

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 chronologically ordered historical research notes for the period January 1, 1962 to December 31, 1962. Highlights for this period include:

- \* San Diego, for upkeep and amphibious training exercises - January 1 to March 19
- \* Operation Pot Shot, Camp Pendleton - March 20 to 22
- \* San Diego, for upkeep and exercises - March 23 to June 10

Far East Cruise

- \* Departure from the U.S. Naval Station, San Diego, for a Far East Cruise - June 11
- \* Hawaii for exercises - June 20 to June 26
- \* Underway for Yokosuka, Japan - June 27 to July 9
  - Struck by friendly torpedo - At sea off Hawaiian Islands - June 27
- \* Yokosuka, Japan - July 10 to July 19
- \* Underway for Sasebo, Japan - July 20 to July 21
- \* Sasebo, Japan - July 22 to July 29
- \* Underway for Inchon, South Korea, evading Typhoon Nora - July 30 to August 4
- \* Inchon, South Korea - August 5 to 7
- \* Underway for Pohang, South Korea - August 8 to August 9
- \* Pohang, South Korea - August 10 to August 11
- \* Underway for Inchon, South Korea - August 12 to August 13
- \* Inchon, South Korea - August 14 to August 15
- \* Underway for Subic Bay, Philippines and the rerouted to Sasebo, Japan to evade Typhoon Sarah - August 16 to August 17
- \* Sasebo, Japan - August 18 to August 22
- \* Underway for Manila Bay, Philippines - August 23 to August 27
- \* Manilla Bay and Subic Bay, Philippines - August 28
- \* Underway for Hong Kong, Dependents Cruise - August 29 to August 30
- \* Hong Kong, Typhoon Wanda - August 31 to September 5
- \* Underway for Manila Bay, Philippines - September 6 to September 7
- \* Manila Bay and Subic Bay, Philippines - September 7 to September 9
- \* Underway for Yokosuka, Japan, with a quick anchorage at Buckner Bay, Okinawa - September 9 to September 15
- \* Yokosuka, Japan - September 16 to September 21
- \* Underway for Pohang, Korea - September 22 to September 23
- \* Pohang, Korea - September 24 to September 28
- \* Underway for Beppu, Japan - September 29
- \* Beppu, Japan - September 30 to October 2
  - \* USS Calvert's 20th Birthday - October 1
- \* Underway to Kobe, Japan - October 3
- \* Kobe, Japan - October 4 to October 7
- \* Underway for Okinawa, Japan - October 8 to October 10
- \* Okinawa, Japan - October 11 to 12
- \* Operation Lone Eagle, Okinawa Operating: Buckner Bay, Chin Wan, etc. - October 13 to October 23
- \* Buckner Bay, Okinawa, Japan - October 24 to October 30
- \* Underway for Naha, Okinawa, Japan - October 31

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* Buckner Bay, Okinawa, Japan - October 24 to October 30					
* Underway for Naha, Okinawa, Japan - October 31 to November 1					
* Naha, Okinawa, Japan - November 2					
* Underway to Yokosuka, Japan - November 3 to November 6					
* Yokosuka, Japan - November 7 to November 10					
* Underway for Iwakuni, Japan - November 11 to November 12					
* Iwakuni, Japan - November 13 to November 14					
* Underway for Okinawa, Japan - November 15 to November 16					
* Buckner Bay, Okinawa, Japan - November 17 to November 18					
* Rescue of the S.S. Julesberg, Okinawa, Japan - November 18					
* Underway for Pearl Harbor - November 19 to November 23					
* Pearl Harbor - November 24 to December 2					
* Underway to San Diego - December 3 to December 10					
* Return to U.S. Naval Station, San Diego - December 10					
* San Diego for upkeep, remainder of December					

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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/174031016>
  - \* February 1962. Online: <https://catalog.archives.gov/id/174031144>
  - \* March 1962. Online: <https://catalog.archives.gov/id/172363197>
  - \* April 1962. Online: <https://catalog.archives.gov/id/172363323>
  - \* May 1962. Online: <https://catalog.archives.gov/id/172363447>
  - \* June 1962. Not Available Online
  - \* July 1962. Online: <https://catalog.archives.gov/id/172363575>
  - \* August 1962. Online: <https://catalog.archives.gov/id/172363699>
  - \* September 1962. Online: <https://catalog.archives.gov/id/172363827>
  - \* October 1962. Online: <https://catalog.archives.gov/id/172363949>
  - \* November 1962. Online: <https://catalog.archives.gov/id/220439253>
  - \* December 1962. Online: <https://catalog.archives.gov/id/220439381>

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>

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.

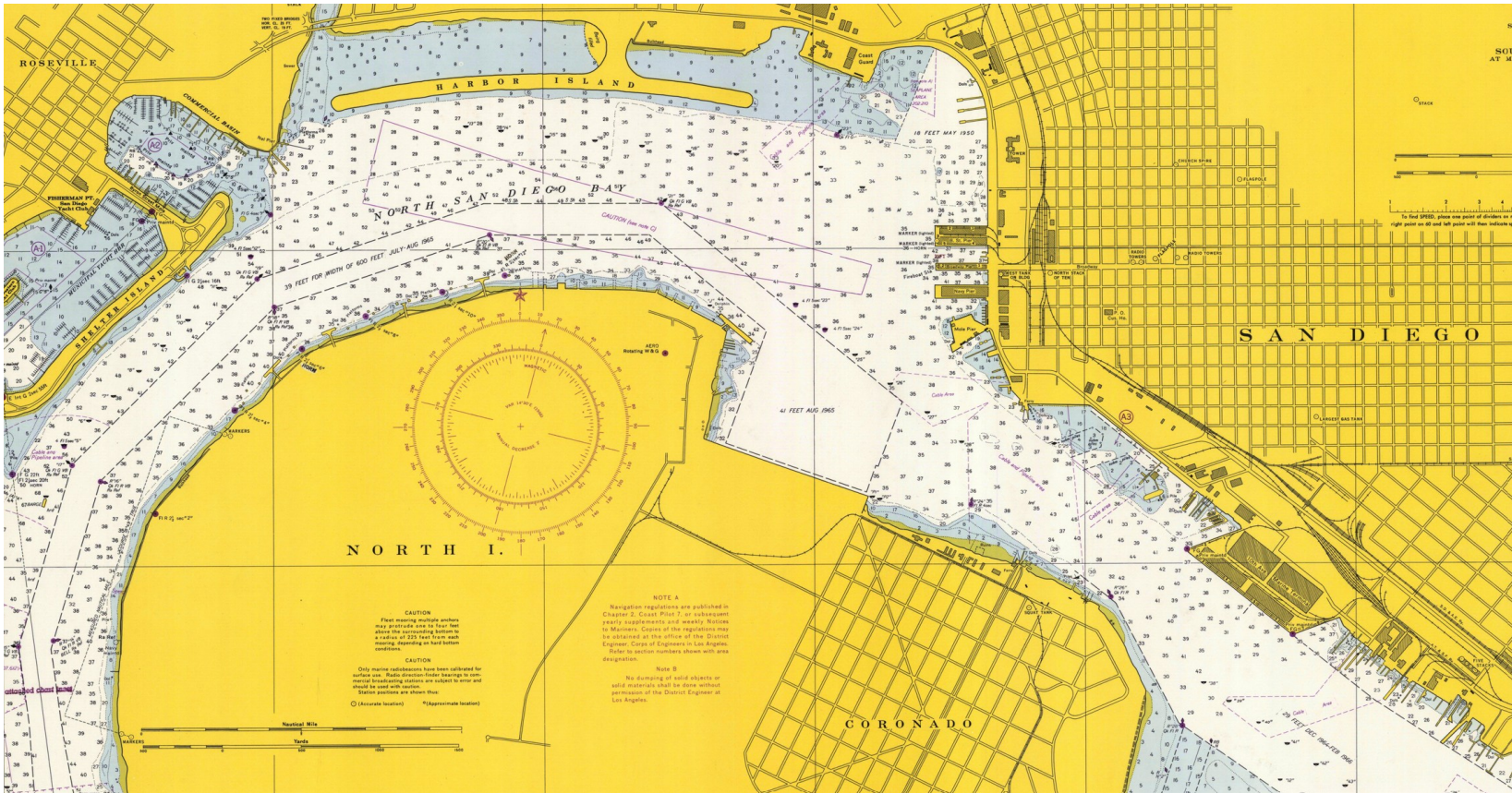
**Jacking the Engine:** Refers to using a special mechanism called a "jacking gear" to slowly rotate the turbine blades of a steam engine when the ship is not underway, preventing damage from thermal stress and ensuring smooth operation when restarting the engine after a period of inactivity; essentially, it keeps the engine components from warping due to uneven cooling when shutting down completely.

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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
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Extract of: North San Diego Harbor, #5105  
1:12,000 scale. Soundings in feet.  
US Coastal and Geodetic Survey, 1966  
  
Online at:  
<https://www.historicalcharts.noaa.gov/ima ge.php?filename=5105-10-1966>

1962	January	1	Moored, San Diego Bay	0000 The men of the mid-watch are all blessed with insomnia on the USS CALVERT moored at San Diego, California. 15 fathoms of starboard anchor chain is out forward to buoy forty-three has us firmly secured. Fifty feet of 1 1/4 inch wire has been run out aft to buoy 44 in stabilizing our craft. The wire is doubled to suppress any chance of our spirited vessel's impulse to prance out here in San Diego's quiet stream. Generators are running as in a dream. All auxiliary power is provided free, both AC and DC by generator number three. In any event of a call for steam, number two boiler completes the team. About us are U.S. Pacific Fleet ships and units serene, with district and yard craft completing the scene. COMNAVAIRPAC at NAS North Island rules as SOPA with a manner grand.  Signed R. Riedel, ENS USN	Deck Log, USS Calvert, January 1962. Selected entries
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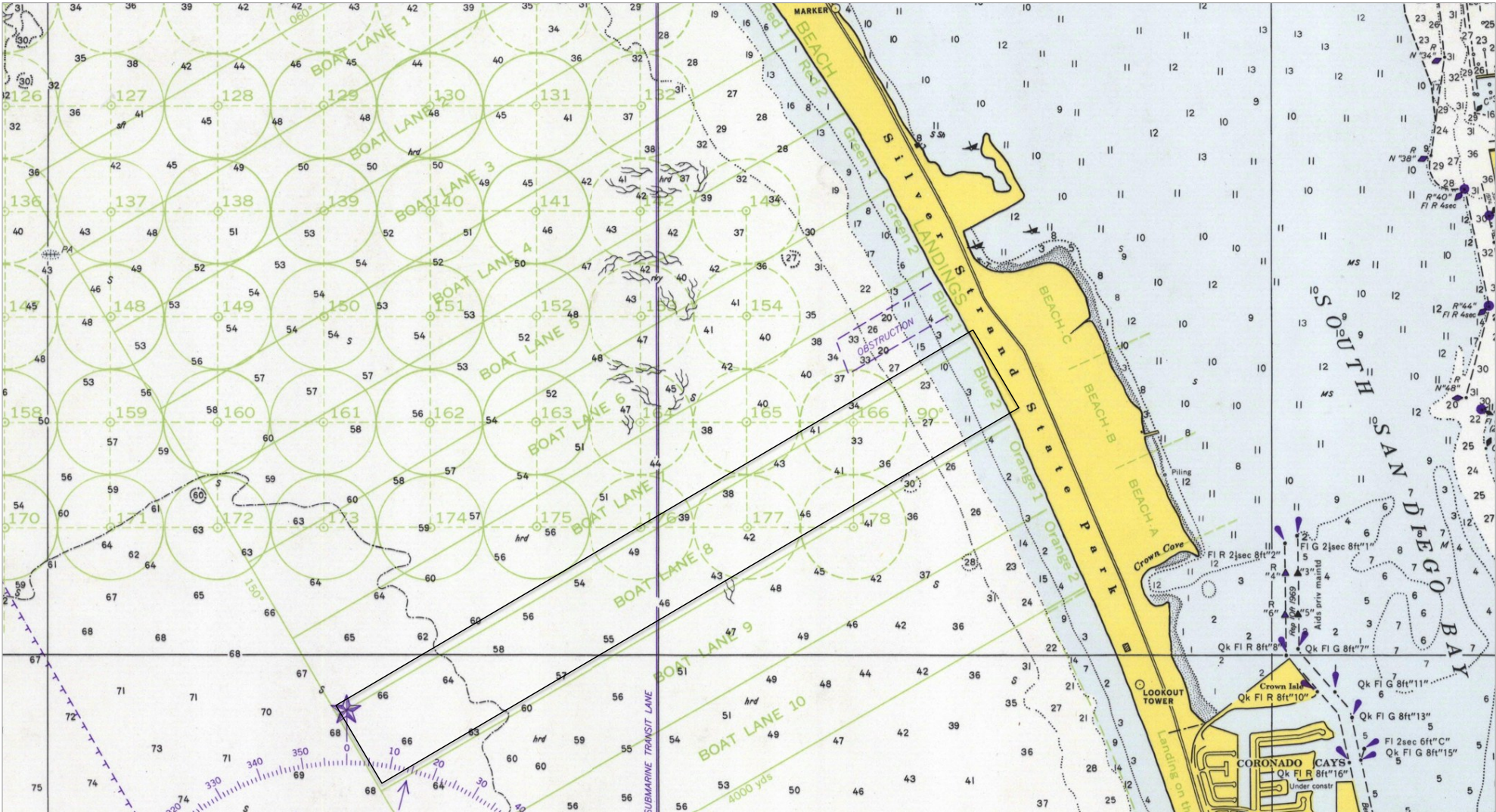
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	2	Moored, San Diego Bay	0000 Moored as before, fore and aft to buoys 43 and 44, San Diego Bay. 1015 Captain J. N. Renfro departed ship on one day annual leave.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	3	Moored, San Diego Bay	Moored as before. No notable events for this date.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	4	Moored, San Diego Bay	0000 Moored as before. 0745 Captain J. N. Renfro returned from one day's leave. 0830 Jacked over main engines with electrical jacking gear.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	5	Moored, San Diego Bay	0000 Moored as before. 1110 - 1130 Garbage barge made up to port quarter. 1147 - 1230 Loaded ammunition.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	6 - 8	Moored, San Diego Bay	Moored as before. No notable events for these dates.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	9	Moored, San Diego Bay	0000 Moored as before. 0850 Exercised at General Quarters. 0854 Set Condition 1-Alfa, commenced holding amphibious drills. 1015 Secured from Condition 1-Alfa. 1300 Remanned 1-Alfa stations. 1545 Secured from Condition 1-Alfa. 1825 Visibility decreased to "zero" due to heavy fog, commenced sounding fog signals.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	10 - 18	Moored, San Diego Bay	Moored as before. No notable events for these dates.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	19	Moored, San Diego Bay	0000 Moored as before. 0815 Exercised the crew at General Quarters. 0823 Condition ZEBRA set. 0920 Set Condition 1-ALFA - commenced amphibious exercises. 1040 Secured from Condition 1-ALFA.	Deck Log, USS Calvert, January 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	20	Moored, San Diego Bay	0000 Moored as before.	
				<b>Gale conditions</b> 1300 Observed USS Neches (AO 47) part after cable to buoy. Prepared to render assistance. 1310 Set the Special Sea and Anchor Detail in preparation for getting underway due to heavy weather and the danger presented by USS Neches being out of control. 1323 No. 1 boiler lit off. Lit off steering engines. 1341 LCM-3 dispatched to assist USS Neches. 1410 Visibility reduced to 1/2 mile in rain and fog, turned on anchor and aircraft warning lights. Wind velocity 32 knots. 1415 Dispatched LCM-4 to assist USS Neches. 1425 Visibility increased to 1 1/2 miles. Secured the Anchor and Aircraft Warning lights. 1447 LCM's No. 2, 3 and 4 returned to ship. 1531 Put steering engines on standby status. 1605 Set Gale Condition I with a modified steaming watch set. Small boat runs have been terminated. 1840 Secured the Special Sea Detail as winds and seas have abated. Let fires die under No. 1 boiler. 2145 Returned to normal status.	Deck Log, USS Calvert, January 1962. Selected entries  Note: Wind speeds were constant at 10 knots from 0800 to 1000, then progressively increased 34 knots by 1700, and then reduced to 3 knots by 2000.  Note: The USS Neches (AO-47) was a Kennebec-class oiler in the United States Navy during World War II and the Vietnam War. She was the second U.S. Navy ship named for the Neches River in eastern Texas.
1962	January	21	Moored, San Diego Bay	Moored as before. No notable events for this date.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	22	Moored, San Diego Bay	0000 Moored as before.	
			Underway, vicinity of San Diego  Anchored, Coronado Roads	0830 Set the Special Sea and Anchor Detail. Making preparations for getting underway. 0938 Underway, maneuvering to clear berth. Captain and Navigator are on the bridge. 1034 Ballast Point abeam to starboard, range 200 yards. Running Degaussing Range. 1046 Commenced using international Rules of the Road. 1056 Buoy 1 SD abeam to starboard (close aboard). Maneuvering to get in position to swing ship. 1126 Set speed to 10 knots. Commenced swinging ship. Steering various courses and speeds proceeding to anchorage.  <b>Amphibious Landing Exercise</b> 1400 a/e/stop, anchored off right flank of Beach Lane Blue 2, Coronado Roads. 1411 Secured the Special Sea and Anchor detail. 1412 Set General Quarters. 1420 Set Condition 1-ALFA. 1450 Away all boats. Conducting Amphibious Operations. 1619 Commenced hoisting boats. 1732 Completed hoisting boats. 1746 Secured from 1-ALFA, set Condition VI (modified). 2124 Forward anchor light shorted out. 2130 Wind has increased to about 20 knots. 2132 Restored forward anchor light.	Deck Log, USS Calvert, January 1962. Selected entries

