

## A History of the USS Calvert - Research notes for the period January 1, 1962 to December 31, 1962

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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### Introduction

This document represents a very rough working draft of chronologically ordered historical research notes for the period January 1, 1962 to December 31, 1962.

- \* Details for most timeframes are missing daily details available from deck logs available via the National Archives online catalog.
- \* Contextual framing is also missing.
- \* Many sections are not formatted, or edited, for final read.

Chronological highlights for this period include:

- \* Additional entries to be added in future versions ...
- \* Departure from the U.S. Naval Station, San Diego, for a Far East Cruise - June 11
- \* Struck by friendly torpedo - At sea off Hawaiian Islands - June 27
- \* Return to U.S. Naval Station, San Diego - December 10
- \* Additional entries to be added in future versions ...

### Primary sources for this document:

- \* A History of the USS Calvert (APA-32), David B. Cullen
- \* Calversion, various relevant editions
- \* Archival materials, Calvert Marine Museum
- \* Interviews, emails, and miscellaneous conversations with former crew members and family members
- \* Deck Log Books, USS Calvert. When available online at the National Archives Online Catalog:
  - \* January 1962. Online: <https://catalog.archives.gov/id/>
  - \* February 1962. Online: <https://catalog.archives.gov/id/>
  - \* March 1962. Online: <https://catalog.archives.gov/id/>
  - \* April 1962. Online: <https://catalog.archives.gov/id/>
  - \* May 1962. Online: <https://catalog.archives.gov/id/>
  - \* June 1962. Not Available Online
  - \* July 1962. Online: <https://catalog.archives.gov/id/>
  - \* August 1962. Online: <https://catalog.archives.gov/id/>
  - \* September 1962. Online: <https://catalog.archives.gov/id/>
  - \* October 1962. Online: <https://catalog.archives.gov/id/>
  - \* November 1962. Online: <https://catalog.archives.gov/id/>
  - \* December 1962. Online: <https://catalog.archives.gov/id/>

### Selected maps and charts:

- \* NOAA Historic Map Locator: <https://www.historicalcharts.noaa.gov/search.php>
- \* USGS Historic Map Locator: <https://store.usgs.gov/map-locator>
- \* UC San Diego Digital Collection, Pacific Basin Nautical Charts: <https://library.ucsd.edu/dc/collection/bb0786509m>

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**Notes:**

**Times:** All times are in "24-hour" time. For example, 0000 is midnight, 0400 is 4am, ... 1200 is noon, 2000 is 8pm ..., and so on.

**Condition One-Alfa** refers to active amphibious activities by the crew of the Calvert and the employment of the ship's landing craft in these exercises. This condition is represented by a variety of uses of "one alpha" including: One-Alfa, One-Alpha, 1-Alfa, 1-Alpha, and similar. For the most part this document reflects these variations as written in the Calvert's official deck log book.

**Accuracy:** When possible the details are corroborated, and in some cases corrected, by official Naval records. However, not all personal recollections captured in this document are corroborated by official Naval records.

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Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January		San Diego	New Year's 1962 found the Calvert resting in port San Diego until the latter part of January when she slipped out to sea for local operations	Cullen, Page 28
1962	February		San Diego	<p>San Diego Union. February 2, 1962. Scheduled Navy Arrivals: Calvert, 4pm, b-13-11; Estes</p> <p>San Diego Union. February 6, 1962. Scheduled Navy Arrivals: Calvert, 7:30am (Feb 5th)</p> <p>San Diego Union. February 7, 1962. Arrivals: Calvert, 4pm, b-11-10</p> <p>San Diego Union. Feb 9 and 10 Departure 7:30am and arrival 4pm, both days</p> <p>12th. departure at 4pm 16th. arrival at 7:45am 28th. arrival at 4pm. b-15-46</p>	
1962	February to Mid March		San Diego	February brought with it a busy and successful three week of underway training with ComPhibTraPac (Amphibious Training Command) and ComPhipOptuPac (?) and a fourth week of squadron exercises.	Cullen, Page 28
1962	Mid March	20	Camp Pendleton	<p><b>Operation Pot Shot</b></p> <p>1) Operation Pot Shot conducted with PHIBGROUP THREE (Amphibious Group Three) in March saw the Calvert's boats hitting the beach at Camp Pendleton.</p> <p>2, 3, 4) Exercise Pot Shot was a combined fleet exercise consisting to 32,000 Navy men and Marines, and 60 vessels. This exercise included elements of both fleet amphibious landings and helicopter assault.</p> <p>3) The 11th Marine Expeditionary Brigade landed on Green Beach, Camp Pendleton, in a joint beach and helicopter assault. The main body of the brigade was RLT—5 assisted by support troops.</p>	<p>1) Cullen, Page 28</p> <p>2) 1962 Camp Pendleton CA, USMC Marines in Exercise Pot Shot - press photo - Ebay, 2020-03-22</p> <p>3) A Chronology of the United States Marine Corps, Volumes 1-4 - Page 55</p> <p>4) USS Black, DD-666, website: <a href="http://www.usblack.com">http://www.usblack.com</a></p>

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1962	April	1 to June 10	San Diego area (presumed)	The period covering April through the 10th of June 1962 was spent in making preparations for Westpack deployment interspersed with a few ISE periods. It was during this period that the Calvert qualified to display the coveted Amphibious Assault Award, and also Gunnery "E"s on Mounts 31, 32 and 33.	Cullen, Page 28

