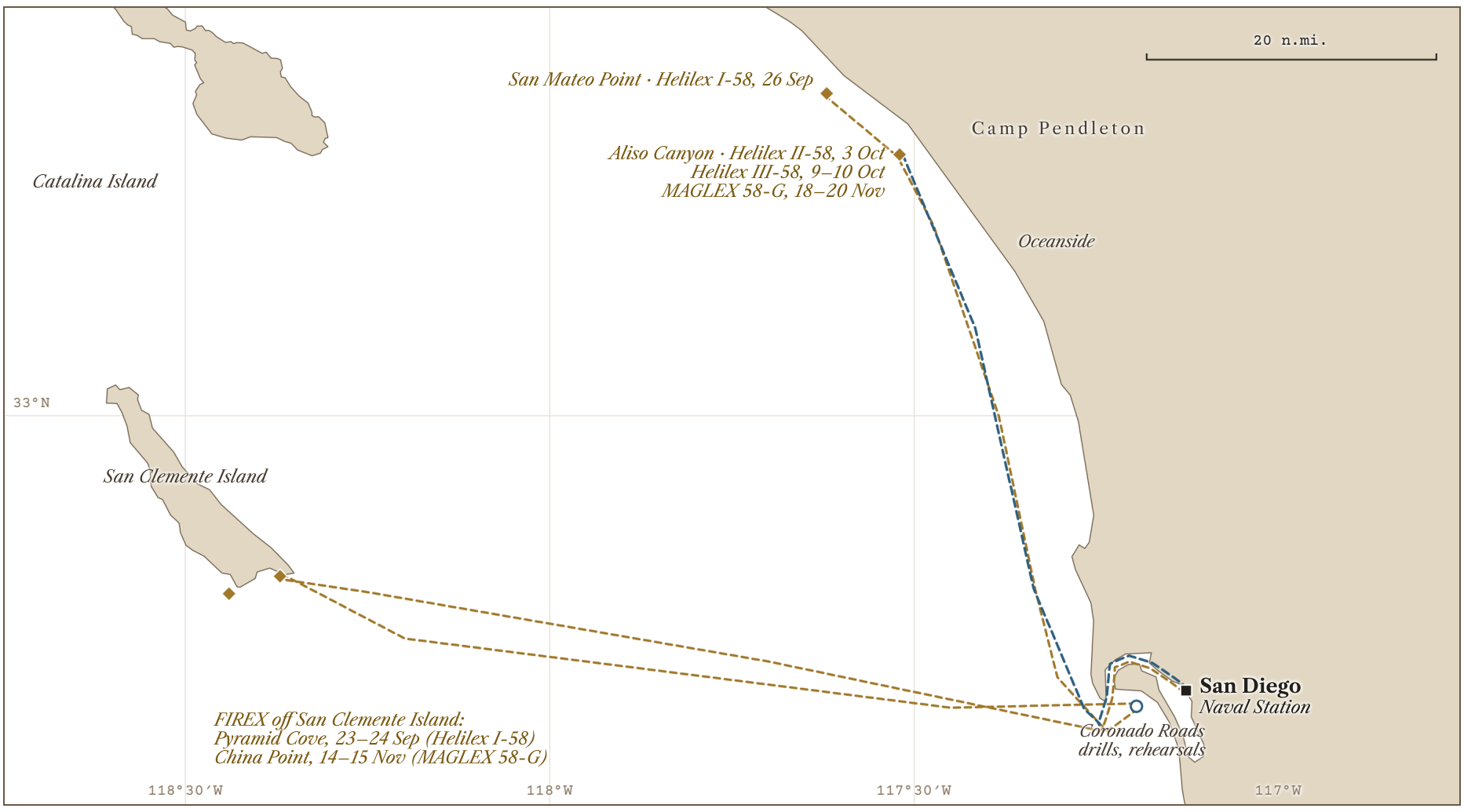
Sources: Deck Log, USS Calvert, August 1957; Windward Marine, 2, 9 and 16 August 1957; "14 Ships Return From Hawaii Tests," San Diego Union, 27 August 1957, p. 6; Cullen, p. 23.

27 AUG – 22 SEP 1957 · LEDGER ROWS 13–15 *San Diego*

The San Diego Union announced that Captain Walter D. Coleman would take command of Amphibious Squadron Five on 4 September in a ceremony aboard the flagship Calvert at Pier 1. On 7 and 8 September she was open to the public at the foot of Broadway. On 11 September 87 members of the Kiwanis Club sailed in her to Coronado Roads to watch a ship-to-shore movement by the turnaway procedure. An opposed-sortie exercise with Task Group 12.7 and an ammunition load followed on 16 September, gunnery on 17 and 18 September, and landing drills off Coronado on 19 and 20 September. A detachment of Tactical Air Control Squadron Eleven, 8 officers and 16 men, came aboard on 20 September for the three Helilex exercises.

23 SEP – 4 OCT 1957 · LEDGER ROWS 16–18 *Helicopter landing exercises*

Helilex I and II



Exercise areas off Southern California, September–November 1957: Pyramid Cove and China Point, San Clemente Island; Coronado Roads; San Mateo Point and Aliso Canyon, Camp Pendleton. Tracks are routed and the positions placed from deck-log names, so both are approximate. Land: Natural Earth 10 m.

LEDGER ROW 16

Helilex I-58, 23–26 September

With Task Group 53.6 activated and 9 officers and 33 men of the 1st Battalion, 7th Marines, aboard, she sailed at 1235 on 23 September for Pyramid Cove, San Clemente Island. The Yarnall (DD-541) and Diachenko fired a FIREX there on 24 September. At 2217 that night, bound for Coronado Roads, she received a man-overboard message from the Boxer (CVS-21) and joined the search until released at 0100. (The Boxer's log records no recovery of the sailor, who went over the side in an aircraft-starting jeep.)

After a rehearsal at Coronado Roads on 25 September, with waves touching down from 1100, she anchored off Green Beach near San Mateo Point at 0337 on 26 September. Fog held up the landing until noon. The first of three waves crossed the line of departure at 1240; the Wexford County (LST-1168) beached and could not retract, and the Calvert's LCM-1 also stuck on the beach and was not hoisted aboard until 2217.

LEDGER ROW 18

Helilex II-58, 1–4 October

Sailing on 1 October for Coronado Roads, she sent her Mike boats in as Wave 5 of the rehearsal at 0510 on 2 October and left for the objective that evening in company with the Boxer and Comstock (LSD-19). She anchored off Aliso Canyon at 0218 on 3 October and, as Primary Control Vessel for the ship-to-shore movement, debarked troops and vehicles from 0442; Wave 5, four Mike boats, went to White Beach at 0528. She returned to Pier 1 on 4 October.

"Not being much of a sailor, I suffered from seasickness. I was allowed to sleep on deck towards the bow as a special assignment."

Dean Thames, a Marine aboard for the landing exercises at Camp Pendleton in about September 1957; usscalvert.com, 2020

Sources: Deck Log, USS Calvert, August, September and October 1957; "Capt. Coleman Gets New Post," San Diego Union, September 1957; usscalvert.com comment by Dean Thames, 4 April 2020.

Helilex III and the landing areas

LEDGER ROW 20

Helilex III-58, 9–11 October

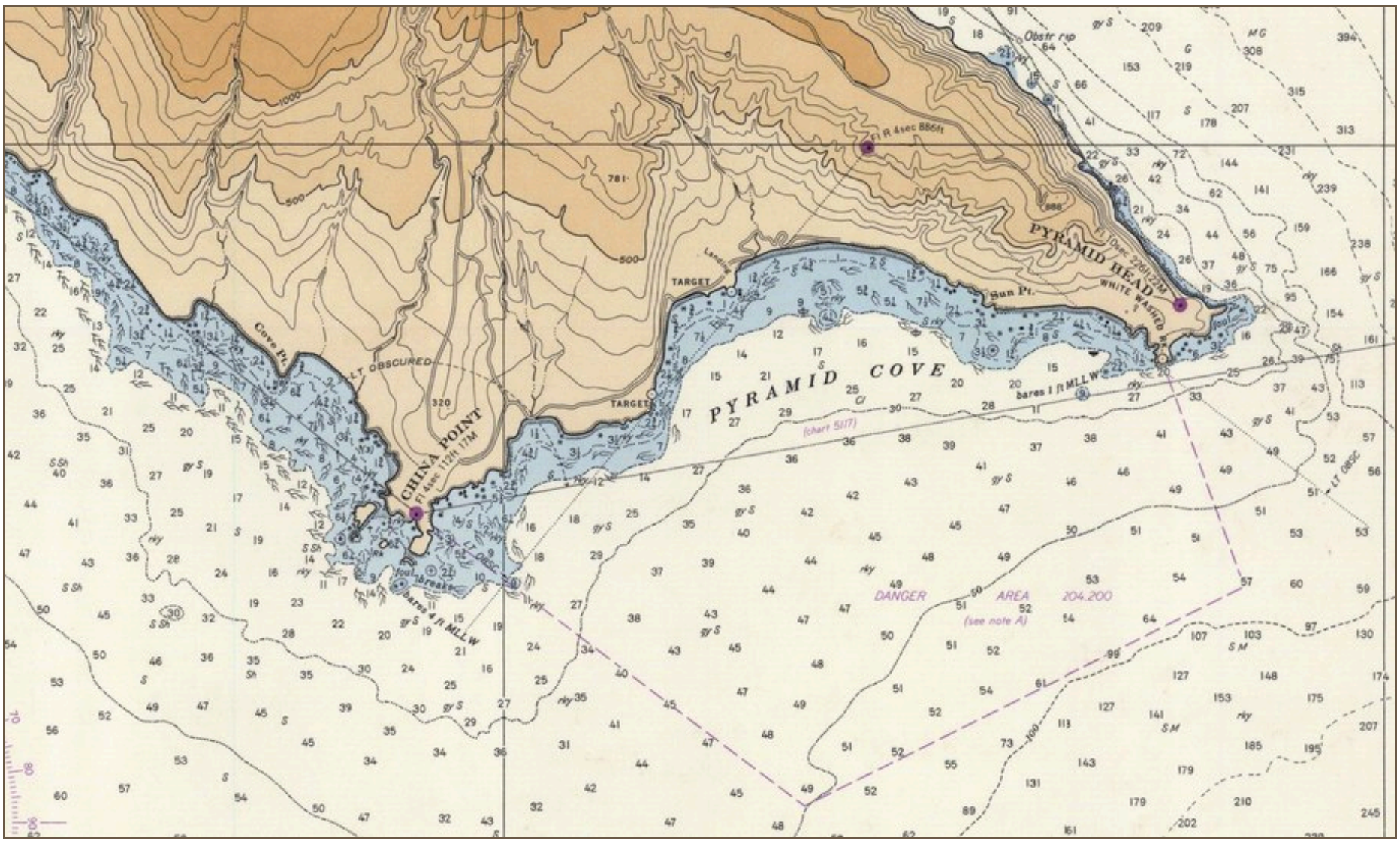
The commanding officer of the 1st Marines came aboard on 9 October; the Calvert anchored off White Beach Lane, Aliso Canyon, at 2014. At 0528 on 10 October H-Hour and Golf Hour came on schedule and Wave 1 touched down; all troops were ashore by 1155. She was back at the Naval Station on 11 October.

LEDGER ROWS 21–23

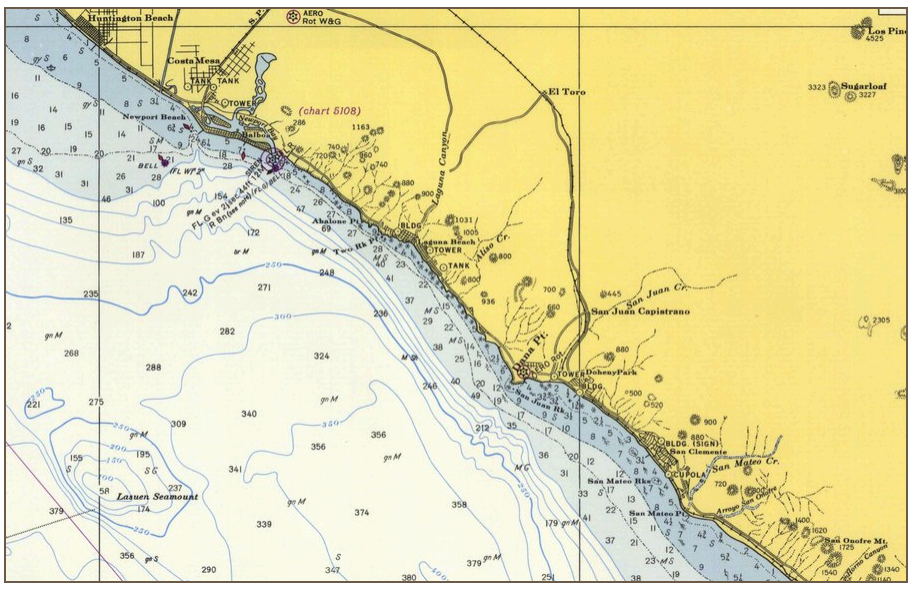
Between the exercises

She lay in cold iron at Pier 1 from 12 to 27 October; the commanding officer of the Telfair inspected her maintenance on 17 October. After ammunition at Anchorage 204 on 28 October and gunnery on 29 and 30 October, she landed a wave at Coronado Roads on time at H-Hour, 1000, on 31 October.

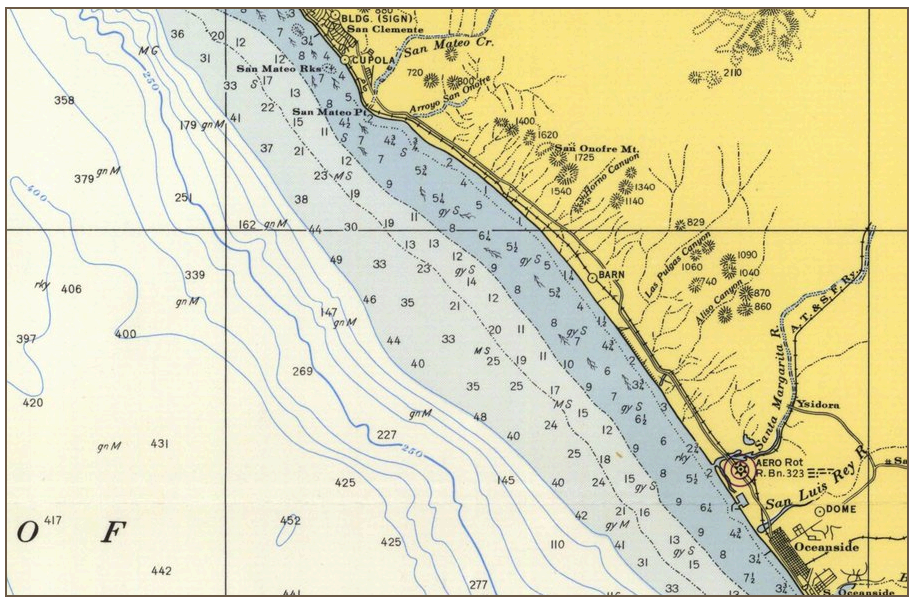
THE LANDING AREAS ON THE PERIOD CHARTS *U.S. Coast and Geodetic Survey*



Pyramid Cove, San Clemente Island, where the FIREX of Helilex I-58 was fired on 24 September 1957 and the MAGLEX 58-G FIREX on 14–15 November: chart 5111, 1:40,000.



San Mateo Point, off Green Beach, where the Calvert anchored for Helilex I-58 on 26 September 1957: chart 5101, San Diego to Santa Rosa Island, 1947.



Aliso Canyon, northwest of Oceanside, the objective of Helilex II-58 and III-58 and of MAGLEX 58-G: chart 5101, 1947.

Sources: Deck Log, USS Calvert, October 1957; U.S. Coast and Geodetic Survey charts 5101 (1947) and 5111.

MAGLEX 58-G

Task Group 53.6 was activated for MAGLEX 58-G on 12 November, with the Calvert in the Attack Unit. She shifted to Pier G at North Island to land COMPHIBRON Five and his staff and embark Commander, Amphibious Group Three, and on 13 November to the Mole Pier. The group's commanding officers met aboard for a pre-sail conference, and at 1715 the new Commanding Officer reported aboard.

She sailed at 0611 on 14 November as flagship of the FIREX Unit, anchored off China Point, San Clemente Island, at 1235, and began firing at 1400; the night FIREX ran to 0005. On 15 November she embarked Commander, Task Group 53.8, in Pyramid Cove and joined the Fast Movement Unit, which was redesignated the Attack Unit at 2200.

After the rehearsal landing at Coronado Roads on 16 November and a critique aboard the Calvert for the task group's commanding officers, the Attack Unit spent 17 November at sea, darkened and in intermittent radar silence. As part of the Southern Attack Element she anchored northwest of Camp Del Mar, off Aliso Canyon, at 0430 on 18 November and began offloading troops and cargo at 0536; Condition Red for air defense interrupted at 0712. She and the Bayfield (APA-33) stayed on to support the troops ashore when the other transports were released on 19 November. On 20 November Commander, Task Group 53.8, landed to take command ashore, and the Calvert moored to Buoys 34 and 35 at 1649.

CHANGE OF COMMAND, 25 NOVEMBER 1957

Quarters for the ceremony at 0915. Commanding officers of the squadron and guests came aboard at 0930, and at 1000 **Captain Harry B. Stark, USN**, relieved **Captain William S. Maddox, USN**, as Commanding Officer. The ceremony was over at 1015, and Captain Maddox left the ship at 1102. The log adds that all of the former commanding officer's instructions and regulations remained in effect.

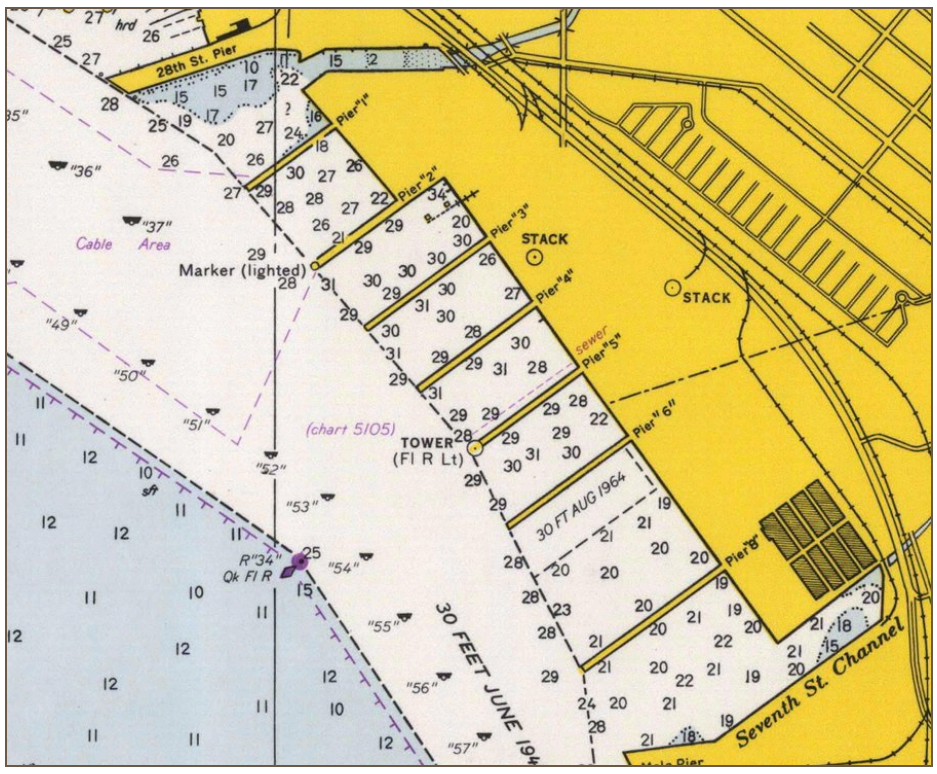


Chart of piers, U.S. Naval Station, San Diego: the Mole Pier (13–14 Nov 1957) and Pier 4, Berth 46 (Dec 1957 – Jan 1958 and from 29 May 1958). Extract of San Diego Bay, chart 5107, 26th edition, May 1966, U.S. Coast and Geodetic Survey.

Full power and ADEX-10

On 28 November a tug shifted her to Pier 4 at the Naval Station. She went out on 5 December for a full-power run in Areas II-8 and II-9 and returned on 6 December.

For ADEX-10, an air-defense exercise, she sailed at 1608 on 10 December after COMPHIBRON Five shifted his pennant to the Eldorado (AGC-11). She steamed alone as Task Element 16.9.4.2, Picket Element Delta, with her Commanding Officer as Commander, Picket Unit One. The rehearsal was on 11 December and the exercise from 1145 to 1358 on 12 December, after a night of fog. She moored at Pier 4, Berth 46, at 0902 on 13 December and lay there in cold iron into the new year.

The midwatch on 1 January 1958 was logged in verse; the poem is on the next page.

Sources: Deck Log, USS Calvert, November and December 1957 and January 1958; Cullen, p. 23; chart 5107.

1 JANUARY 1958 · LEDGER ROW 29 *Deck Log, 0000–0400*

A New Year's midwatch

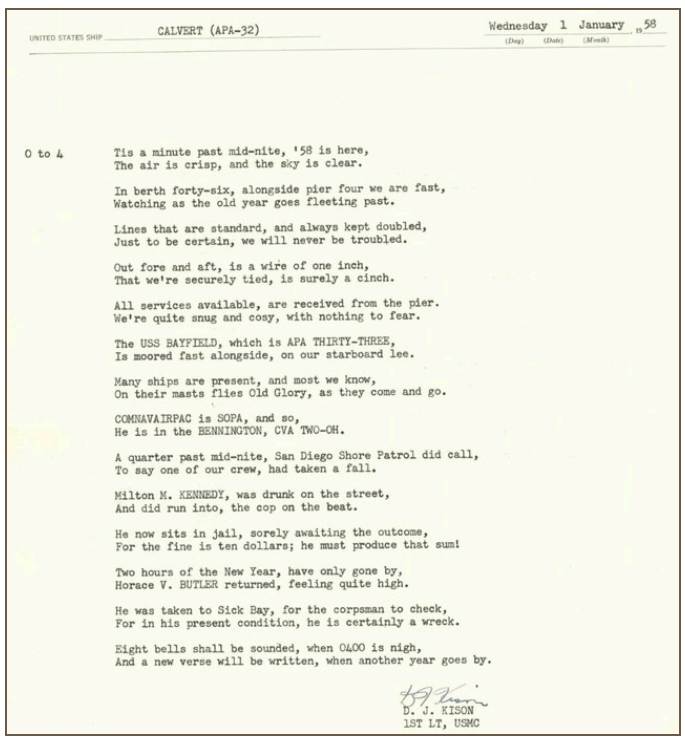
At midnight on 1 January 1958 the Calvert lay in cold iron at Pier 4, Berth 46, U.S. Naval Station, San Diego, with the Bayfield (APA-33) moored alongside. By an old Navy custom the first deck-log entry of the new year is written in verse. The Calvert's midwatch entry runs to twenty-eight lines and is signed by D. J. Kison, 1st Lt, USMC. It records what any midwatch entry would: the berth, the doubled lines and the wire fore and aft, the services from the pier, the ship alongside, the Senior Officer Present Afloat, two men back from liberty, and eight bells at 0400.

'Tis a minute past mid-nite, '58 is here,
The air is crisp, and the sky is clear.
In berth forty-six, alongside pier four we are fast,
Watching as the old year goes fleeting past.
Lines that are standard, and always kept doubled,
Just to be certain, we will never be troubled.
Out fore and aft, is a wire of one inch,
That we're securely tied, is surely a cinch.
All services available, are received from the pier.
We're quite snug and cosy, with nothing to fear.