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Beach Lane Blue 2, Coronado Roads indicaed by black rectangle.  
Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.  
Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.  
Extract of: San Diego Bay, #5107. 1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Online at:  
<https://www.historicalcharts.noaa.gov/imag.php?filename=5107-5-1974>



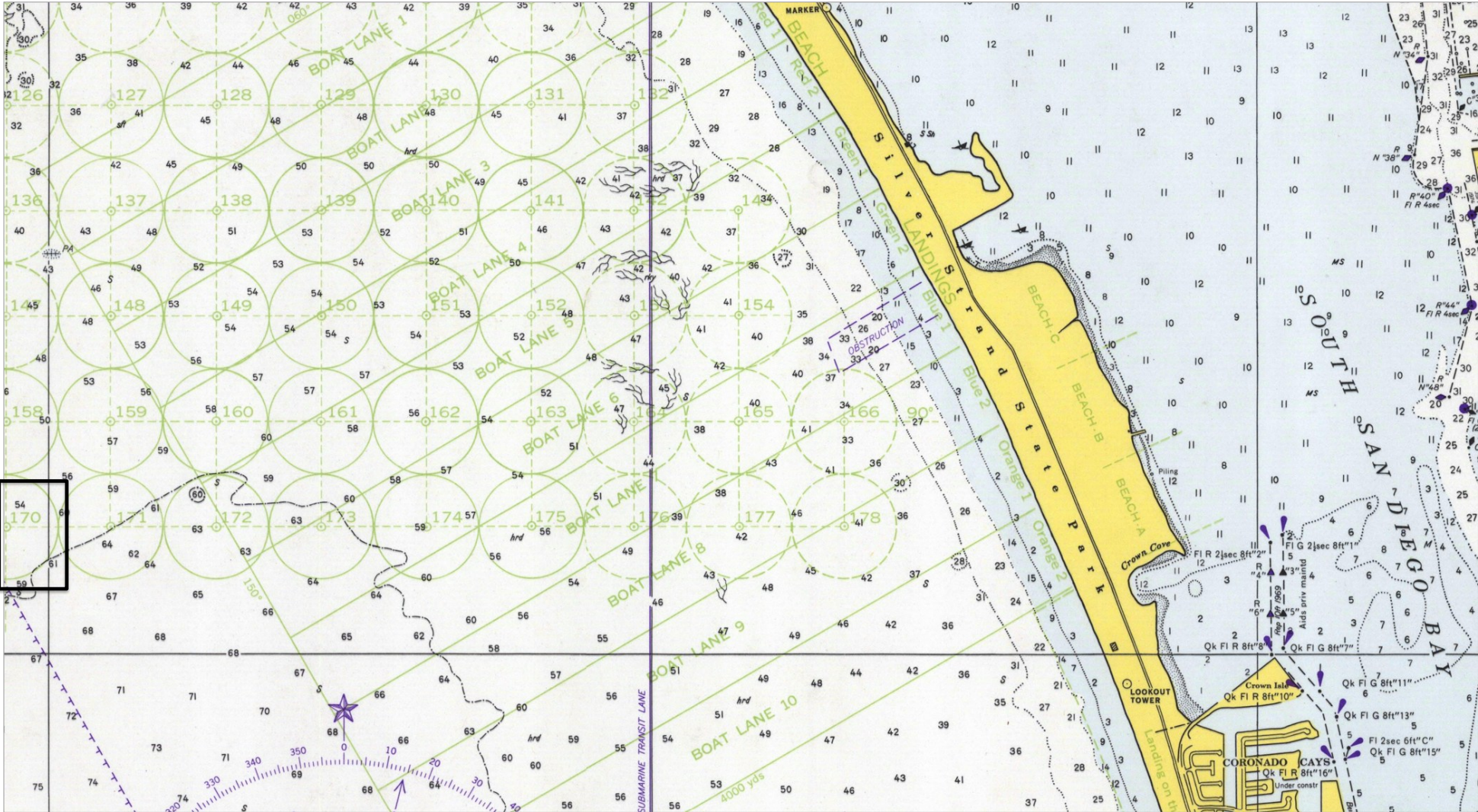
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	23	Anchored, Coronado Roads  Underway, vicinity of San Diego	0000 Anchored on the right flank of the L.O.D beach lane Blue Two, Coronado Roads. The ship is in Readiness Condition Four (modified) with Material Condition YOKE set. Engineering plant is on 30 minute notice for 2 boiler steaming.	Deck Log, USS Calvert, January 1962. Selected entries
				0730 Set Special Sea and Anchor Detail. Commenced heaving in anchor to short stay.	
				0804 Underway from right flank beach lane Blue Two to conduct general drills.	
				0810 Set speed 10 knots from anchorage.	
				0820 Set speed to 15 knots.	
				0836 Exercised crew at General Quarters.	
				0847 Set Material Condition ZEBRA. Condition of Readiness One is set.	
				0848 Conducting general drills enroute to and in COMWESEADRON OPAREA SS-1.	
				0928 Changed speed to 10 knots.	
				0929 Commenced engineering casualty drills. Modifying ship's speed accordingly, other drills continue.	
				1023 Secured from General Quarters. Set Condition of Readiness Four.	
				1033 Exercised the crew at Man Overboard drill.	
				1047 Secured from Man Overboard drill.	
				1108 Changed speed to 14 knots.	
			Anchored, Coronado Roads	1143 Changed speed to 13 knots.	Deck Log, USS Calvert, January 1962. Selected entries
				1212 Stationed Special Sea Detail and Anchor Detail. Commenced approach to anchorage.	
				1237 Anchored off the right flank of Beach Lane BLUE-2, Coronado Roads.	
				1246 Exercised the crew at General Quarters.	
				1252 Set Condition 1-ALFA. Commenced Amphibious exercises, putting all boats in water.	
				1745 Set modified steaming watch.	
				1830 Darken ship.	
				1900 Reman all boats.	
				1930 All boats clear of the ship. Commenced ship to shore movement.	
				2055 Light ship, completed ship to shore movement, commenced hoisting all boats aboard.	
				2205 OOD shifted the watch from the Open Bridge to Pilot House.	
				2216 Secured from 1-ALFA. All boats hoisted aboard and gripped. Set Condition IV (modified).	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	24	Anchored, Coronado Roads	0000 Anchored as before, right flank of the LOD Beach Lane Blue Two, Coronado Roads. The Engineering Plant is on 30 minute notice for 2 boiler steaming.	Deck Log, USS Calvert, January 1962. Selected entries
				0400 Lighted fires under No. 1 boiler. 0716 Put boiler No. 1 on the line.	
				0800 Making preparations for getting underway. 0820 Stationed the Special Sea and Anchor Detail. 0845 Underway, speed 5 knots. 0850 Changed speed to 8 knots. 0854 Changed speed to 15 knots. 0900 Secured the Special Sea and Anchor Detail. 1100 Entering OPAREA SS4 for local operations. Changed speed to 10 knots. 1130 Commenced steering sinuous courses. 1146 Ceased situation. 1210 Changed speed to 15 knots.	
			Underway, vicinity of San Diego	1230 Commenced maneuvering to drop target for surface firing exercise. 1256 Exercised crew at General Quarters. 1338 Commenced Gunnery Exercise, maneuvering to maintain position on target.	Deck Log, USS Calvert, January 1962. Selected entries
				1416 Secured from Gunnery Exercise. 1424 Commenced engineering drills.	
				1430 Secured from General Quarters, commenced steering various courses and speeds to remain in southern half of Op-Area SS1.	
			Anchored, Coronado Roads	1526 Changed speed to 10 knots. Completed engineering drills. 1832 Stationed the Special Sea and Anchor Detail. Steaming various courses at various speeds to Anchorage 170. 1909 a/e/stop. Anchored in anchorage 170, Coronado Roads. 1920 Secured the Special Sea and Anchor Detail.	