Chart of Piers, U.S. Naval Station, San Diego

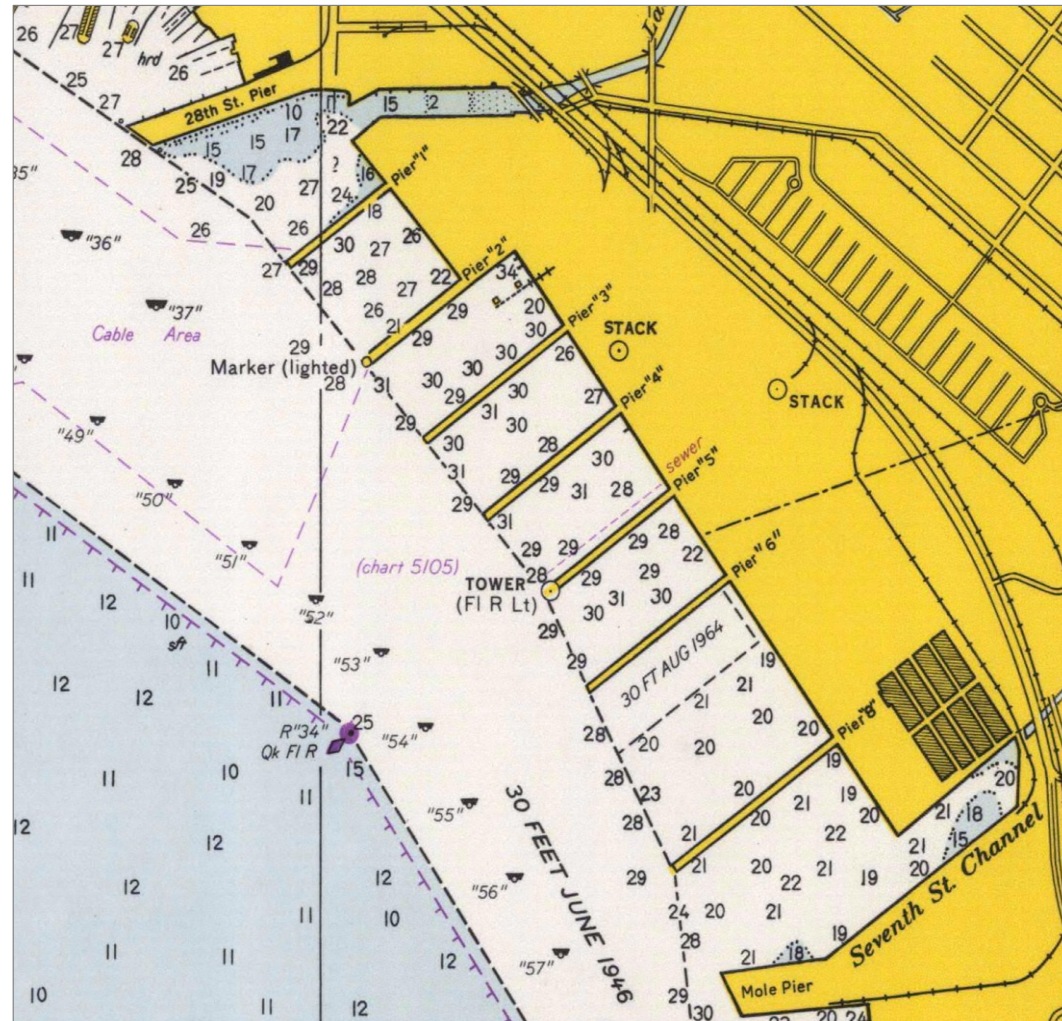


Chart is an extract of:  
 North San Diego Harbor, #5105,  
 1:12,000. Soundings in feet.  
 12th Edition, October 1966.  
 US Coastal and Geodetic Survey  
 Full chart online at:  
<https://www.historicalcharts.noaa.gov/ima.ge.php?filename=5105-10-1966>

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<b>1962 WestPac - Monday, June 11, 1962 to December 10, 1962</b>					
1) "WestPac cruise. Among our ports were Hawaii, Japan (Yokosuka, Sasebo, Kobe, Beppu), Korea (Inchon, Seoul), Phillipines (Manila, Olongapol), Hong Kong, and Okinawa (White Beach, Naha)."					1) Calversion, Vol 50, P4. - Jim Foley
1962	June	11	San Diego to Pearl Harbor	<p>1) The morning of June 11th Calvert sailed with other units of Phibron Five for a six-month tour of duty in Westpac.</p> <p>2) "We left San Diego on 11 June and steamed for Pearl Harbor. Underway we followed maneuvering rules for wartime merchant convoys, conducted naval maneuvers, and held many general quarters, abandon ship, and fire drills. All of these exercises were designed to further prepare us for any duties assigned while a part of the Seventh Fleet in WestPac."</p>	<p>1) Cullen, Page 28-29</p> <p>2) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.</p>
<b>Amphibious Squadron Leaves For Far East</b>					
1) 0830 USS Calvert, departed Naval Station					
1962	June	11		<p>1) "It was a gloomy leave-taking for Amphibious Squadron 5's eight ships and 1,500 men under Monday's overcast sky at the Naval Station. The ships sailed for the Far East and duty with the 7th Fleet. They will be gone until December. Several hundred wives, children and sweethearts came early to the dockside for the farewell.</p> <p>Capt. R.B. Ery, squadron commander, led the ships from the Attack Transport Paul Revere (APA248). He will be succeeded as squadron commander this summer by Capt. Paul C. Stimson, now commanding the amphibious command ship Estes (ACG 12) here.</p> <p>Sailing Monday were that attack transports Magoffin (APA199), Calvert (APA32) and Montrose (APA212), the attack cargo ships Seminole (AKA104) and Skagit (AKA105), and the dock landing ships Catamount (LSD17) and Monticello (LSD35)."</p>	San Diego Union, Tuesday, June 12, 1962. p12
<b>Operation Flying Disk, June 10th through July 11th</b>					
From 11 June to 10 July the Calvert participated in Operation Flying Disk which consisted of convoy maneuvers enroute to Hawaii, a one-week amphibious landing exercise on the coast of Oahu, Hawaii and finally Anti-Submarine Warfare exercises with units of the Japanese Maritime Self-Defense Forces off the coast of Honshu, Japan.					1) Cullen, Page 28-29
<u>S.D. Ships Will Land Marines in Maneuvers</u>					
1962	June and July			San Diego based ships bound for 7th Fleet duty will land elements of the 1st Marine Brigade on Oahu during maneuvers June 19-23 in Hawaiian waters, it was announced Wednesday. Capt. R.B. Early, squadron commander, will conduct the exercise. ... under poor visibility conditions and at night. Seven ships of the Amphibious Squadron 5, which left San Diego for the Far East Monday, will take part. they are the attack transports Paul Revere (APA248), Calvert (APA32), Magoffin (APA199) and Montrose (APA212) ...	San Diego Union. June 14, 1962.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	19 - 26	Pearl Harbor	<p>"Calvert arrived in Pearl Harbor 19 June, off-loaded cargo, reloaded for Operation "Flying Disk", a logistics amphibious exercise, and went to sea the next day. With a near capacity load of Marines, over 750, we plowed the waters off the Hawaiian Islands before landing our wave of Marine loaded boats over the beach. As soon as our boats were recovered, we got underway and returned "all ahead full" to Pearl Harbor for "Liberty Call".</p> <p>Many members of the crew used those next four days to swim at Waikiki, others toured the island of Oahu, and many men visited the Arizona Memorial which stands in honor of the heroic men who died that Day of 7 December 1941.</p> <p>Our softball team was reorganized in Pearl. Unfortunately, at this time their record is 0 wins and 2 losses, but prospects are for much improvement."</p>	Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.
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1962	June	20	Pearl Harbor	<p><u>Flying Disk LEX Set for Monday, July 20th</u></p> <p>"A three-phase regimental landing exercise labled "Flying Disk" will be held at Bellows Airforce Station by 4th Regimental Marines next Thursday, Friday and Saturday.</p> <p>The LEX will consist of two independent daylight beach assaults and one night landing by battalion landing teams from seven ships of Amphibious Landing Squadron Five, home based at San Diego, Calif., under the command of Navy Captain R.B. Erly.</p> <p>...</p> <p>The loading and embarkation plan calls for each of the BLTs to be loaded prior to noon Wednesday (20th) at Pearl Harbor. On June 21 BLT 1/4 will kickoff the LEX with an amphibious assault at Bellows at 9am. BLT 3/4 will conduct its landing at 8am, Friday (22nd) (CALVERT).</p> <p>...</p> <p>Exercise planners assure Bellows bathers and vacationers that the exercise will in no way interfere with their vacation. The landing zones will be on two beaches away from the authorized bathing areas. It was also pointed out that no live or blank ammunition would be used during Flying Disk."</p>	Windward Marine, Vol II, No. 24, June 15, 1962, p1