The USS BAYFIELD, which is APA THIRTY-THREE,
Is moored fast alongside, on our starboard lee.
Many ships are present, and most we know,
On their masts flies Old Glory, as they come and go.
COMNAVAIRPAC is SOPA, and so,
He is in the BENNINGTON, CVA TWO-OH.
A quarter past mid-nite, San Diego Shore Patrol did call,
To say one of our crew, had taken a fall.
M. M. K——, was drunk on the street,
And did run into, the cop on the beat.
He now sits in jail, sorely awaiting the outcome,
For the fine is ten dollars; he must produce that sum!
Two hours of the New Year, have only gone by,
H. V. B—— returned, feeling quite high.
He was taken to Sick Bay, for the corpsman to check,
For in his present condition, he is certainly a wreck.
Eight bells shall be sounded, when 0400 is nigh,
And a new verse will be written, when another year goes by.

Signed: D. J. KISON, 1ST LT, USMC

Sources: Deck Log, USS Calvert, 1 January 1958.



UNITED STATES SHIP CALVERT (APA-32) Wednesday 1 January 1958
(Day) (Date) (Month)

0 to 4

Tis a minute past mid-nite, '58 is here,
The air is crisp, and the sky is clear.

In berth forty-six, alongside pier four we are fast,
Watching as the old year goes fleeting past.

Lines that are standard, and always kept doubled,
Just to be certain, we will never be troubled.

Out fore and aft, is a wire of one inch,
That we're securely tied, is surely a cinch.

All services available, are received from the pier.
We're quite snug and cosy, with nothing to fear.

The USS BAYFIELD, which is APA THIRTY-THREE,
Is moored fast alongside, on our starboard lee.

Many ships are present, and most we know,
On their masts flies Old Glory, as they come and go.

COMNAVAIRPAC is SOPA, and so,
He is in the BENNINGTON, CVA TWO-OH.

A quarter past mid-nite, San Diego Shore Patrol did call,
To say one of our crew, had taken a fall.

Milton M. KENNEDY, was drunk on the street,
And did run into, the cop on the beat.

He now sits in jail, sorely awaiting the outcome,
For the fine is ten dollars; he must produce that sum!

Two hours of the New Year, have only gone by,
Horace V. BUTLER returned, feeling quite high.

He was taken to Sick Bay, for the corpsman to check,
For in his present condition, he is certainly a wreck.

Eight bells shall be sounded, when 0400 is nigh,
And a new verse will be written, when another year goes by.

D. J. KISON
1ST LT, USMC

The deck-log page: USS Calvert, 1 January 1958, 0000–0400.

READING THE VERSE

SOPA: Senior Officer Present Afloat, then Commander, Naval Air Force, Pacific Fleet (COMNAVAIRPAC), in the Bennington (CVA-20). "Services from the pier": the water, steam and electric power a ship in cold iron draws from the shore. Here the two crewmen's surnames are shortened; the log gives them in full.

4 – 7 JAN 1958 · LEDGER ROWS 30–32 *To the shipyard*

LEDGER ROWS 30–31

North to San Francisco

She loaded vehicles into No. 3 hold and sailed for San Francisco at 1436 on 4 January. At 1954 the engine room reported a leak in the main steam line, and she anchored off the outer Long Beach breakwater at 2217 to repair it. The repair was finished at 0315, and she was underway again at 0355 on 5 January, bringing ammunition up from the magazines on the way north. She moored to Pier 21, U.S. Naval Station, Treasure Island, at 0749 on 6 January, and her Commanding Officer took over as Sub-SOPA.

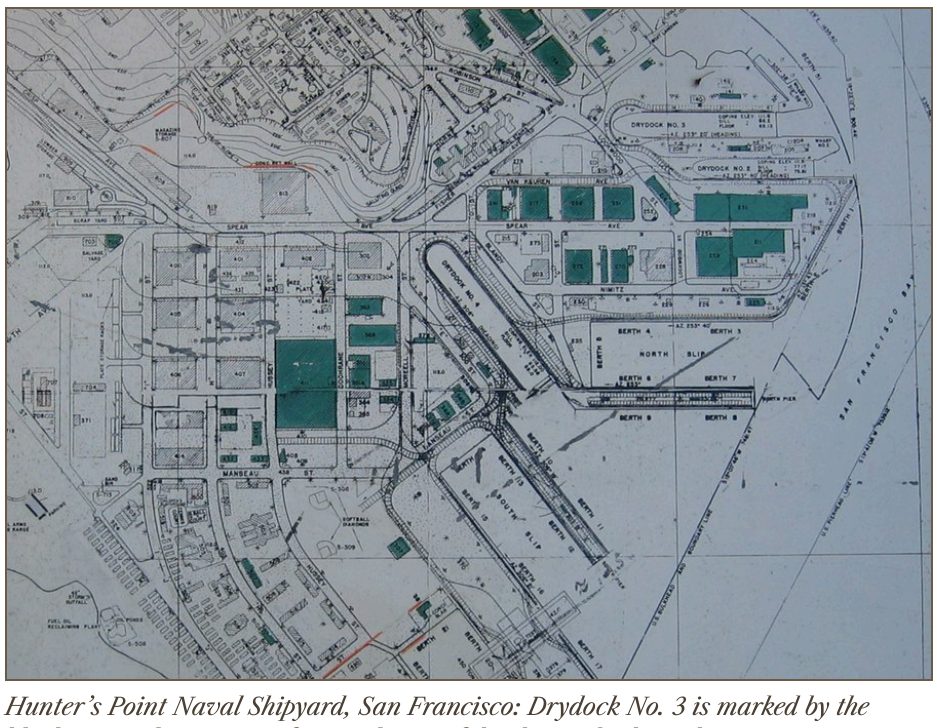
LEDGER ROW 32

Mare Island and the yard, 7 January

In fog on 7 January she went up to Naval Anchorage 21 off the Naval Ammunition Depot, Mare Island, then by tugs to Pier 34. Making the approach at 1048, the tug YTB-514 struck her starboard side near frame 50. She offloaded her ammunition by 1450, sailed at 1509, and moored at 1816 to Berth 3, U.S. Naval Shipyard, Hunter's Point, where the engineering plant went to cold iron.

OFFLOADED AT MARE ISLAND, 7 JANUARY 1958

5″/38 projectiles	409
5″/38 powder charges	410
3″/50 rounds	1,007
40 mm rounds	10,546
.50 caliber rounds	10,320
.30 caliber rounds	128,200
.45 and .22 caliber rounds	4,000
Grenades, fuses, smoke pots, signals, Very boxes, markers	1,085



Hunter's Point Naval Shipyard, San Francisco: Drydock No. 3 is marked by the black rectangle. Extract of a metal map of the shipyard, about the 1960s.

In the yard, 6 January – 12 March

She moved into Drydock No. 3 on 13 January, and the Hull Board inspected her underwater hull the next day. COMPHIBRON Five toured the ship on 26 January. The February deck log is not online; the notes record only that the drydock work was finished and the ship moved to Treasure Island.

Captain Stark remembered a good overhaul of the engineering plant: on sea trials she made over 18 knots. Cullen adds communications alterations and electronic countermeasures equipment.

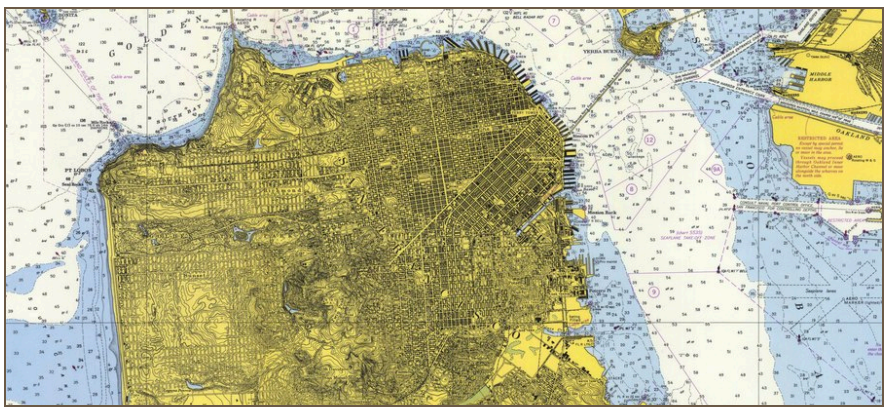
"We also had installed a high smoke pipe on the large false stack. It ruined the handsome appearance of the ship but it did wonders for the atmosphere on the bridge."

Captain Harry B. Stark, Calversion, vol. 41, pp. 7–8

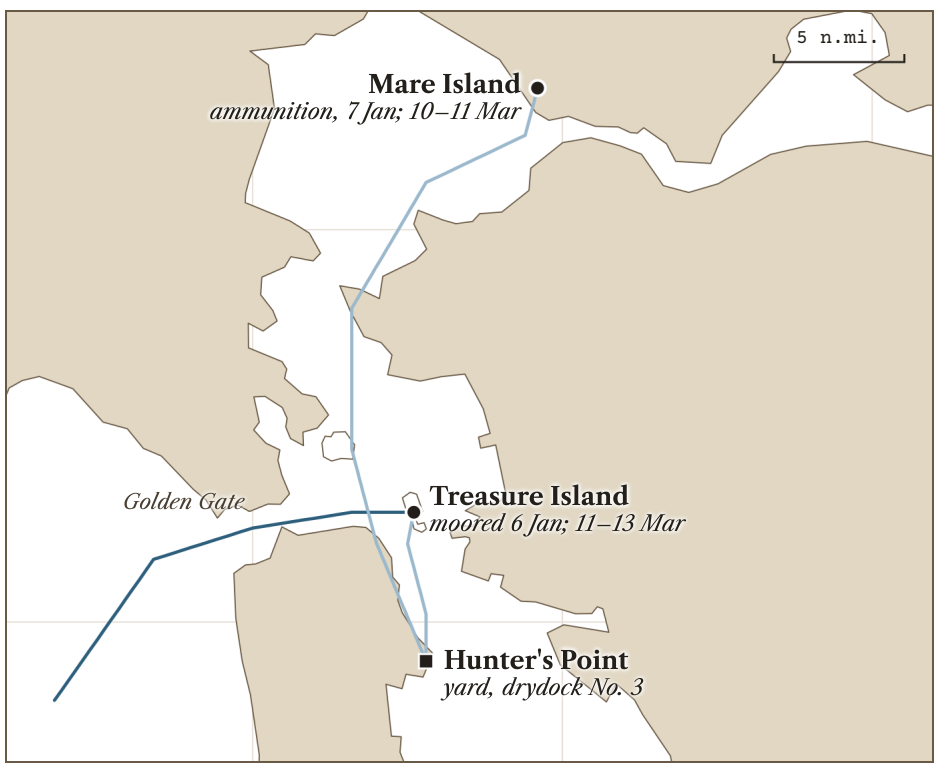
8 – 15 MAR 1958 · LEDGER ROWS 32–34 *Leaving the yard*

On 8 March she loaded 23 private vehicles and 2 ship's vehicles into No. 3 hold for the trip south. On 10 March she ran radiation and antenna calibration tests in the bay and moored at Mare Island; on 11 March she reloaded ammunition at Berth 34 and returned to Treasure Island. Fueling from YO-181 on 12 March (177,934 gallons) was marred by an oil spill from a port settler overflow.

On 13 March she was underway at 1149 for more radiation tests off Angel Island, passed under the Golden Gate Bridge at 1752 and took departure at 1836 at 15.5 knots. She compensated compasses and built up for a full-power run on 14 March, and moored to Pier 4, Berth 45, U.S. Naval Station, San Diego, at 0930 on 15 March.



Entrance to San Francisco Bay: extract of chart 5532, 1:40,000, U.S. Coast and Geodetic Survey, 1957.

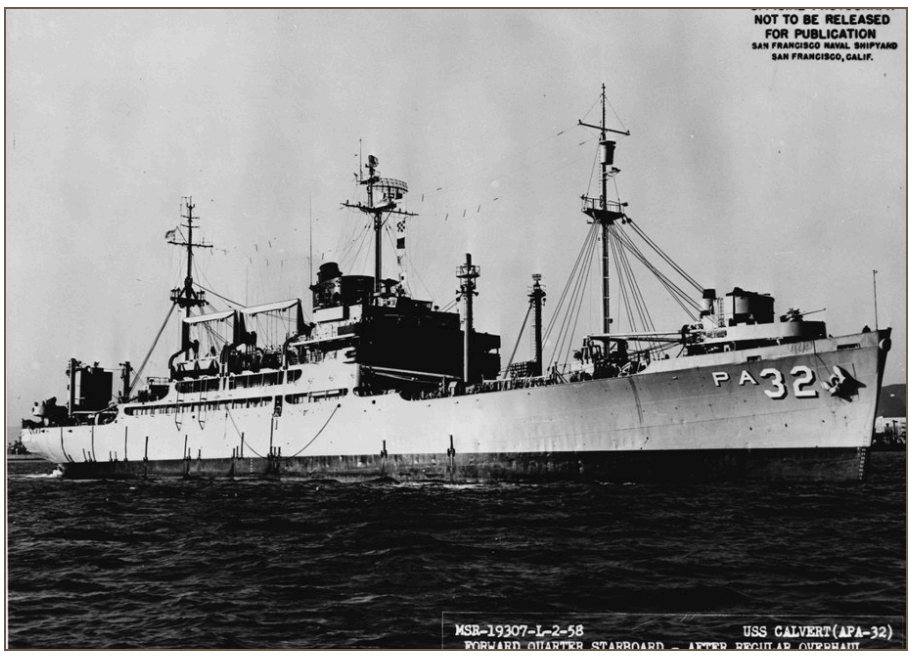


San Francisco Bay, January–March 1958: Treasure Island, the Hunter's Point yard and the ammunition berth at Mare Island. Tracks are routed and approximate. Land: Natural Earth 10 m.

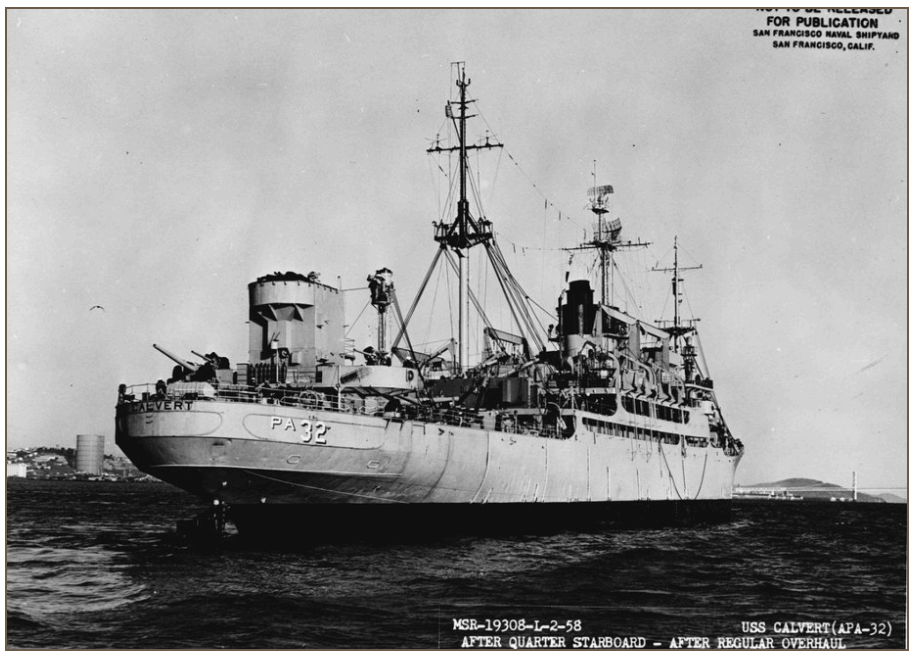
Sources: Deck Log, USS Calvert, January and March 1958 (February not online); Calversion, vol. 41, pp. 7–8 (Capt. Harry B. Stark); Cullen, p. 24; chart 5532 (1957).

26 FEB 1958 *Official photographs, San Francisco Naval Shipyard*

The Calvert from six angles on 26 February 1958, after her overhaul. The new high smoke pipe, on the false stack, is prominent in these photographs. Although Captain Stark said the new smoke pipe spoiled her looks, it kept the bridge clear of smoke from the boilers.



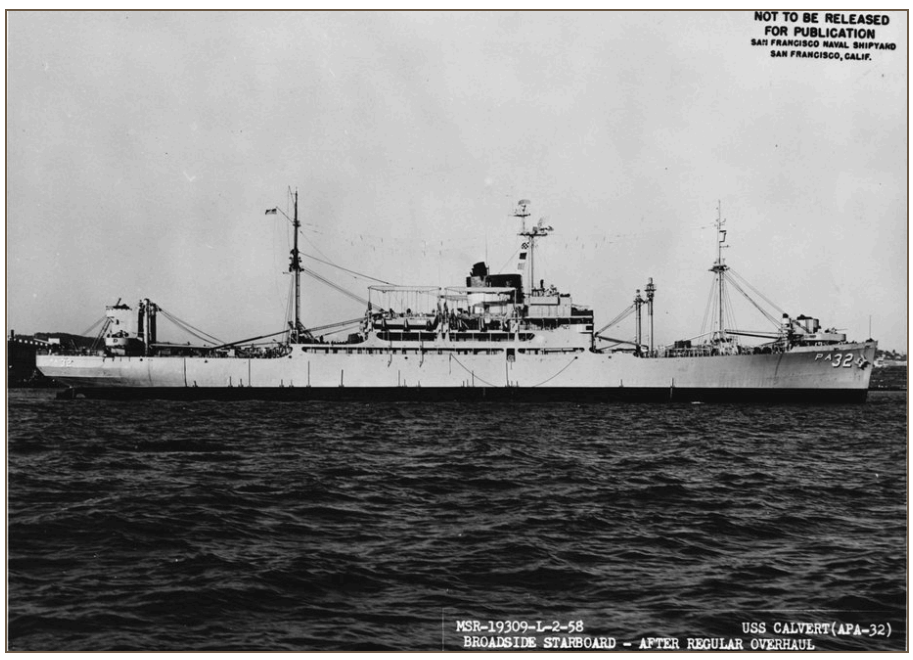
Forward quarter, starboard. MSR-19307-L-2-58.



After quarter, starboard. MSR-19308-L-2-58.



Forward quarter, port. MSR-19303-L-2-58.



Broadside, starboard. MSR-19309-L-2-58.



Bow on. MSR-19302-L-2-58.



Stern on. MSR-19306-L-2-58.

Sources: National Archives, catalog.archives.gov/id/7574916; usscalvert.com photograph series, San Francisco shipyard, February 1958; Calversion, vol. 41.

Refresher training

89
nights, 15 Mar – 11 Jun 1958 (ledger rows 34–46)

28
nights in refresher training and landing exercises

2 May
Final Battle Problem

2
helicopter crewmen rescued off the Strand, 26 May

With the overhaul complete, the Calvert began refresher training for her seventh Far East deployment (Cullen). Captain Stark later wrote that it was then he was introduced to the ship, both underway and in landing operations.

"The crew did a fine job and I appreciated their work in all respects. Handling Mike boats in a seaway is no easy task."
Captain Harry B. Stark, Calversion, vol. 41

LEDGER ROWS 35–38

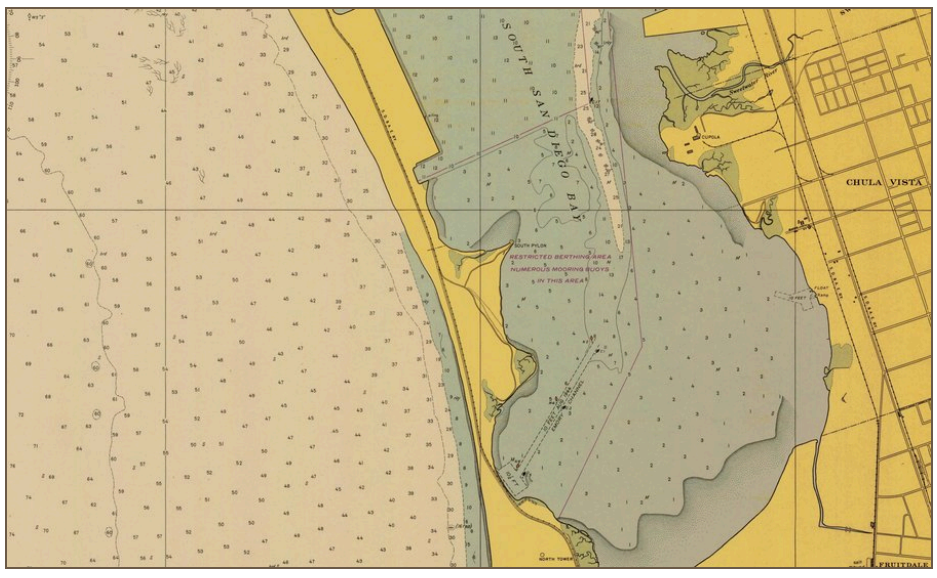
March and early April

On 19 March she ran an independent ship exercise in Area YY 2-4 and anchored in Coronado Roads; gunnery and small-arms firing followed in Area II-7 on 20 March. From 31 March to 2 April she worked with the Montrose (APA-212): sinuous courses, a transfer exercise with the Benner and Collett, smoke generation, surface gunnery and a practice battle problem. A small fire near No. 6 hatch on 1 April was out in two minutes. On 4 April she took the crew's families to sea for a Dependents' Cruise.

LEDGER ROW 39

Sorties from Anchorage 204, 14 April – 1 May

For two and a half weeks she sailed almost daily from Anchorage 204: engineering exercises and battle problems, electronic exercises and highline transfers with the Montrose, a towing exercise on 21 April in which she towed the Montrose and was towed in turn, station in a formation with the Lexington (CVA-16) on 22 April, fueling at sea from the Manatee (AO-58) on 23 April, gunnery, a drone shoot with the Catapult (YV-1) and rubber-docking drills. Steering casualties were frequent. At 1833 on 30 April a civilian fishing boat with no lookout crossed dead ahead; she backed full and the boat passed 25 yards down the port side.



South San Diego Bay, presumed location of the ammunition anchorage (Anchorage 204), the Calvert's base for the April sorties. Extract of chart 5107, 1:20,000, U.S. Coast and Geodetic Survey, 1948.

Final Battle Problem, 2 May

COMPHIBRON Five shifted his flag to the Montrose for the day while the Calvert ran her Final Battle Problem from 1255 to 1450, and moved it back to the Calvert at 2000.

Visitors, 4 May

On Sunday 4 May the freshman nurses and faculty of the Paradise Valley School of Nursing toured the ship in the bay as guests of Lieutenant Commander Francis Geroy. The National City Star-News reported the visit, the boat ride out and back, and the apple pie.

May

She loaded ammunition from LCMs on 16 May, stood the Commodore's inspection on 17 May and worked dummy cargo with LCU-1497 on 19 May.

She anchored in Anchorage 172, Coronado Roads, on 21 May for landing exercises and spent three days in Condition One-Alfa, returning to the buoys on 23 May. On 26 May she anchored again, at the eastern edge of Anchorage 159. At 1358 the watch sighted a red flare about 4,000 yards to the south-southeast; her boat picked up two survivors of the helicopter UP-6, a lieutenant (junior grade) and an ensign, at 1420 at 32°36.9′ N, 117°10.3′ W. The exercises ran through 27 May, and on 29 May she moored to Pier 4, Berth 46, U.S. Naval Station, where she stayed to 11 June.