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Anchorage 170 indicaed by black rectangle.  
Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.  
Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.  
Extract of: San Diego Bay, #5107. 1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Online at:  
<https://www.historicalcharts.noaa.gov/image.php?filename=5107-5-1974>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	25	Anchored, Coronado Roads  Underway, vicinity of San Diego	0000 Anchored as before.  0702 Set the Special Sea and Anchor Detail. 0715 Heaving in anchor to short stay.  0726 Underway from Anchorage 170 to conduct general drills. 0735 Secured the Special Sea and Anchor Detail. 0930 Exercised the crew at General Quarters, condition Zebra set throughout the ship. 0945 Steering various courses and speeds while conducting battle problem. 1045 a/e/a 1/3; Casualty in engine room; loss of vacuum. 1052 Changed speed to 10 knots. Casualty restored. 1118 Secured from Battle Problem drills. 1119 Set condition YOKE, secured from General Quarters.	Deck Log, USS Calvert, January 1962. Selected entries
				1201 Commenced zigzagging, speed 8 knots. 1257 Ceased zigzagging. Changed speed to 10 knots. 1312 Commenced maneuvering on various courses and speeds as necessary to conduct rubber docking drills. 1408 Exercised the crew at Man Overboard drill, steering various courses and speeds necessary to conduct drill.  1512 Set the Special Sea and Anchor Detail. Changed speed to 10 knots. Maneuvering at various courses and speeds as necessary to enter San Diego Harbor. 1650 Changed speed to zero. Moored fore and aft to buoys 45 and 46, San Diego Harbor. 1712 Secured main and steering engines. 1717 OOD shifted his watch from Open Bridge to the forward quarterdeck.	
1962	January	26	Moored, San Diego Harbor	0000 Moored fore and aft to buoys 45 and 46, San Diego Harbor.  0730 In accordance with Security Drills being held on ships in the harbor Calvert was successfully penetrated and bombed by an intruder from USS Skagit.  1632 Held drill, in port recue and assistance party section III. 1655 Secured from rescue and assistance drill.	Deck Log, USS Calvert, January 1962. Selected entries
1962	January	27 - 30	Moored, San Diego Harbor	Moored as before, fore and aft to buoys 45 and 46, San Diego Harbor.  January 30th: 1822 Held collision drill. 1923 Secured from collision drill.	Deck Log, USS Calvert, January 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	January	31	Moored, San Diego Harbor	<p>0000 Moored as before, fore and aft to buoys 45 and 46, San Diego Harbor.</p> <p>0645 COMPHIBRON FIVE arrived for Navy Award Inspection.</p> <p>0908 COMPHIBRON FIVE left the ship.</p> <p>1258 Twenty observers from USS Montrose came aboard to observe battle problem.</p> <p>1330 Exercised crew at General Quarters. Captain, Navigator, Executive Officer on the bridge. Navigator has the Deck. Conducting Battle Problem. Simulating various course, speeds, casualties, attacks, and so forth. Set Material Condition ZEBRA.</p> <p>1507 Set Material Condition YOKE. Secured from General Quarters. Set Condition of Readiness FIVE.</p> <p>1530 Energized the master gyro.</p> <p>1610 Montrose observers departed the ship.</p>	Deck Log, USS Calvert, January 1962. Selected entries
1962	February			"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	February	1	Moored, San Diego Harbor  Underway, San Diego area	<p>0000 Moored as before, fore and aft to buoys 45 and 46, San Diego Harbor. Boiler No. 2 and No. 2 A.C. and No. 1 &amp; 3 D.C. generators are on the line for auxiliary purposes. Ship is in Condition of Readiness Five with Material Condition Yoke (modified) set.</p> <p>0631 Condition Yoke set throughout the ship.</p> <p>0635 Underway for San Diego OP-AREA.</p> <p>0659 Commenced transit through Coronado Ferry Lanes.</p> <p>0731 a/e/stop. FLTRAGRU observers came aboard.</p> <p>0734 Changed speed to 8 knots.</p> <p>0805 Standing out of San Diego Bay, commenced using International Rules of the Road. Steering various courses at various speeds to conform to the simulated swept channel.</p> <p>0816 Exercised the crew at General Quarters. Executive Officer and Navigator are on the Bridge. Navigator has the deck and the Conn. Conducting general drills.</p> <p>0955 Operating in COMWESEAFRON OPARE SS-1. Conducting various drill including engineering casualty drills.</p> <p>1030 Visibility decreased to 700 yards. Commenced sounding International Fog signals. Restricted ship's speed to 8 knots and under. Stations fog lookouts.</p>	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	1	Underway, San Diego area Anchored, Coronado Roads	<p>1224 a/e/stop. Forecastle reported hearing fog signal dead ahead. Visibility 1500 yards.</p> <p>1226 a/e/a 1/3.</p> <p>1233 Secured from sounding fog signals. Visibility 5 knots.</p> <p>1315 Exercised at the crew at General Quarters.</p> <p>1317 Captain , Executive Officer, and Navigator are on the bridge.</p> <p>1332 Condition Zebra set throughout the ship.</p> <p>1334 Steering at various courses and speeds during the Battle Problem.</p> <p>1505 Secured from General Quarters. Set Condition Yoke throughout the ship. Set the Special Sea and Anchor Detail.</p> <p>1513 Steering various courses at various speeds making approach to anchor in anchorage 171, Coronado Roads.</p> <p>1539 Anchored in Anchorage 171.</p> <p>1601 Underway to enter San Diego Harbor.</p> <p>1635 Maneuvering to disembark FLTRAGU observers.</p> <p>1650 Commenced swinging ship to leave the harbor.</p> <p>1834 Commenced approach to Anchorage 171.</p> <p>1925 Anchored in Anchorage 171.</p>	Deck Log, USS Calvert, February 1962. Selected entries
1962	February	2	Anchored, Coronado Roads Underway, San Diego area	<p>0000 Anchored as before.</p> <p>0315 Lighted fires under No. 1 boiler, preparatory to getting underway.</p> <p>0440 Set the Special Sea and Anchor Detail.</p> <p>0518 Underway for local operating areas, speed 5 knots from anchorage.</p> <p>0520 Commenced sounding proper international fog signals. Visibility 500 yards.</p> <p>0534 Secured the Special Sea and Anchor Detail.</p> <p>0822 Exercised the crew at General Quarters. Condition Zebra is set.</p> <p>0855 Changed speed to 15 knots.</p> <p>0930 Changed speed to 10 knots.</p> <p>0935 Posted fog lookouts on Mount 31.</p> <p>1019 Ceased sounding fog signals, visibility increased to 1 mile.</p> <p>1025 Damage Control drills completed.</p> <p>1033 Changed speed to 5 knots. Commenced sounding fog signals.</p> <p>1035 Secured from General Quarters.</p> <p>1045 Changed speed to 15 knots. Commenced Engineering Drills making various speeds as desired by Main Engine Control.</p> <p>1056 Completed engineering drills.</p>	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	2	Underway, San Diego area Moored, San Diego Harbor	<p>1200 Commenced maneuvering at various speeds while conducting engineering drills.  1319 R/Full Rudder, a/back full exercising crew at Man Overboard drill.  1324 a/stop, life boat in the water.  1328 "Man" in the boat.  1340 Lifeboat clear of the water.  1345 Set Special Sea and Anchor Detail.  1349 Captain and Navigator on the bridge.</p> <p>1435 Changed speed to 5 knots. Maneuvering on various courses at various speeds while awaiting tugs to moor to buoys No. 7 and 8, North San Diego Bay.  1516 Anchored in North San Diego Bay.  1620 Let fires die under No. 1 boiler.  2218 Visibility decreased to 450 yards due to heavy fog. Commenced sounding fog signals.</p>	Deck Log, USS Calvert, February 1962. Selected entries
1962	February	3 - 4	Moored, San Diego Harbor	<p>February 3rd: Moored fore and aft to buoys 7 and 8, San Diego Harbor. Visibility 500 yards, sounding Inland fog signals for a ship moored in a freeway. 0652 Visibility increased to 1 mile. Ceased sounding fog signals.</p> <p>February 4th: 0423 Visibility decreased to 1000 yards. Commenced sounding fog signals for Inland waters. 0535 Ceased sounding fog signals.</p>	Deck Log, USS Calvert, February 1962. Selected entries
1962	February	5	Moored, San Diego Harbor Underway, San Diego area Moored, San Diego Harbor	<p>0000 Moored as before.</p> <p>0800 Making preparations for getting underway.  0817 Underway for local operations.  1050 Exercised the crew at Man Overboard Drill.  1123 Secured from Man Overboard Drill.</p> <p><b>Anti-mine gunnery exercise</b>  1126 Exercised crew at General Quarters.  1133 Maneuvering on various speeds to keep drums about 200 yards from ship for anti-mine gunnery exercise.  1150 Commenced firing to starboard.  1201 First target sunk. Lowered second target into water. Maneuvering to gain firing position.  1210 Commenced firing to port.  1224 Ceased fire. Secured from General Quarters.  1226 Commenced maneuvering to come alongside second target to destroy it with small arms to port to destroy target.  1245 Ceased firing. Set speed 15 knots to proceed to OPAREA MM-19.</p> <p>1400 Exercised the crew at fire-at-sea drill. Set Condition of Readiness One. Set Material Condition Zebra. Captain, Navigator, and Executive Officer are on the bridge. Navigator has the deck and the Conn.  1606 Secured from General Quarters. Set condition of readiness Four. Making preparations to enter port.  1758 Moored fore and aft to Mooring Buoys 10 and 11, San Diego. Set Condition of Readiness Five.</p>	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	6	Moored, San Diego Harbor	0000 Moored fore and aft to buoys No. 10 and 11.  0400 Commenced making preparations for getting underway. 0627 Underway, standing out of San Diego Bay. 0811 Exercised the crew at fire drill, all hands to General Quarters. 0823 Condition Zebra set throughout the ship. 0830 Commenced firing Mount 41 to starboard. 0831 Ceased firing.	Deck Log, USS Calvert, February 1962. Selected entries
			Underway, San Diego area	0845 Casualty reported on Forced Draft Blower for No. 1 boiler, time of repair 0920, present speed capability 8 knots ahead; 2/3 astern. 0850 Using various courses and speeds to approach target in water. 1027 Secured from General Quarters and Gun Fire Exercise, speed 15 knots. 1153 Maneuvering at various courses and speeds to take station 16,500 yards from USS Platte to act as observation ship for computation of fall of shot from Platte. 1542 Speed 16 knots.  1553 Entering San Diego Bay. 1631 Steering various courses and at various speeds into San Diego to debark Fleet Training Group observers. 1636 Observers debarked; Steering various courses at various speeds standing out of San Diego Harbor. 2003 Changed speed to 16 knots. Proceeding to take station 5000 yards ahead of USS Montrose. 2036 Changed speed to 8 knots. Commenced radar range and bearing calibration exercise. 2048 Secured from Calibration exercise. Proceeding independently for night steaming in Operation area II9. 2220 Commenced engineering casualty drills. Placed radars in standby during drills. 2335 Secured from engineering casualty drills. Energized radars. 2337 Commenced ECM drills.	
1962	February	7	Underway, San Diego area	0000 Steaming independently in COMWESSAEFRON OP AREA II9. Speed 5 knots. 0138 Changed speed to 12 knots, commenced engineering drills, main control regulating speed as desired. 0223 Completed engineering drills. Changed speed to 5 knots. 0435 Conducting engineering casualty drills. Regulating speed as desired. 0535 Engineering drills completed. 0614 Changed speed to 15 knots. 0805 Manned refueling stations to starboard. Changed speed to 12 knots. Commenced approach on USS Ashtabula for refueling exercise. 0909 Secured from refueling exercise. 1129 Exercised the crew at Man Overboard exercise. 1132 LCVP-17 in the water. 1135 Man is in the boat. 1140 LCVP-17 alongside. 1144 LCVP-17 clear of the water.	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	7	Underway, San Diego area	1152 Commenced "Rubber docking drill" maneuvering on various course and speeds to approach smoke flare. 1243 Secured from rubber docking drills. Changed speed to 15 knots. 1307 Exercised the crew at General Quarters. The Captain and the Navigator are on the bridge. Set condition Zebra throughout the ship. 1315 Maneuvering at various speeds and courses to stay 4000 yards abeam of tug and sled for gun fire exercises, speed 8 knots. 1412 Secured from gun fire exercises.	Deck Log, USS Calvert, February 1962. Selected entries
			Moored, San Diego Harbor	1415 Exercised the crew at Abandon Ship drill. 1441 Secured from Abandon Ship Drill. Set Condition Yoke throughout the ship. 1451 Secured from General Quarters. 1529 Commenced maneuvering on various courses and speeds to conform with San Diego entrance channel. 1545 Set the Sea and Anchor Detail. 1651 Moored fore and aft to buoys No. 10 and 11, San Diego. 1800 Expended 24 rounds 3"/50 BL&P, 6 rounds 5"/38 BL&P during Z-27-G exercise this date.	
1962	February	8	Moored, San Diego Harbor	0000 Moored as before, fore and aft to Buoys 10 and 11, San Diego.  0758 COMFLETRAGRU observers came aboard to observe battle problem. 0817 Underway. 0852 Exercised the crew at General Quarters. Set condition of Readiness One. 0910 Set speed 10 knots to transit "Swept Channel." Condition Zebra is set. 0937 Commenced transit. Commenced Battle Problem. Maneuvering as appropriate to conform to problem play. Simulating various casualties, attacks, and formation maneuvers.	Deck Log, USS Calvert, February 1962. Selected entries
			Underway, San Diego area  Moored, San Diego Harbor	1030 Completed Battle Problem play. Exercised at Atomic Warfare Defense. 1058 End of Battle Problem. Set Condition Yoke. 1100 Commenced approach to anchorage 171, Coronado Roads, on various courses and speeds to simulate precision anchoring. 1142 Simulated anchoring. Exercise completed. 1155 Proceeding in the channel. Commenced using Inland Rules of the Road. Maneuvering to conform to the channel. 1313 Moored fore and aft to Buoys No. 10 and 11. 1342 Secured the main and steering engines. Secured the Special Sea and Anchor Detail. Officer of the Deck shifted his watch to the forward quarterdeck.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	9		0000 Moored as before, fore and aft to Buoys 10 and 11, San Diego.	
				0700 Set Special Sea and Anchor Detail.	
				0732 Underway. Steaming on various courses at various speeds leaving San Diego Harbor.	
				0823 Secured Special Sea and Anchor Detail.	
				0824 Commenced forming a column with USS Montrose, speed 10 knots.	
				0946 Calvert is maneuvering at various courses and speeds serving as a target ship for a surface tracking exercise for USS Winston (AKA 94).	
			Moored, San Diego Harbor	1046 Exercise completed. Calvert commenced course and speeds to be delivery ship for replenishment at sea detail exercise with Winston. Winston commenced making approach to our starboard side.	
			Underway, San Diego area	1120 Captain and Navigator are on the bridge.	Deck Log, USS Calvert, February 1962. Selected entries
				1137 First line over.	
				1147 Commenced light transfer.	
			Moored, San Diego Harbor	1202 Completed transfer.	
				1205 Commenced taking in all lines.	
				1209 All lines clear.	
				1230 Winston completed second approach, in station for high line transfer to starboard.	
				1240 Completed transfer.	
				1304 All lines free of ship.	
				1305 Winston clear of ship.	
	1653 Moored to Buoys 45 and 46, San Diego.				
1962	February	10 - 11	Moored, San Diego	Moored, fore and aft to Buoys 45 and 46, San Diego.	Deck Log, USS Calvert, February 1962. Selected entries
1962	February	12		0000 Moored, fore and aft to Buoys 45 and 46, San Diego.	
				0900 Exercised crew at General Quarters.	
				0910 Set Condition 1-ALFA.	
				0917 Ungripped all designated boats.	
				0938 Away all boats.	
			Moored, San Diego Harbor	1154 Secured from Condition 1-ALFA. Nested boats alongside.	
				1257 Lighted fires under No. 1 boiler.	
			Underway, San Diego area	1301 Received LCU-1485 alongside for loading dummy cargo.	Deck Log, USS Calvert, February 1962. Selected entries
				1440 Remanned all 1-ALFA stations.	
				1445 Commenced loading all boats aboard; Leaving the gig (LCPL-24) mark 4 at Naval Amphibious Base, Coronado with two men as boat watch.	
			Anchored, Coronado Roads	1600 Commenced making all preparations for getting underway.	
				1611 LCU-1485 clear of the starboard side.	
				1630 Set Special Sea and Anchor Detail.	
				1730 Underway. Steaming at various course and speeds for Coronado Roads anchorage.	
				1855 Let go port anchor. Anchored on the right flank of Beach Lane Red 2, Coronado Roads.	
				1845 Secured the Special Sea and Anchor Detail. Let fires die under No. 1 boiler.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	13	Anchored, Coronado Roads	0000 Anchored as before, on the right flank of the LOD, Beach Lane 4 (RED 2), Coronado Roads.  <b>Amphibious Landing Exercises</b> 0645 Exercised the crew at General Quarters. Set Condition of Readiness 1A. Commenced amphibious exercises. 0709 Hoisted all boats into the water. 0840 Commenced Ship-to-Shore movement. 0915 Completed Ship-to-Shore movement. 1100 Commenced making 10 R.P.Ms to keep ship headed into sea to reduce roll effect while conducting amphibious loading and unloading drills. 1142 Stopped engines. Nested boats alongside. 1245 Re-manned all boats and all debark control stations. Commenced amphibious operations. 1340 Commenced Ship-to-Shore movement. 1420 Completed Ship-to-Shore movement. All boats returning to ship. 1505 Commenced making 10 RPMs with left 20 degrees rudder, to keep ship headed into seas. 1757 All boats hoisted aboard. 1749 Stopped engines, secured main and steering engines. 1759 Secured from Condition 1 ALFA, set Condition of Readiness Four (modified).	Deck Log, USS Calvert, February 1962. Selected entries
				0000 Anchored as before, on the right flank of the LOD, Beach Lane 4 (RED 2), Coronado Roads.  0640 Exercised the crew at General Quarters. 0645 Set Condition of Readiness 1A. Commenced amphibious exercises. 0737 Lowered all boats into the water. 0800 Conducting amphibious exercises. 0840 Commenced Ship-to-Shore movement. 0920 Completed Ship-to-Shore movement. Boats returning to ship. 1036 Nested boats alongside at blue and yellow debark stations. 1240 Remanned all boats. 1340 Engine Room ready to answer all bells. 1400 a/e/a 1/3, commenced using main engines to keep ship heading up into swells while hoisting oats. 1428 Hoisted all boats. 1658 Secured from 1-ALFA. Set Condition IV (modified) watch. Officer of the Deck shifted his watch to the Pilot House. Secured the main and steering engines. Set Condition Yoke, second deck and below.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Beach Lane Red 2, Coronado Roads indicated by black rectangle.  
Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.  
Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.  
Extract of: San Diego Bay, #5107. 1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Full chart online:  
<https://www.historicalcharts.noaa.gov/ima.ge.php?filename=5107-5-1974>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	15	Anchored, Coronado Roads	0000 Anchored as before, on the right flank of the LOD, Beach Lane 4 (RED 2), Coronado Roads.	Deck Log, USS Calvert, February 1962. Selected entries
				1230 Exercised the Crew at General Quarters.  <b>Amphibious Training Exercise</b> 1235 Set Condition 1A. Commenced amphibious exercises. 1332 Set Condition Yoke. 1442 LCU-1620 came alongside to offload dummy cargo. 1559 LCU-1620 underway alongside ship.  1646 Underway to shift anchorage to right flank Red Beach Two, Coronado Roads. 2100 Anchored right flank Red Beach Two, Coronado Roads. 2320 Visibility 1500 yards due to fog. Stationed fog lookouts.	
1962	February	16	Anchored, Coronado Roads	0000 Anchored right flank of LOD beach land 4 (Red Beach Two), Coronado Roads.  <b>Amphibious Landing Exercise</b> 0300 Exercised the crew at General Quarters. Set Material Condition Zebra. 0315 Set Condition of Readiness 1A. Commenced amphibious operations. 0342 Lowered all boats into the water. 0510 Commenced Ship-to-Shore movement. 0555 Completed Ship-to-Shore movement. All boats returning to the ship.	Deck Log, USS Calvert, February 1962. Selected entries
			Underway for San Diego  Moored, San Diego	0600 Lighted fires under Boiler No. 1. 0604 Commenced hoisting all boats aboard. 0708 Secured from Condition of Readiness 1A, set the Special Sea and Anchor Detail. Making preparations for getting underway and entering port.  0730 Underway, maneuvering from anchorage to enter channel. Captain and Navigator are on the bridge. The OOD has the Conn.  0854 Moored fore and aft to Buoys 45 and 46, San Diego. 0939 Set Condition of Readiness Five, Condition Yoke set.	
1962	February	17 - 18	Moored, San Diego	Moored fore and aft to Buoys 45 and 46, San Diego. The USS Calvert is a unit of Task Group 14.3	Deck Log, USS Calvert, February 1962. Selected entries
1962	February	19	Moored, San Diego	0000 Moored fore and aft to Buoys 45 and 46, San Diego. 0934 Jacking over main engines with electrical jacking gear. Lit fires under No. 1 boiler. 1010 Engineering plant is ready to get underway on thirty minutes notice.	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	19	Moored, San Diego	<b>Heavy weather, ship adrift</b>  1356 Both stern wires parted. Notified ship by 1MC, set Special Sea and Anchor Detail. Signal bridge notified all ships in area, requesting pusher boats. Lowered all LCMs into the water. 1357 Shifted watch to Pilot House. The Captain and Navigator are on the bridge. Captain has the Conn. 1400 Ship's fantail is swinging into the channel. 1402 Requested tugs from San Diego tug control, request receipted for. 1403 LCMs from USS Winston, USS Paul Revere, and USS Calvert pushing on starboard quarter. 1406 a/b 1/3, rudder amidships. The swing of the ship has stopped. 1408 Stopped engines. Navigator has the deck. 1412 YTB-511 made up to starboard quarter, commenced pushing. 1434 Connected one wire to Buoy 46 from fantail. 1458 Second wire secured to Buoy 46. Secured the Special Sea and Anchor Detail. Set Condition of Readiness Five. The weather at the time stern wires parted were as follows: Sky overcast with light rain, wind 220 degrees T, velocity 18 knots, sea choppy 2 feet in height.	Deck Log, USS Calvert, February 1962. Selected entries
				0000 Moored as before, fore and aft to Buoys 45 and 46, San Diego.  1215 Wind increased to 25 knots on the port beam. Heavy strain on stern wires and anchor chain. 1220 Set the Anchor detail and veered port anchor chain out to 20 fathoms on deck.  1330 Commodore R.B. Erly, USN, COMPHIBRON FIVE came aboard and commenced Personnel and Material Inspection. Broke flag of COMPHIBRON FIVE. 1548 COMPHIBRON FIVE departed.  1725 Set Anchor detail. Heaved in on Anchor chain to 15 fathoms at the bullnose. Weather is calm, wind slight.  2000 Exercised Branding Iron executed.	
1962	February	21 - 25	Moored, San Diego	Moored as before, fore and aft to Buoys 45 and 46, San Diego.	Deck Log, USS Calvert, February 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	26	Moored, San Diego	<p>0000 Moored as before, fore and aft to Buoys 45 and 46, San Diego.</p> <p>0630 Lighted fires under No. 1 boiler.</p> <p>0840 Set the Special Sea and Anchor Detail.</p> <p>0856 Set Condition Yoke; Captain and Navigator are on the bridge.</p> <p>0943 Underway to Coronado Roads.</p> <p>0944 Standing out of San Diego Harbor.</p>	
			<p>Underway off San Diego</p> <p>Anchored, Coronado Roads</p>	<p><b>Amphibious Landing Exercise; Strong winds and hail</b></p> <p>1100 Set Condition 1-Alfa.</p> <p>1101 Steering various courses and speeds making approach to left flank Beach Lane Eleven, Coronado Roads.</p> <p>1113 Anchored left flank Beach Lane Eleven, Coronado Roads.</p> <p>1149 Secured the Special Sea and Anchor Detail; put Main Control on 15 minute standby.</p> <p>1152 Away all boats. Commenced Ship-to-Shore movement.</p> <p>1330 Commenced using various engine speeds and rudder to form a lee area to ease small boat handling.</p> <p>1430 Moderate to heavy hail storm commenced, visibility reduced to 100 yards and wind gusted to 41 knots.</p> <p>Barometer at 30.00 inches.</p> <p>1454 Hail storm over, visibility increased to 6 miles and wind decreased to 10 knots.</p> <p>1550 Set the Special Sea and Anchor Detail.</p> <p>1612 Commenced heaving in to short stay.</p>	<p>Deck Log, USS Calvert, February 1962.</p> <p>Selected entries</p>
1962	February	26	Underway off San Diego	<p>1645 Underway from Coronado Roads enroute to Pt. Stone.</p> <p>1646 Changed speed to 15 knots.</p> <p>1647 Changed speed to 16 knots. Maneuvering on various courses at various speeds to take station A4 in formation 51A.</p> <p>1707 Formed formation 51A, guide is USS Paul Revere in Station 0, USS Seminole in Station A3, USS Montrose in station A2, USS Magoffin in station A5, and USS Calvert in station A4. Set speed 12 knots.</p> <p>1821 Formation changed speed to 10 knots.</p> <p>1906 Darkened ship.</p> <p>2300 Commenced scheduled tracking exercise.</p>	<p>Deck Log, USS Calvert, February 1962.</p> <p>Selected entries</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	27		0000 Steaming in convoy with elements of TU 53.6.1, formation 51A. Base speed 10 knots.	
				0100 to 0500 Formation exercising at turns.	
				0528 Detached from formation to proceed independently to anchorage L4.	
1962	February	27	Underway off San Diego	0559 Anchored in anchorage L4, Coronado Roads. 0601 Exercised the crew at General Quarters.	Deck Log, USS Calvert, February 1962. Selected entries
			Anchored, Coronado Roads	<b>Amphibious Landing Exercise</b> 0610 Set Condition 1-Alfa. 0635 Remanned all General Quarters stations. 0641 Secured from General Quarters. 0732 Set Condition 1-Alfa. Lowering boats into the water. 0855 Commenced ship to shore movement. 0923 Underway to shift berths to anchorage L8. Maneuvering to approach anchorage. 0930 Completed ship to shore movement.	
				0935 Anchored in anchorage L8. 0936 Commenced hoisting boats.	
1962	February	27	Underway off San Diego	1101 Underway to conduct Z-14-CC exercise, observed by Seminole observers. Maneuvering at various courses and speeds enroute and in anchorage 126, Coronado Roads. 1200 Maneuvering at various speeds on various courses for CIC assisted anchorage exercise. 1210 Anchored.	Deck Log, USS Calvert, February 1962. Selected entries
			Anchored, Coronado Roads	1244 Underway as exercise is completed to proceed southward awaiting instructions. 1329 Commenced conducting engineering drills. 1340 Set speed to 15 knots, proceeding out of the traffic corridor for local operating areas. 1421 Exercised the crew at Man Overboard drill. Maneuvering on various courses and speeds for recovery of dummy.	
			Underway off San Diego	1432 Secured from Man Overboard drill. 1619 Steering various courses at various speeds making practice approaches on the USS Montrose and USS Seminole for high-line transfers. 1937 Secured from drills. Commenced making approach to Montrose to form column formation. Speed 15 knots. 2000 Positioned on USS Montrose, 1000 yards astern, speed 12 knots. 2100 to 2400 Formation exercised at turn movements.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	28	Underway off San Diego	0000 Steaming in convoy with USS Montrose and USS Seminole in line abreast formation, base speed 14 knots. Enroute to Coronado Roads anchorages. 0200 Proceeding independently to anchorage.	Deck Log, USS Calvert, February 1962. Selected entries
			Anchored, Coronado Roads	0252 Anchored right flank Beach Lane 11, Coronado Roads. 0308 Secured the main and steering engines. The engineering plant is on two hours standby for getting underway.	