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	22	O'ahu Island, Bellows Air Force Base, beach area	<p><u>Flying Disk LEX Ending Tomorrow; Tonite's Landing Third of Schedule</u> It's two down and one to go for the 4th Marines today as Operation 'Flying Disk' moves into the second day at Bellows Air Force Station. Yesterday (21st), infantrymen of Battalion Landing Team 1/4 made the initial assault at 9am, flowing ashore from Amphibious Squadron Five's APA Magoffin and the LST Henry County.</p> <p>This morning (22nd), BLT 3/4 was scheduled to land on Yellow Beach at 8am, from the APA Calvert and the LST Summit County. The infantry phase of 'Flying Disk' is slated to end tonight (22nd) at midnight, following the 8pm landing of BLT 2/4 from the APA Montrose and the LST Summit County.</p> <p>In all, more than 4,000 infantry and support unit Marines are involved in the exercise which features different landing teams, but the same general battle situation for each of the three BLTs. ... The situation and mission for each of the BLTs calls for the seizure, occupation and defence of radar and communication facilities as well as the Bellows airfield.</p> <p>Other San Diego-based ships, which are on their way for duty with the 7th Fleet in the Far East, include the Attack Transport USS Paul Revere, Attack Cargo ships USS Skagit and USS Seminole and the Dock Landing Ship USS Catamount. The Paul Revere is flagship for Flying Disk. Other Amphibious Force units taking part are detachments of Underwater Demolition Team 11, Naval Beach Group One and Tactical Air Control Squadron 13.</p> <p>Flying Disk is designed to impart valuable lessons in the refinement of nighttime and low visibility landing techniques for the Marine Corps-Navy team.</p>	Windward Marine, Vol II, No. 25, June 22, 1962, p1
1962	June	26	Pearl Harbor	On 26 June, the Grand Old Lady again assumed duties of Flagship for Commander Amphibious Squadron Five.	Cullen, Page 29
<b>Operation Flying Disk - Anti-Submarine Warfare Exercises</b>					
1962	June 27 - ?		Underway to Japan	<p>1) The Calvert and ships of Amphibious Squadron Five participated in anti-submarine warfare (ASW) exercises with units of the Japanese Maritime Self-Defense Forces enroute to, and off the coast of, Honshu, Japan.</p> <p>Note: The Calvert's Deck Log is not available, at time of writing, for the month June. Selected entries of Deck Logs of Ships of Squadron Five are referenced for this period of time.</p>	1) Cullen, Page 28-29