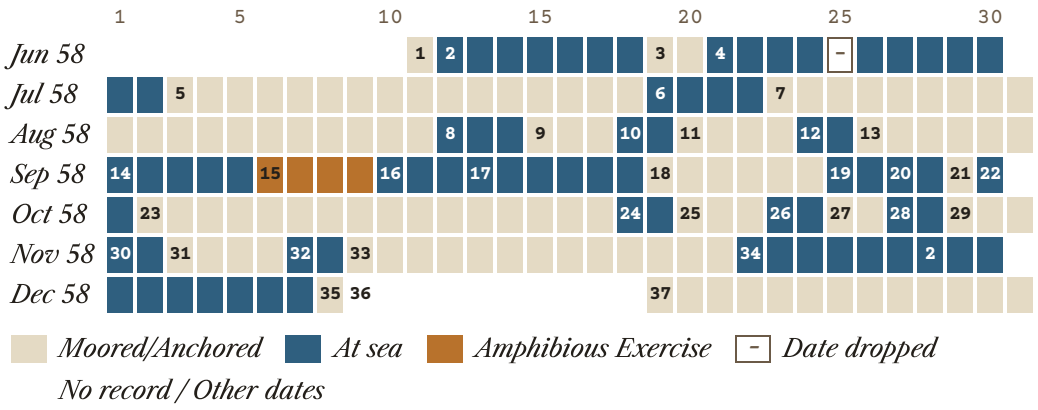
"Our signal bridge crew proved their alertness by spotting a helicopter's sudden disap[p]earance off Imperial Beach, about ten miles to our south."
Captain Harry B. Stark, Calversion, vol. 41, pp. 7–8

Sources: Deck Log, USS Calvert, March, April and May 1958; Cullen, p. 24; Calversion, vol. 41, pp. 7–8; National City Star-News, 8 May 1958; chart 5107 (1948).

1958 Far East Cruise and Return

San Diego to Yokosuka with PHIBRON Five, the Lebanon alert at Okinawa, Operation Land Ho, and home

11 Jun – 31 Dec 1958 · 204 days

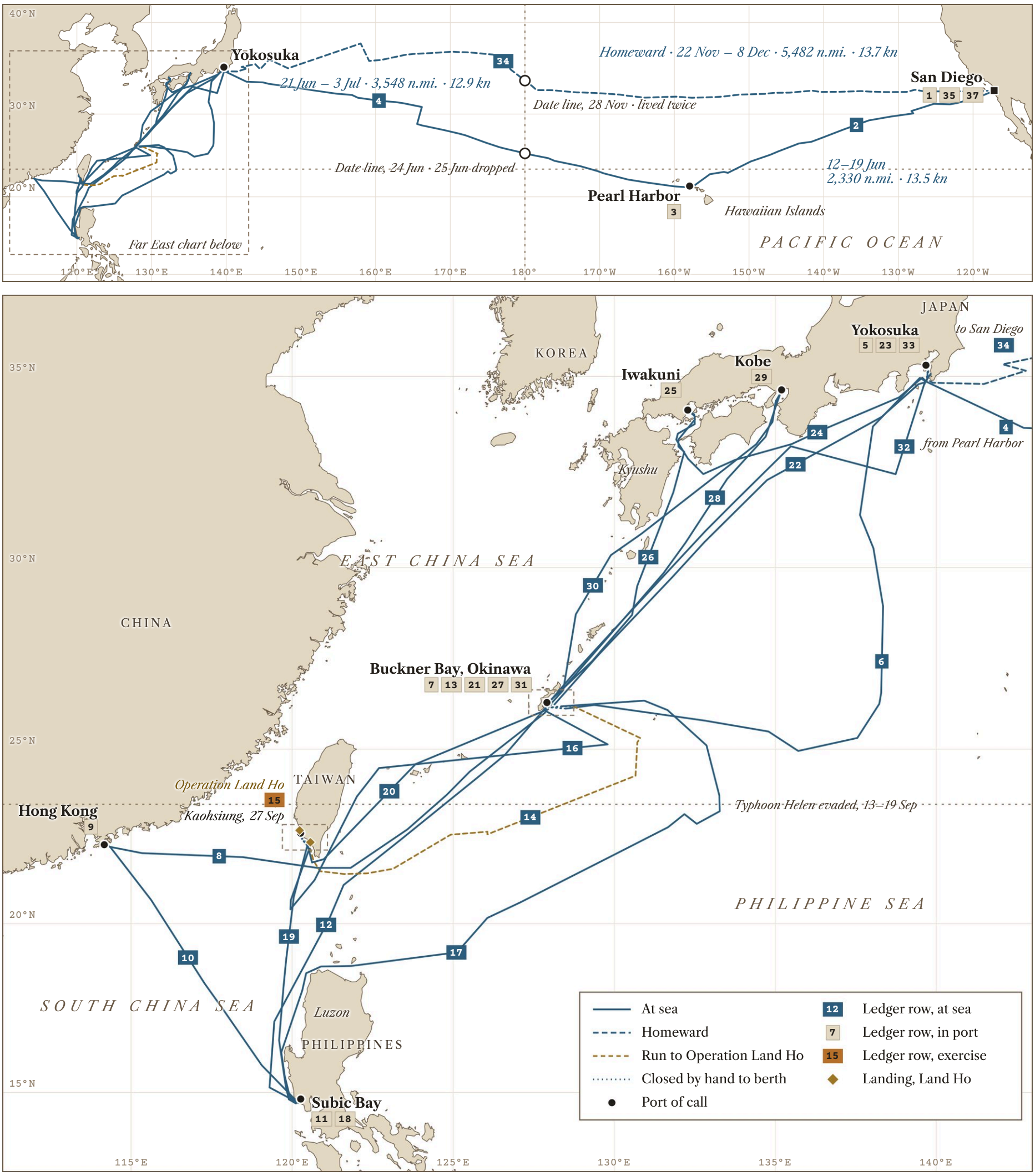


Moored/Anchored	114
Underway at sea	76
Amphibious Exercise	4
No record / Other dates	10
Total days for this period	**204**

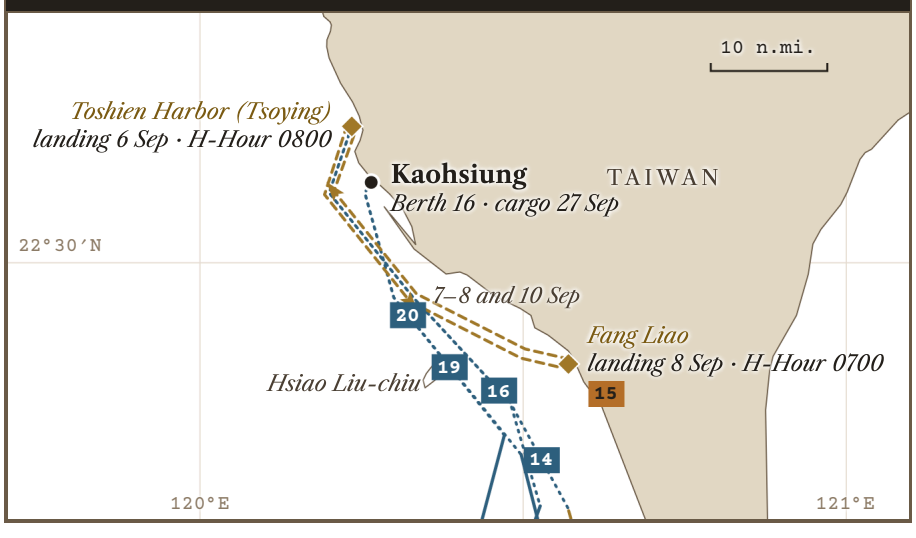
		Dates	Days	n.mi.	Knots
1	San Diego, Naval Station *Pier 4, Berth 46; 3rd Marine Air Wing units embarked*	11 Jun	1		
2	San Diego to Pearl Harbor *Rex 58-C convoy exercise; 3rd Marine Air Wing units embarked*	12–18 Jun	7	2,330	14
3	Pearl Harbor *Berth M-1; ships with engineering breakdowns rejoined*	19–20 Jun	2		
4	Pearl Harbor to Yokosuka *Rex 58-C with HMAS Melbourne; date line crossed 24 Jun **	21 Jun – 2 Jul	11	3,548	13 *
5	Yokosuka, Fleet Activities *Berth 11; upkeep cut short by the Lebanon crisis alert*	3–18 Jul	16		
6	Yokosuka to Buckner Bay, Okinawa *TF 76 sortie on alert, Lebanon crisis; with Seminole and Catamount*	19–22 Jul	4	1,181	12
7	Buckner Bay, Okinawa *Pier Bravo and anchorages; combat cargo loaded; Lebanon alert*	23 Jul – 11 Aug	20		
8	Buckner Bay, Okinawa to Hong Kong *3rd Marines embarked; steam-line leak, No. 2 boiler, 13 Aug*	12–14 Aug	3	859	12
9	Hong Kong *Buoy No. 1, Victoria Harbour*	15–17 Aug	3		
10	Hong Kong to Subic Bay, Philippines *feed-pump and lube-oil casualties en route*	18–19 Aug	2	561	12
11	Subic Bay, Naval Station *Berths 11-12, Alava Pier; emergency boiler repairs*	20–23 Aug	4		
12	Subic Bay to Buckner Bay, Okinawa *gyro casualty on departure; speed 16 kn*	24–25 Aug	2	912	15
13	Buckner Bay, Okinawa *Pier Bravo; Phaler relieved Stark, 30 Aug; 9th Marines embarked*	26–31 Aug	6		
14	Buckner Bay, Okinawa to Toshien Harbor, Taiwan *Operation Land Ho passage; TU 133.1.1 with Seminole and two LSTs*	1–5 Sep	5	817	7
15	Operation Land Ho, Toshien Harbor and Fang Liao *first joint U.S.-Chinese amphibious exercise; H-Hour 6 and 8 Sep*	6–9 Sep	4		
16	Tsoying, Taiwan to Buckner Bay, Okinawa *rendezvous at 20 N, 120 E with PHIBRON Five units, then north*	10–12 Sep	3	934	16
17	Buckner Bay, Okinawa to Subic Bay *evading Typhoon Helen*	13–18 Sep	6	1,300	9
18	Subic Bay, Naval Station *Riviera Point berths 9-10, then Alava Pier; typhoon refuge*	19–24 Sep	6		
19	Subic Bay to Kaohsiung, Taiwan *5,000 cases of San Miguel beer, under Marine guard*	25–26 Sep	2	467	11
20	Kaohsiung to Buckner Bay, Okinawa *cargo off-loaded at Kaohsiung, Berth 16, 27 Sep*	27–28 Sep	2	522	14
21	Buckner Bay, Okinawa *Pier Bravo; gasoline and ammunition off-loaded*	29 Sep	1		
22	Buckner Bay, Okinawa to Yokosuka *red flare sighted and searched for, 30 Sep*	30 Sep – 1 Oct	2	822	15
23	Yokosuka, Fleet Activities *Berth 5; stern-tube leak repaired by diver; orphans aboard 12 Oct*	2–17 Oct	16		
24	Yokosuka to Iwakuni, Japan *through Kudaki Suido; speed 13 kn*	18–19 Oct	2	519	12
25	Iwakuni, Japan *anchored in Anchorage Bravo*	20–22 Oct	3		
26	Iwakuni to Buckner Bay, Okinawa *steam-chest repair at anchor; steering casualties*	23–24 Oct	2	566	12
27	Buckner Bay, Okinawa *Pier Bravo*	25–26 Oct	2		
28	Buckner Bay, Okinawa to Kobe, Japan *3rd Bn, 9th Marines embarked, 671 officers and men*	27–28 Oct	2	638	14
29	Kobe, Japan *Pier 6, Berth Z*	29–31 Oct	3		
30	Kobe to Buckner Bay, Okinawa *through Van Diemen Strait; heavy-weather rig 1 Nov*	1–2 Nov	2	661	14
31	Buckner Bay, Okinawa *Pier Bravo; gunnery sorties with Magoffin, 4 and 6 Nov*	3–6 Nov	4		
32	Buckner Bay, Okinawa to Yokosuka *to await the relief; speed 16 kn*	7–8 Nov	2	905	16 *
33	Yokosuka, Fleet Activities *Berth 12, then Berth 3 from 20 Nov; awaiting relief*	9–21 Nov	13		
34	Yokosuka to San Diego *PHIBRON Five, Formation 51C; date line crossed 28 Nov **	22 Nov – 7 Dec	17	5,482	14 *
35	San Diego, Naval Air Station *Berth Juliett, North Island; end of the Far East cruise*	8 Dec	1		
36	No entries in the research notes *notes jump from the 8 Dec arrival to the 19 Dec berth change*	9–18 Dec	10		
37	San Diego, Naval Station *Pier 3, Berth 34, outboard of Estes; dependents' party 20 Dec*	19–31 Dec	13		
	Totals	**11 Jun – 31 Dec**		**23,023**	

1958 Far East Cruise and Return, continued

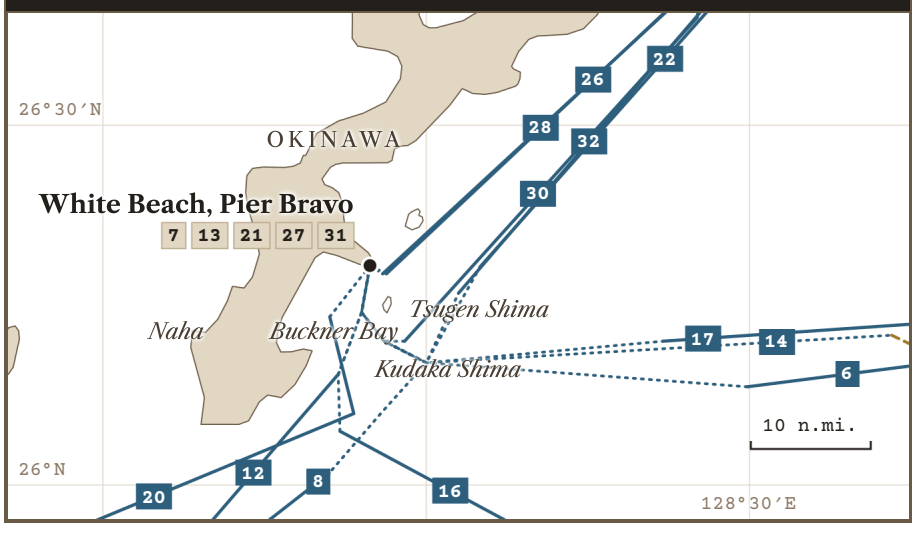
San Diego to Yokosuka with PHIBRON Five, the Lebanon alert at Okinawa, Operation Land Ho, and home — 11 Jun – 31 Dec 1958 · 204 days



OPERATION LAND HO, SOUTHERN TAIWAN, 6 – 10 SEP



BUCKNER BAY, OKINAWA: THE APPROACHES



Tracks are drawn from the deck-log position fixes in the 18 leg files. Dotted runs join the first and last fixes to the berths by hand; the Toshien – Fang Liao runs of 7–8 and 10 Sep are routed. The numbers are ledger rows on page 1, which give the dates, miles and knots. Berths, Pier Bravo and the Land Ho anchorages are placed approximately. Row 16 is drawn as logged: its 12 Sep fix at 129°48′ E (390 n.mi. out and 119 back) is probably 125°48′ E. Land: Natural Earth 50 m (Pacific) and 10 m.

11 JUN – 3 JUL 1958 · SAN DIEGO TO YOKOSUKA BY WAY OF PEARL HARBOR *Ledger rows 1–4*

Across the Pacific as a convoy

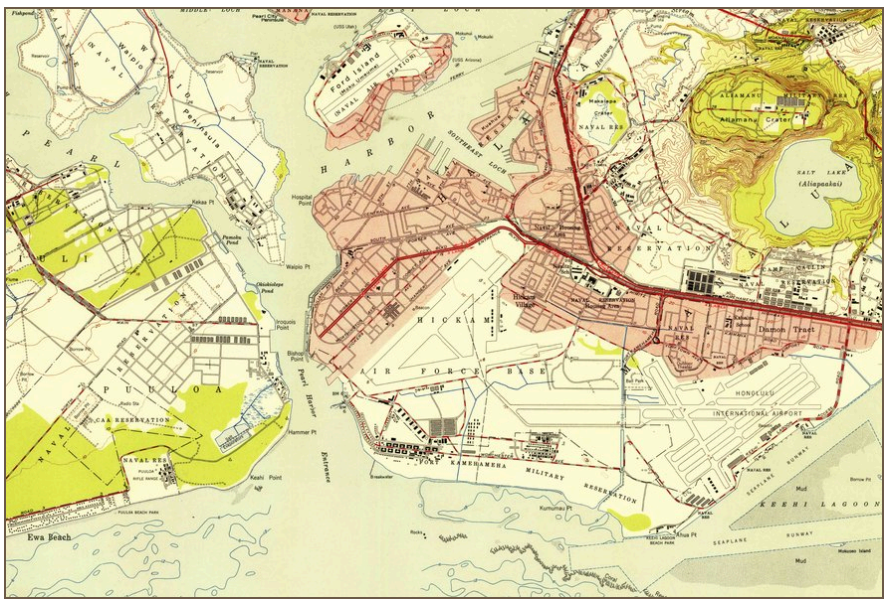
5,878
n.mi. San Diego to Yokosuka, fix to fix, in two legs

13.5 · 12.9
knots, San Diego–Pearl and Pearl–Yokosuka

6
ships in Task Unit 53.4.7, with two escorts

2
nights at Pearl Harbor, Berth M-1

25 Jun
the date dropped at the date line



Pearl Harbor, where the Calvert lay at Berth M-1, 19–21 June. Extract of the USGS 7.5' topographic map Pearl Harbor, 1:24,000, 1953.

REX 58-C

A convoy exercise: the amphibious ships steamed as a merchant convoy against "aggressor" forces. Over its phases the screen was drawn from Destroyer Squadrons Fifteen and Twenty-Five, Escort Squadron Three and the carrier HMAS *Melbourne*, flagship of Rear Admiral G. G. O. Gatacre, RAN, Flag Officer Commanding the Australian Fleet. Capt. John G. Spangler, Commander Amphibious Squadron Five, in the Calvert, was convoy commodore.

Phases in the deck log: Alpha ended 1515, 13 Jun · Bravo ended 0808, 19 Jun · Delta began 1145, 2 Jul, and ended 0846, 3 Jul.

"Initially the Commodore was not at all pleased when two ships fell out (rejoining at Pearl) with engineering breakdowns. … Calvert was not one."

Capt. Harry B. Stark, commanding officer, in *Calversion* vol. 41

11–12 JUNE

Out of San Diego

The Calvert lay port side to Pier 4, Berth 46, at the Naval Station on 11 June, and between 1400 and 1630 took aboard her troops, units of the 3rd Marine Air Wing. At 0926 the next morning she sailed for Yokosuka by way of Pearl Harbor, flagship of Amphibious Squadron Five, with the heavy ships of the squadron in Task Unit 53.4.7: the Montrose, Seminole, Oak Hill, Fort Marion and Skagit, screened by the Bauer, the Diachenko and Destroyer Division 171. An hour out she entered international waters and set 14 knots; that afternoon brought general quarters, a man-overboard drill and the first zigzag.

13–19 JUNE

Breakdowns in the convoy

Destroyer Division 171 left at the end of Phase Alpha on 13 June, and the next morning the Montrose dropped out with an engineering casualty. The Calvert had troubles of her own. On 17 June a casualty to No. 1 air ejector took her out of formation at 0850 and stopped her engines at 0915; she was back as guide by 1304, and a steering casualty followed at 1336. At 0124 on 18 June she lost vacuum in the condenser and fell back, then regained station at 16.5 knots. Each was put right at sea, which is how Captain Stark could remember that she was not one of the two ships that fell out. Between times there were highline transfers with the Bauer and Diachenko, a full-power run and a burst-firing exercise. At 1130 on 19 June she moored port side to Berth M-1, Pearl Harbor.

21 JUNE – 3 JULY

West with HMAS Melbourne

At 0811 on 21 June the task unit sailed again, now with HMAS Melbourne and Destroyer Division 252; the Australian flag officer was officer in tactical command. A green flare was sighted at 1712 that first afternoon. The crossing was a run of tactics and drills: a VT test firing on 23 June (twenty rounds of 3-inch), 40,200 gallons of fuel oil passed to the Bauer on the 26th, smoke and sinuous-course steering on the 27th, and a night personnel transfer to the Windham County (LST-1170) on the 28th. At 2323 on 24 June the ship crossed the date line at 25°21′ N and advanced her clocks 24 hours, so that 25 June was never lived aboard. Task Group 36.1 joined on 2 July for Phase Delta. At 1333 on 3 July she moored starboard side to Berth 11, Fleet Activities, Yokosuka, and that evening took 172,955 gallons of fuel oil from YO-47.

TASK UNIT 53.4.7

Calvert (APA-32)	Flagship, Commander Amphibious Squadron Five; guide
Montrose (APA-212)	Left the formation, engineering casualty, 14 Jun
Seminole (AKA-104)	In the convoy to Yokosuka
Skagit (AKA-105)	Passed a personnel casualty to the Calvert, 30 Jun
Oak Hill (LSD-7)	Guide for part of 14 Jun
Fort Marion (LSD-22)	Guide for part of 16 and 18 Jun

THE SCREEN AND THE SHIPS THAT JOINED

Bauer (DE-1025)	Highlines and passengers; fueled from the Calvert, 26 Jun
Diachenko (APD-123)	Screen; highline, 15 Jun
DesDiv 171	Screen to the end of Phase Alpha, 13 Jun
HMAS Melbourne	From Pearl Harbor; officer in tactical command
DesDiv 252	From Pearl Harbor
TG 36.1 · TG 36.2	With the convoy 2–3 Jul for Phase Delta

Sources: Deck Log, USS Calvert, June–July 1958; Cullen, A History of the USS Calvert, p. 24; Calversion vol. 41, pp. 7–8 (Capt. H. B. Stark); leg files San Diego–Pearl Harbor and Pearl Harbor–Yokosuka.

3 JUL – 11 AUG 1958 · YOKOSUKA, THEN OKINAWA ON ALERT *Ledger rows 5–7*

An upkeep cut short

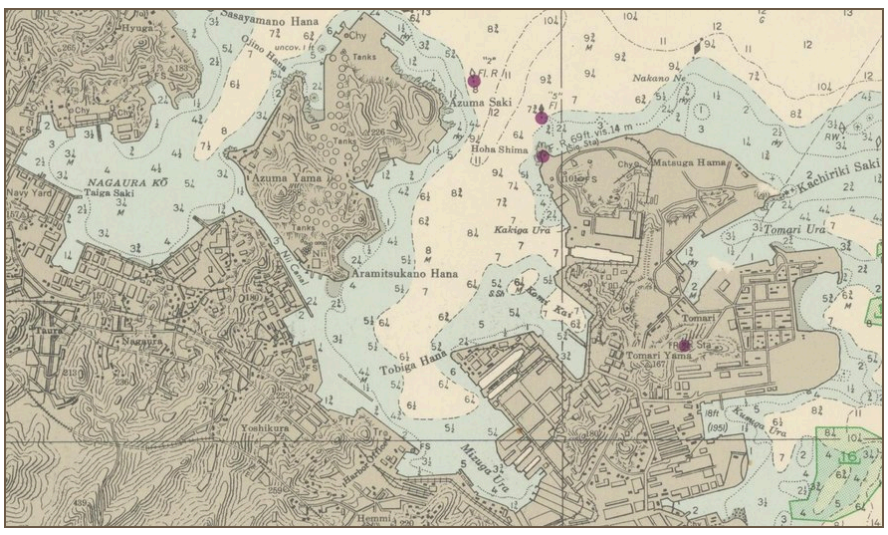
16
nights at Yokosuka, Berth 11

15 Jul
the United States intervenes in Lebanon

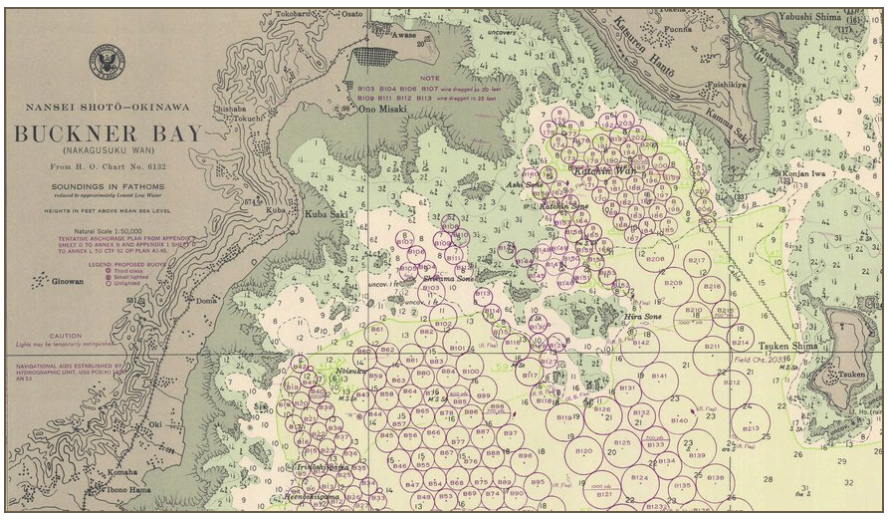
1,181
n.mi. Yokosuka to Buckner Bay, 19–23 Jul

20
nights at Buckner Bay, at anchor and at Pier Bravo

2
days at sea on ship exercises, 5–6 Aug



Yokosuka, Fleet Activities: the Calvert lay at Berth 11, 3–19 July, at Berth 5 in October and at Berths 12 and 3 in November. Extract of H.O. chart 6352, Yokosuka Ko including Negishi Wan and Uraga Ko, 1:24,000, 1949.