Beach Lane 11, Coronado Roads indicaed by black rectangle.

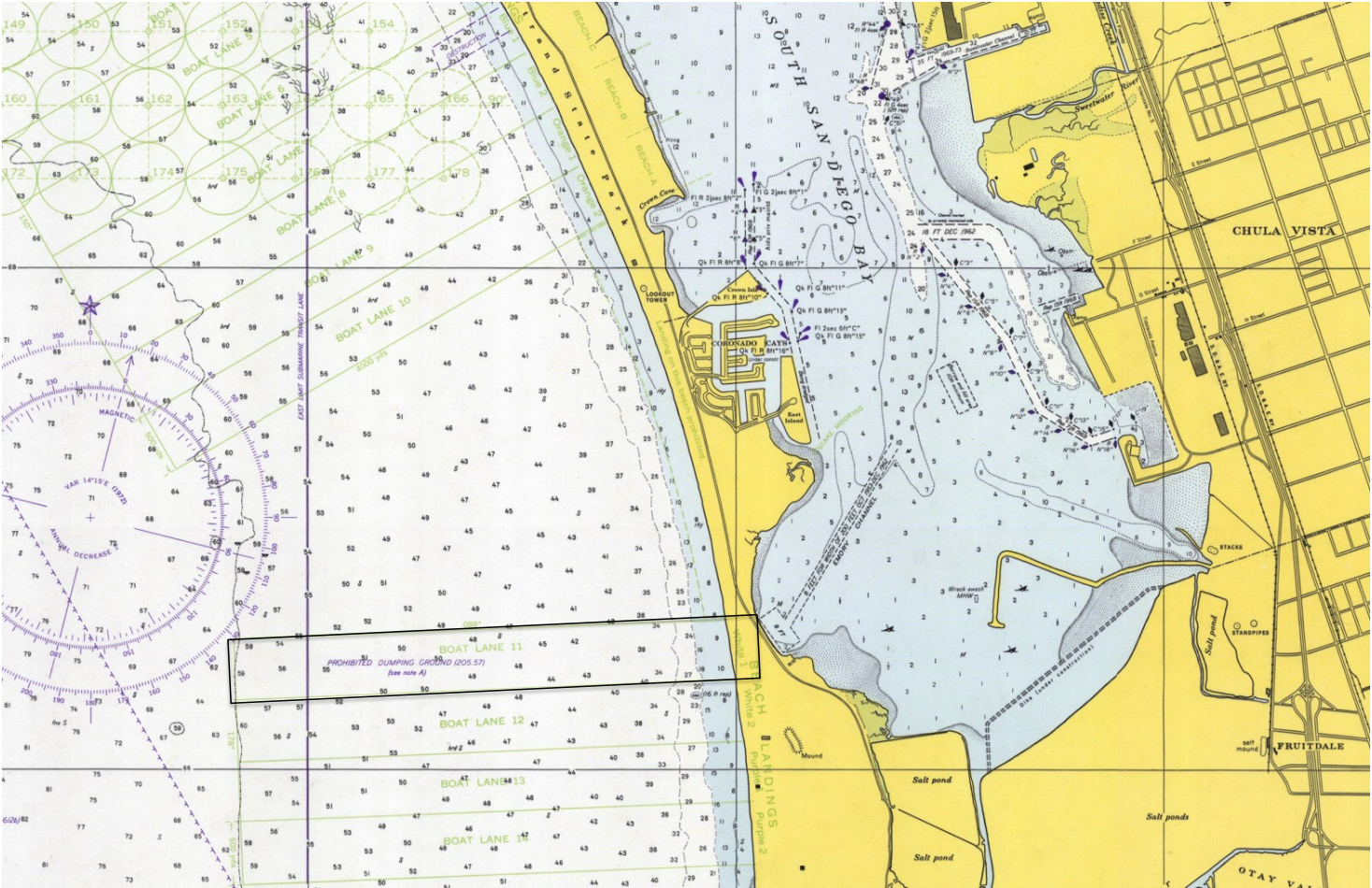


Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.  
Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.  
Extract of: San Diego Bay, #5107.  
1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Full chart online:  
<https://www.historicalcharts.noaa.gov/ima.ge.php?filename=5107-5-1974>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	February	28	Underway off San Diego	0000 Steaming in convoy with USS Montrose and USS Seminole in line abreast formation, base speed 14 knots. Enroute to Coronado Roads anchorages. 0200 Proceeding independently to anchorage. 0252 Anchored right flank Beach Lane 11, Coronado Roads. 0308 Secured the main and steering engines. The engineering plant is on two hours standby for getting underway.	Deck Log, USS Calvert, February 1962. Selected entries
			Anchored, Coronado Roads	<b>Amphibious Landing Exercise</b> 0605 Set Condition 1-Alfa. Underway for San Diego 0629 Lowered all boats into the water. 0800 Commenced ship to shore movement. 0819 Completed ship to shore movement. Moored, U.S. Naval Station, San Diego 0836 Underway to shift anchorage to L-8. 1013 Commenced engineering casualty drills. 1305 Set Condition 1-Alfa. 1320 Away all designated boats.	
1962	February	28	Underway for San Diego	1442 Underway for OpArea YY3. 1300 to 1400 Exercised at high line exercises with the USS Montrose.	Deck Log, USS Calvert, February 1962. Selected entries
			Moored, U.S. Naval Station, San Diego	2000 Steaming, standing into San Diego harbor. 2100 Moored fore and aft to Pier 4, Berth 6, U.S. Naval Station, San Diego.	
1962	March	1 - 12	Moored, U.S. Naval Station, San Diego	Moored port side to Berth 6, Pier 4, U.S. Naval Station, San Diego.	Deck Log, USS Calvert, March 1962. Selected entries
				March 8th: Drill Z-20-C for Alfa Award. Static tests of highline rig. March 9th: Changed berths to Berth 46, Pier 4.  March 12th: Changed berths to Buoys 45 and 46, San Diego Harbor. Loaded pyrotechnics.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Chart of Piers, U.S. Naval Station, San Diego

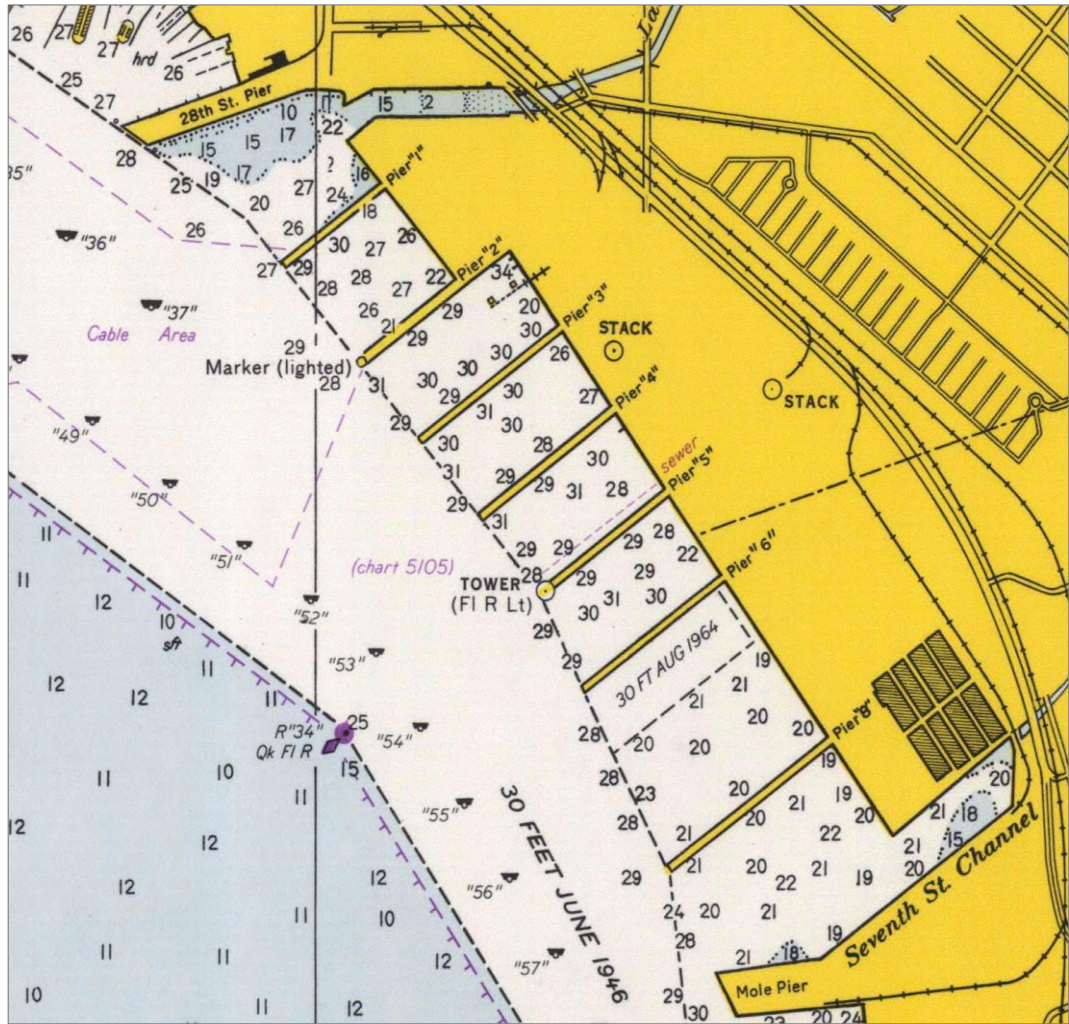


Chart is an extract of:  
North San Diego Harbor, #5105,  
1:12,000. Soundings in feet.  
12th Edition, October 1966.  
US Coastal and Geodetic Survey

Online at:  
[https://www.historicalcharts.noaa.gov/ima  
ge.php?filename=5105-10-1966](https://www.historicalcharts.noaa.gov/ima<br/>ge.php?filename=5105-10-1966)