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
				0000 Ships of Amphibious Squadron Five moored in Pearl Harbor.	
1962	June	27	Underway to Japan	<p>0840 USS Calvert underway. The OTC is ComPhibRon Five, in station in the USS Calvert. Other ships in formation are: USS Montrose (APA-212), USS Monticello (LSD-35), USS Catamount (LSD-17), USS Seminole (AKA-104), USS Skagit (AKA-105), USS Magoffin (APA-199).</p> <p>0900 Ships of Amphibious Squaderon Five underway in formation. USS Calvert as guide. Convoy speed, 10 knots.</p> <p>1155 Maneuvered to avoid fishing nets buoys. 1215 Cleared fishing buoys.</p> <p>1112 Formation speed to 14.5 knots.</p>	<p>Deck Log, USS Seminole, June 1962</p> <p>Deck Log, USS Paul Revere APA-268, June 1962</p> <p>Deck Log, USS Monticello (LSD-35), June 1962</p>
				<p><b>Calvert Struck by Torpedo!</b></p> <p>At approximately 1330 a Japanese submarine fired a salvo of six torpedos in a spread targetting each transport. Following AWS exercise protocol, the convoy made an emergency-style course change the moment the submarine fired her torpedos. However, at that moment the Calvert suffered a steering casualty and was unable to adjust course. Once launced, the single torpedo targetting the Calvert ran true.</p> <p>The Deck Log of the USS Paul Revere records the event as follows: "1331 Torpedo attack was made on USS Calvert; Torpedo passed under amidships."</p> <p>However, the torpedo did not pass under amidships. It hit the Calvert.</p> <p>Here are two crew members' memories of the event:</p>	<p>Deck Log, USS Seminole, June 1962: 1336 Formation turn to 341 degrees true.</p> <p>Deck Log, USS Paul Revere APA-268, June 1962</p> <p>Deck Log, USS Monticello (LSD-35), June 1962: 1334 Emergency change of formation course to 341 degrees to avoid exercise torpedo.</p>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
				<p><b>The torpedo event as recounted by Ronnie Roy, Coxswain, Boat Group</b></p> <p>The Navy and Japanese Maritime Self-Defense Forces participated in joint Anti-Submarine Warfare exercises. The Japanese SDF employed destroyers and Lockheed Orion aircraft for defensive exercises, while their submarines exercised at interceptions and torpedo attacks. These exercises gave the Japanese defense force practice in both defensive and offensive submarine exercises.</p> <p>For this exercise the Japanese surface ships were screening the convoy, and then they went into a refueling operation. At that time a Japanese Orion engaged in screening for the submarine who was attempting to intercept the convoy.</p>	
1962	June	27	Underway to Japan	<p>Ronnie was on watch on the port wing of the bridge lookout. When an aircraft is cruising it makes a uniform tone. The aircraft's tone changed, which caught Ronnie's attention; The Orion was diving towards the surface. It got real close and then pulled-up. It had dropped a smoke pot on the surface, as it would have dropped ordinance. For in this exercise the Orion had scored a "hit" on the submarine and had sunk it. This all happened before the submarine exercised at firing blank torpedos on the convoy, which was a planned and commuincated exercise for all ships in the exercise.</p> <p>About that time Ronnie had a tap on my shoulder, his my watch relief was there, so Ronnie gave him the biniculoars. Ronnie took his usual "express route" to the main bridge, up to the Fly Deck, over the rail, down the ladder with . As he was walking along the port side of the main deck, six feet from the rail, the watch called-out "Torpedo!"</p> <p>"When I saw the torpedo it was several hundred yards away. I was mesmerized by it. It was coming at the ship at probably a 45 degree angle off the bow towards the ship.</p> <p>When it hit I got knocked off my feet. The torpedo came straight up in the air, the cone had come off, and it flopped back in the water and it was thrashing like a fish on the surface of the water. We went to General Quarters and let the damage control party do their job.</p> <p>What happened was we had a steering casualty, and every ship in the squadron turned away, except for us. We stayed on the original convoy course and that is why we got hit."</p>	<p>Telephone interview, January 30th, 2025, Ronnie Roy</p> <p>Telephone interview, January 30th, 2025, Ronnie Roy</p>

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<b>The torpedo event as recounted by Steve Straka, MM2, A Division</b>					
1962	June	27	Underway to Japan	<p>"As is normal when a convoy leaves Pearl Harbor the submarines conduct war games on the convoys and the surface ships do anti-sub maneuvers. We settled into normal sailing, when over the loud speakers came "General Quarters – General Quarters – This is not a drill – Torpedo Port Side All Hands to Battle Stations."</p> <p>I was in the fresh water evaporator room on the port side. I heard a loud bang and felt the torpedo hit just forward of the evap. room, in the engine room. I had on my sound powered phone and heard the engine room say there was a hole in the port side and we were taking on water. This was getting scary.</p> <p>As luck would have it. the torpedo hit on a heavy steel rib and it was only a small hole in the hull. The damage control party was able to slow the leak and we continued on to Youkoska Japan where a patch was welded on the hull. If the torpedo had hit one foot either way, it would have been sitting in the steam generators knocking out all the power.</p> <p>Here is how it happened: When we left Pearl Harbor we went into a anti-sub convoy formation. The sub had set up a torpedo plot on the USS Paul Revere (APA-248). When they fired a practice torpedo it was set to go under the target ship, it would then rise and continue to run until it ran out of fuel. It was then recovered. Well the Paul Revere was on our port side. Need I say more! The Captain said that was the fastest the ship ever went to General Quarters."</p>	<p>Steve Straka, MM2, "A" Division, 1962-1965, via email.</p> <p>See also: Calversion V50, P4-Steve Straka</p>
1962	June	27	Underway to Japan	<p>1355 USS Montrose assumed the guide. 1809 USS Calvert assumed the formation guide.</p>	Deck Log, USS Paul Revere APA-268, June 1962
1962	June	30	to Yokosuka	<p>1) On 30 June the squadron broke apart, and the ships were all detached to proceed onward to their various ports in WestPac. Calvert alone headed for Yokosuka. Just prior to detachment, the ships of the two squadron formed in a column, with Calvert hauled out to starboard, and all steamed by rendering honors for the last time to Commodore Erly who will be relieved by Captain P.C. Stimpson after Calvert arrives in Yokosuka.</p> <p>2) Birthday celebration, hosted by Captain Renfro, at 1130 am. Lunch, birthday cake and ice cream.</p>	<p>1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.</p> <p>2) Calversion, V65, P6 - Letter to Steve Straka's parents.</p>

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U S S CALVERT  
 30 JUN 1962  
 SAN FRANCISCO CALIFORNIA

30 June 1962

Mr and Mrs Stephen J. Straka  
 3177 W. 58th Street  
 Cleveland, Ohio

Dear Mr and Mrs Straka:

Your telegram addressed to the Bureau of Naval Personnel has been forwarded to CALVERT for action, and I am pleased to be able to inform you that it arrived exactly on your son Stephen's birthday. I talked with him that day, and showed him your wife, and he seemed pleased to know that you were thinking of him on his birthday.

CALVERT regularly and routinely arranges to celebrate the birthdays of all men on board with a party, birthday cake and ice cream, etc., suitable for the occasion. The party is not necessarily held on the day of the man's birthday, since this would require probably a daily party, and our schedule of operations precludes this. Instead, as operations permit, and generally about once each week, those men who have had birthdays during the week are brought together to celebrate their birthdays jointly. Such a party has been held today for about 12 men, including Stephen.