Buckner Bay (Nakagusuku Wan): the numbered B anchorages off Katchin Wan, right. In 1958 the Calvert anchored in B-188, B-173, B-158 and B-215, and moored at Pier Bravo, White Beach. Extract of Field Chart 2031, surveyed by USS Bowditch, April 1945. The anchorages are presumed unchanged from 1945 to the mid-1960s.

3–18 JULY

At Yokosuka

Captain Stark recalled "a brief period of conferences and familiarization with our employment" on arrival. The deck log is quiet: the ship was full-dressed for the Fourth of July, held a captain's lower-deck inspection on 11 July, and on 12 July the engine room reported ready to get underway on two hours' notice.

THE LEBANON CRISIS

On 15 July 1958 the United States answered President Camille Chamoun's call for help and sent forces into Lebanon. With Lebanese government troops they held the port of Beirut and its airport; the intervention lasted about three months, until Chamoun's term ended, and the last U.S. forces left in late October.

In the Western Pacific a fleet-wide alert followed. Task Force 76, the Seventh Fleet's amphibious force, broke off its upkeep and sortied to Okinawa to load units of the 3rd Marines under Lt. Col. Joseph D. Trumpeter. Through this crisis and the one over Taiwan that followed, the Calvert stayed on alert and worked closely with the 3rd Marine Division.

19–23 JULY

The sortie to Okinawa

At 0853 on 19 July the Calvert got underway on verbal orders from Commander Task Force 76, who was embarked and officer in tactical command. She met the Seminole at 1113 and led her south at 14 knots; the track ran down the 138th meridian before turning west for Okinawa. At 1404 on 23 July she was sent ahead to her anchorage and at 1515 anchored in B-188, Buckner Bay, in fine sand and shell.

24 JULY – 11 AUGUST

Buckner Bay on alert

On 24 July she moved to Pier Bravo at White Beach. That afternoon the destroyer Bausell (DD-845), coming alongside to starboard, raked her side between frames 155 and 190, damaging the boat boom and two scupper guards. Combat cargo came aboard on 25 July. She went back to anchor on 4 August and spent the 5th and 6th at sea on ship exercises: an engineering economy run, engineering drills, gunnery exercise Z-30-G and a man-overboard drill. Commander Amphibious Group Western Pacific moved his flag to the Oak Hill for the day on the 5th and broke his pennant in the Calvert again at 1630. LCVP-18 caught fire twice on the 6th, at 1120 and 1434. On 9 August she was back at Pier Bravo.

WHERE SHE LAY AT BUCKNER BAY

23 Jul	1515	Anchored in B-188, fine sand and shell
24 Jul	0832	Moored port side to Pier Bravo, White Beach
4 Aug	—	Shifted to an anchorage in the bay
5 Aug	1623	Anchored in B-173 after the economy run
6 Aug	1638	Anchored in B-173 after drills and Z-30-G
9 Aug	—	Shifted to Pier "B", port side to
12 Aug	1300	Embarked 47 officers and 478 men, 3rd Marines
12 Aug	1753	Underway for Hong Kong

Sources: Deck Log, USS Calvert, July–August 1958; Cullen, p. 24; Calversion vol. 41, pp. 7–8 (Stark); "1958 Lebanon crisis", Wikipedia (summary in the research notes); leg file Yokosuka–Buckner Bay.

12-31 AUG 1958 · OKINAWA TO HONG KONG, SUBIC BAY AND BACK

Ledger rows 8–13

Hong Kong with the 3rd Marines

525
Marines of the 3rd Regiment embarked: 47 officers, 478 men

2,332
n.mi. Okinawa–Hong Kong–Subic Bay–Okinawa

3
nights at Buoy No. 1, Hong Kong

4
nights alongside at Subic Bay for repairs

30 Aug
Capt. Phaler relieves Capt. Stark

12-17 AUGUST

Combat-loaded to the Crown Colony

At 1300 on 12 August the Calvert embarked 47 officers and 478 enlisted men of the 3rd Marine Regiment, and at 1753 she sailed for Hong Kong, taking departure from Tsugen Shima Light at 1906. Cullen notes that she went still combat-loaded; Stark remembered that the squadron's ships took turns making the trip, each with passengers from Okinawa.

At 1313 on 13 August the fires were let die under No. 2 boiler to repair a leak in the main steam line, and she made 10.4 knots on one boiler until 0614 the next morning, when No. 2 was back on the line. She stood into Hong Kong at 1154 on 15 August and was moored to Buoy No. 1 at 1405.

"Enroute to the Crown Colony Calvert blew a major steam pipe on one of our two boilers. The engineers made temporary repairs and we continued the trip."
Capt. Harry B. Stark, *Calversion* vol. 41

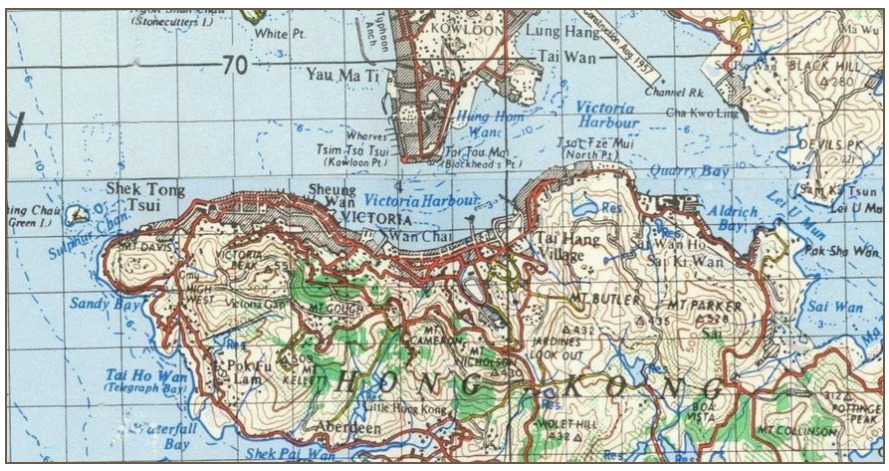
18-25 AUGUST

Repairs at Subic Bay

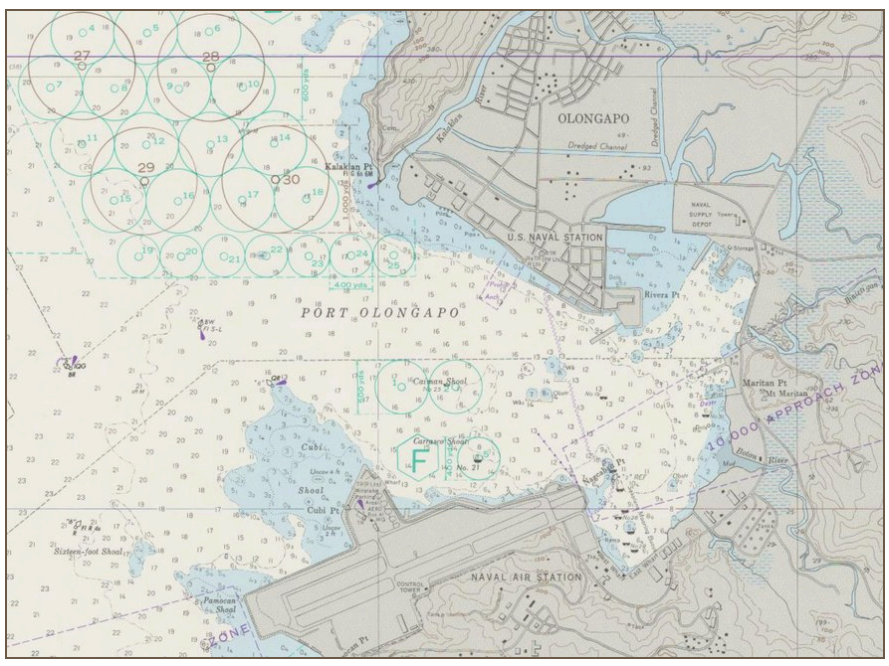
Leaving the buoy at 1102 on 18 August, she lost suction on No. 1 main feed pump at 1230: all engines stopped, the fires died under both boilers, and she flew the not-under-command signal until 1258. She took departure at 1317. Lube-oil pressure failed for eleven minutes on the 19th, and she came into Subic Bay at 9 knots, mooring at Berths 11 and 12 of the Naval Station at 0845 on 20 August.

Stark wrote that the casualty proved to be a flaw in the steam-pipe casing, there since the ship was built. Cullen says she went to the Ship Repair Facility for emergency repairs to No. 2 ship's service generator, and that on 24 August she left for Okinawa without it, to meet her commitments there. She lost her master gyro for more than an hour on the way out.

On 24 and 25 August Chinese Communist and Nationalist forces clashed near Dongding Island: the opening of the Second Taiwan Strait Crisis.



Hong Kong: Victoria Harbour, where the Calvert lay at Buoy No. 1, 15–18 August. Extract of the British War Office map Victoria Harbour, 1:25,000, 1957.



Subic Bay: the U.S. Naval Station and Rivera Point at Olongapo, upper right. The Calvert lay at Berths 11–12, 20–24 August, and at Riviera Point and Alava Pier, 19–25 September. Extract of chart 91289, 1:25,000, 17th ed., 1984.

26-31 AUGUST

Back at Buckner Bay

She moored at Pier B at 2009 on 26 August and by 2230 had landed the 3rd Marines. Combat cargo went ashore on the 27th. In their place came the 3rd Battalion, 9th Marines, Lt. Col. Fenton J. Mee: 35 men on 29 August and more from the 31st.

CHANGE OF COMMAND · 30 AUGUST 1958

0900 · Crew mustered at quarters. 0935 · Capt. Walter L. Phaler, USN, relieved Capt. Harry B. Stark, USN, as commanding officer. 1958 · Captain Stark detached, with orders to the staff of Commander in Chief, Pacific Fleet.

"It so happened that we had hit WestPac when all was calm. … I was sorry to leave but was happy to turn a fine ship and crew over to my friend Walt."
Capt. Harry B. Stark, *Calversion* vol. 41

Sources: Deck Log, USS Calvert, August 1958; Cullen, p. 24; Calversion vol. 41, pp. 7–8 (Stark); "Second Taiwan Strait Crisis", Wikipedia (in the research notes); leg files Buckner Bay–Hong Kong, Hong Kong–Subic Bay, Subic Bay–Buckner Bay.

1-13 SEP 1958 · BUCKNER BAY TO SOUTHERN TAIWAN AND BACK *Ledger rows 14–16*

Land Ho: the first joint U.S.–Chinese landing

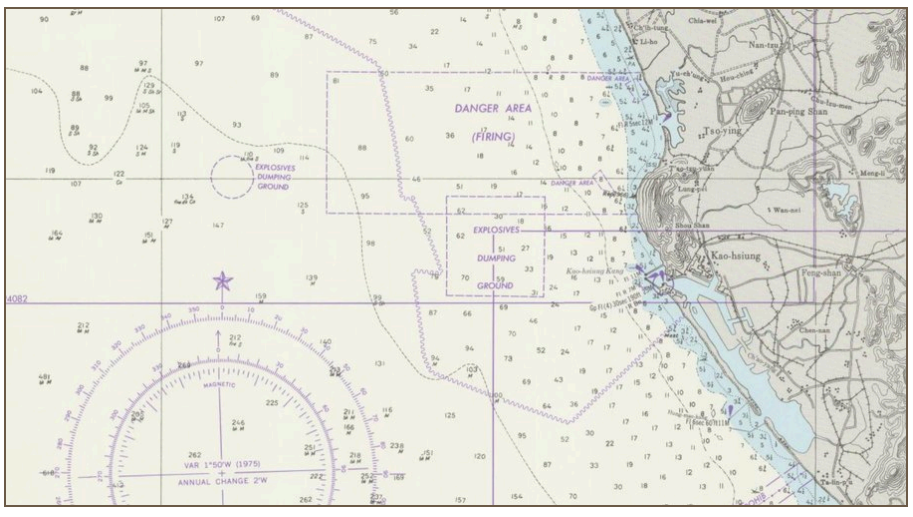
6 · 8 Sep
landings at Toshien Harbor and Fang Liao

0800 · 0700
H-Hours, Toshien and Fang Liao

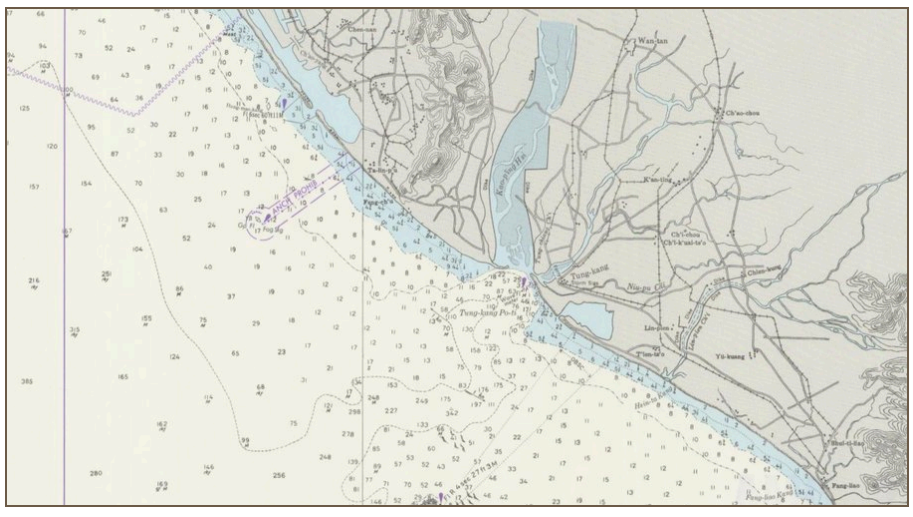
8
ships of Task Group 133.1 at Fang Liao

3
days' delay for a typhoon (Cullen)

40 kn
gusts at Fang Liao on 8 September



Toshien Harbor (Tsoying), north of Kaohsiung: the first landing, 6 September, from Berth A-1. Extract of DMA chart 94080, O-Luan Pi to Kao-Hsiung Kang, 3rd ed., 1977.



Fang Liao, southeast of Kaohsiung: the main landing, 8 September, from Berth A-1. Extract of DMA chart 94080, 3rd ed., 1977.

1–5 SEPTEMBER

Down to Taiwan

On 1 September the Calvert shifted to anchorage AV at 1302, and at 1601 got underway to conduct Operation Land Ho, taking departure at 1652 with the Seminole in company. With the LSTs Tom Green County and Vernon County they formed Task Unit 133.1.1, the Okinawa Movement Unit, bound for rehearsal landings in the Tsoying area at 10 knots.

The passage was hard on the engine room. Early on 3 September two engineering casualties were followed at 0216 by the loss of all power; the emergency diesel generator was cut in at 0223 and steering power came back at 0243. Lube-oil casualties stopped the engines again at 0442, 0610 and 1917, each time under not-under-command lights, and that night life jackets in LCVP No. 12 were set alight by a cigarette. A debarkation drill was held on the 4th.

"The Marines on LST1161 docked at Kaohsiung ROC and subsequently made a net landing onto Taiwan in full battle gear and live ammo."
Lloyd Evans, *Calversion* vol. 41

7 SEPTEMBER

Between the landings

At 0130 an electrical fire broke out in the mimeograph machine in the personnel office. At 1239 she moved to an anchorage 1,000 yards off the north breakwater to take on 28,000 gallons of fresh water, and at 1730 Vice Admiral Feng, Commander Amphibious Forces of the Chinese Nationalist Navy, came aboard to observe the coming landings. She sailed at 1912 and rejoined the task unit at 2000.

LAND HO, AS REPORTED

Cullen: the first joint U.S.–Chinese amphibious exercise, delayed three days by a typhoon and carried out at Fang Liao on 8 September, with the Nationalist amphibious commander embarked as an observer. Cullen spells him Weng; the deck log has Feng.

Taiwan Today (1998) dates the first Sino-American landing exercise to 8 September. Bouchard (1989) writes that it was publicized as a signal of the U.S. defense relationship with Taiwan, with the offshore islands under fire.

6 SEPTEMBER · TOSHIEN HARBOR

0345	General quarters
0401	Condition One-Alfa
0509	Anchored in Berth A-1
0532	Began offloading troops, vehicles and equipment
0800	H-Hour
0855	Began re-embarking troops and hoisting in cargo and boats
1225	Completed; secured from One-Alfa at 1226

8 SEPTEMBER · FANG LIAO

0239	Formed column, Formation 51J, with six ships of TG 133.1
0345	Condition One-Alfa
0447	Anchored in Berth A-1
0540	Began debarking troops
0700	H-Hour
0825	Vice Admiral Feng left the ship
1435	One-Alfa again to hoist in all LCVPs; wind 28 kn, gusts to 40
1618	Boats in; secured

9–13 SEPTEMBER

Dissolved at Tsoying

She lay at Fang Liao until the operation was completed at 1344 on 10 September, then moved up to Tsoying, anchoring at 1717. At 1845 Vice Admiral Kao, Lieutenant General Lo, Vice Admiral Wang, Major General Wang and Major General Yuan of the Nationalist Navy and Marine Corps came aboard on an official call on Commander Amphibious Group Western Pacific; the Chinese officers who had been training aboard left at 1915, and Task Force 133 was dissolved at 2100. Underway at 2120, she met the Seminole and three LSTs at 1625 on 11 September near 20° N, 120° E and led them north. Detached at 1500 on the 12th, she moored at Pier Bravo at 1030 on 13 September and had troops and cargo ashore by 1420.

Sources: Deck Log, USS Calvert, September 1958; Cullen, p. 24; Calversion vol. 41, p. 2 (Lloyd Evans); "Bombardment of Quemoy", Taiwan Today, 1 Aug 1998; Bouchard, Use of Naval Force in Crises, 1989; leg files Buckner Bay–Fang Liao, Taiwan–Buckner Bay.

13 SEP - 2 OCT 1958 · OKINAWA TO SUBIC BAY, KAOHSIUNG, OKINAWA AND YOKOSUKA *Ledger rows 17–22*

Round a typhoon, and 5,000 cases of beer

1,300
n.mi. logged, Buckner Bay to Subic Bay, 13–19 Sep

220
miles to Typhoon Helen, southwest, 15 Sep

6
nights at Subic Bay, 19–24 Sep

5,000
cases of San Miguel beer to Kaohsiung

0700
27 Sep: the starboard bow meets the pier

13–19 SEPTEMBER

Out ahead of the storm

The Marines were hurried ashore at Buckner Bay on 13 September, and at 1642 the Calvert sailed again for Subic Bay, to evade Typhoon Helen on the way (Cullen calls the storm Vera). At midnight on 14–15 September she was steering 175 at 12 knots with the typhoon 220 miles to the southwest, and her track bent out to the east past 133° E before it turned back. At 1645 on 15 September the rudder jammed full right and would not answer.

She steamed at 8.5 knots on the 16th, working up to 16 by afternoon, and passed the Babuyan Channel north of Luzon between 0222 and 0802 on 18 September. That evening at 1916 she lost steam on both boilers, a casualty to the Bailey control board, and had it back in four minutes.

19–24 SEPTEMBER

Subic Bay again

She moored port side at Berths 9 and 10, Riviera Point, at 1002 on 19 September, and lay there alongside the oiler Cimarron (AO-22) with her engineering plant cold. Cullen says she had come back for her generator. At noon a sailor on dock patrol tripped over piping and dropped a .30-caliber carbine into the bay; divers brought it up the next morning at 1120. On 23 September a tug moved her to Berth 9, Alava Pier, and on the 24th she took on 73,290 gallons of fuel oil.



Kaohsiung Harbor, where the Calvert unloaded at Berth 16 on 27 September. Extract of the official city planning maps of Kaohsiung (Kaohsiung Construction Bureau, 1961), from The Making of Kaohsiung: Three Map Series.

25–27 SEPTEMBER

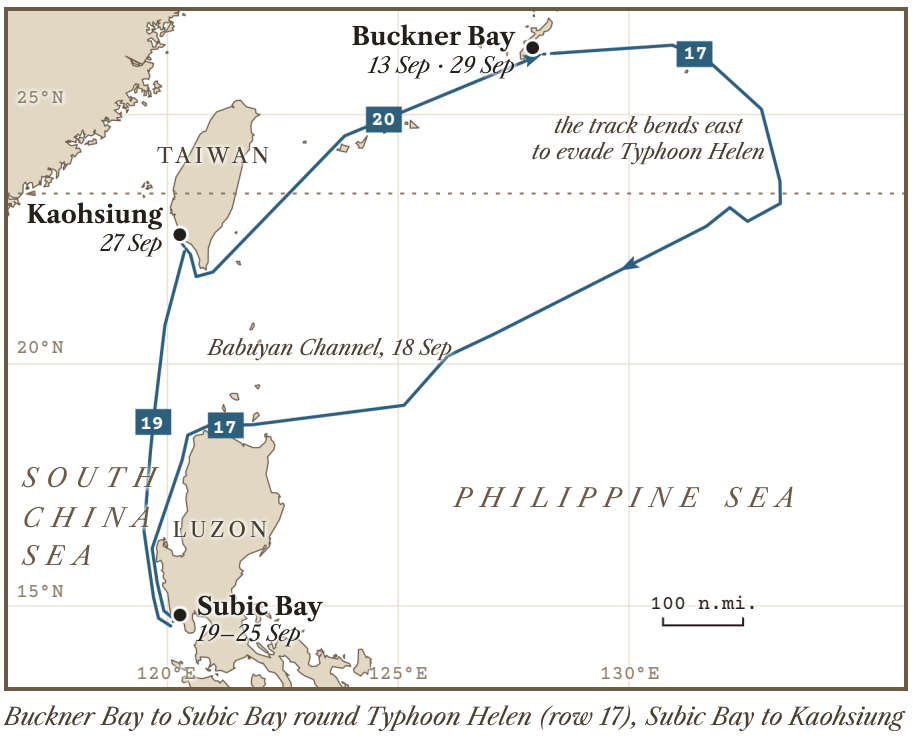
The beer run

On 25 September she sailed for Kaohsiung with 5,000 cases of San Miguel beer in No. 6 hold, under Marine guard, as one of her crew remembered at a reunion. She cleared Subic at 1502 into heavy rain, sounding fog signals. Coming in at Kaohsiung at 0659 on 27 September she let go the port anchor and backed emergency, and at 0700 scraped the pier with her starboard bow, without damage to ship or pier. She was moored at Berth 16 by 0745, the cargo was out between 0900 and 1430, and at 1528 she sailed for Okinawa.