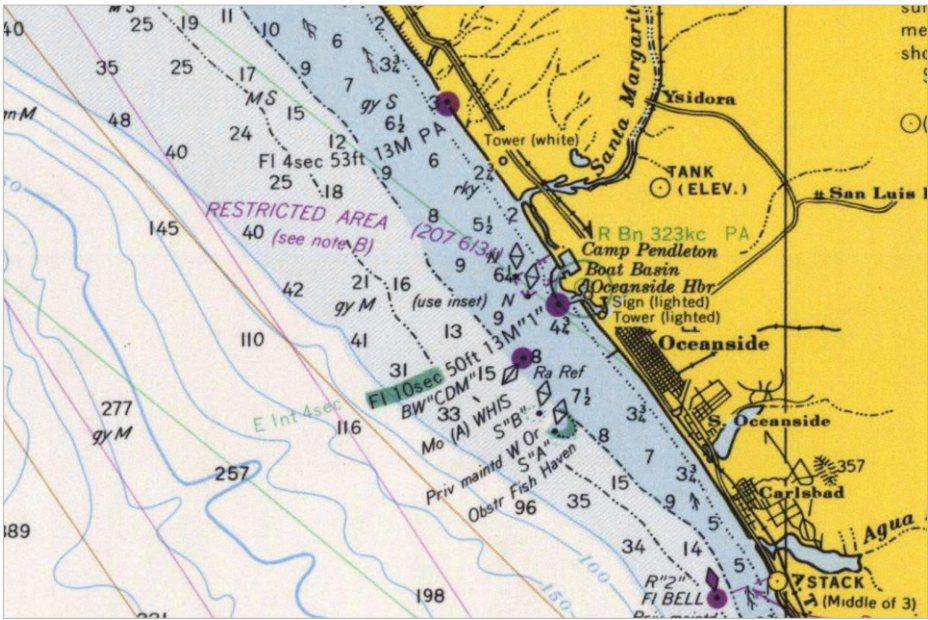
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	March	13	Moored, U.S. Naval Station, San Diego  Underway off San Diego	0000 Moored, fore and aft to Buoys 45 and 46, San Diego.  0800 Made preparations to get underway. 0825 Underway. 0831 Steering various courses at various speeds standing out of San Diego Bay following astern of the USS Estes, 1000 yards. Participating in opposed sortie exercise. 1000 Formed formation 50C, speed 10 knots, with the following ships: Magoffin, Seminole, Estes, Montrose, Skagit, Paul Revere. 1807 Darkened ship. 2000 to 2400 The formation exercised at turn movements.	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	14	Underway off San Diego	0000 Steaming in company with units of Task Group 18.3, speed 10 knots.  0800 to 2000 The formation exercised turn movements and zigzagging exercises, including a submarine evasion exercise.	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	15	Underway off San Diego  Anchored, Coronado Roads  Underway off San Diego	0000 Steaming in company with units of Task Group 18.3, speed 10 knots.  0337 Proceeding into assault area off Silver Strand to conduct rehearsal. 0320 Exercised the crew at General Quarters. 0411 Hauled out of column to port to rendezvous with elements of Task Unit 18.3.3 to conduct pre-H-hour transfers. Maneuvering to rendezvous area 4.2 miles bearing 164 from Point Loma Light.  <b>Amphibious Exercise</b> 0420 Set Condition 1A. 0504 Commenced putting boats in water. 0506 Anchored on bearing 173, 4.5 miles from Point Loma Light. Commenced pre-H-Hout transfers. 0615 Transfers complete. Underway to shift to anchorage. 0647 Anchored, A-2. 0943 Underway to shift anchorage. 1018 Anchored in anchorage 160. 1022 Commenced backloading troops and vehicles. 1100 Completed backloading.  1630 Underway. 1659 Maneuvering to fall in astern of the USS Paul Revere and form column. 1759 Darkened ship.	Deck Log, USS Calvert, March 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	March	16	Underway off San Diego	<p>0000 Steaming in company with units of Task Group 18.3 off the coast of Southern California to rendezvous for replenishment, in formation 58C, speed 12 knots. Maneuvering on various courses and speeds to maintain station on the guide at darken ship.</p> <p>1125 Made rendezvous with task group 10.3, replenishment group.</p> <p>1200 Steaming as before to take replenishment station 6, starboard side to Mt. Vesuviou.</p> <p>1235 Ship is alongside. Shotline is over. Steering various courses at various speeds maintaining on the Mt. Vesuvius. Commenced transfer.</p> <p>1308 All lines clear of ship. Commenced breakaway.</p> <p>1330 Assumed station C-4, speed 10 knots.</p> <p>1400 Commenced making approach to the USS Platte.</p> <p>1415 USS Platte alongside.</p> <p>1420 First line over.</p> <p>1430 Fuel hose aboard.</p> <p>1504 Connection broken, fuel hose clear of ship.</p> <p>1506 All lines clear, commenced breakaway from Platte and commenced approach to USS Regulus to replenish from her starboard side.</p> <p>1523 First line over.</p> <p>1534 Commenced transfer.</p> <p>1544 Completed transfer.</p> <p>1547 All lines clear of ship, commenced breakaway.</p> <p>1548 Secured the replenishment detail. Changed speed to 15 knots.</p> <p>1800 Darkened ship.</p> <p>2230 Set EMCON Condition II. Secured air search radar, surface search radar except for intermittent operation.</p>	<p>Deck Log, USS Calvert, March 1962. Selected entries</p> <p>Deck Log, USS Calvert, March 1962. Selected entries</p>
1962	March	17	Underway off San Diego	<p>0000 Steaming in formation 58C with units of 18.3, speed 10 knots.</p> <p>0135 Estes and screening elements left the formation.</p> <p>0800 to 1000 Convoy exercised at turns, including Corpen Movements.</p> <p>1000 Exercised crew at sectional damage control drills.</p> <p>1005 Received helicopter on stern to pick up mail.</p> <p>1200 Secured from sectional sea and anchor detail.</p> <p>1500 to 1600 Exercised at narrow weave exercise.</p>	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	18	Underway off San Diego	<p>0000 Steaming in company with units of Task Group 18.3.</p> <p>0124 Identified contact, 3 miles, as a submarine.</p> <p>1000 to 1600 Periods of zigzagging.</p> <p>1800 Darkened ship.</p>	Deck Log, USS Calvert, March 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	March	19		0000 Steaming in convoy, as before. 0258 Formation maneuvered to approach Point Mars. 0305 Captain and Navigator are on the deck. 0317 Formed column. 0346 Passed Point Mars.	
			Underway for Camp Pendleton	0505 Made rendezvous with USS Outagamie County (LST 1073), USS Floyd County (LST 762), and USS Henry County (LST 824). Commenced pre-H-hour transfers.	
			Anchored off Camp Pendleton	0622 Pre-H-Hour transfers dispatched. Received medical casualty from USS Henry County with second and third degree burns. Casualty taken to sick bay for treatment. 0642 Slowed ship, from 15 knots, to approach anchorage.	Deck Log, USS Calvert, March 1962. Selected entries
1962	Mid March	20	Underway off Camp Pendleton	0645 Anchored in transport station A-2: Dana Point 21,850 yards, San Mateo Point 8230 yards, San Clemente Pier 338. 0650 Anchor is holding. Ship is riding to the stopper. 0705 Commenced off-loading vehicles. 1110 All boats aboard, commenced heaving in the anchor. 1116 Underway. Steering various courses and at various speeds while transiting the exercise mine-swept channel. 1155 Commenced maneuvering at northern sector of fast sea echelon area.	
			<b>Operation Pot Shot, Camp Pendleton</b>		
			1) Operation Pot Shot conducted with PHIBGROUP THREE (Amphibious Group Three) in March saw the Calvert's boats hitting the beach at Camp Pendleton.		1) Cullen, Page 28
1962	Mid March	20	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.		2) 1962 Camp Pendleton CA, USMC Marines in Exercise Pot Shot - press photo - Ebay, 2020-03-22
			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.		3) A Chronology of the United States Marine Corps, Volumes 1-4 - Page 55 4) USS Black, DD-666, website: <a href="http://www.ussblack.com">http://www.ussblack.com</a>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Camp Pendleton area



Extract of: U.S. Coast and Geodetic Survey Map #5101  
San Diego to Santa Rosa Island, 1966  
1:234,270 scale

Original online:  
<https://www.historicalcharts.noaa.gov/imag.php?filename=5101-1-1966>

0000 Lying to in the fast sea echelon area of Exercise Pot Shot off Camp Pendleton in condition of Readiness III (modified) with Material Condition Yoke. Commanding officer of this ship is fast sea echelon commander (CTU 18.6.1). The ship is darkened.

0800 Steaming as before conducting rubber docking drills.  
0910 Proceeding to anchorage.

Underway off Camp Pendleton

0945 Anchored in anchorage B-5: White Barn 104 degrees, Dana Point 327 degrees, range to San Clemente Pier 8800 yards.  
0952 Secured the Steering engines and engaged the jacking gear to the main engines, engineering is on 30 minutes standby for getting underway.  
1009 LCU-1623 made up to starboard side forward.  
1030 Disengaged the jacking gear.  
1040 Lighted off steering, commenced making various turns and maneuvering at anchor to cause a lee to starboard for loading purposes.  
1050 Commenced general off loading.

Anchored off Camp Pendleton

Deck Log, USS Calvert, March 1962.  
Selected entries

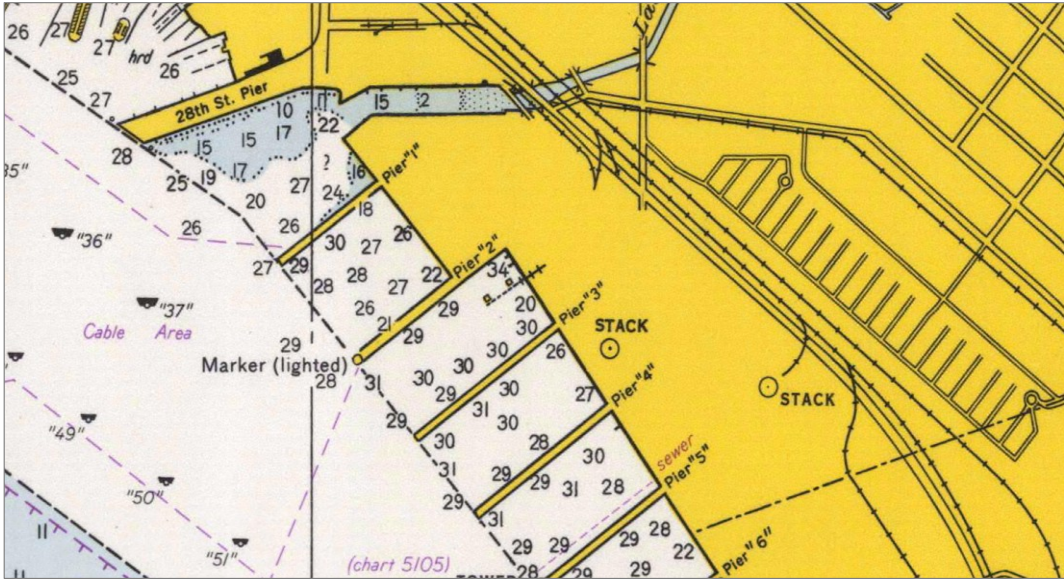
1962 March 20

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	March	20		1200 Anchored as before using rudder and engine to keep ship heading into swells while offloading. 1315 Stopped engines. 1322 Engaged jacking gear, put main control on 5 minute standby. 2010 Prepared to maneuver ship to facilitate offloading. 2015 Tested main engines with steam. 2023 Started steering engines. 2026 Turning engines ahead 15 RPMs. Maneuvering with right full rudder to keep ship headed into seas. 2040 Changed speed to 10 RPMs. 2045 Changed speed to 15 RPMs. Put engineering plant on 30 minute standby with boiler No. 1 on the line. Engaged jacking gear. 2145 Set fire and security and D.C. watches. 2312 LCU-1623 cast off clear of the ship.	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	21	Anchored off Camp Pendleton	Anchored as before.	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	22	Anchored off Camp Pendleton  Underway for San Diego	0000 Anchored as before.  0216 Lighted fires under No. 2 boiler. 0225 Set Special Sea and Anchor Detail. 0304 Underway. 0504 Anchored off Del Mar, California: Del Mar Aero Beacon 123.5 degrees, Del Mar Pier 139 degrees, White Beach 1099 yards and Del Mar Boat Basin 8700 yards. Set Condition of Readiness IV (modified). Placed engineering plant on 30 minute standby for getting underway.  1843 Underway, speed 10 knots from anchorage. 2040 Changed speed to 15 knots. 2056 Commenced engineering drills. 2135 Completed engineering drills.	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	23	Underway for San Diego  Moored, U.S. Naval Station, San Diego	0000 Steaming independently in COMWESSAEFRON OP AREA MM6 and MM7 acting as target ship for USS Paul Revere and at the same time conducting engineering exercises.  0808 Maneuvering on various courses at various speeds standing into San Diego Harbor.  0942 Moored port side to Pier 5, Berth 52, U.S. Naval Station, San Diego. 0956 Secured the main and steering engines. 1251 Let fires die under Boilers 1 and 2, secured the engineering plant.	Deck Log, USS Calvert, March 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	March	24 - 29	Moored, U.S. Naval Station, San Diego	<p>Moored as before, port side to Pier 5, Berth 52, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status.</p> <p>March 24th: 1850 Exercised the crew at Rescue and Assistance Drill. 1856 Secured from drill.</p> <p>March 26th: 1820 Held fire drill. 1840 Secured from fire drill.</p> <p>March 29th: 1320 Commenced jacking over main engines with electric jacking gear. 1335 Secured from jacking over main engines.</p> <p>March 30th: 0830 Lighted fires under No. 1 boiler. 0930 Commenced testing main engines with steam. 0935 Completed test of main engines, test satisfactory. 0944 Secured fires under No. 1 boiler, commenced jacking over main engine. 1300 Commenced Captain's zone inspection. 1310 Secured jacking over engine with electric jacking gear. 1510 Secured from Captain's zone inspection.</p>	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	30	Moored, U.S. Naval Station, San Diego	<p>0000 Moored as before, port side to Pier 5, Berth 52, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status.</p> <p>0830 Lighted fires under No. 1 boiler.</p> <p>0930 Commenced testing main engines with steam.</p> <p>0935 Completed test of main engines, test satisfactory.</p> <p>0944 Secured fires under No. 1 boiler, commenced jacking over main engine.</p> <p>1300 Commenced Captain's zone inspection.</p> <p>1310 Secured jacking over engine with electric jacking gear.</p> <p>1510 Secured from Captain's zone inspection.</p>	Deck Log, USS Calvert, March 1962. Selected entries
1962	March	31	Moored, U.S. Naval Station, San Diego	<p>0000 Moored as before.</p> <p>1255 Executed Exercise Branding Iron (CPX).</p> <p>2022 Exercise Branding Iron (CPX) terminated.</p>	Deck Log, USS Calvert, March 1962. Selected entries
1962	April 1 to June 10	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
1962	April	1 - 15	U.S. Naval Station, San Diego	<p>Moored port side to Pier 5, Berth 52, U.S. Naval Station, San Diego. The engineering plant is on a cold iron status.</p> <p>April 6th: 0945 - 1100 Commanding Officer's Personnel Inspection.</p> <p>April 15th: 1330 Lit fires on #1 boiler. 1510 Shifted from shore power to ship's power.</p>	Deck Log, USS Calvert, April 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	April	16	U.S. Naval Station, San Diego  Underway for Coronado Roads  Anchored, Coronado Roads	0000 Moored as before. 0630 Lit fires under No. 2 boiler. 0830 Fifty-two students reported aboard for a high school cruise. 1015 Underway. 1135 Set speed 15 knots. 1511 Anchored in San Diego Bay. 1520 Fifty-two students and five supervisors debarked for pier 2, Naval Station via Assault craft. 1629 Underway. 1742 Anchored in Beach Lane Ten, right flank of LOD, Coronado Roads.	Deck Log, USS Calvert, April 1962. Selected entries
1962	April	17	Anchored, Coronado Roads	0000 Anchored in Beach Lane Ten, right flank of LOD, Coronado Roads. Visibility is restricted between 2 and 4 miles at times due to fog. 0735 Set Condition 1-Alfa. 1515 Commenced retrieving all boats. 1550 Secured from Condition 1-Alfa.	Deck Log, USS Calvert, April 1962. Selected entries
1962	April	18	Anchored, Coronado Roads          Underway off San Diego   Anchored, Coronado Roads	0000 Anchored in Beach Lane Ten, right flank of LOD, Coronado Roads.  0515 Visibility decreased to 1,000 yards due to fog. Commenced sounding fog signals and stationed extra lookouts. 0530 L-22 left the ship to pick up observers. 0615 Lit fires under no. 2 boiler. 0815 Heaved in short stay.  0819 All ahead 1/3. 0825 Changed speed to 10 knots. 0859 Ceased fog signals. 0903 Changed speed to 15 knots. 0943 Exercised the crew at General Quarters. Commenced fire drill. 0950 Completed fire drill.  <b>Practice Battle Problem and Gunnery Exercise</b> 1000 Commenced practice battle problem, in OPAREA SS2. Simulating various attacks, hits and casualties. 1137 Secured from General Quarters. 1604 Exercised crew at general quarters. 1610 Commenced maneuvering on various courses and speeds to conduct Gunnery exercises. 1651 Commenced firing exercises on sled being towed by USS Cree (ATF 84). 1739 Completed Gunnery exercise. Expended 18 rounds 3"50 BL&P, 6 rounds 5" AA common, 6 rounds 5" BL&P and 18 rounds 3"50 AA. 1740 Secured from General Quarters. 1935 Commenced maneuvering on various courses and speeds for anchorage.  2000 Anchored right flank, Beach Lane 10.	Deck Log, USS Calvert, April 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	April	19	Anchored, Coronado Roads	<p>0000 Anchored right flank, Beach Lane 10, Line of Departure.</p> <p>0515 Lighted fires under No. 2 boiler.</p> <p>0635 Heaved the anchor in to short stay.</p> <p>0643 COMPHIBRON Five came on board and broke his broad command pennant.</p> <p>0824 Exercised the crew at General Quarters for battle problem, set Material Condition Zebra.</p> <p>1012 Secured from battle problem, set Condition Yoke.</p> <p>1016 Secured from General Quarters, set Condition IV. Commenced building up for full power run.</p> <p><b>Full power run</b></p> <p>1130 Commenced full power run.</p> <p>1238 Completed full power run.</p> <p><b>Gunnery exercises</b></p> <p>1315 Exercised the crew at General Quarters. Captain and Navigator are on the bridge. Navigator has the Deck. Made rendezvous with tractor aircraft from utility squadron 7 preparatory to conducting anti-aircraft gunnery exercises with towed sleeve. Set Material Condition Zebra. Maneuvering on various courses and speeds to position ship for firing runs on target.</p> <p>1347 Commenced firing runs with 3 inch/50 caliber and 40 mm batteries.</p> <p>1446 Firing runs completed; ammunition expended: 13 rounds of 3 inch/50 VT; 168 rounds of 40mm HET-SD.</p> <p>Maneuvering to recover sleeve.</p> <p>1520 Exercised the crew at Abandon Ship Drill.</p> <p>1536 Drills completed, set Material Condition Yoke.</p> <p>1542 Secured from General Quarters. Steaming at 10 knots in the north half, COMWESEAFRON OPAREA SS-1.</p> <p>1954 Standing in to anchorage.</p> <p>2041 Anchored on the right flank of Line of Departure, Beach Lane 10, Coronado Roads.</p>	Deck Log, USS Calvert, April 1962. Selected entries
			Underway off San Diego		
1962	April	20	Anchored, Coronado Roads	<p>0000 Anchored on the right flank of Line of Departure, Beach Lane 10, Coronado Roads.</p> <p>0920 Commenced heaving in.</p> <p>0930 Underway.</p> <p>0941 Commenced making approaches on Coronado mooring buoys for junior officer of the watch training.</p> <p>1315 Commenced holding engineering drills.</p> <p>1357 Completed engineering drills.</p> <p>1432 Passed Ballast Point abeam to port. Entering San Diego Harbor.</p> <p>1544 Moored starboard side to the USS Seminole, Pier 1, Naval Repair Facility, San Diego.</p> <p>1600 Let fires die under No. 2 boiler and No. 1 boiler.</p> <p>1930 Set cold iron watch.</p>	Deck Log, USS Calvert, April 1962. Selected entries
			Underway		
			U.S. Naval Station, San Diego		