Calversion, V65, P6 - Letter to Steve Straka's parents.

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Today's party was somewhat more elaborate than usual. It started at 1130 A.M. and included a special lunch at which both Captain RENFRO and myself attended. Dessert was a beautiful birthday cake and ice cream. I have enclosed some pictures of the party in order to give you some idea of what it was like.

As you know, CALVERT is now deployed in the Western Pacific as a Unit of the Ready SEVENTH Fleet and as the Flagship for Commander Amphibious Squadron FIVE.

As we travel about the Orient in the course of our regular operations, Stephen will have an opportunity to visit ashore in several countries, and be able to experience for himself how other people and other nations live. This experience will be both interesting and educational for him, and I hope he will find time to write to you often to tell you about it. He is a fine young man of whom you may be justly proud, and we are pleased to have him as a member of CALVERT's crew.

Sincerely,



A. MAJOR  
Commander, U.S. Navy  
Executive Officer

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	1	Underway to Yokosuka, Japan	0000 Steaming independently from Pearl Harbor to Yokosuka, Japan. Base speed 14 knots. The Gyro has 1 degree error (westerly). Boilers #1 and #2 generators and #1 and #2 D.C. and @1 A.C. are on the line providing the ship's power. Ship is in condition of readiness IV with Material Condition Yoke set. COMPHIBRON FIVE is embarked aboard this ship. 0730 Mustered the crew and embarked Marines on station. 0830 Made daily inspection of all magazines and smokeless powder samples. Conditions, Normal. 0928 Commenced steering by hand electric and gyro for test purposes. 1210 Shifted steering to Hydraulic Telemotor.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	2	International Date Line	1) "Calvert crossed the 180th Meridian and entered the Realm of the Golden Dragon on 2 July. This was the day omitted from our calendars, causing some confusion as those crew members with the midwatch stood two 2-hour watches. It all ended well with all now officially in the Realm of the Golden Dragon." 2) On 2 July the Calvert crossed the 180th meridian and entered the realm of the Golden Dragon.	1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members. 2) Cullen, Page 29
1962	July	4	to Yokosuka	1) The Fourth of July was a great day for Calvert. We enjoyed a "smoker" (a charcoal cookout on hatch 4) complete with talent, boxing and free cigars provided by our Welfare and Recreation Fund. Immediately after the smoker, we held swim call; stopping the ship and putting boats in the water for safety. It was quite an unusual feeling to be swimming 1,000 miles from land. Unfortunately, a school of whales decided to join our party so we ended our swim quite abruptly.  The Supply Officer claimed that each man ate an average of four hamburgers and hot dogs.	1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.
1962	July	10	Yokosuka	On 10 July the Calvert arrived in Yokosuka, Japan for a short rest.	Cullen, Page 29
1962	July	16	Yokosuka	16 July found the Calvert hosting many dignitaries as Captain Paul C. Stimson, USN, relieved Captain Robert B. Erly, USN, as Commander Amphibious Squadron Five.	Cullen, Page 29
1962	Late July		Yokosuka to Sasebo, Japan	The later part of July found the Warhorse visiting Sasebo, Japan	Cullen, Page 29
1962	Early August		Sasebo, Japan	On the first attempt to leave Sasebo, Japan, the Calvert was chased back by Typhoon Norah, one of the many typhoons that would plague the Calvert for the next four months.	1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members. Cullen, Page 29
1962	August	4	Sasebo, Japan to Inchon, South Korea	<b>Captain David A Merrill relieved Captain John Renfro as Commanding Officer</b>  The fourth of August saw the Calvert underway enroute to Inchon, Korea and all hands turned out to attend change of command ceremonies as Captain David A. Merrill, USN, relieved Captain John N. Renfro, USN, as Commanding Officer of the Calvert.	1) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN Cullen, Page 29

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### Commanding Officer Captain Renfro



Captain John N. RENFRO served as Commanding Officer of the USS CALVERT from April 1961 to August 1962. During his tour of duty on the CALVERT concluded his eighth WestPac cruise, went through an interim overhaul at Seattle, Washington, and participated in amphibious operations off the Washington, California, and Hawaiian coasts.

He was relieved as Commanding Officer while the ship was steaming to Korea to load troops for Operation "Seven Seas."

Captain RENFRO, a 1939 graduate of the Naval Academy, served aboard the USS CALIFORNIA, USS MASSACHUSETTS, USS STANLY (DD 478), and USS SAMUEL N. MOORE (DD 747) prior to assuming his first command in 1945 as C.O. of the USS FRAZIER (DD 607). He has since served as a member of the Naval Mission to Brazil, ordnance-gunnery officer of the USS MISSISSIPPI, liaison officer to Bell Telephone Laboratories, C.O. of the USS DONNER (LSD 20), Atlantic Fleet Communication Officer on the Staff of Admiral Wright, and Engineering Officer of the U.S. Naval Weapon Plant in Washington, D.C.

His present tour of duty is with the Bureau of Weapons in Washington, D.C.

### Commanding Officer Captain Merrill



Captain David A. MERRILL was indoctrinated early into the "Gator" Navy. Five days after relieving as Commanding Officer he guided the CALVERT into anchorages off Pohangdung, Korea, and supervised the debarkation of troops participating in Operation "Seven Seas."

During the remaining four months of the WestPac cruise, he supervised wet net training for R.O.K. Marines, participated in "Operation Lone Eagle" in Okinawa, and assisted in the salvage of the tanker "JULESBERG."

Captain MERRILL attended the University of Washington and the Naval Academy, served aboard the USS DIXIE (AD 14), USS SUPPLY (AVS 1), USS MISPILLION (AO 105), and USS SOUTHERLAND (DDR 743) prior to taking command of the USS HYADES (AP 28) in 1954. He has since commanded the USS STORMES (DD 780) and served in two staff positions; the first as Assistant Operations Officer on the CINCLANTFLT/CICNLANT/CINCWESTLANT Staff followed by a tour of duty as Chief of Staff of COMCRUDIV SIX.

Captain and Mrs. MERRILL and their five children reside in Lemon Grove, Calif.