29 SEPTEMBER - 2 OCTOBER

A red flare

At Pier Bravo on 29 September she discharged cargo gasoline and ammunition. Underway for Yokosuka at 1035 on the 30th, she sighted a red flare about 500 yards off at 1923, in 27°36′ N, 129°21′ E, circled the area and found nothing, and at 1945 went on at 16 knots. She moored at Yokosuka on 2 October.



Buckner Bay to Subic Bay round Typhoon Helen (row 17), Subic Bay to Kaohsiung (19) and Kaohsiung to Buckner Bay (20), from the leg-file fixes; dotted runs join the berths by hand. Row 17 starts at the 13 Sep 2000 fix, which the leg file places with row 16. Mercator, Natural Earth 10 m land.

HELEN OR VERA?

The deck log and the cruise highlights name the storm Typhoon Helen, 220 miles to the southwest on 15 September. Cullen writes that the Calvert cleared Buckner Bay with typhoon Vera blowing in.

TAKEN ABOARD AND PUT ASHORE

13 Sep	88,830 gal fuel oil from the pier, Buckner Bay
23 Sep	$23,000 in MPC with the disbursing officer, Subic
24 Sep	73,290 gal fuel oil, Alava Pier
27 Sep	Cargo offloaded at Berth 16, Kaohsiung, 0900–1430
29 Sep	Cargo gasoline and ammunition ashore at Pier Bravo
29 Sep	12,645 gal fresh water, in two lots

Sources: Deck Log, USS Calvert, September–October 1958; Cullen, p. 24; interview at a Calvert Associates reunion, 2013–2015 (in the research notes); leg files Buckner Bay–Subic Bay, Subic Bay–Taiwan, Taiwan–Buckner Bay, Buckner Bay–Yokosuka.

2 OCT – 7 NOV 1958 · JAPAN AND OKINAWA

Ledger rows 23–31

The last weeks in the Far East

16
nights at Yokosuka, Berth 5

63
children of the Aiji-no-ie Orphanage, Tokyo

671
Marines of 3/9 carried to Kobe and back

3
nights at Kobe, Pier 6

31 · 51
gun mounts qualified for the Gunnery “E”

2–17 OCTOBER

Yokosuka, Berth 5

Standing into Yokosuka on 2 October she had to back two-thirds and sound the backing signal when the USNS Herkimer (T-AK-188) closed on her starboard bow at 1514; the Herkimer crossed clear at 1521, and the Calvert moored starboard side to Berth 5 at 1624. The stay was routine: a fire drill and the disbursing officer back aboard with $11,000 in MPC and $2,000 in yen on 3 October, the captain’s personnel inspection on the 4th, the stern wire doubled against a 35-knot forecast on the 5th, a yard diver over the side to repair a leak at the stern tube on the 6th, more diving on the port side on the 12th, and the captain’s lower-deck material inspection on the 17th.



A boy at the Aiji-no-ie Orphanage and SDC Norman H. Bell, with a Davy Crockett coonskin cap, 10 October. U.S. Navy photo by PH2 John Reed; Seahawk, 18 October 1958.

10–12 OCTOBER

The Home of Affection

On 10 October thirty-four of the crew went to the Aiji-no-ie (Home of Affection) Orphanage in Tokyo with toys, clothing and medical supplies for its 63 children. The Calvert had sent the orphanage $100 a month since December 1956.

On Sunday 12 October Mrs. S. Ishiwata brought about sixty of the children to the ship. From 1250 to 1550 they toured her, took a boat ride, ate in the crew’s mess and watched cartoons. By then the ship had given more than $2,000 (720,000 yen). The visits became a fixture: for the next decade a work party went to the orphanage whenever the Calvert was in Yokosuka and time allowed.

18–25 OCTOBER

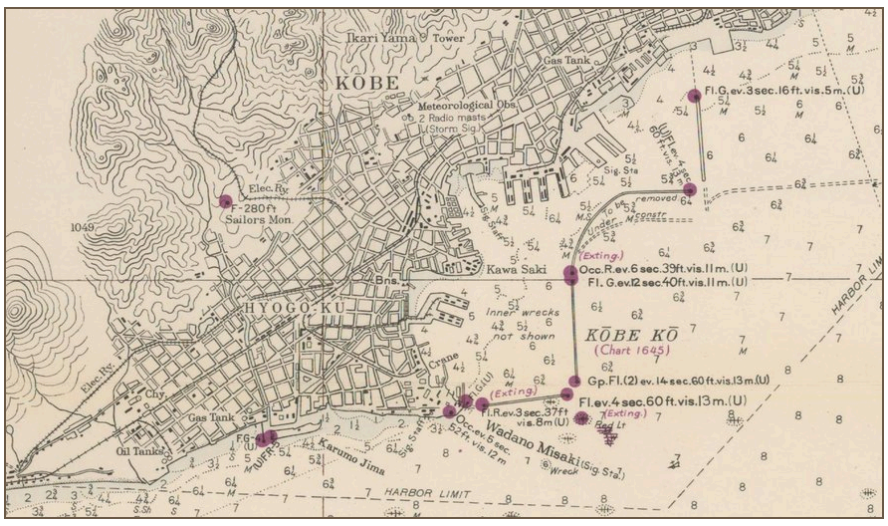
Iwakuni

Underway at 1700 on 18 October, she took departure from Kannon Saki Light at 1811 and had to back to clear a contact a quarter of an hour later. Two unidentified contacts were avoided in the night, and at 0916 on the 20th the SS Taigai Maru crossed her bow at 1,160 yards. She passed Kudaki Suido between 0948 and 1008 and anchored in Anchorage Bravo, Iwakuni, at 1222. Leaving at 0632 on 23 October, she anchored again at 1422 to repair a steam chest, went on at 1534, twice lost steering on hand electric on the 24th, and moored at Pier Bravo at 0730 on 25 October.

27 OCTOBER – 3 NOVEMBER

Kobe with the 9th Marines

On 27 October she embarked 671 officers and men of the 3rd Battalion, 9th Marines, between 0830 and 1000 and sailed for Kobe at 1139. Cullen calls it a three-day recreation visit and names the battalion 3/3; the log has the 9th. She passed the Tomogashima Channel into Osaka Wan at dawn on the 29th and moored port side to Pier 6, Berth Z, at 0845. On 1 November she rigged for heavy weather and sailed at 0951, came back through Van Diemen Strait on the 2nd, and on 3 November anchored in B-158 at 0900, moored at Pier Bravo at 1142 and had the Marines ashore by 1322.



Kobe Ko, where the Calvert lay at Pier 6, Berth Z, 29 October – 1 November. Extract of H.O. chart 1827, Naikai: approaches to Kobe Ko and Osaka Ko including Akashi Kaikyo, 1:72,000, 21st ed., 1947.

GUNNERY “E” · OPERATING AREA HH

4 Nov · astern of the Magoffin: Z-1-G, 270 rounds 40 mm HEIT; afternoon firing, 301 rounds 40 mm BL&T, 4 rounds 5″/38 VT and 4 rounds 3″/50 VT.

6 Nov · air-control exercise, tactics with the Magoffin, Z-28-G (36 rounds 3″/50 and 12 rounds 5″/38 BL&T), then Z-13-CC. In these competitive firings mounts 31 and 51 qualified for the Gunnery “E” (Cullen).

Sources: Deck Log, USS Calvert, October–November 1958; Cullen, p. 25; “Calvert Treats Orphans”, Seahawk, 18 Oct 1958, in Calversion vol. 13, p. 2; leg files Buckner Bay–Yokosuka, Yokosuka–Iwakuni, Iwakuni–Buckner Bay, Buckner Bay–Kobe, Kobe–Buckner Bay.

7 NOV - 31 DEC 1958 · OKINAWA TO YOKOSUKA, THEN HOME TO SAN DIEGO *Ledger rows 32–37*

Relieved, and home for Christmas

179
nights away, 12 Jun – 8 Dec: 99 in port, 76 at sea, 4 at Land Ho

23,023
n.mi. steamed on the cruise, fix to fix

5,482
n.mi. Yokosuka to San Diego, 13.7 kn

67
passengers for home from Yokosuka

28 Nov
the date lived twice

7–21 NOVEMBER

Awaiting the relief

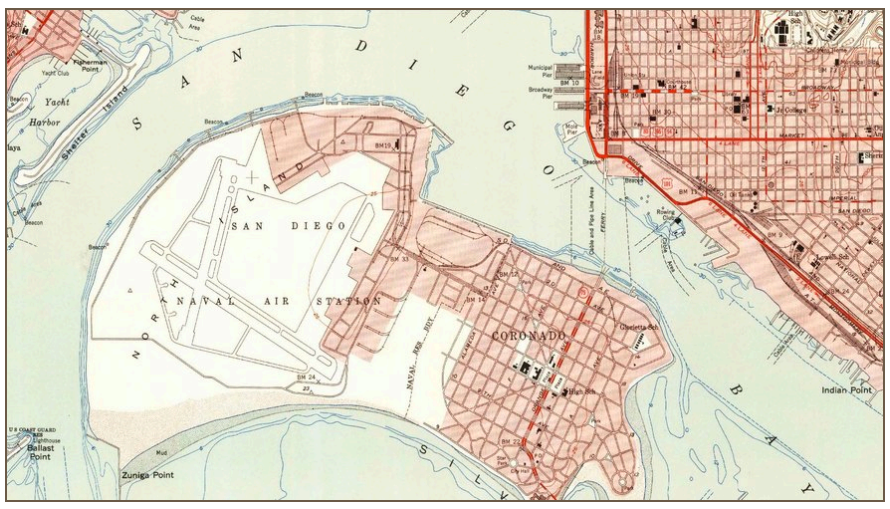
The Calvert came back to Yokosuka to wait for her relief, mooring port side to Berth 12, Piedmont Pier, at 1409 on 9 November and going to cold iron. On 20 November a tug moved her to Berth 3, and on the 21st she received 67 enlisted passengers from the Receiving Barracks, Fleet Activities, on draft list 34-59, all bound for the United States.

22 NOVEMBER – 7 DECEMBER

Across the North Pacific

Relieved by Amphibious Squadron Three, the squadron sailed on 22 November. The Calvert was underway at 1014 and took departure at 1305 as guide of Formation 51C, with Commander Amphibious Squadron Five embarked as officer in tactical command and the Magoffin, Diachenko, Seminole, Montrose and Catamount in company. Steering casualties came that first afternoon and again on 24 November and 2 December.

On 27 November she passed through the centre of a storm: at 1450 the wind shifted from 137° to 239° and fell from 37 to 19.5 knots, and when the centre had passed at 2030 it rose again to 33. At 0448 on the 28th she crossed the date line at 33°40′ N and lived the 28th twice. A sailor in radio central was hurt when she took a heavy roll on the 30th. On 1 December rain and hail cut the visibility to 500 yards, and just before midnight a loss of load on No. 2 generator cost her vacuum and slowed her to 6 knots. A meteorite was logged at 2100 on 2 December. The last days were tactics, zigzag exercise Z-13-CC, engineering and man-overboard drills, and on 6 December Chaplain C. E. Webb came across by boat from the Montrose.



North Island Naval Air Station, San Diego, where the Calvert moored at Berth Juliett at 1017 on 8 December. Extract of the topographic map San Diego Bay, 1953.

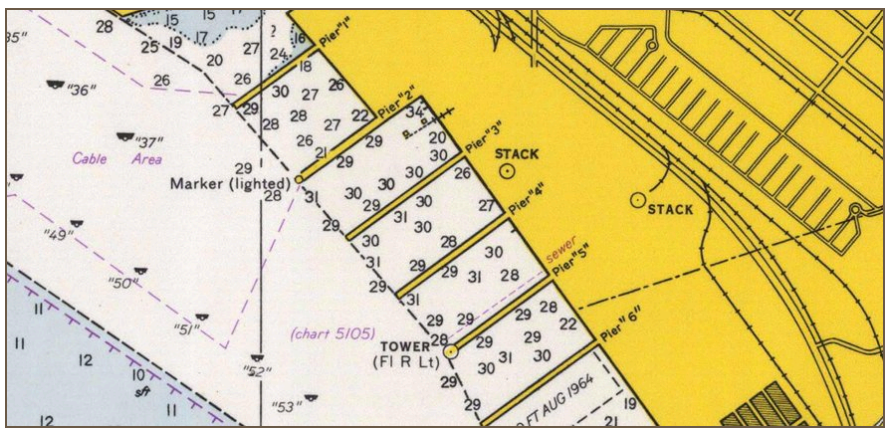
EIGHT HERE, EIGHT DUE

The San Diego Union of 9 December reported the first eight ships of Amphibious Squadron Five home the day before, with five more due: the attack transports Calvert, Magoffin and Montrose, the attack cargo ships Seminole and Skagit, the dock landing ships Fort Marion and Catamount, and the high-speed transport Diachenko.

8–31 DECEMBER

Home

The research notes have no entries for 9–18 December. On 19 December the Calvert moved to the Naval Station and moored port side to the Estes (AGC-12) at Pier 3, Berth 34, where she stayed to the end of the year. On 20 December the Calvert and the George Clymer (APA-27) gave a Christmas party for their dependents.



Naval Station, San Diego: chart of piers. The Calvert sailed from Pier 4 in June and lay at Pier 3, Berth 34, from 19 December. Extract of C&GS chart 5107, San Diego Bay, 26th ed., May 1966.

WHERE THE 179 NIGHTS WERE SPENT, 12 JUN - 8 DEC

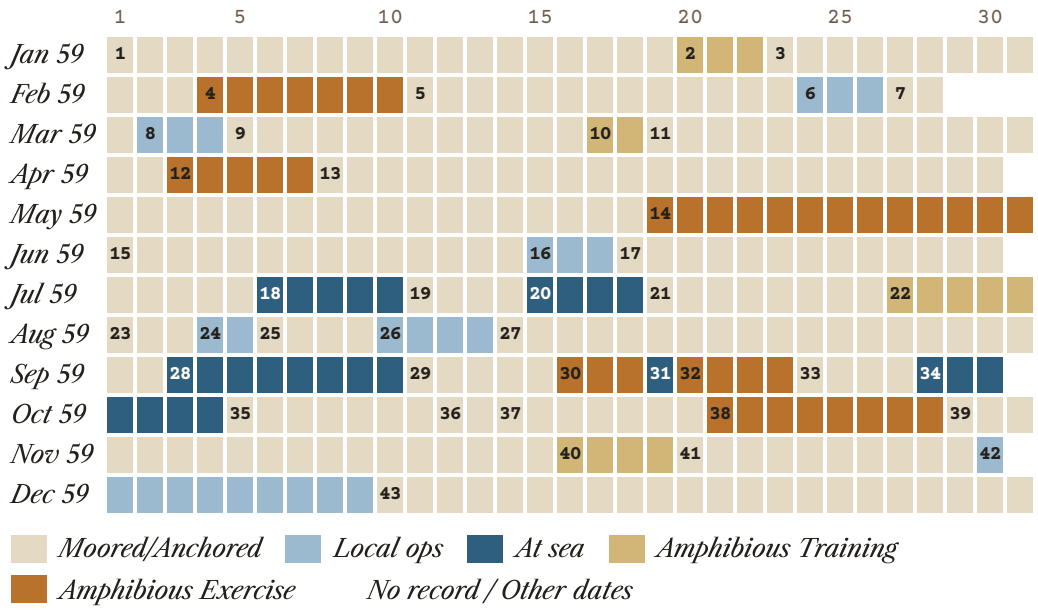
At sea	**76**	18 legs, 23,023 n.mi.
Yokosuka	**45**	3–18 Jul · 2–17 Oct · 9–21 Nov
Buckner Bay	**33**	23 Jul – 11 Aug · 26–31 Aug · 29 Sep · 25–26 Oct · 3–6 Nov
Subic Bay	**10**	20–23 Aug · 19–24 Sep
Land Ho	**4**	Toshien Harbor and Fang Liao, 6–9 Sep
Hong Kong	**3**	15–17 Aug
Iwakuni · Kobe	**3 · 3**	20–22 Oct · 29–31 Oct
Pearl Harbor	**2**	19–20 Jun

Sources: Deck Log, USS Calvert, November–December 1958; Cullen, p. 25; San Diego Union, 9 Dec 1958, p. 13; ledger table (page 1); leg files Buckner Bay–Yokosuka, Yokosuka–San Diego.

Amphibious training, Acapulco and Hawaii

PHIBLEX 12-59, Big Land, Twin Peaks, Acapulco, Clear Ridge and Eagle Eye

1 Jan – 31 Dec 1959 · 365 days



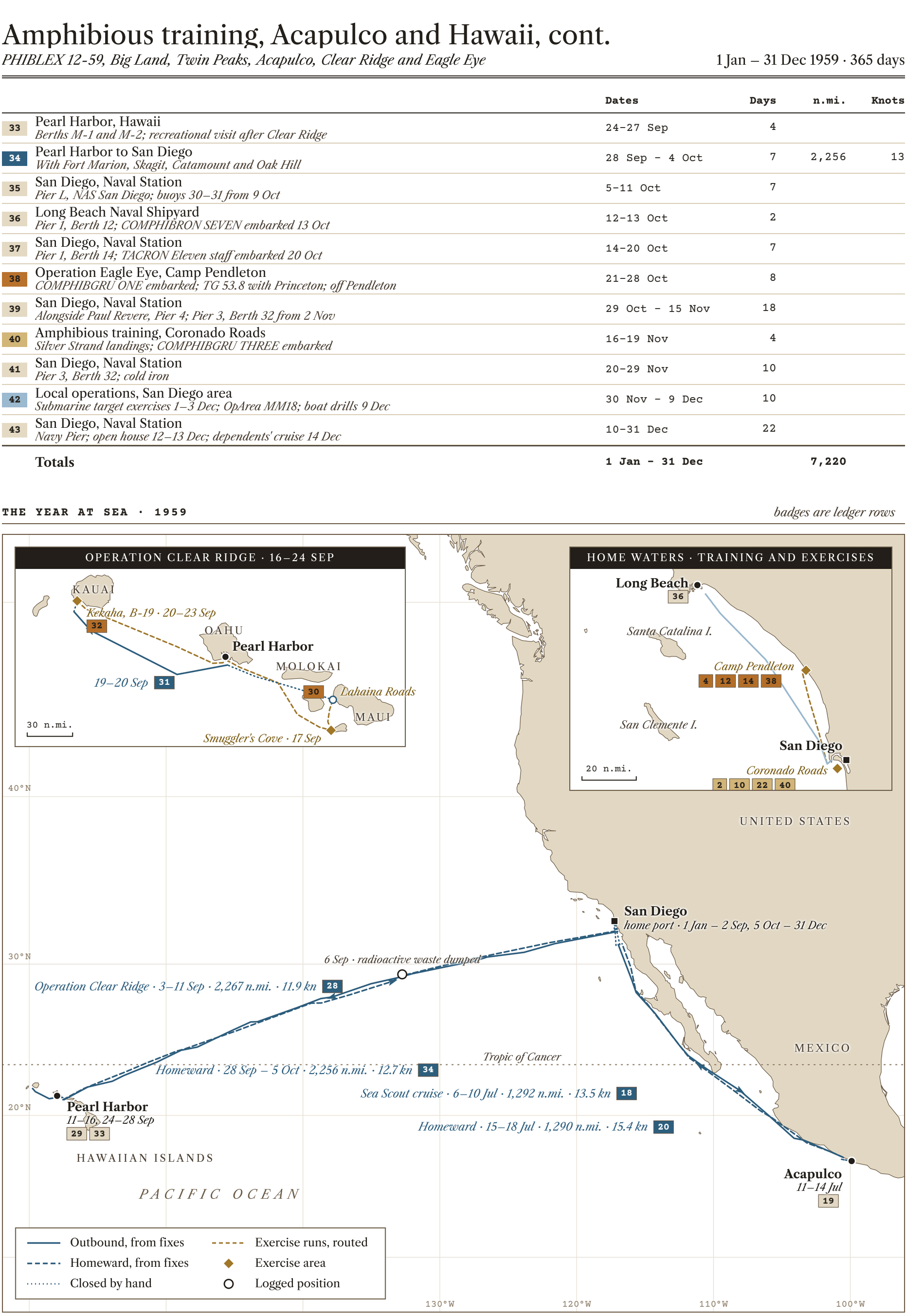
Moored/Anchored	261
Local operating area	25
Underway at sea	25
Amphibious Training	14
Amphibious Exercise	40
Total days for this period	**365**

		Dates	Days	n.mi.	Knots
1	San Diego, Naval Station *Pier 3, Berths 3–4, cold iron; to buoys 47–48 on 19 Jan*	1-19 Jan	19		
2	Amphibious training, Coronado Roads *Landings at Beach Lane 8; TE 53.5.2.1 with Oak Hill, Fort Marion*	20-22 Jan	3		
3	San Diego, Naval Station *Pier 1, Berth 14; 5th Marines embarked 3 Feb*	23 Jan - 3 Feb	12		
4	PHIBLEX 12-59, Camp Pendleton *5th Marines; Coronado Roads rehearsal; anchored off Camp Del Mar*	4-10 Feb	7		
5	San Diego, Naval Station *Pier 4, Berth 46; cold iron*	11-23 Feb	13		
6	Local operations, Coronado Roads *COMPHIBRON FIVE schedule; gunnery Z-1-G; landings 26 Feb*	24-26 Feb	3		
7	San Diego, Naval Station *Pier 4, Berth 46*	27 Feb - 1 Mar	3		
8	Local operations, San Diego area *Degaussing run, battle problems, ORI combat problem 4 Mar*	2-4 Mar	3		
9	San Diego, Naval Station *Pier 4, Berth 46; cold iron; 5 Mar day sortie to Coronado Roads*	5-16 Mar	12		
10	Amphibious training, Coronado Roads *Amphibious School students embarked 17 Mar; Beach Lane 2*	17-18 Mar	2		
11	San Diego, Naval Station *Pier 4, Berth 46; Marines embarked 2 Apr for Big Land*	19 Mar - 2 Apr	15		
12	PHIBLEX 15-59, Operation Big Land *4th Marines; Coronado Roads rehearsal; assault 6 Apr*	3-7 Apr	5		
13	San Diego, Naval Station *Buoys 47–48 to 16 Apr, then Pier 4, Berth 46; cold iron*	8 Apr - 18 May	41		
14	PHIBLEX 17-59, Operation Twin Peaks *Gen. Riley, USMC; with Paul Revere; at sea, then off Camp Pendleton*	19-31 May	13		
15	San Diego, Naval Station *Buoys 47–48 and Pier 4; dependents' day cruise 12 Jun*	1-14 Jun	14		
16	Local operations, San Diego area *Boat drills, Coronado Roads; gunnery Z-1-G 17 Jun*	15-17 Jun	3		
17	San Diego, Naval Station *Buoys 47–48, then Pier 4, Berth 41; Sea Scouts embarked 5 Jul*	18 Jun - 5 Jul	18		
18	San Diego to Acapulco *Sea Scout cruise; with USS Skagit (AKA-105)*	6-10 Jul	5	1,292	14
19	Acapulco, Mexico *Boca Grande anchorage; general visiting 12–13 Jul*	11-14 Jul	4		
20	Acapulco to San Diego *With USS Skagit; highline transfers 17 Jul, battle problems 18 Jul*	15-18 Jul	4	1,290	15
21	San Diego, Naval Station *Buoys 30–31, then Pier 1, Berth 14 from 20 Jul*	19-26 Jul	8		
22	Amphibious training, Coronado Roads *Beach Lane 4; observers from Montrose and Montpelier*	27-31 Jul	5		
23	San Diego Harbor *Anchorage 304, then 204 with practice moorings*	1-3 Aug	3		
24	Local operations, San Diego area *ISE drills 4 Aug; gunnery Z-30-G 5 Aug*	4-5 Aug	2		
25	San Diego, Naval Station *Pier 1, Berth 14; change of command 7 Aug*	6-9 Aug	4		
26	Local operations, San Diego area *59 Scouts on 24-hour cruise 11 Aug; Camp Del Mar cargo 13 Aug*	10-13 Aug	4		
27	San Diego, Naval Station *Pier 4, Berth 45; Board of Inspection and Survey 25 Aug*	14 Aug - 2 Sep	20		
28	San Diego to Pearl Harbor *Operation Clear Ridge; TG 53.6.3.2 with Fort Marion and Catamount*	3-10 Sep	8	2,267	12
29	Pearl Harbor, Hawaii *Berths B1–B2; 1st Marine Brigade embarked 14–15 Sep*	11-15 Sep	5		
30	PHIBLEX 5-60, Clear Ridge: rehearsal *Kahoolawe 17 Sep; anchored Lahaina Roads, Maui, 17–18 Sep*	16-18 Sep	3		
31	Lahaina Roads to Kokole Point, Kauai *TE 53.6.4.2; 1st Marine Brigade embarked*	19 Sep	1	115	5 §
32	PHIBLEX 5-60, Clear Ridge: landings *Kokole Point, Kauai; assault 20 Sep; anchored Kekaha, B-19*	20-23 Sep	4		

Amphibious training, Acapulco and Hawaii, cont.