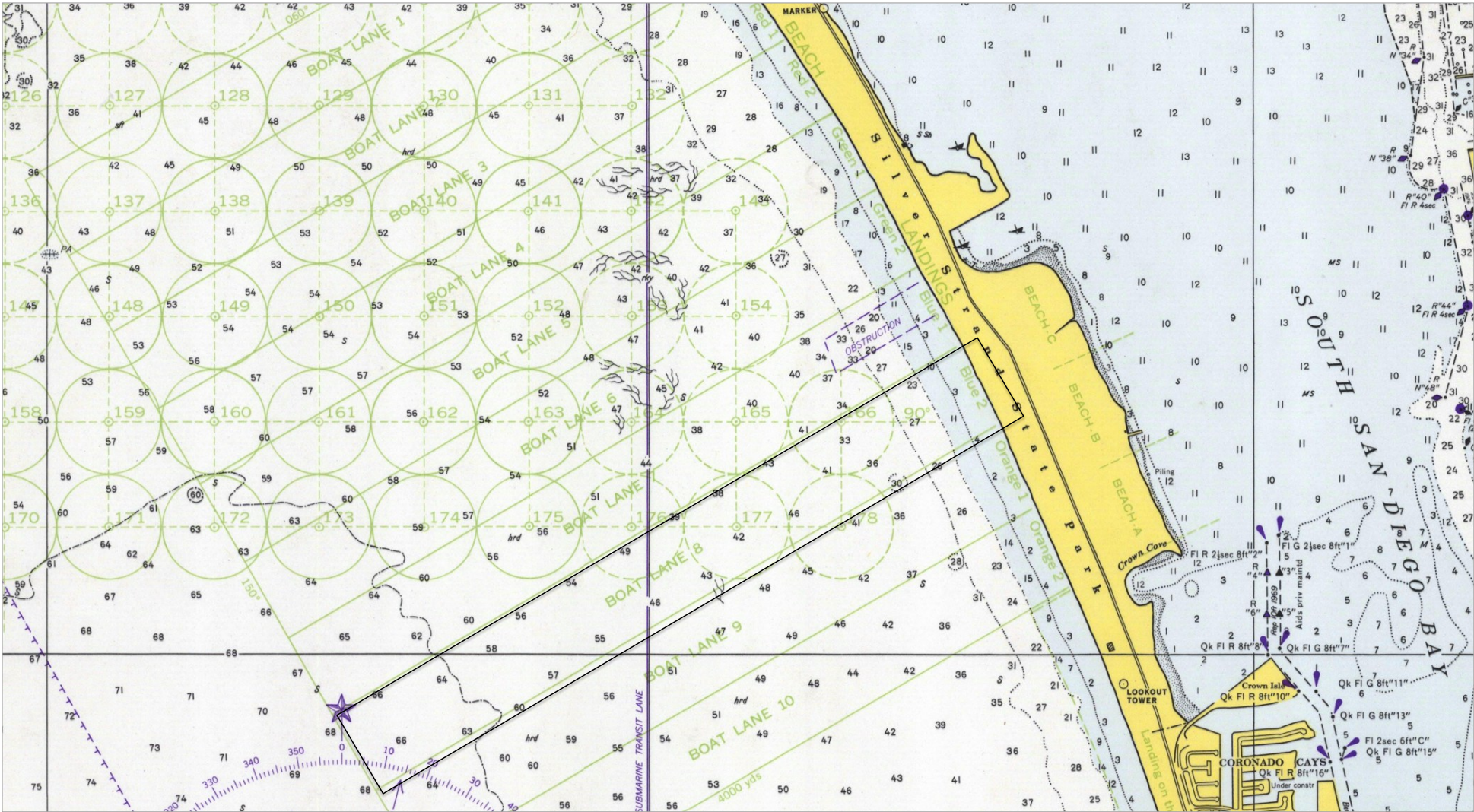
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	April	21 - 30	U.S. Naval Station, San Diego	<p>Moored port side to Pier 1, U.S. Naval Station, in a nest of three ships, with the USS Jason and USS Seminole. The engineering plant is in cold iron status.</p> <p>April 21st: Commander Amphibious Force Pacific Medical Officer came on board and commenced inspection of berthing and mess spaces.</p> <p>April 29th: 1335 to 2203 Executed Operation Branding Iron (CPX).</p>	<p>Deck Log, USS Calvert, April 1962. Selected entries</p>
<div><div><div>Chart of Piers, U.S. Naval Station, San Diego</div></div><div><p>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</p><p>Online at: <a href="https://www.historicalcharts.noaa.gov/ima.ge.php?filename=5105-10-1966">https://www.historicalcharts.noaa.gov/ima.ge.php?filename=5105-10-1966</a></p></div></div>					
1962	May	1 - 6	U.S. Naval Station, San Diego	<p>Moored port side to Pier 1, U.S. Naval Station, in a nest of three ships, with the USS Jason and USS Seminole. The engineering plant is in cold iron status.</p>	<p>Deck Log, USS Calvert, May 1962. Selected entries</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	May	7	U.S. Naval Station, San Diego	0000 Moored as before. 0830 Set the Special Sea and Anchor Detail. Captain and Navigator are on the bridge.	Deck Log, USS Calvert, May 1962. Selected entries
				0859 Underway, steering at various courses and speeds backing out of slip and standing out of San Diego Bay. 1156 Commenced running Measured Mile course. 1405 Completed Measured Mile run. 1419 Exercised the crew at General Quarters. 1506 Commenced ECM calibration. 1530 Secured for m General Quarters. 1900 Lost steering control. Shifted steering to after steering. 1901 Backed engines full. 1902 Stopped engines. 1904 Shifted steering to the Pilot House. 1910 Resumed ECM calibration. 2233 Commenced steering various courses and speeds maneuvering to anchorage.	
1962	May	8	Underway, Coronado Roads area	2255 Anchored right flank Line of Departure Beach Lane Blue Two. 2255 Stopped engines. 2303 Secured main and steering engines.	Deck Log, USS Calvert, May 1962. Selected entries
				0000 Anchored as before, right flank Line of Departure Beach Lane Blue Two. Engineering plant is on two hour notice for getting underway. <b>Amphibious Landing Exercise</b> 0745 Exercised the crew at General Quarters. 0755 Set Condition of Readiness ONE-ALFA. 0810 Lowered all designated boats to the rail. 0821 Away all boats. 0912 Commenced ship to shore movement. 1120 Completed ship to shore movement, all boats returned to ship and nested alongside. 1145 Secured from Condition One-Alfa. 1301 Re-manned all boats. Conducting amphibious exercise. 1515 Completed amphibious exercise, commenced hoisting boats aboard. 1612 Secured from Condition One-Alfa.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Beach Lane Blue 2, Coronado Roads indicaed by black rectangle.  
Chart of anchorages, boat lanes, and landing beaches. Coronado Roads, Silver Strand, San Diego, CA.  
Editor's note: Presumed to represent the general location of anchorages, boat lanes, and landing beaches of earlier decades.  
Extract of: San Diego Bay, #5107. 1:20,000 scale. Soundings in feet. US Coastal and Geodetic Survey, 1974

Online:  
<https://www.historicalcharts.noaa.gov/ima ge.php?filename=5107-5-1974>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	May	9	Anchored, Coronado Roads  Underway off Southern California	<p>0000 Anchored as before, right flank Line of Departure Beach Lane Blue Two. Engineering plant is on two hour notice for getting underway.  0600 Lighted fires under #2 boiler.  0745 Heaved anchor around to short stay.  0807 Engineering casualty to engineering plant due to clogged sea injection.  0845 Casualty restored by blowing out the sea chest.</p> <p>0849 Underway.  0908 Commenced engineering drills.  0946 Exercised the crew at General Quarters conducting fire drill.  1025 Secured from fire drill, secured from General Quarters.  1101 Commenced maneuvering on various courses and speeds holding rubber docking drills.</p> <p><b>Anti-mine gunnery exercise</b>  1300 Exercised the crew at General Quarters.  1425 Commenced anti-mine exercise.  1430 Completed firing exercise. 50 rounds HET-SO, 4 rounds BL-P expended.  1433 Secured from General Quarters.  1521 Completed engineering drills.  1945 Commenced full power run, a/a flank, 103 RPMs.  2345 Completed full power run.  2350 Changed speed to 12 knots for economy run.</p>	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	10	Underway off Southern California  Anchored, Coronado Roads	<p>0000 Steaming as before.  0650 Completed economy run.  0817 Anchored, anchorage 170, Coronado Roads.</p> <p>1120 Underway.  1243 Commenced maneuvering on various courses at various speeds conducting rubber docking drills.  1512 Secured from rubber docking drills.  20007 Anchored on the right flank of the line of departure of Green Beach 2, Coronado Roads.</p>	Deck Log, USS Calvert, May 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	May	11	Anchored, Coronado Roads	0000 Anchored as before, right flank of Beach Lane Green Two, Coronado Roads. 0030 Lost all power due to low water casualty in No. 1 boiler. 0400 Lighted off emergency diesel generator. 0055 Power restored, no damage to No. 1 boiler. 0110 Secured emergency diesel.	Deck Log, USS Calvert, May 1962. Selected entries
			Underway for San Diego  Moored, San Diego Naval Station	<b>Amphibious Landing Exercise</b> 0730 Exercised the crew at General Quarters. 0740 Set Condition of Readiness One-Alfa. 1425 Commenced ship to shore movement. 1515 Completed ship to shore movement. 1530 Commenced picking up boats.  1620 Underway proceeding into San Diego Bay. 1739 Moored starboard side to Broadway Pier, San Diego.	
1962	May	12	Moored, San Diego Naval Station	Moored as before, starboard side to North Navy Pier, San Diego. 1300 Commenced general visiting. 1600 Secured general visibility.	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	13	Moored, San Diego Naval Station	Moored as before, starboard side to North Navy Pier, San Diego. 1300 Commenced general visiting. 1600 Secured general visibility.	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	14	Moored, San Diego Naval Station	Moored as before, starboard side to North Navy Pier, San Diego. Changed berth to starboard side to Pier 3, Berth 31, U.S. Naval Station, San Diego.	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	15 - 19	Moored, San Diego Naval Station	Moored starboard side to Pier 3, Berth 1, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status.	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	20	Moored, San Diego Naval Station	Moored starboard side to Pier 3, Berth 1, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status.	Deck Log, USS Calvert, May 1962. Selected entries
				<b>Flooding in cofferdam A-305-V port</b> 0550 D.C. watch reported 12 inches of water in cofferdam A-305-V port. 0551 Main control taking suction on V-305-V. 0700 18 inches of water in A-305-V. Water coming from leak in fresh water line which passes through A-305-V. Flooding under control. Ship is listing 1.5 degrees to port.  1030 Detected flow of fuel oil from amidships overboard discharge. 1033 Called CDO of U.S. Naval Station and informed him of situation. 1126 Flow of fuel oil from amidships overboard discharge stopped. Estimated loss of NSFO: 10 gallons.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	May	21 - 27	Moored, San Diego Naval Station	Moored starboard side to Pier 3, Berth 1, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status.	Deck Log, USS Calvert, May 1962. Selected entries
1962	May	28 - 31	Moored, San Diego Naval Station	Moored starboard side to Pier 3, Berth 1, U.S. Naval Station, San Diego. The engineering plant is in a cold iron status. May 28th: 0930 Diving boat came alongside port quarter, divers commenced work. 1200 Divers secured. May 31st: 0945 Commenced diving operations on starboard quarter to replace zincs.1500 Secured diving operations on starboard quarter.	Deck Log, USS Calvert, May 1962. Selected entries
1962	June	1 - 10	Moored, San Diego Naval Station	Note: The USS Calvert's Deck Log is not available for the month of June 1962. Entries for June 11 - 30 reflect selected details from the USS Paul Revere which was Amphibious Squadron Five's command ship at this time.	
1962 WestPac - Monday, June 11, 1962 to December 10, 1962					
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
Operation Flying Disk, June 10th through July 11th					
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
Note: The USS Calvert's Deck Log is not available for the month of June 1962. Entries for June 11 - 30 reflect selected details from the USS Paul Revere which was Amphibious Squadron Five's command ship at this time.					