USS Calvert 1962 Far East Cruise  
Book  
Pages 2, 3

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	Early to Mid August		Inchon, South Korea	<p>Shortly after this event, we made a long winding trip through the old minefield areas of Inchon Korea. Before this month was past the Calvert would come to know the channel by heart. At Inchon the Calvert loaded U.S. Seventh Army personnel and Commander Seventh Infantry Brigade, U.S. Army for Operation "Seven Seas". The ship was constantly plagued by threats by typhoons and for awhile it looked as though "Seven Seas" would never materialize. However when an opportunity presented itself the Calvert charged on to Pohang, Korea and completed the exercise.</p> <p>During this time the Calvert was visited by General Melloy, Commander Eighth U.S. Army and Major General Palmer, Chief of Staff, Eighth U.S. Army.</p>	1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.
1962	Mid August		Pohang, Korea	<p><b>Operation Seven Seas, Korea</b></p> <p>1,2) In Inchon, South Korea the Calvert loaded for Operation Seven Seas. Calvert was flagship for CAPT Paul L Stimson (COMPHIBRON 5) and staff, who commanded the exercise.</p>	<p>1) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p> <p>2) Calversion V40, P3 - Dan Brotherton - Feb 62 - Nov 63</p>
1962	Mid August		Sasebo	Mid-August again found the Calvert in Sasebo, this time seeking refuge from Typhoon Sarah.	Cullen, Page 29
1962	August	30	Hong Kong Harbor	<p>1) The end of August found the Calvert visiting Hong Kong, British Crown Colony with U.S. military and civilian dependents who had embarked in the Philippines and the threat of Typhoon Wanda hanging over the ship and crew.</p> <p>2) "When we arrived in Hong Kong Aug 30, 1962, liberty was immediately cancelled as Typhoon Wanda was about to hit Hong Kong."</p> <p>3) After that we went to Subic Bay where we took on a load of Army, Navy and Air Force dependents from the Philippines for a weeks R&amp;R in Hong Kong. We had loaded about 20 pianos in Hong Kong for our passengers when we had to button-up the ship for Typhoon Wanda.</p>	<p>1) Cullen, Page 29 -</p> <p>2) Calversion, V50, P4 - Jim Foley, LTJG - June 1961 to May 1963</p> <p>3) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	1	Hong Kong Harbor	<p>1) September roared in with Typhoon Wanda's full fury sweeping through Hong Kong. The Calvert and her crew were duly initiated into the Royal Order of the Typhoon Tigers as the Calvert and crew rode out Wanda's 140 knot winds and rain while moored to Bouy #1 in Hong Kong harbor. With hundreds of people left dead and homeless, the Calvert sent out her crew on errands of mercy to help the people of Shantin Village dig out from the rubble left by Wanda.</p> <p>2) 1 Sep '62 was spent steaming at four knots with two fiddle-string tight anchor chains secured to the carrier mooring buoy in Hong Kong harbor for 4 hours. This was better than banging the ship up in the South China Sea in the 105 knot winds! Afterwards the Calvert working parties helped in the disaster housing areas near the China boder.</p> <p>3)"We remained moored to typhoon buoys for three days through winds of more than 100 miles per hour. We were the only US ship to remain. After typhoon passed other ships returned and all sent working parties ashore to help several smaller villages struck by tidal waves. I was First Division Officer on Calvert during that typhoon we had to keep an eye on the anchor chains as we kept the ship's engines going to prevent too much strain on the anchor chain."</p> <p>4) Typhoon Wanda was one of the most intense tropical cyclones on record in Hong Kong. It was the 59th disturbance in the record-breaking 1962 Pacific typhoon season, forming in August east of the Philippines. Typhoon Wanda reached peak winds of 175 km/h (110 mph) in the South China Sea, and it made landfall on Hong Kong on September 1, producing gusts of 261 km/h (161 mph) which, in combination with a high storm surge, damaged thousands of huts and left 72,000 people homeless. Wanda left a total of 434 deaths.</p>	<p>1) Cullen, Page 29</p> <p>2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p> <p>3) Calversion, V50, P4 - Jim Foley, LTJG</p> <p>4) <a href="https://en.wikipedia.org/wiki/Typhoon_Wanda_(1962)">https://en.wikipedia.org/wiki/Typhoon_Wanda_(1962)</a></p>
1962	Early September		Hong Kong	<p><u>Typhoon struck Hong Kong gets amphib ship aid</u></p> <p>Thousands of Navymen from four Pacific Fleet Amphibious Force ships ore assisting in rescue. clearing and mercy operations last week in Hong Kong, The British Crown Colony was struck by typhoon Wanda on Saturday. Sept. 1, with winds of 140 knots and a six foot tidal wave that tore ships from their moorings and battered the harbor. • Three of the ships are homeported in San Diego. They are the attack transports USS Calvert, commanded by Capt. D. A. Merrill and the USS Montrose, commanded by Capt. J. P. Coleman and the dock landing ship USS Monticello, commanded by Capt. J. B. Sweeney. The three ships are part of Amphibious Squadron Five which is currently deployed with the U.</p> <p>S. Seventh Fleet in the western Pacific. The fourth ship is the Long Beach based amphibious assault ship USS Valley Forge, commanded by Capt. J. A. Jackson. Capt. Paul C. Stimson, commander Amphibious Squadron Five aboard the USS Calvert, reported by message to VAdm. Howard A. Yeager, commander Amphibious Force, Pacific Fleet, at his headquarters at the Maval Amphibious Base in Coronado of conditions in the British Crown Colony. Captain Stimson's message said: "Destruction by typhoon Wanda in Hong Kong terrific. Believed by some residents to be the worst ever caused by a typhoon here. Loss of life and damage to property has been heavy, with number of casualties unknown at this time. Also unknown is number of missing ships, believed to be at least nine. In inner harbor alone two vessels are sunk, three aground and countless junks and sampans vanished."</p>	<p>Coronado Eagle and Journal, Volume 49, Number 37, 13 September 1962</p>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	5	Hong Kong to Subic Bay, Philippines	1) On September 5th after a week of hard work and little liberty, the Calvert with her tired crew and weary passengers, proudly bid Hong Kong farewell knowing that she had done her part in aiding mankind and promoting good will between two nations.  2) We reloaded our worn-out passengers, & a few more pianos, and took them home.	1)Cullen, Page 30  2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN
1962	Mid September		Subic Bay to Subic Bay to Yokosuka	1) In mid-September the Calvert, having returned her passengers and having spent one weekend in Subic Bay, Philippines, steamed to Yokosuka, Japan.	1)Cullen, Page 30
1962	Mid-to-Late September		Yokosuka	1) A five-day rest in Yokosuka.  2) Work parties spruced up the Aiji-No-Ie orphanage in Tokyo, and the orphans had a good party on the ship. All hands enjoyed the port visit.  Editor's note: In late 1956 the Calvert began supporting the Aiji-no-ie Orphanage (aka, Home of Affection) in Tokyo, with a \$100 monthly donation. For the next decade, an item on the Calvert's far east cruise itinerary, while in Yokosuka and time permitting, included work party visits to the orphanage.	1)Cullen, Page 30  2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN
	Late September?		Pohang, Korea	Then proceeded on to Pohang, Korea, where the Calvert conducted wet net training for 2,550 ROK Marine personnel. Here also the Commanding General ROK First Marine Division and the Mayor of Pohang visited the Calvert and ewre made honorary members of her crew.	Cullen, Page 30
1962	September 30 to October 3		Beppu, Japan	30 September through 3 October found the Calvert in Beppu, Japan for a well earned R & R visit. Here Vice Mayor of Beppu also joined the Calvert's crew as an honorary member.	Cullen, Page 30