PHIBLEX 12-59, Big Land, Twin Peaks, Acapulco, Clear Ridge and Eagle Eye — 1 Jan – 31 Dec 1959 · 365 days

		Dates	Days	n.mi.	Knots
33	Pearl Harbor, Hawaii *Berths M-1 and M-2; recreational visit after Clear Ridge*	24-27 Sep	4		
34	Pearl Harbor to San Diego *With Fort Marion, Skagit, Catamount and Oak Hill*	28 Sep - 4 Oct	7	2,256	13
35	San Diego, Naval Station *Pier L, NAS San Diego; buoys 30–31 from 9 Oct*	5-11 Oct	7		
36	Long Beach Naval Shipyard *Pier 1, Berth 12; COMPHIBRON SEVEN embarked 13 Oct*	12-13 Oct	2		
37	San Diego, Naval Station *Pier 1, Berth 14; TACRON Eleven staff embarked 20 Oct*	14-20 Oct	7		
38	Operation Eagle Eye, Camp Pendleton *COMPHIBGRU ONE embarked; TG 53.8 with Princeton; off Pendleton*	21-28 Oct	8		
39	San Diego, Naval Station *Alongside Paul Revere, Pier 4; Pier 3, Berth 32 from 2 Nov*	29 Oct - 15 Nov	18		
40	Amphibious training, Coronado Roads *Silver Strand landings; COMPHIBGRU THREE embarked*	16-19 Nov	4		
41	San Diego, Naval Station *Pier 3, Berth 32; cold iron*	20-29 Nov	10		
42	Local operations, San Diego area *Submarine target exercises 1–3 Dec; OpArea MM18; boat drills 9 Dec*	30 Nov - 9 Dec	10		
43	San Diego, Naval Station *Navy Pier; open house 12–13 Dec; dependents' cruise 14 Dec*	10-31 Dec	22		
	Totals	**1 Jan - 31 Dec**		**7,220**	



All five sea legs from the deck-log position fixes in the leg files, closed by hand to port; the leg files start and end inside the passages, so port-to-port miles run a little higher. Miles and knots are those of the ledger rows. Insets: the Clear Ridge runs to Smuggler's Cove, Lahaina Roads and Kekaha and back to Pearl Harbor are routed, the Lahaina run closed by hand to the leg file's first fix off Oahu; the Southern California areas are placed from the names in the deck log and are approximate, the runs routed. Land: Natural Earth 50 m and 10 m. Mercator, 10° graticule.

NEW YEAR'S MIDWATCH · 1 JAN

1

'Tis eight bells at midnight, now beginning
First watch, new year, a tale worth spinning
We're here in Diego, just like before.
With mighty ESTES inboard at pier three,
berth three four.
Secured with doubled lines of hemp
As we watch for weather, clouds and temp.
In our fine ship our plant is cold
But with our watch it's well patrolled.

Our deck is covered with miscellaneous gear
For all our power is from the pier.
We've ships around both far and near
With a Korean "T" moored here.
Throughout the ship "YOKE" is set
To keep our decks from getting wet.
COMNAVAIRPAC is the senior "boat"
NAS North Island is where he's afloat.

The night is clear, the watch is set
With one more duty to perform yet.
To all our shipmates we heartily say
Happy New Year to you, This New Years
Day.
And to all the Fleet, we hope it tells.
As we start the watch with sixteen bells.

The first entry of the 1959 deck log, 0000 on 1 January, written in verse by the officer of the deck, Lt. (jg) A. H. Mills, USNR, with the Calvert moored at Pier 3, U.S. Naval Station, San Diego.

1–18 JAN · ROW 1

In cold iron

The year opened with the Calvert moored at Pier 3, Berths 3–4, with the flagship *Estes* inboard, her plant cold and every service coming from the pier. She stayed that way for two weeks. The disbursing officer came aboard with $20,000 in currency on 13 January; No. 2 boiler was lit the next day and the ship shifted from pier power to her own, and No. 1 followed on the 15th. On the 17th the Captain held a personnel inspection.

19–21 JAN · ROWS 1–2

Coronado Roads

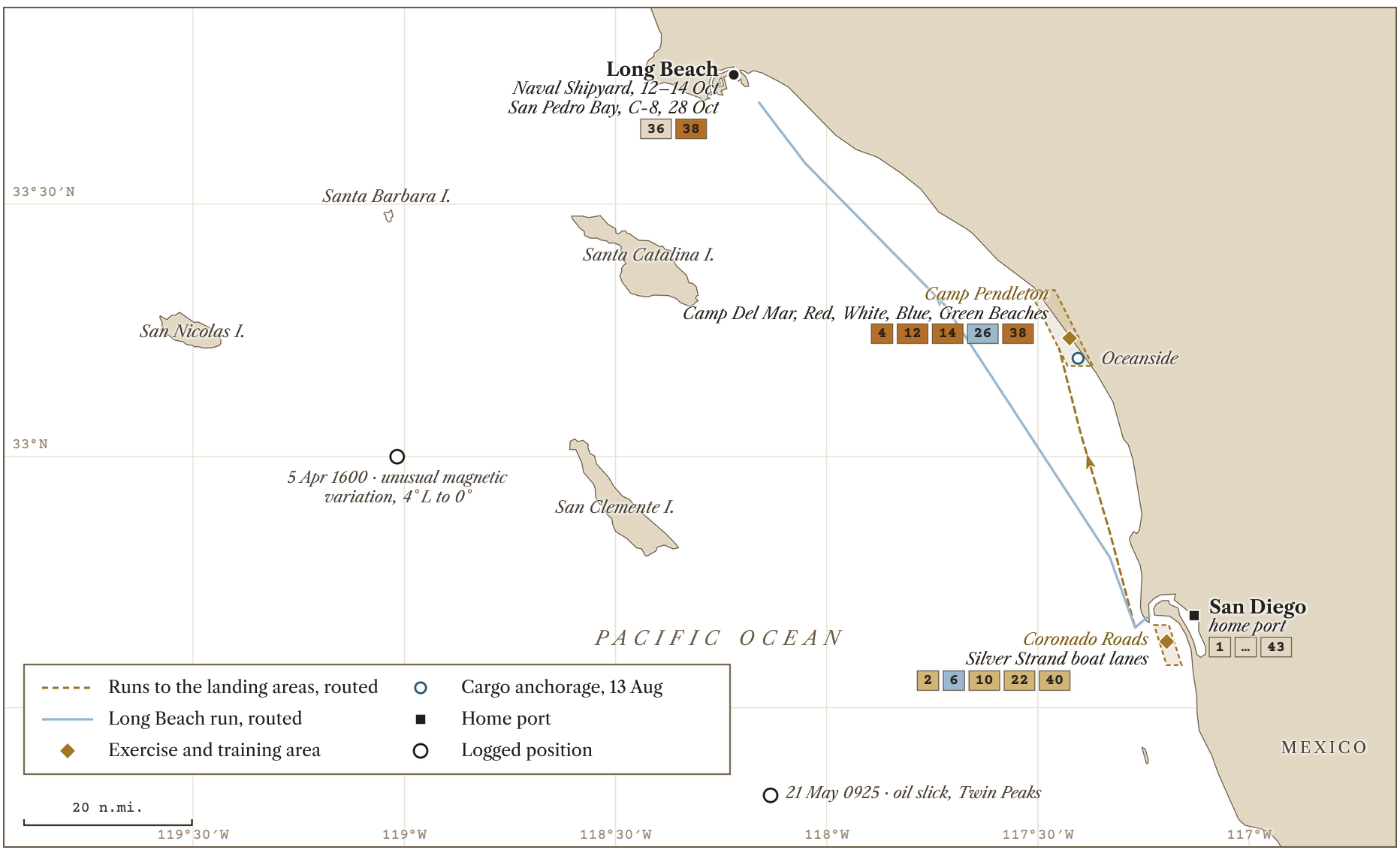
On 19 January she went out for drills, among them a highline exercise with the *Magoffin*, and moored that evening to buoys 47 and 48. The next day she anchored on the Line of Departure, Beach Lane 8, Coronado Roads. On the 21st a low-water casualty in both boilers held her from 0647 to 0830; she fired at gunnery drills in Op-Area II-3, anchored again on the right flank of Beach Lane 8 at 1356 and put all boats away for landing exercises.

22 JAN – 2 FEB · ROWS 2–3

A night at sea, a dawn landing

At 1837 on 22 January she formed Task Element 53.5.2.1 with the *Oak Hill* and *Fort Marion* and steamed the night in the area southwest of San Diego. At 0435 she anchored in berth A-5, Coronado Roads, set Condition One-Alfa and had her boats away by 0445. She moored at Pier 1, Berth 14, at 1307 and went back to cold iron until 2 February, when the Marines and their cargo began to come aboard.

HOME WATERS, 1959 *badges are ledger rows on page 1*



Southern California, where the Calvert trained and landed in 1959. The Coronado Roads boat lanes, the Camp Pendleton anchorages, the Camp Del Mar cargo anchorage and San Pedro Bay C-8 are named in the deck log but not fixed, so their positions are approximate; the runs are routed, not logged. The two logged positions are as written. The lettered operating areas (II-3, MM-15, MM-18, SS-2, VV-6, EB-2B) are not placed. Land: Natural Earth 10 m. Mercator, 30' graticule.

Sources: Deck log, USS Calvert, January–February 1959, as transcribed in the Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

12,000
Navy men and Marines in the West Coast's largest landing exercise of 1959

24
ships in the amphibious task force, under Rear Adm. Charles K. Duncan

666
5th Marines embarked in the Calvert on 3 Feb: 54 officers and 612 men

75
helicopters, flying troops in from the carrier *Thetis Bay*

0639
first wave touchdown, rehearsal off the Silver Strand, 5 Feb

PHIBLEX 12-59 · 3-11 FEB 3 4 5

3–4 FEB · ROWS 3–4

Combat-loaded

At 1625 on 3 February Col. D. M. Schmuck, USMC, commanding the 5th Marines, came aboard with 54 officers and 612 enlisted men. The Calvert sailed at 0911 the next morning as a unit of Task Group 53.5 and took tactical command of Task Element 53.5.3.1, Fast Movement Element Alpha, with the *Oak Hill*.

"The 9th Provisional Marine Brigade consisting of Regimental Landing Team 5, Battalion Landing Team 3/7, and Marine Aircraft Groups 15 and 36 took part in PHIBLEX 12-59 at Camp Pendleton, California."

A Chronology of the United States Marine Corps, 1947–1964, vol. III (1971), p. 40

5–6 FEB · ROW 4

Rehearsal, then a near miss

She anchored in berth A-5, Coronado Roads, at 0205 on 5 February, had all boats away at 0341 and saw the first wave touch down at 0639; by 1145 troops and boats were back aboard. Standing out the next day with the *Fort Marion* and *Oak Hill*, she had to slow to 5 knots at 1240 when the Liberian merchantman *Archandros* crossed her bow at 500 yards, ignoring five short blasts.

"'Vertical envelopment' is the moving of combat troops from ship to shore by helicopter."

"Repel the Invaders," *Naval Aviation News*, June 1959, p. 35, on the 75-helicopter lift from the *Thetis Bay*

7–9 FEB · ROW 4

Off Camp Del Mar

At 0219 on 7 February she anchored in berth A-5 off Camp Del Mar in 28 fathoms and began landing troops and equipment, LCUs coming alongside through the day. Shifted to administrative anchorage B-12 on the 8th, she caught three UDT swimmers in her searchlight that night and veered her chain to 90 fathoms in a 20–30 knot northerly with 8–10 foot seas. Off-loading finished at 0930 on the 9th.

10–11 FEB · ROWS 4–5

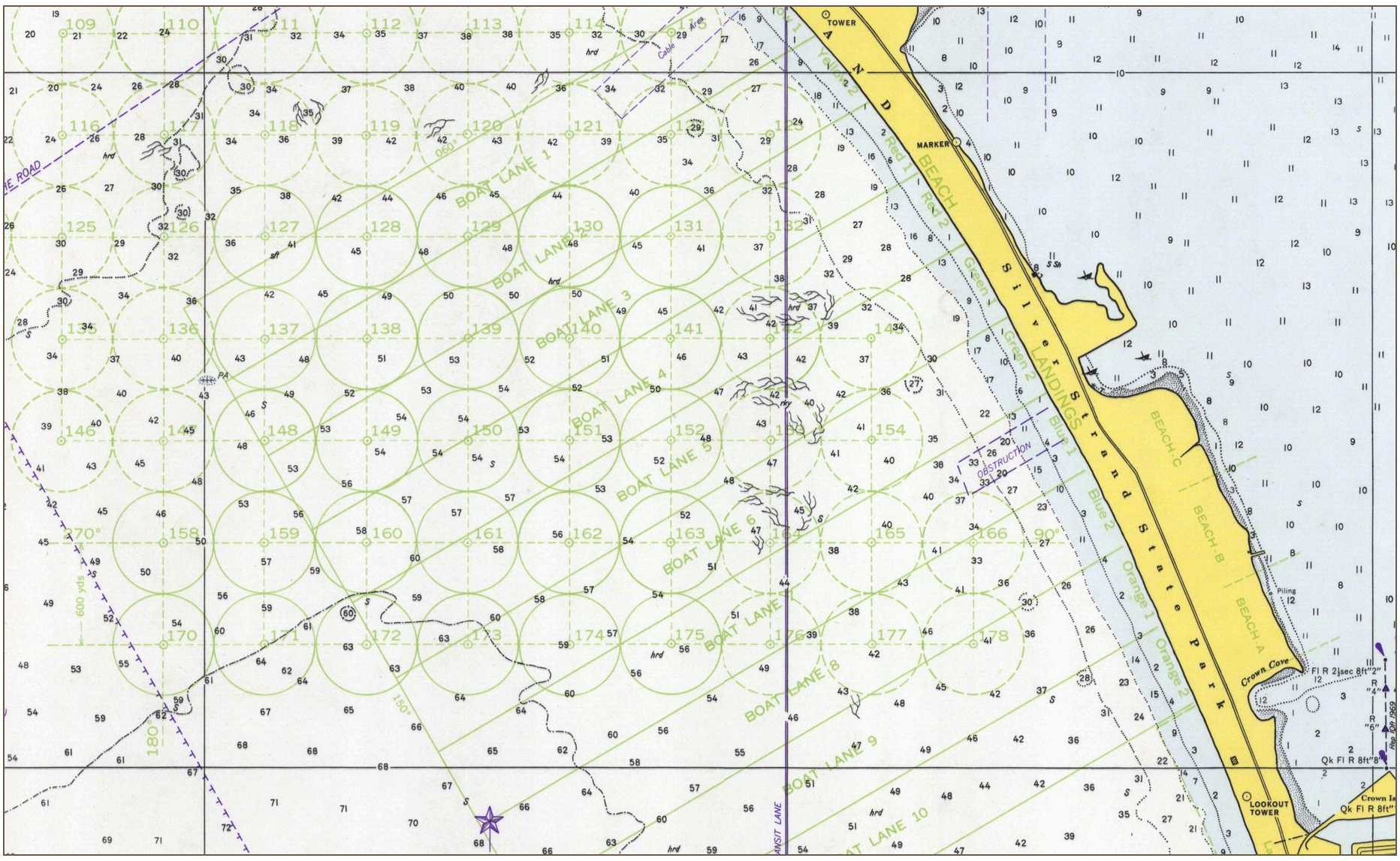
By magnetic compass

She got underway for San Diego at 2143 on 10 February, steering by magnetic compass with the master gyro out, anchored in berth 300 at 0154 and moored at Pier 4, Berth 46, at 1022 on the 11th.

LOCAL OPERATIONS · 24-27 FEB 6 7

With COMPHIBRON Five's pennant shifted to the *Fort Marion*, the Calvert sailed at 0930 on 24 February for engineering, damage-control and steering-casualty drills and gunnery exercise Z-1-G, and anchored in anchorage 171, Coronado Roads. On the 25th she ran out to Op-Area MM-15 for drills and lay that night in berth 301, San Diego Bay.

On the 26th she moved to anchorage 160, Coronado Roads, for landing exercises morning and afternoon. On the 27th she ran the measured mile in Op-Area VV-6 and moored at Pier 4, Berth 46, at 1614; at 1700 the squadron commander's pennant came back aboard.



Anchorages, boat lanes and landing beaches off the Silver Strand, Coronado Roads: an extract of the 1974 U.S. Coast and Geodetic Survey chart of San Diego Bay (5107), 1:20,000. The numbered circles are anchorage berths; the Calvert lay in 171 on 24 Feb and in 160 on 26 Feb. The research notes presume it shows the general layout of earlier decades. NOAA Historical Map & Chart Collection.

Sources: Deck log, Feb 1959; Cullen, p. 25; San Diego Union, 25 Jan 1959 (paraphrased); Naval Aviation News, Jun 1959; Marine Corps chronology; research notes.

Battle problems and Operation Big Land

PHIBLEX 15-59 · 4th Marines, 1st Marine Brigade 2 Mar – 18 May 1959

READINESS AND SCHOOL SHIPS · 2–21 MAR

8 9 10 11

2–3 MAR · ROW 8

A torpedo trail

Out on 2 March for a degaussing run at 13 knots, she exercised with units of Task Group 10.1 and at 1145 sighted a torpedo trail passing 450 yards ahead. On the 3rd she worked a battle problem and gunnery exercise Z-28-G after morning fog.

4–5 MAR · ROWS 8–9

Operational readiness

On 4 March she went to general quarters at 0950 for her Operational Readiness Inspection, with the *Magoffin*'s captain as assistant chief observer for the combat battle problem, then abandon-ship stations. On the 5th she set One-Alfa off Beach Lane 2 and moored at 1620.

17–21 MAR · ROWS 10–11

Students aboard

On 17 March a Marine officer and 26 Amphibious School students came aboard for a day off Beach Lane 2. She lowered LCVP 14 for tactical data analysis in Op-Area SS-2 on the 18th and practised mooring to buoys in Coronado Roads on the 19th. The reservists left on the 21st.

PHIBLEX 15-59 · OPERATION BIG LAND · 2–8 APR

11 12 13

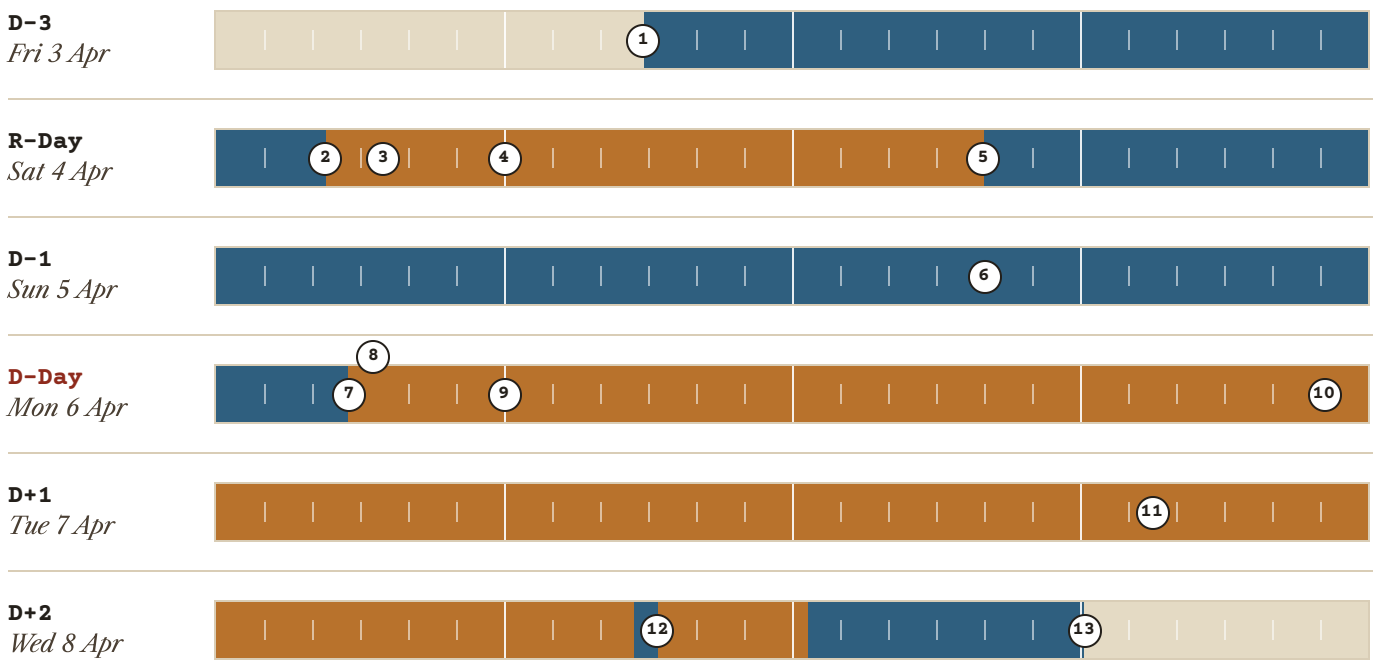
25
ships

5,500
Navy men, and as many Brigade Marines

313
Marines embarked 2 Apr with Col. J. H. Masters: 23 officers, 290 men

0600
H-hour, D-day, 6 Apr, off Camp Pendleton

5
nights in the exercise, 3–7 Apr (ledger row 12)



1	3 Apr	0854	Underway as a unit of Task Group 53.6
2	4 Apr	0217	Anchored in A-6, Coronado Roads
3	4 Apr	0329	Away all boats
4	4 Apr	0600	H-hour, R-day: rehearsal landing
5	4 Apr	1559	Underway for the objective, Camp Pendleton
6	5 Apr	1600	Unusual magnetic variation, 4° L to 0°
7	6 Apr	0246	Anchored in A-6 off Camp Pendleton
8	6 Apr	0317	Away all boats
9	6 Apr	0600	H-hour, D-day
10	6 Apr	2305	Class C fire, engine room; out at 2316
11	7 Apr	1930	Anti-sneak attack bill for a scheduled attack
12	8 Apr	0912	Anchored 300 yards off Red Beach
13	8 Apr	1805	Moored to buoys 47 and 48, San Diego

"Big Land assumed a "brush fire" situation which could be typical of a mission assigned an amphibious task force. The objective: to land, seize, occupy and defend a fictitious island for development into a base for further operations against an enemy mainland."

"K-Bay Troops End Big Land Exercises," *Windward Marine*, 10 Apr 1959, p. 1. A battalion landed by helicopter from the *Thetis Bay* to hold the high ground for the boat-borne assault.

8 APR – 18 MAY · ROW 13

After Big Land

She lay at buoys 47 and 48 until 16 April, then at Pier 4, Berth 46, in cold iron. A party from the *Seminole* inspected her on 12 and 13 May; on the 15th COMPHIBRON Five moved his pennant and staff to the *Paul Revere*. On the 17th she shifted to berth N at NAS San Diego to load ammunition and medical supplies, and on the 18th began loading for Twin Peaks.