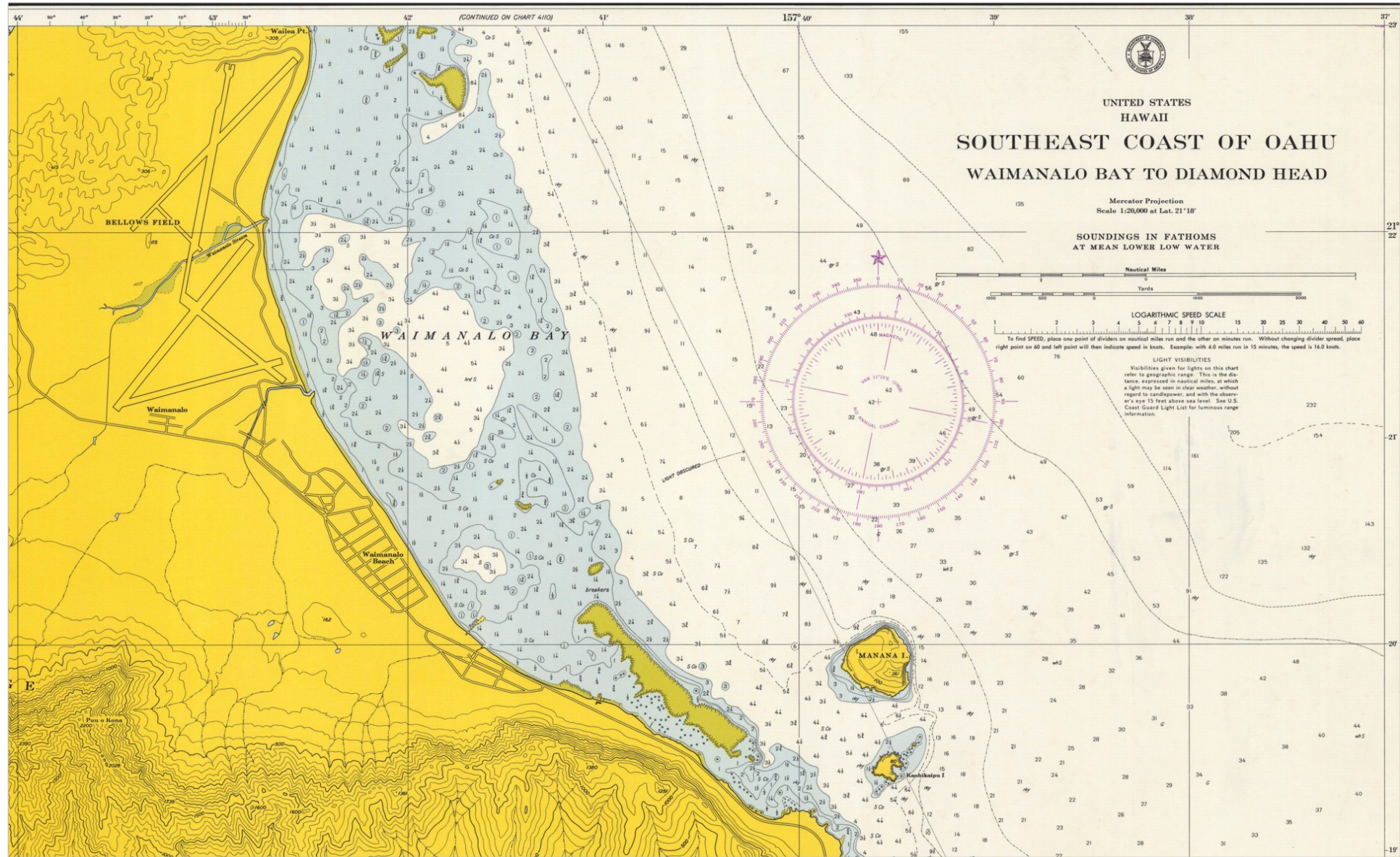
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
<b>Amphibious Squadron Five Departes for the Far East</b>					
1962	June	11	San Diego	<p>"It was a gloomy leave-taking for Amphibious Squadron 5's eight ships and 1,500 men under Monday's overcast sky at the Naval Station. The ships 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. Erly, 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
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>
1962	June	11	Underway to Pearl Harbor	<p>0830 Underway.</p> <p>1101 Formed formation 51A. Speed 10 knots. Formation guide is USS Paul Revere in station zero. Ships present include the USS Seminole, USS Catamount, USS Magoffin, USS Skagit, USS Calvert, USS George Clymer. OTC is ComPhibRon Five embarked in the USS Paul Revere.</p> <p>1141 Changed speed to 13 knots.</p>	1) Deck Log, USS Paul Revere, June 1962. Selected entries
1962	June	12	Underway to Pearl Harbor	<p>0000 Underway as before. Convoy participating in Operation Roller Coaster.</p> <p>1348 Changed speed to 13.5 knots.</p> <p>1636 Changed speed to 15 knots.</p> <p>2100 Commenced convoy maneuvering drills by lights and whistle signals.</p> <p>2157 Completed convoy maneuvering drills.</p>	1) Deck Log, USS Paul Revere, June 1962. Selected entries
1962	June	13 - 14	Underway to Pearl Harbor	0000 Underway as before. Convoy participating in Operation Roller Coaster.	1) Deck Log, USS Paul Revere, June 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	14		<u>S.D. Ships Will Land Marines in Maneuvers</u>	
				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) ...	
1962	June	15	Underway to Pearl Harbor	0000 Steaming as before. Formation speed 12 knots.	1) Deck Log, USS Paul Revere, June 1962. Selected entries
				1452 USS Calvert designated as formation guide. Changed speed to 14 knots. 1830 USS Calvert LCVP 19 came along port side USS Paul Revere. 1832 Hoisted Lt. White, USN, USS Calvert's Medical Officer, on board by port litter hoist. 1853 Formation speed 10 knots. 1859 Formation speed 13 knots.	
1962	June	16 - 18	Underway to Pearl Harbor	Steaming as before.	1) Deck Log, USS Paul Revere, June 1962. Selected entries
				Exercised at convoy formation exercises each day, June 15th to 18th.	
1962	June	19	Underway to Pearl Harbor	Steaming as before. Convoy speed 14.5 knots, Formation 50.	1) Deck Log, USS Paul Revere, June 1962. Selected entries
			Pearl Harbor	1200 Convoy arrival, Pearl Harbor. Commanding officers' conference aboard the USS Paul Revere during the afternoon hours.	
1962	June	19 - 26	Pearl Harbor	"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".	Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.
				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.  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."	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	20	Pearl Harbor	<p><u>Flying Disk LEX Set for Monday, July 20th</u></p> <p>"A three-phase regimental landing exercise labeled "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
				<p>Moored, Pearl Harbor.</p> <p>1800 Ships of PHIBRON FIVE underway out of Pearl Harbor.</p> <p>1904 Convoy formation 51, speed 10 knots. Formation screened by six destroyers, in a radiometric screen pattern.</p> <p>1935 Changed speed to 14 knots.</p>	
1962	June	21	Underway in the vicinity of Hawaii	<p>0000 Steaming in formation, as before. Speed 14 knots.</p> <p>0600 Ships of PHIBRON FIVE went to Condition One Alfa off Waimanolo Bay, Oaha.</p> <p>1600 Ships of PHIBRON FIVE heaved their anchors and got underway.</p> <p>1630 Convoy formed formation 51. Speed 14 knots.</p>	1) Deck Log, USS Paul Revere, June 1962. Selected entries
1962	June	22	Underway in the vicinity of Hawaii Anchored, Waimanalo Bay, Oaha	<p>0000 Underway in formation, speed 14 knots.</p> <p>0520 Ships of PHIBRON FIVE anchored off Waimanalo Bay, Oahu.</p>	1) Deck Log, USS Paul Revere, June 1962. Selected entries

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Waimanalo Bay, Oahu | Extract of: Bellows Airfield - Waimanalo Bay, Oahu Chart No. 4131-4, 1967. 1:20,000 scale. US Coast & Geodetic Survey  
Full chart online: <https://www.historicalcharts.noaa.gov/image.php?filename=4131-4-1967>



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; Tonight'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 Bellos Air Force Station. ...</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 defense 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>	<p>Windward Marine, Vol II, No. 25, June 22, 1962, p1 Online: <a href="https://static.dvidshub.net/media/pubs/pdf/17174.pdf">https://static.dvidshub.net/media/pubs/pdf/17174.pdf</a></p>
				<p>Anchored, Oahu</p> <p>23rd: Anchored off Waimanalo Bay, Oahu. Underway for Pearl Harbor. Moored, Pearl Harbor.</p>	<p>1) Deck Log, USS Paul Revere, June 1962. Selected entries</p>
			Pearl Harbor	<p>On 26 June, the Grand Old Lady again assumed duties of Flagship for Commander Amphibious Squadron Five.</p>	<p>Cullen, Page 29</p>
			<p><b>Operation Flying Disk - Anti-Submarine Warfare Exercises - Underway to Yokosuka, Japan</b></p> <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>		<p>1) Cullen, Page 28-29</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	27	Underway to Yokosuka, Japan	0000 Ships of Amphibious Squadron Five moored in Pearl Harbor.	
				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).	Deck Log, USS Seminole, June 1962
				0900 Ships of Amphibious Squadron Five underway in formation. USS Calvert as guide. Convoy speed, 10 knots.	Deck Log, USS Paul Revere APA-268, June 1962
				1155 Maneuvered to avoid fishing nets buoys. 1215 Cleared fishing buoys.	Deck Log, USS Monticello (LSD-35), June 1962
				1112 Formation speed to 14.5 knots.	
1962	June	27	Underway to Yokosuka, Japan	<b>Calvert Struck by Torpedo!</b>	
				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 targeting the Calvert ran true.	Deck Log, USS Seminole, June 1962: 1336 Formation turn to 341 degrees true.
				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."	Deck Log, USS Paul Revere APA-268, June 1962
				However, the torpedo did not pass under amidships. It hit the Calvert.	Deck Log, USS Monticello (LSD-35), June 1962: 1334 Emergency change of formation course to 341 degrees to avoid exercise torpedo.
				Two crew members' share their memories of the event:	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	June	27	Underway to Yokosuka, Japan	<b>The torpedo event as recounted by Ronnie Roy, Coxswain, Boat Group</b>	
				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.	
				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.	
				Ronnie was on watch on the port wing of the bridge lookout. When an aircraft is crusing 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 exericse.	Telephone interview, January 30th, 2025, Ronnie Roy
				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!"	
				"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.	
				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.	Telephone interview, January 30th, 2025, Ronnie Roy
				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."	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
<b>The torpedo event as recounted by Steve Straka, MM2, A Division</b>					
1962	June	27	Underway to Yokosuka, 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 Yokosuka 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 Yokosuka, 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	Underway to Yokosuka, Japan	<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>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Captain's Letter - Birthday Party for crew members with June birthdays

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

U S S CALVERT AF-32  
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.

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

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.

1962	July	1	Underway to Yokosuka, Japan	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. 2300 Surface Search Radar energized. 2307 Contact reported by combat bearing 236 degrees, 1,000 yards, did not hold visual. 2308 Changed course, no visual contact made.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
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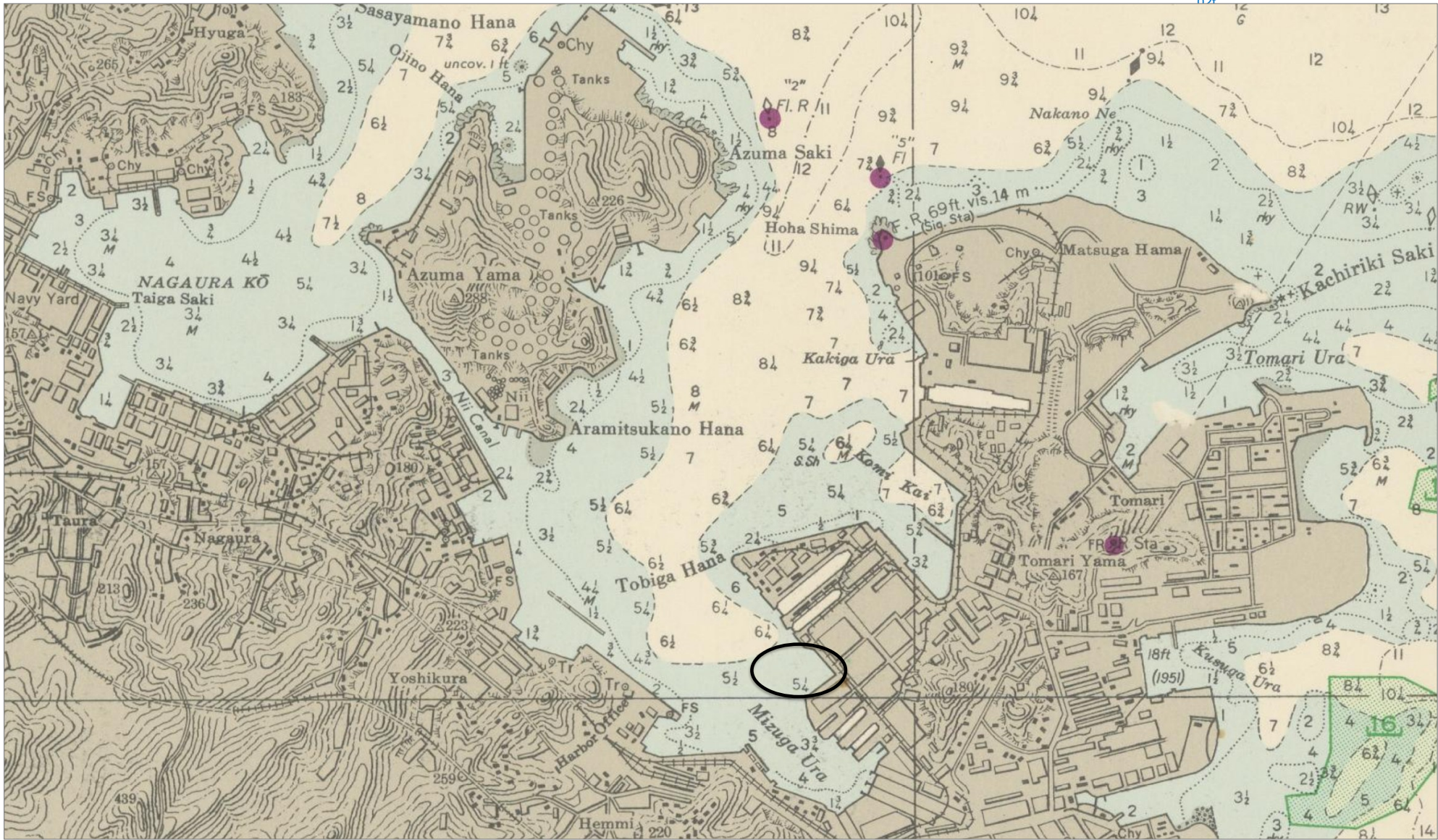
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	2	Underway to Yokosuka, Japan  Crossed the International Date Line	<p>1) "Calvert crossed the 180th Meridian and entered the Realm of the Golden Dragon on 2 July. This was the day omitted from our calendars, causing some confusion 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."</p> <p>2) On 2 July the Calvert crossed the 180th meridian and entered the realm of the Golden Dragon.</p> <p>3) 0000 Steaming as before. Base speed 14 knots.  0200 Set all clocks ahead 24 hours to conform with -12 MIKE Time Zone.  1524 Actual fire reported in ship's Soda Fountain. Crew went to General Quarters.  1528 Class C Fire under control. 1531 Secured from General Quarters. The fire is out. No apparent damage. Fire was in Ice Cream Machine Compressor.  1631 Changed speed to 15.5 knots.  2052 Changed speed to 14 knots.</p>	<p>1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.</p> <p>2) Cullen, Page 29</p> <p>3) Deck Log Book, USS Calvert, July, 1962. Selected entries.</p>
1962	July	3	Underway to Yokosuka, Japan	Underway as before	Deck Log Book, USS Calvert, July, 1962. Selected entries.
<b>Fourth of July Swim Call</b>					
1962	July	4	Underway to Yokosuka, Japan	<p>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.</p> <p>The Supply Officer claimed that each man ate an average of four hamburgers and hot dogs.</p> <p>2) 0000 Steaming as before. Base speed 14 knots.  1504 Making preparations for swim call starboard side.  1553 Engaged Jacking Gear.  1555 Placed two LCVs in water to act as life boats during swim call.  1619 Granted permission to spin main engines every three minutes. Hoisted two LCPs back aboard. All swimmers back on board.  1620 Disengaged Jacking Gear.  1622 Changed speed to 14 knots  2125 Flag shelter reported possible flare off starboard bow, distance unknown.  2236 No further sighting of flare.</p>	<p>1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.</p> <p>2) Deck Log Book, USS Calvert, July, 1962. Selected entries.</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	5	Underway to Yokosuka, Japan	0000 Steaming as before. Base speed 14 knots. 0434 Entered rain squall wind, 16 knots. Called 1st Division to secure #3 hatch cover. Messenger and BMOW toured ship checking storm security. 0745 Exercised the crew at General Quarters. 0750 Commenced Engineering Casualty Drills. 0825 Completed Engineering Casualty Drills. 0830 Secured from General Quarters. 1534 Exercised the crew at General Quarters. Fire drill. 1557 Secured from General Quarters.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	6 - 9	Underway to Yokosuka, Japan	Steaming as before. For this period, the ship's speed varied between 14 knots and 15.5 knots. On July 7th and 8th periods of heavy rain, light rain, and fog were encountered.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	10	Yokosuka	On 10 July the Calvert arrived in Yokosuka, Japan for a short rest.  2) Steaming as before, with units of Task Group 36.1, Japanese Marine Security Defense Force, COMCORDIV ELEVEN acting as screen for simulated formation enroute to Yokosuka, Japan from Pearl Harbor, with the following ships following stations: Onami (DD-111), Takanami (DD 110), Makinami (DD 112). Type of screen is bent line.  1035 Maneuvering various courses and speeds to enter port of Yokosuka, Japan. 1155 YTM 518 made up to Port side. 1256 Moored port side to floating pier, berth 2, U.S. Naval Base, Yokosuka, Japan.	1) Cullen, Page 29  2) Deck Log Book, USS Calvert, July, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Yokosuka Naval Base, Berth 2 (floating dock / pontoon) indicated by black oval. | Extract of: Yokosuka Ko Including Negishi Wan and Uruga Ko. Chart #6352, 2nd Edition (1949). 1:24,000 scale. Soundings in Fathoms. United States Hydrographic Office.