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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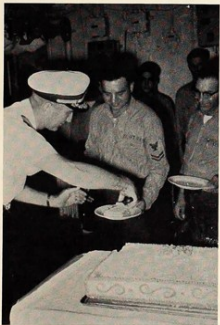
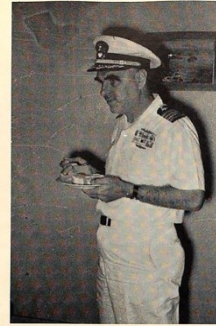
1962	October	1	Beppu, Japan	The USS Calvert's 20th Birthday Party	USS Calvert 1962 Far East Cruise Book - Pages 24, 25
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## “Happy Birthday”

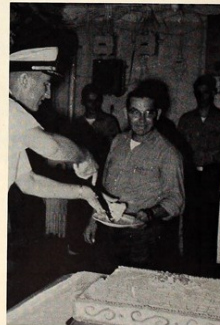
A long hard twenty years with a record that any ship would envy. The Calvert participated in some of the major operation of World War II. It held its own in the Korean War and is still around for anything that might come.

In twenty years of service she has garnered fourteen ribbons which are proudly displayed from her bridge, including the coveted Navy Unit Commendation.

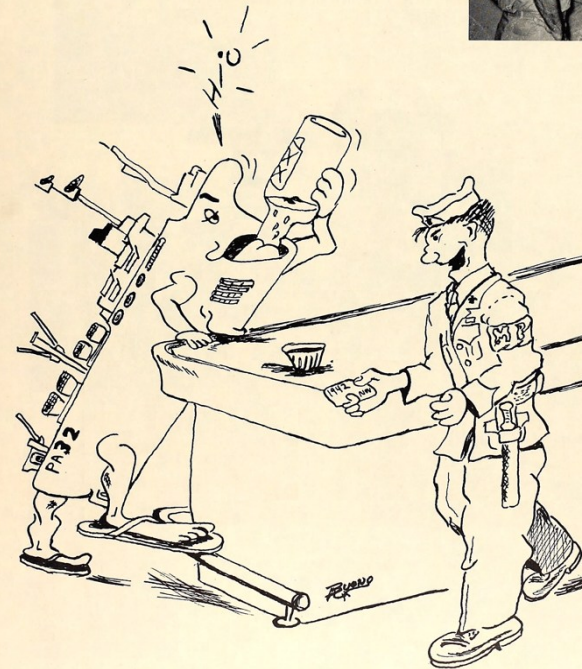
She may be getting old but she is still referred to as the war horse.



ZLOTNIK BM2  
Served Aboard  
Over 5 Years



BOUTWELL BM2  
Served Aboard  
Two Weeks



OK! Bud, your only  
20 years old, you  
better come with  
me.