Sources: Deck log, March–May 1959 (the 3 Apr entry calls it PHIBLEX 5-59, the 6 Apr entry Operation Trip Land); Cullen, p. 25; Windward Marine, 6 and 13 Mar, 3 and 10 Apr 1959; Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

Operation Twin Peaks *PHIBLEX 17-59, then a June upkeep in San Diego*

19 May – 5 Jul 1959

60
ships, with 25,000 Marines, by the Windward Marine's count

320
embarked 19 May: Brig. Gen. Riley, 50 officers, 269 men

13
nights in the exercise, 19–31 May (ledger row 14)

884
barrels of fuel from the *Guadalupe*, 25 May

104
dependents and guests on the cruise of 12 Jun

The detecting phase

Combat-loaded again, the Calvert embarked Brig. Gen. Riley, assistant commander of the 1st Marine Division, and his staff on 19 May and sailed at 1431 in Task Unit 11.4.3, the fast movement unit, with COMPHIBGRU One in tactical command and COMPHIBPAC in the *George Clymer* as Commander, Task Force 11. For a week the force steamed at sea in circular formations against submarines and aircraft: a torpedo off No. 4 hold and a simulated hit on the 20th, a simulated atomic burst that afternoon, and periscope sightings by the *Montrose* and *Whetstone* on the 26th. She rehearsed off Coronado on the 22nd and replenished under way from the *Sirius*, *Rainier* and *Guadalupe* on the 25th.

The assault and the sea echelon

At 0001 on 27 May the Calvert took tactical command of herself, the *Seminole* and the *Skagit*, anchored off Camp Pendleton at 0246 and landed her troops, vehicles and equipment through the day. That night she stood out to the sea-echelon area, where for four days she kept station in column, ran independent ship exercises, picked up two LCMs of the 5th Marines off Green Beach and, on the 29th and 30th, took tactical command of Task Element 11.1.0.1. She anchored off Camp Pendleton on the 31st and was back at buoys 47 and 48 on 1 June.

The Windward Marine, whose 1st Marine Brigade played the aggressor, dated Twin Peaks 28 May – 5 June and called it the largest Navy–Marine amphibious maneuver on the West Coast since January 1956. Crowsnest, the Royal Canadian Navy's magazine, listed "mass helicopter movements of troops and equipment, and simulated atomic weapon explosions" among the new ideas on view.

19 May	1431	Underway with TU 11.4.3 for Exercise Twin Peaks
20 May	1038	Torpedo sighted off No. 4 hold, then a periscope
20 May	1056	Simulated hit, frames 135–140, flooding
20 May	1459	Simulated atomic air burst at 3,200 yards
21 May	0925	Passed a large oil slick, 32°19.5′N 118°08.0′W
22 May	0257	Away all boats, rehearsal; anchored A-10 at 1100
22 May	1720	Underway for sea with TU 11.4
23 May	1425	High-water casualty, No. 2 boiler; left formation
25 May	0646	Alongside *Sirius*: stores and highline transfer
25 May	0925	*Rainier*: dummy loaded ammunition
25 May	1430	*Guadalupe*: fueling complete, 884 barrels
26 May	0853	Periscope 500 yards off the *Montrose*
26 May	0915	Air raid warning Ruby; general quarters
27 May	0246	Anchored O-6 off Camp Pendleton
27 May	0800	Off-loading troops and vehicles, N-18, to 1645
28 May	1210	Periscope at 9,000 yards; evasive action
28 May	1315	Embarked LCMs 105 and 107, 5th Marines
29 May	1030	Sighted the surfaced submarine *Perch*
29 May	1553	Took tactical command of TE 11.1.0.1
31 May	0717	Anchored A-18; ship's platoon ashore 1528
1 Jun	1235	Moored to buoys 47 and 48, San Diego Harbor

1–14 JUN · ROW 15

Dependents' Day

Cullen calls June an upkeep period. On 12 June 104 dependents and guests boarded at the buoys and off the Fleet Sonar School. She stood out at 0941, went to general quarters, set One-Alfa and anchored on the right flank of Green Beach 1 at 1053 with all boats away; she was back at the buoys at 1723.

15–19 JUN · ROWS 16–17

Boats, guns and kelp

On 15 and 16 June she put her boats away off Green Beach and Beach Lane 9; on the 17th she fired exercise Z-1-G, 296 rounds of 40 mm and 20 of 3-inch, and that evening landed a party to run the *Magoffin*'s battle problem. On the 19th seaweed cost her the vacuum in the main condenser until a diver cleared the kelp from the intake strainer.

22 JUN – 5 JUL · ROW 17

Into July

From 22 June she lay at Pier 4, Berth 41, in cold iron. On 1 July COMPHIBRON Five shifted his flag to the *Paul Revere*, and at 1058 welding heat through a bulkhead started a fire in the shaft alley at No. 5 hold; it was out by 1116. On the 5th nine reserve officers reported for training, and at 1510 the Sea Scouts came aboard for Acapulco.

Sources: Deck log, May–July 1959 (the 24 May entry repeats the 25 May replenishment, the 30 May entry repeats 29 May; times here from 25 and 29 May); Cullen, p. 25; Windward Marine, 22 May and 5 Jun 1959; Crowsnest, Aug 1959, p. 18; Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

Sea Scout cruise to Acapulco

With USS Skagit (AKA-105) · Sea Scouts and Explorer Scouts embarked

6 – 26 Jul 1959

1,292
n.mi. outbound by the fixes, 6–10 Jul, at 13.5 knots

1,290
n.mi. homeward by the fixes, 15–18 Jul, at 15.4 knots

4
nights at anchor in Boca Grande, Acapulco

600
visitors aboard on 12 and 13 Jul

9
nights at sea, out and home

SAN DIEGO TO ACAPULCO AND BACK · 6–19 JUL

18 19 20 21



Both tracks from the deck-log position fixes in the two leg files (13 fixes each way), closed by hand to San Diego and to Boca Grande. The outbound track runs 2000 on 6 Jul to 2000 on 10 Jul and the homeward 0800 on 15 Jul to 2000 on 18 Jul, so port-to-port miles run a little higher; knots are over the fix span. One outbound fix was read as 26°N, 114°W to fit the track. Land: Natural Earth 50 m. Mercator, 5° graticule.

Who sailed

The sources do not agree on the numbers. The deck log has 17 Sea Scouts and their two leaders reporting on 5 July and another leader on the morning of the 6th; Cullen counts 35 Explorer Scouts. The Arizona Daily Star (4 July) wrote of 23 southwestern Sea Scouts chosen by the Navy for a two-week good-will cruise, and the Ventura County Star-Free Press (6 July) of one scout from each council in the region, the cruise arranged by the commandant of the 11th Naval District. After the trip the Casa Grande Dispatch (30 July) counted 29 boys in the two ships, from Utah, Nevada, Arizona, California and Hawaii, who were shown the town by the Acapulco scouts.

6–11 JUL · ROW 18

Outward bound

The Calvert sailed with the *Skagit* at 0929 on 6 July. The first morning brought an overheated main condenser, a low-water boiler casualty and, at 1040, a P5M flying boat that cut across her bow and circled, forcing her to back down; that afternoon she fired exercise Z-1-G and broke the inner crank of Mount 41. For four days the two ships steamed line abreast 2,000 yards apart at 13 knots, exercising at highline transfers on the 7th and 8th. A thunderstorm early on the 10th swung the magnetic compass 7° west; that evening she raised the Punta Garrobo and Roca Negra lights, and at 0736 on the 11th she anchored in Boca Grande.

ACAPULCO · 11–14 JUL

General visiting ran 1300–1545 on 12 July and 1305–1600 on the 13th: about 600 people came aboard, without a casualty. Cullen adds that hundreds of civilians visited the two ships, that the scouts made contact with the Mexican Boy Scouts, and that officers of the Mexican Army and Navy were the ships' official guests.

15–19 JUL · ROWS 20–21

Homeward

She weighed at 0420 on 15 July and came home at 15 knots, with highline transfers on the 17th and battle problems on the 18th, mooring to buoys 30 and 31 at 0909 on the 19th, where the scouts and the reserve officers went ashore.

19–26 JUL · ROW 21

Back at the Naval Station

On 20 July she shifted to Pier 1, Berth 14, and that afternoon her air-search radar antennas were taken off, 1415–1900. She stayed there until the 27th, when she went out to Coronado Roads for a week of landing exercises.

Sources: Deck log, July 1959; Cullen, p. 25; Arizona Daily Star, 4 Jul 1959, p. 4; Ventura County Star-Free Press, 6 Jul 1959, p. 11; Casa Grande Dispatch, 30 Jul 1959, p. 6 (newspapers paraphrased); leg GeoPackages San Diego–Acapulco and Acapulco–San Diego; Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

Summer training and a new captain *Coronado Roads, gunnery and an inspection*

27 Jul – 2 Sep 1959

CORONADO ROADS · 27 JUL – 6 AUG

22 23 24 25

27–29 JUL · ROW 22

Under observation

On 27 July she anchored at LCU Beach Lane 4 and had her boats away by 1241. On the 28th and 29th she went to One-Alfa at 0800 and ran landing exercises morning and afternoon with the *Montrose*'s commanding officer and a party of observers aboard from 0940 to 1620.

30–31 JUL · ROW 22

Battle problems

On the 30th she sailed at 0500 for Op-Area EB-2B: engineering drills, a battle problem and exercise Z-1-G at a towed sleeve, 290 rounds of 40 mm. On the 31st observers from the *Montpelier*, as the log names her, came aboard for a battle problem; that night she anchored in 304.

1–6 AUG · ROWS 23–25

A near miss

After man-overboard, fire and abandon-ship drills on 4 August, she fired Z-30-G on the 5th. At 1450 the Socony Vacuum tanker *Eclipse* failed to answer five short blasts and the Calvert put her rudder 30° right to clear her; no one could be seen on the tanker's bridge.

A CHANGE OF COMMAND · 7 AUG

25 26 27

CHANGE OF COMMAND · 7 AUG 1959

1050	COMPHIBRON Three came aboard at Pier 1, Berth 14
1105	Capt. William M. Hayden relieved Capt. Walter L. Phalen as commanding officer
1125	COMPHIBRON Three departed
1311	Capt. Phalen detached, ordered to Field Command, Armed Forces Special Weapons Project, Albuquerque

Names as in the 7 Aug deck-log entry. The June entries spell the outgoing captain Phaler, and the year's highlights in the research notes have Capt. William M. Kaufman relieving Capt. Walter L. Phaler.

10–14 AUG · ROW 26

Scouts and cargo

On 11 August 59 Sea Scouts, Boy Scouts and their leaders came aboard for a 24-hour cruise. Just before midnight on the 12th she sailed for Oceanside, anchored 3,500 yards off the Camp Del Mar breakwater at 0614 and passed Class B cargo to LCU-1387 through the day. She moored at Pier 4, Berth 45, at 1144 on the 14th and went to cold iron.

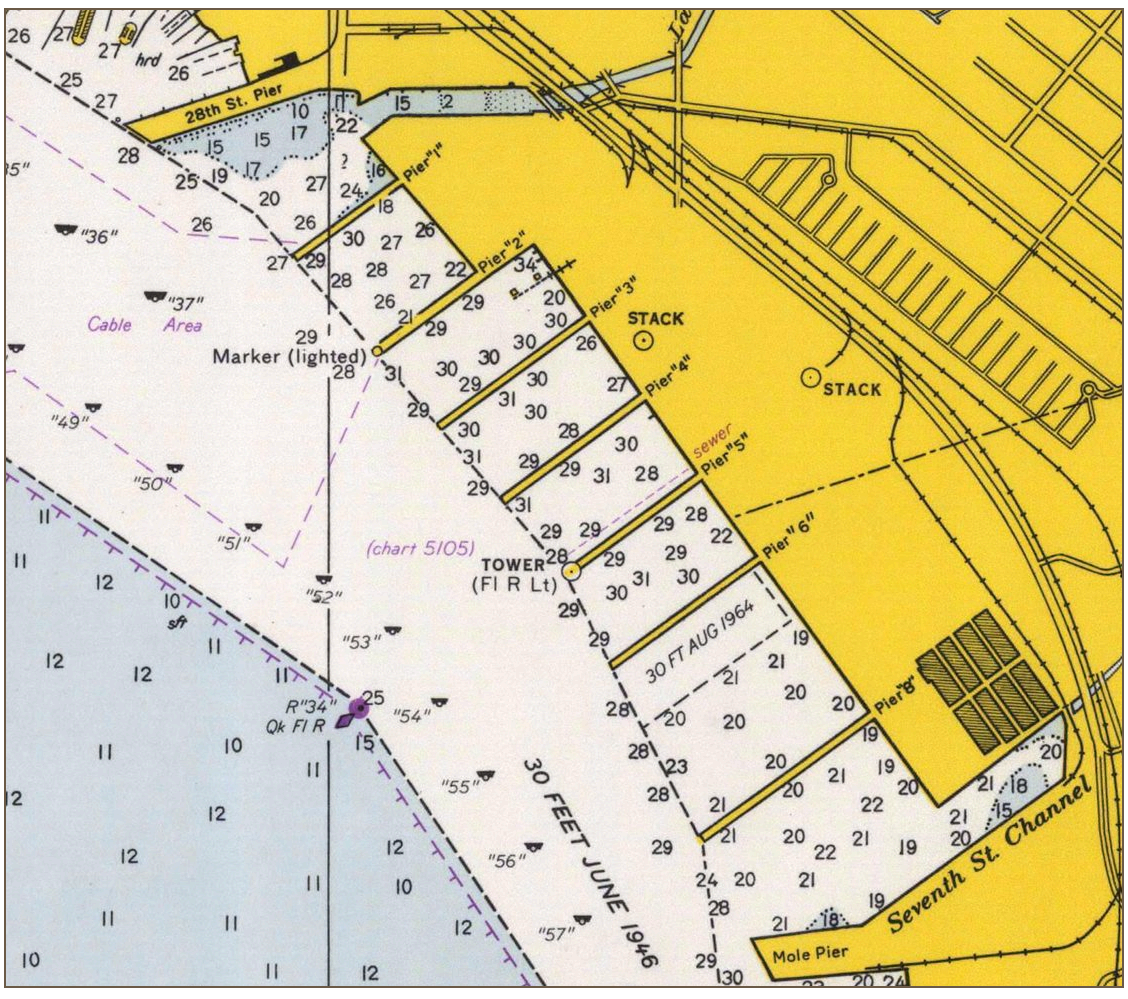
15 AUG – 2 SEP · ROW 27

Inspected

The Captain inspected the lower decks on 24 August, and on the 25th Rear Adm. E. B. McKinney, head of the Board of Inspection and Survey, Pacific Coast Section, came aboard with his staff for a material inspection. Fires were lit under both boilers on the 31st.

SAN DIEGO BERTHS · 1959

where the Calvert lay at San Diego, from the deck log



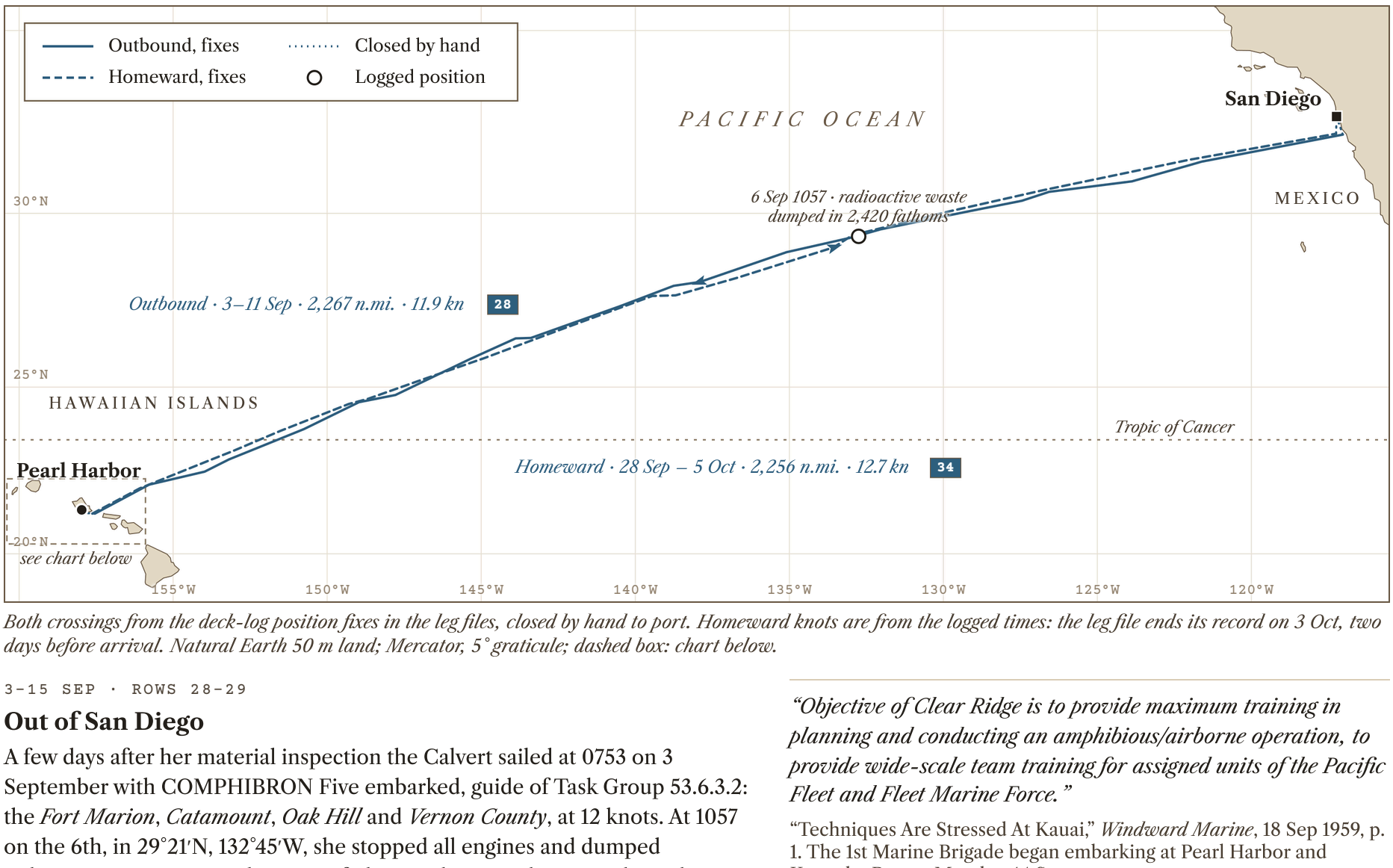
Piers 1–8 of the U.S. Naval Station, San Diego, with the Mole Pier: an extract of U.S. Coast and Geodetic Survey chart 5107, San Diego Bay, 26th edition, May 1966, 1:20,000, soundings in feet. NOAA Historical Map & Chart Collection.

BERTHS, 1959

1–19 Jan	Pier 3, Berths 3–4, *Estes* inboard
23 Jan – 4 Feb	Pier 1, Berth 14
11 Feb – 2 Apr	Pier 4, Berth 46, between sorties
8–16 Apr	buoys 47 and 48, San Diego Harbor
16 Apr – 17 May	Pier 4, Berth 46
17–19 May	berth N, NAS San Diego: ammunition
1 Jun – 22 Jun	buoys 47–48, between sorties; Pier 4, Berth 42, 3–5 Jun
22 Jun – 6 Jul	Pier 4, Berth 41
19 Jul	buoys 30 and 31
20 Jul – 10 Aug	Pier 1, Berth 14, between sorties
14 Aug – 3 Sep	Pier 4, Berth 45
5–9 Oct	Pier L, NAS San Diego
9–12 Oct	buoys 30 and 31
14–21 Oct	Pier 1, Berth 14
29 Oct	Pier 4, alongside *Paul Revere*
1 Nov	Pier 4, Berth 41
2 Nov – 30 Nov	Pier 3, Berth 32, between sorties
10 Dec	Pier India, NAS North Island
11–14 Dec	Navy Pier, south side
14–29 Dec	Pier India, outboard *Estes*
29–31 Dec	North Navy Pier

Sources: Deck log, July–September 1959; Cullen, p. 25; Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

SAN DIEGO TO PEARL HARBOR · 3–15 SEP 28 29



Both crossings from the deck-log position fixes in the leg files, closed by hand to port. Homeward knots are from the logged times: the leg file ends its record on 3 Oct, two days before arrival. Natural Earth 50 m land; Mercator, 5° graticule; dashed box: chart below.

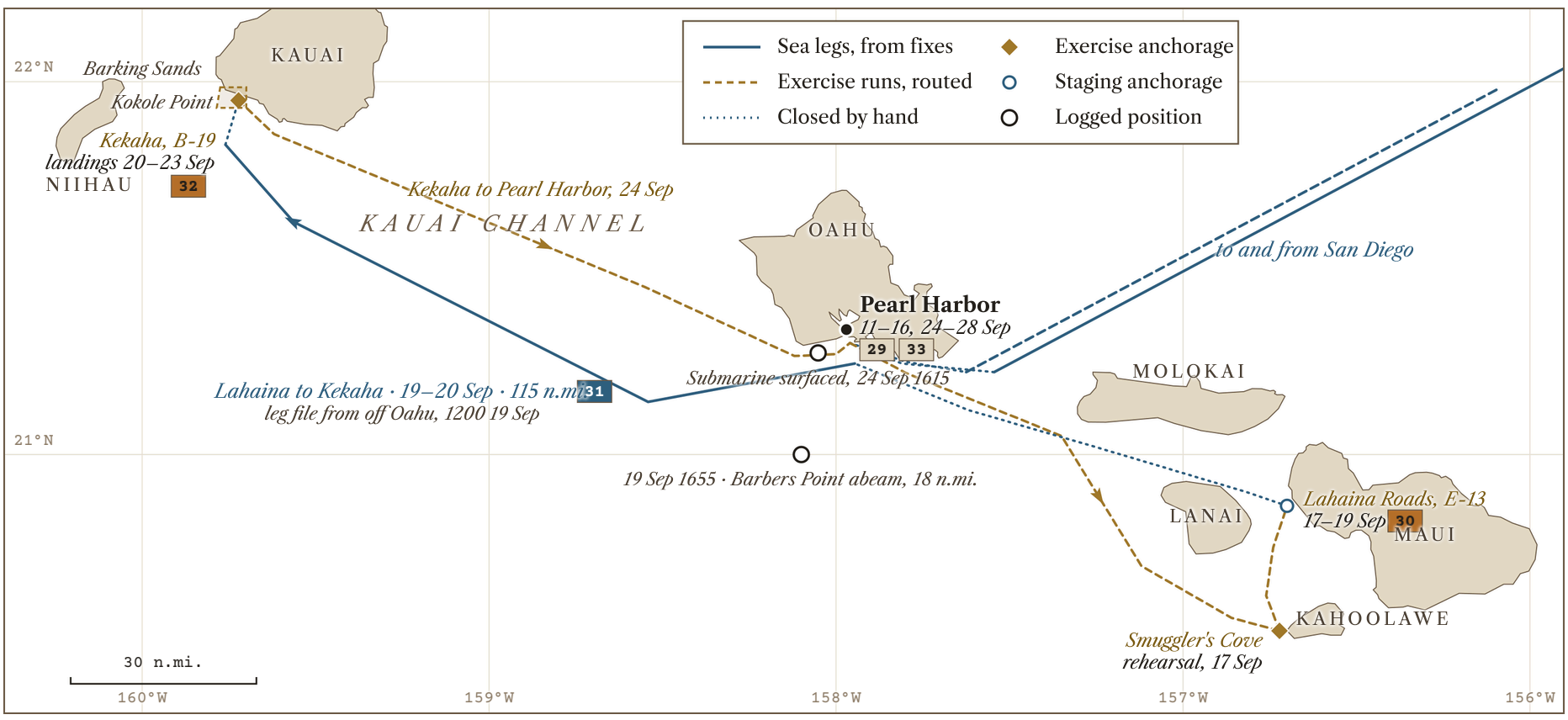
3–15 SEP · ROWS 28–29

Out of San Diego

A few days after her material inspection the Calvert sailed at 0753 on 3 September with COMPHIBRON Five embarked, guide of Task Group 53.6.3.2: the *Fort Marion*, *Catamount*, *Oak Hill* and *Vernon County*, at 12 knots. At 1057 on the 6th, in 29°21′N, 132°45′W, she stopped all engines and dumped radioactive waste material in 2,420 fathoms. She passed Diamond Head at 0801 on the 11th and moored at Berths B1 and B2, Pearl Harbor, at 1000. She discharged cargo on the 12th and loaded cargo and vehicles on the 14th and 15th.

> *"Objective of Clear Ridge is to provide maximum training in planning and conducting an amphibious/airborne operation, to provide wide-scale team training for assigned units of the Pacific Fleet and Fleet Marine Force."*
>
> "Techniques Are Stressed At Kauai," *Windward Marine*, 18 Sep 1959, p. 1. The 1st Marine Brigade began embarking at Pearl Harbor and Kaneohe Bay on Monday, 14 Sep.

REHEARSAL · KAHOOLAWE AND LAHAINA ROADS · 16–19 SEP 30 31



Sea legs from the leg-file fixes; the Lahaina–Kekaha leg file begins off Oahu at 1200 on 19 Sep, so the run from Lahaina is closed by hand. Exercise runs are routed. Kekaha B-19 is placed from the logged bearings of Kokole Point light and the Kekaha Sugar Company chimney; Smuggler's Cove, E-13 and the landing area are approximate. Natural Earth 10 m land; Mercator, 1° graticule.

16–19 SEP · ROWS 30–31

Smuggler's Cove and Lahaina Roads

She sailed at 1352 on 16 September leading the *Skagit* and *Oak Hill*, anchored in rehearsal anchorage B-11, Smuggler's Cove, Kahoolawe, at 1208 on the 17th, and by 1723 was in E-13, Lahaina Roads. On the 18th she stood out into the Auau Channel and back; at 0901 on the 19th she sailed for the objective, joining three LSTs in formation 51-C at 1300.

WINDWARD MARINE, 4 AND 18 SEP

The plan

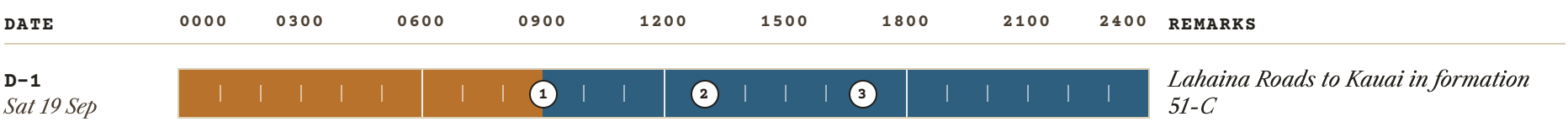
Some 3,000 men of the brigade would land against 250 "aggressors" of the 7th Marines from Camp Pendleton, with umpires scoring three days of combat. Fast transports would land two battalions; the slower ships, the Calvert among them, would follow.

Sources: Deck log, Sep 1959; Cullen, p. 25; Windward Marine, 4 and 18 Sep 1959; three leg GeoPackages, Sep 1959; research notes 1959.

Operation Clear Ridge · Kauai *Barking Sands, between Kokole Point and Kekaha* 19 – 24 Sep 1959

HOUR BY HOUR · 19-24 SEP

31 32 33

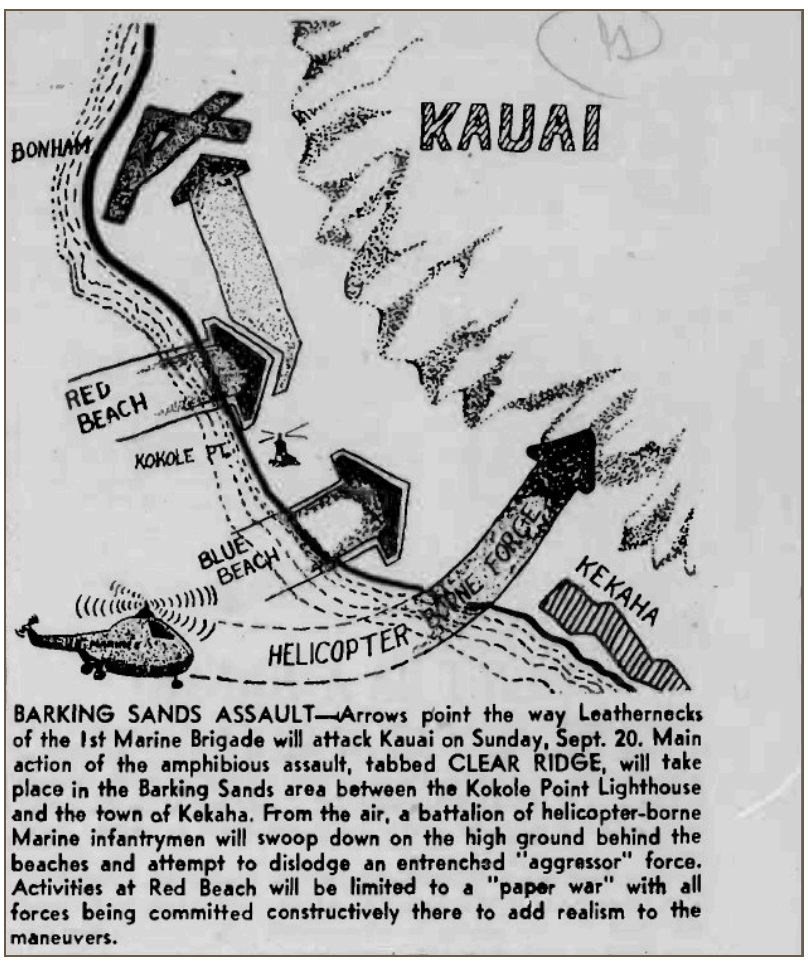


Underway at sea *Anchored in the rehearsal or landing area* *Moored or anchored in port* (1) *Logged event, see list*

1	19 Sep	0901	Underway from Lahaina Roads with TE 53.6.4.2
2	19 Sep	1300	Formation 51-C with three LSTs, 8 knots
3	19 Sep	1655	Barbers Point abeam to starboard, 18 miles
4	20 Sep	1033	LSTs and *Quapaw* detached
5	20 Sep	1450	Anchored B-19 off Kekaha, 18 fathoms
6	20 Sep	1602	Began off-loading combat cargo and troops
7	20 Sep	1720	Air raid red: Blue Beach strafed (simulated)
8	21 Sep	0835	Air raid red, aggressors from the north
9	21 Sep	2215	Off-loading of troops and cargo complete
10	22 Sep	1040	LCM-1 back with a ramp casualty
11	22 Sep	2050	Ten UDT swimmers; picket boat attacks
12	23 Sep	1122	Anchored in Kekaha Roads
13	23 Sep	1508	Began backloading vehicles and Marines
14	23 Sep	2015	Anchor dragging; chain veered to 150 fathoms
15	23 Sep	2311	LCU-1614 holed the side, frame 38
16	24 Sep	0753	Underway for Pearl Harbor
17	24 Sep	1530	Unidentified submarine, dead in the water
18	24 Sep	1751	Moored Berths M-1 and M-2, Pearl Harbor

THE LANDING AREA

32

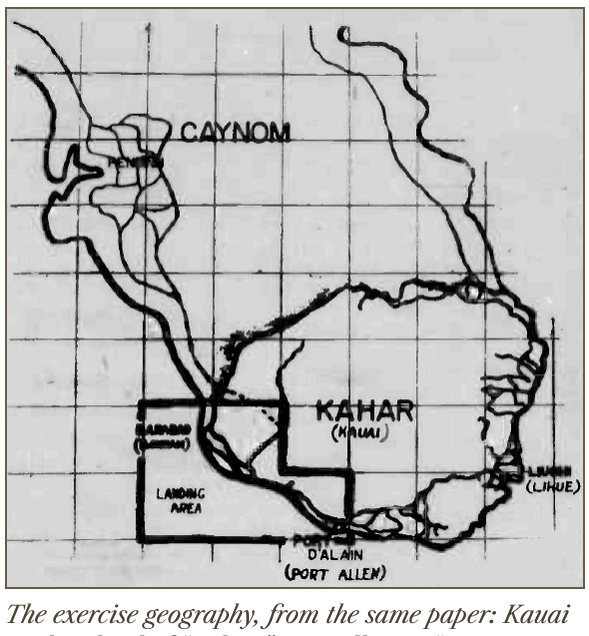


"Barking Sands Assault," the Windward Marine's map of the plan, 18 Sep 1959: Red and Blue Beaches either side of Kokole Point, and the helicopter-borne force coming down behind them toward Kekaha.

On the beach

The land phase began on Sunday, 20 September. The plan put the assault over Blue and Red Beaches and by helicopter into Zones Yellow and Orange, the Red Beach forces existing only on paper, and gave both sides small tactical atomic weapons, to be used only if the aggressor struck first. The base paper later reported that the landing craft met heavy, high surf and a strong undertow.

The Calvert anchored in B-19 at 1450 and began unloading at 1602 under air raid warnings that came in waves for three days. She finished putting her Marines and cargo ashore at 2215 on the 21st, backloaded them on the 23rd at Kekaha Roads, where an LCU stove a 7-inch hole in her side 10 feet above the waterline, and sailed for Pearl Harbor at 0753 on the 24th.



The exercise geography, from the same paper: Kauai as the island of "Kahar," Port Allen as "Port d'Alain," and the landing area boxed at Barking Sands.

Sources: Deck log, September 1959; Windward Marine, 18 and 25 Sep 1959 (maps, pp. 1 and 4); Research notes 1 Jan – 31 Dec 1959 (v2026.10.17). Times are ship's time.

Home from Hawaii · Eagle Eye *PHIBLEX 2-60 · Long Beach and Camp Pendleton* 24 Sep – 28 Oct 1959

PEARL HARBOR AND THE CROSSING HOME · 24 SEP – 5 OCT

33 34

24 SEP · ROW 33

A submarine off Barbers Point

At 1515 on 24 September, on her way in from Kauai, the Calvert sighted a submerged submarine 3,600 yards off, moving at under 2 knots. It lay dead in the water at 21°16.4′N, 158°03.1′W, 5,000 yards from Barbers Point light and 2.9 miles north of operating area S-2. She sent a contact report; at 1615 the boat surfaced and was identified, as logged, as the *Hedgehog* (SS-460). She moored at Berths M-1 and M-2 at 1751 and put her troops and cargo ashore that night.

25–27 SEP · ROW 33

Pearl Harbor

A recreational visit followed the exercise. She took on fresh water and 71,770 gallons of fuel oil on the 25th. At 0220 on the 27th a mattress was found smouldering in the isolation ward and was put out, and that afternoon she loaded her vehicles.

28 SEP – 5 OCT · ROW 34

The crossing

She sailed at 0855 on 28 September as guide of the *Fort Marion*, *Skagit*, *Catamount* and *Oak Hill*, at 12 knots. Highline transfers with the *Catamount* and *Fort Marion* filled 1 and 2 October, along with a run of steering casualties; on the 3rd she ran at flank speed, 102 rpm, for engineering tests. At 0618 on the 4th her LCVP took an engineman to the *Carronade* to be flown home on emergency leave; the San Diego Union put the transfer some 500 miles out. She moored at Pier L, NAS San Diego, at 2038 on the 5th.

LONG BEACH AND OPERATION EAGLE EYE · 6–28 OCT

35 36 37 38

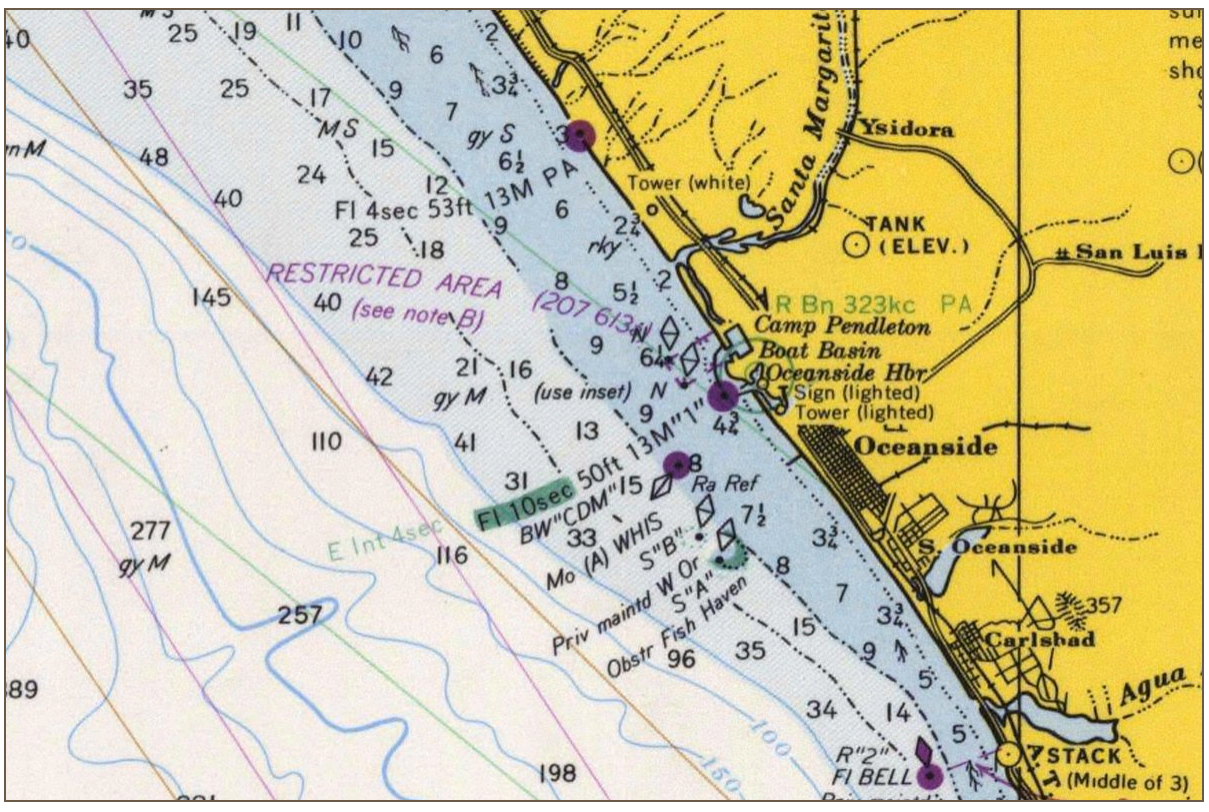
2
flags in turn: COMPHIBRON Seven from 13 Oct, COMPHIBGRU One from 21 Oct

29
officers and men of Tactical Air Control Squadron Eleven, 20 Oct

0900
H-hour, Operation Eagle Eye, 25 Oct

8
nights in the exercise, 21–28 Oct (ledger row 38)

118,036
gallons of fuel oil taken aboard, 8 Oct



Camp Pendleton and Oceanside: an extract of U.S. Coast and Geodetic Survey chart 5101, San Diego to Santa Rosa Island, 1966, 1:234,270. Anchorage L-3, "3,200 yards off" Camp Pendleton, is not marked on the chart. NOAA Historical Map & Chart Collection.

6–20 OCT · ROWS 35–37

Flagship for Eagle Eye

At 0002 on 12 October operational control passed from COMPHIBRON Five to COMPHIBRON Seven, and the Calvert went up to the Long Beach Naval Shipyard, where Capt. Rollin E. Westholm broke his pennant in her on the 13th. Cullen notes that she served as his flagship for PHIBLEX 2-60, Operation Eagle Eye, with Rear Adm. C. O. Triebel, Commander, Amphibious Group One, also flying his flag in her.

21–27 OCT · ROW 38

Off Camp Pendleton

Admiral Triebel broke his flag at 1015 on 21 October and she sailed at 1110, guide of the *Fort Marion* and *Catamount*, with the helicopter carrier *Princeton* joining at 1545. She anchored in L-3 off Camp Pendleton at 0247 on the 22nd, went out again in column on the evening of the 24th, and was back in L-3 at 0642 on the 25th for H-hour at 0900.

24–28 OCT · ROW 38

Fog and a tow

The San Diego Union told of the Calvert's gig, carrying Admiral Triebel to the *Princeton* in heavy weekend fog, answering a stalled fishing boat and towing it toward the Del Mar boat basin, until the fishermen got their engine going and headed back out to sea. On the 28th she anchored in San Pedro Bay to land COMPHIBRON Seven's staff and sailed for San Diego that night.

Sources: Deck log, September–October 1959; Cullen, pp. 25–26; Florala News, 9 Sep 1959; San Diego Union, 5 and 26 Oct 1959 (paraphrased); Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).

TEMPORARY FLAGSHIP · 29 OCT – 15 NOV

Back from Long Beach, she moored alongside the *Paul Revere* at Pier 4 at 0859 on 29 October under COMPHIBRON Three, and at 1100 Rear Adm. J. W. Cooper, Commander, Amphibious Group Three, shifted his flag from the *Paul Revere* to the Calvert. Cullen has her serving as his flagship until 16 December.

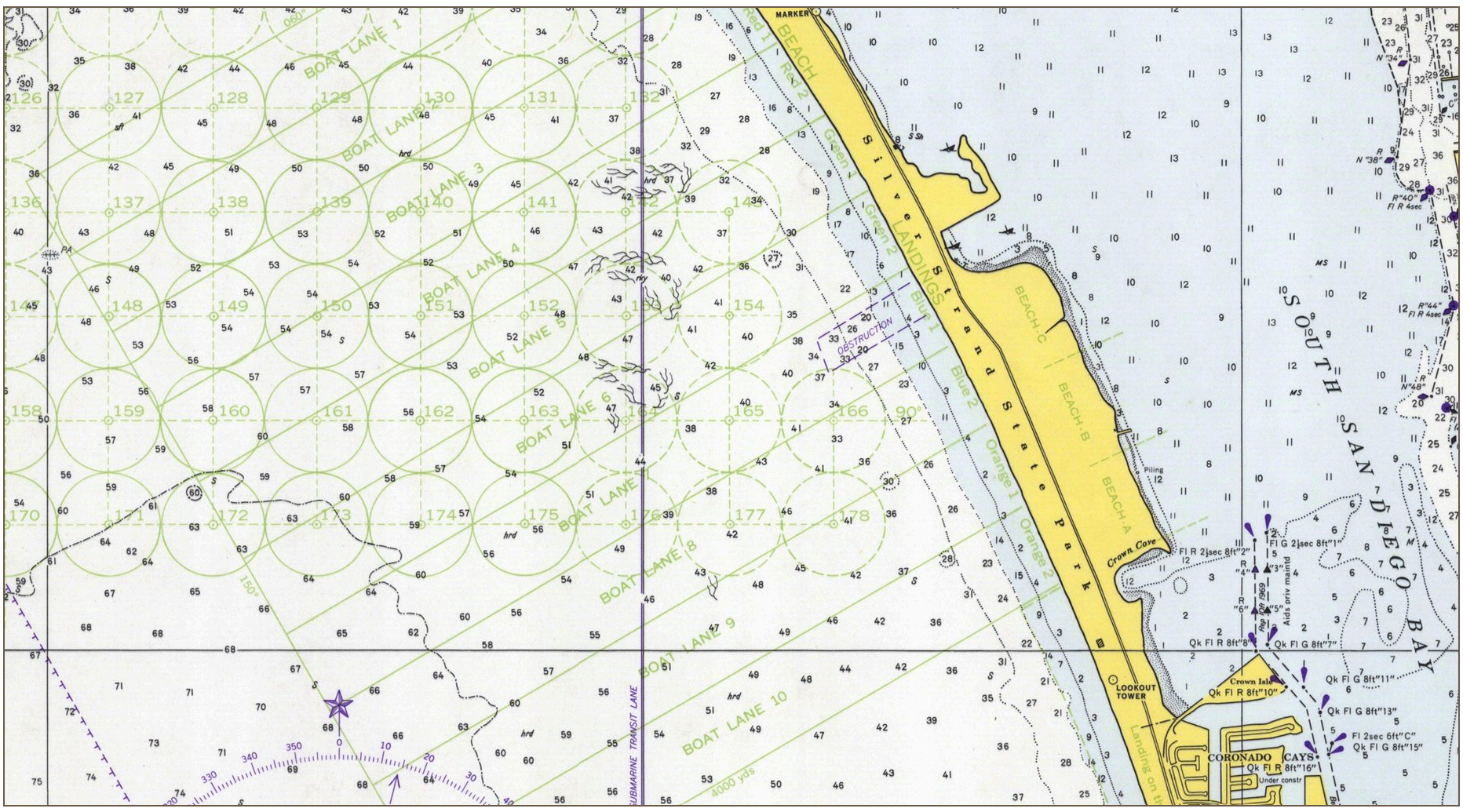
The rest of Amphibious Squadron Five went north, the research notes record from the San Francisco Chronicle, for cold-weather training near Kodiak with 1st Marine Division Marines. The Calvert moved to Pier 3, Berth 32, on 2 November and lay in cold iron, fueling from YO-131 on the 12th.

THE SILVER STRAND · 16–19 NOV

Four days of landings

The admiral left on temporary duty on 16 November and the Calvert went out at 0859 to the right flank of Beach Lane 4, on the Line of Departure off the Silver Strand. For four days she worked the same routine: mornings in San Diego Harbor, out to Coronado Roads by mid-morning, landings through the late morning and early afternoon, and back to the harbor by late afternoon, except on the night of the 18th, which she spent anchored on the line. On the 19th the three waves went in about five minutes apart.

19 Nov	0937	Away all boats, right flank of Beach Lane 4
19 Nov	0958	All boats waterborne and running
19 Nov	1115	Wave 1 crossed the Line of Departure
19 Nov	1121	Wave 2 crossed the LOD
19 Nov	1125	Wave 3 crossed the LOD
19 Nov	1130	Wave 1 touchdown
19 Nov	1135	Wave 2 touchdown
19 Nov	1140	Wave 3 touchdown
19 Nov	1300	Amphibious training exercise completed
19 Nov	1340	Underway for anchorage 204, San Diego Bay



The Silver Strand boat lanes, Coronado Roads: an extract of the 1974 U.S. Coast and Geodetic Survey chart of San Diego Bay (5107), 1:20,000. Beach Lanes 1–10 run in toward the strand; the Calvert lay on the right flank of Beach Lane 4, 16–19 Nov, and of Beach Lane 2 on 9 Dec. The research notes presume it shows the general layout of earlier decades. NOAA Historical Map & Chart Collection.

SUBMARINE TARGETS AND THE YEAR'S END · 20 NOV – 31 DEC

20 NOV – 10 DEC · ROWS 41–42

Targets

After a fire in the ship's store soda fountain on 20 November and a smouldering mattress on the 22nd, she spent Thanksgiving at Pier 3. From 30 November to 2 December she served as target ship for submarines off San Diego, and on 3 and 10 December she fired at a target sled and with the tug *Tawasa*, mooring at Pier India, North Island, on the 10th.

11–14 DEC · ROW 43

Open house and a gale

San Diego came aboard on 12 and 13 December, 1300–1600 each day. On the 13th she set gale condition one and doubled her lines as the wind reached 32 knots at 1400; it had dropped to 2 knots by 2200. On the 14th 85 dependents went out for an amphibious demonstration.

15–31 DEC · ROW 43

The year's end

The Captain took five days' leave from the 15th. On the 28th the Calvert was awarded the Amphibious Assault Insignia for excellence in the competitive exercises of November, and Mount 51 added a hashmark to its "E." On the 31st she shifted to the head of the North Navy Pier.

Sources: Deck log, October–December 1959; Cullen, p. 26; San Francisco Chronicle, 4 Dec 1959 (via the research notes); Research notes 1 Jan – 31 Dec 1959 (v2026.10.17).