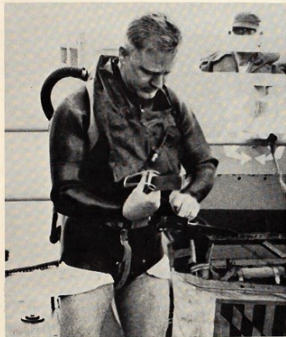
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	Early October		Kobe, Japan	From Beppu the Calvert traveled via the Inland Sea to Kobe for a most pleasant visit to this historic seaport. Many of the crew members were able to visit the ancient Japanese capital of Kyoto.	Cullen, Page 30
1962	Early October		Kobe to Okinawa	October also proved to be a busy month as the Calvert joined Task Force 131 at Okinawa for Operation Lone Eagle, during which time Regimental Commander, Ninth U.S. Marines and 576 Marine personnel were embarked.	Cullen, Page 30
<b>Operation Lone Eagle, Okinawa</b>					
Buckner Bay, Okinawa - Some 20,000 sailors and marines were to set sail about 5 p.m. Saturday in Operation Lone Eagle Task Force, the U.S. Seventh Fleet's biggest amphibious maneuver of 1962.					
The Seventh Fleet will conduct anti-submarine, anti-air and resupply drills in waters surrounding Okinawa during the four-day sea phase of operation.					
1962	October	13?	Buckner Bay, Okinawa	<p>The two-week training drill commanded by Rear Adm. Francis J. Blouin, began Wednesday. It ends Oct 23. Blouin is commander, Amphibious Force, U.S. Seventh Fleet.</p> <p>Since Wednesday, marines and sailors have been loading tons of weapons, rations and supplies aboard more than 80 warships involved in Lone Eagle.</p> <p>... Transports in the background (photo) loaded men and equipment for simulated beach assaults and other maneuvers, "D" day is Oct 18. (S&amp;S Photo)</p> <p>... The landing will be followed by several days of guerrilla warfare in the mountainous and jungle like terrain of northern Okinawa.</p>	<p>Calversion, V65, P5 - Pacific Stars &amp; Stripes, 13 Oct 1962, SAS Okinawa Bureau see also photo of Calvert in article.</p>
1962	October	17 - 18	Buckner Bay, Okinawa	<p>1) 17 - 18 OCT 1962 LONE EAGLE COMPHIBGRU On 17 and 18 OCT 1962 KITTY HAWK participated in the amphibious assault exercise LONE EAGLE as the carrier support unit of an amphibious task force in the Okinawa area, COWHIBGRU I/CTF 76 3g7-6</p> <p>2) On 13 October (1962), Magoffin got underway with other ships of Amphibious Squadron FIVE for operation Lone Eagle off the coast of Okinawa.</p> <p>3) During October, the ship participated in amphibious Exercise "Lone Eagle." This exercise was delayed in Okinawa due to the Cuban crisis, which put United States ships on a world-wide alert.</p> <p>4) "Coxin of papa boats. was in operation lone eagle off korea with phib-ron 5   was a coxin with phibron 5 in operation lone eagle off korea with over 300 ships" - James Munn - SA - Jan 7, 1962 – Sep 8, 1962 -</p>	<p>1) USS Kitty Hawk (CVA-63) - Aviation Historical Summary Report</p> <p>2) USS Magoffin History - 1962</p> <p>3) DANFS - LST-1167 - p229, 230</p> <p>4) <a href="https://www.navysite.de/crewlist/commandlist.php?commandid=2388&amp;">https://www.navysite.de/crewlist/commandlist.php?commandid=2388&amp;</a></p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	23 to end of the month	Buckner Bay, Okinawa	<p>1) 23 October saw the Cuban crisis flash around the world and the Calvert along with other ships of the Seventh Fleet began making preparations for whatever tasks they might be assigned.</p> <p>2) In October Phibron 5 assembled in Buckner Bay with our relieving squadron for a large three-day landing exercise with Okinawan-based Marines. After the critique following the exercise the flag officers were to tell us how we did. Two hours later they came out to let us know that President Kennedy had just told the Russians to get their missiles out of Cuba, and we were to make preparations in case we went to war. We all prepared to reload the Marines to land in China or wherever! A week later tensions relaxed and the rest of Phibron 5 sailed for home.</p>	<p>1) Cullen, Page 30</p> <p>2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p>
1962	November	Early to Mid	Naha, Japan to Yokosuka, Japan to Iwakuni, Japan	<p>November saw the Calvert pay a brief visit to Naha and then steam to Yokosuka for a short upkeep period. From there the Calvert proceeded to Iwakuni, Japan and loaded a draft of Marine Personnel for transportation to Conus (Continental United States).</p>	Cullen, Page 30
1962	November	Mid	Okinawa	<p>1) After evading Typhoon Karen in the South China Sea, the Calvert returned to Buckner Bay to pick up more transient Marines. This was her final stop before leaving for Conus.</p> <p>2) COMPHIBRON 5 was tasked to work with the Marine commands on Okinawa to correct deficiencies in the emergency load-out plans, however, and we waited a week until this was taken care of.</p>	<p>1) Cullen, Page 30</p> <p>2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	18-Nov	1	Okinawa	<b>Attempted rescue of the grounded S.S. Julesburg</b>	

### S.O.S.

At four in the morning we up anchor and run to the assistance of the MSTs Ship Julesburg. Arriving at about seven we surveyed the bottom and then proceeded to pull her off the reef. After four hours she slid off with no casualties.



2) On 18 November, the day for which the crew had all been waiting (the day the Warhorse would begin her long journey home), the Calvert's crew was abruptly awakened at 0330 in the morning and immediately thereafter she surged out of Buckner Bay to answer the distress call of the SS Julesburg (U.S.S Registry), a 30,000 ton tanker which had gone aground on Rukan Shoal off the western coast of Okinawa. The Calvert was first to arrive at the scene and immediately went to Julesburg's aid. Comphibron Five and Commanding Officer, Calvert, directed salvage operations for Julesburg while Calvert's Mike boats, USS Greenlet (ARS-10) and Army Tug (LT-531) pushed and pulled at the large tanker. Finally, six long hours after Calvert's arrival Julesburg was pulled from her grounding spot and the Calvert, only a few hours behind schedule, steamed off toward Conus with a tired and happy crew.

3) The early morning we were cleared to sail for home we received an S.O.S. from the MSTs chartered tanker Julesburg, which had gone aground on a reef west of Okinawa in the middle of the night. Calvert made an emergency sortie at dawn and arrived at the grounding about 0800. We took all our LCMs and tried to swing the Julesburg off the reef, but only managed to rotate it around the pinnacle she was stuck on. Six hours and five burned-out boat engines later a salvage tug arrived, and since the Calvert was not equipped for that type of duty we were happy to turn the task over and head for home.

4) Wiliam P. Hoffman Aboard USS Calvert.  
 "... The Calvert was anchored in Buckner Bay, Okinawa, when the SS Julesburg sent a message asking for aid. The stranded ship was on the other side of Okinawa, the largest of the Ryukyu Islands. The Calvert crew worked to keep the ship afloat until a tug and a salvage ship arrived to pull her free of the reef. "

- 1) USS Calvert 1962 Far East Cruise Book - Page 56
- 2) Cullen, Page 30
- 3) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN
- 4) The Daily Reporter (Greenfield, Indiana). December 22, 1962.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	mid-Nov - Dec	10	Underway for San Diego		

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Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Okinawa      **Arrival to home port**

1962    December    10



2) On December 10th, after a long cruise unmarred by material or engineering casualties, the Calvert steamed into San Diego harbor to the sound of music and many cheering happy dependents.

3) "San Diego looked might good when we arrived on 10 Dec '62."

1) USS Calvert 1962 Far East Cruise Book - Page 57

2) Cullen, Page 30

3) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN

**End of VOLUME for the period June 11, 1962 to December 31, 1962**