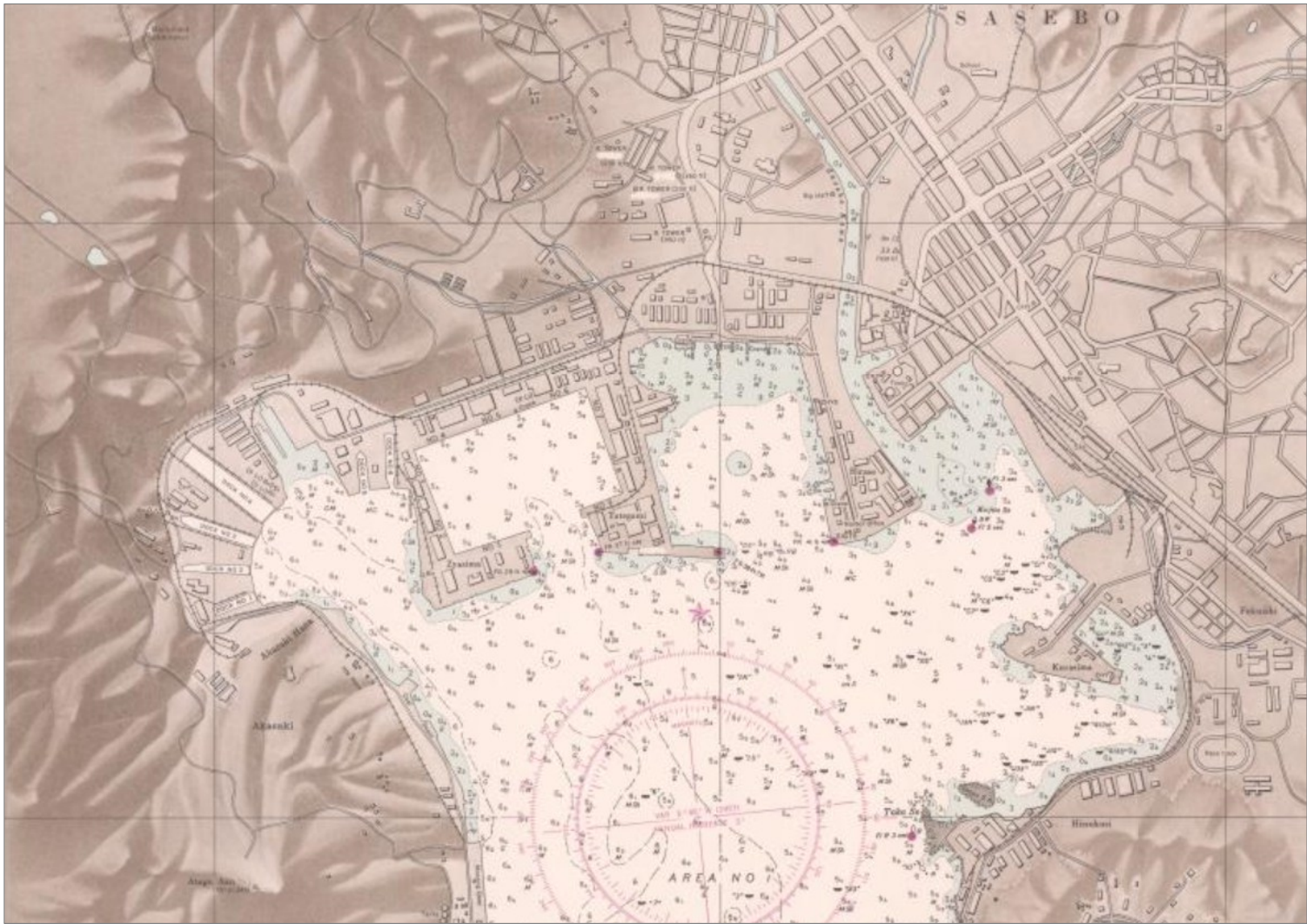
UC San Diego Library | Pacific Basin Nautical Charts Collection:  
<https://library.ucsd.edu/dc/object/bb8328902f>



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	11 - 15	Yokosuka	Moored as before.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
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.  2) 1500 Captain P.C. Stimson, USN, relieved Captain R.B. Erly, USN, as COMPHIBRON FIVE and broke his broad command pennant on board USS Calvert.	Cullen, Page 29  2) Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	16	Yokosuka	0000 Moored as before. Condition V with 48 hours notice for getting underway and Material Condition Yoke (modified) is set. The USS Rehoboth (AGS 50) is moored starboard side.  1055 Jacked over main engines electrically. 1102 Completed jacking over main engines.  1715 Started taking on fuel from YO 149. 1848 Completed taking on fuel. Amount of fuel transferred 121,800.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	17	Yokosuka	0000 Moored as before.  0855 Commenced taking on fresh water in A-I-W. 1020 Topped off A-I-W, secured from taking on fresh water.  1406 USS Rehoboth (AGS 50) cast off from starboard side of the ship.  1420 Commenced jacking over main engine. 1430 Secured from jacking main engine.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	18	Yokosuka	0000 Moored as before.  0505 Lighted fires under #2 boiler. From 0625 to 0627 conducted quarterly test of safety on #2 boiler, lifted by hand. Test satisfactory. 0645 Mustered the crew on stations. 0751 Underway, steering with Hand Electric; Hydraulic steering out of commission. 0803 Steering by magnetic compass due to Gyro Repeater failure. 0813 Repeaters in operation. 0850 Maneuvering various courses and speeds to stand out of Yokosuka.  1622 Fire reported in Compartment A-203-L. Sounded General Quarters. 1631 Fire extinguished. 1632 Secured from General Quarters. Fire was caused by over-heated electric fan.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	19	Underway to Sasebo, Japan	0000 Steaming independently, destination Sasebo, Japan. Speed 16 knots with no Gyro error. Steaming in condition of readiness IV with Material Condition Yoke set. COMPHIBRON FIVE is embarked in this vessel.  0632 Shifted from Port Telemotor to Starboard Telemotor. 0724 Changed speed to 13.5 knots. 1300 Exercised the crew at General Quarters. Set Condition Zebra. 1340 Condition Yoke set. 1343 Secured from General Quarters.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	20	Underway to Sasebo, Japan	0000 Steaming independently, as before. Speed 16 knots.	Deck Log Book, USS Calvert, July, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	21	Underway to Sasebo, Japan	0000 Steaming independently, as before. Speed 16 knots.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
			Moored, Sasebo, Japan	0800 Steaming as before. Set the Special Sea and Anchor Detail. 0923 Moored to buoy 6, Sasebo, Japan.	

Sasebo Harbor, Japan



Extract of: Sasebo Wan (Northern Part).  
Chart No. 6368, 3rd Edition (1963). Scale  
1:10,000, Soundings in Fathoms.  
United States Hydrographic Office.

UC San Diego Library | Pacific Basin  
Nautical Charts Collection | Full chart  
online:  
<https://library.ucsd.edu/dc/object/bb8294774m>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	July	22	Moored, Sasebo, Japan	0000 Moored as before. COMPHIBRON FIVE is embarked in this vessel. 1545 Commenced fire drill. 1603 Secured from fired drill.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	23	Moored, Sasebo, Japan	0000 Moored as before. 0830 Commenced jacking over main engines with electrical jacking gear. 0840 Completed jacking over main engines. 0815 to 1008 Received 29,580 gallons of fresh water.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	24	Moored, Sasebo, Japan	0000 Moored as before. LCPL 23 towed back to ship LCVP 14.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	25 - 27	Moored, Sasebo, Japan	0000 Moored as before.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	28	Moored, Sasebo, Japan	0000 Moored as before. 1020 Commanding Officer, Fleet Activities, Sasebo, came on board to make official call on COMPHIBRON FIVE and Commanding Officer. 1055 COMFLTACT departed ship. 1610 Held collision drill. 1940 Fire reported aboard Epping Forest (LSD 4). Called away rescue and assistance party. Epping Forest reported fire out. No assistance needed. Secured Rescue and Assistance Party.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	29	Moored, Sasebo, Japan	0000 Moored as before.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	30	Moored, Sasebo, Japan Underway to Inchon, Korea	0000 Moored as before. 0852 Underway to Inchon, Korea. 1935 Observed sunset. Turned on navigation lights. Speed 12 knots.	Deck Log Book, USS Calvert, July, 1962. Selected entries.
1962	July	31	Underway to Inchon, Korea Underway to Sasebo, Japan	0000 Steaming independently to Inchon, Korea. Speed 12 knots. COMPHIBRON FIVE embarked in Calvert. 2214 Changed speed to full, 16 knots. <b>Typhoon Nora</b> 2235 Proceeding return to Sasebo to avoid Typhoon Nora. 2) "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."	Deck Log Book, USS Calvert, July, 1962. Selected entries. 2) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	1	Underway for Sasebo, Japan Moored, Sasebo, Japan	<p>0000 Steaming independently to avoid typhoon "NORA" enroute to Sasebo, Japan. Speed 16 knots, Condition IV with Material Condition Yoke set. COMPHIBRON FIVE and staff are embarked.</p> <p>1205 Visual air contact, distance 5 miles. 1220 Sighted smoke bomb believed dropped by air contact. 1230 Smoke abeam bomb to port. 1241 Contact identified as P2V Neptune, USN QA 12-128413. 1257 A small bamboo raft with an object identified as a bottle on top of it passed close aboard to starboard. 1434 Commenced sounding Fog Signals, stationed the Fog Lookouts. 1445 Secured Fog Lookouts. Ceased sounding Fog Signals.</p> <p>1737 Moored to buoy 17, Sasebo.</p> <p>2115 Captain D.A. Merrill, USN, reported aboard for duty as Commanding Officer.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	2	Moored, Sasebo, Japan	<p>0000 Moored to buoy 17, Sasebo.</p> <p>1252 Set the Special Sea Detail due to gusts of 40 knots. 1337 Commenced maneuvering at various speeds to ease tension on anchor chain.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	3	Moored, Sasebo, Japan Underway to Incheon, Korea	<p>0000 Moored to buoy 17, Sasebo. COMPHIBRON FIVE is embarked this ship.</p> <p>0507 Placed engineering plant on one hour steaming notice.</p> <p>1102 Underway enroute to Incheon, Korea.</p> <p>1703 Visibility decreased to 500 yards. Commenced sounding fog signals and stationed extra lookouts. 1943 Changed speed to 15 knots. 2000 Heavy fog, visibility 150 feet. 2006 Changed speeds to 15.5 knots. 2044 Secured fog signals.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	4	Underway to Incheon, Korea	<p>0000 Steaming independently from Sasebo, Japan to Incheon, Korea. Speed 16 knots. Surface visibility is reduced to 200 feet due to heavy fog. Extra lookouts have been posted, and fog signals are being sounded. COMPHIBRON FIVE is embarked in this ship.</p> <p>0573 Secured sounding fog signals.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	4	Underway to Incheon, Korea	<p><b>Captain David A Merrill relieved Captain John Renfro as Commanding Officer</b></p> <p>The fourth of August saw the Calvert underway enroute to Incheon, 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.</p> <p>1052 Captain J. N. Renfro, USN, was relieved of his duties as Commanding Officer of USS Calvert at ceremonies on board this vessel by Captain David A. Merrill, USN.</p>	<p>1) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN</p> <p>Cullen, Page 29</p> <p>3) Deck Log Book, USS Calvert, August, 1962. Selected entries.</p>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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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 MISPELLION (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.

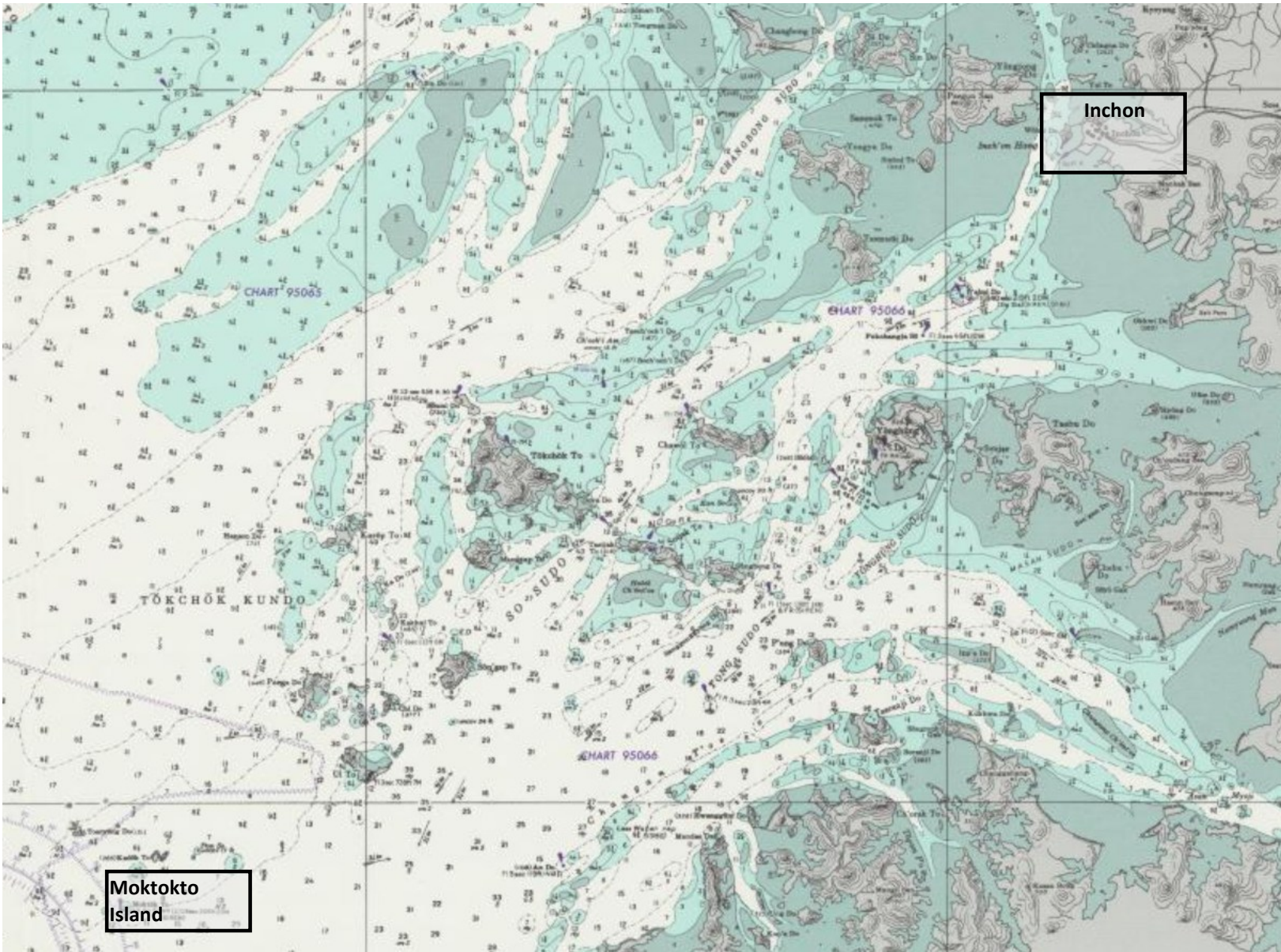
USS Calvert 1962 Far East Cruise Book  
Pages 2, 3

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	4	Underway to Inchon, Korea	1112 Lost steering control in pilot house, shifted steering control to after steering. 1120 Shifted steering control to pilot house. 1150 Energized the degaussing unit. 1200 Steering various courses and speeds to enter Inchon Harbor. 1328 Entered swept channel.	
			Anchored off Inchon, Korea	1553 Let go starboard anchor, anchored at Inchon, Korea in anchorage B-2. Breakwater light, 075 degrees; So. Wolmi-do, 65 degrees; Radio Tower, 092 degrees; Sadu-am, 026.5 degrees. 1556 Secured the degaussing unit. 1615 Captain J.N. Renfro, USN, departed the ship for further duty assignment. 1729 Energized the degaussing unit. 1749 Heaved in the starboard anchor to short stay. 1811 Underway. 1959 All engines ahead standard, 15 knots. 2024 Changed speed to 16 knots.  2224 Anchored 3.95 miles south Moktokto Island (West coast of Korea).	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
<b>Inchon, Typhoons, and Operation Seven Seas</b>					
1962	Early to Mid August		Inchon, South Korea	1) 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.	1) Calversion, V65, P3 - "Westpac Deployment 1962" letter to families of crew members.
				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.	2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN
				2,3) 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.	3) Calversion V40, P3 - Dan Brotherton - Feb 62 - Nov 63
				4) Exercise Seven Seas, conducted off the southeast coast of Korea. The five-day operation stressed amphibious landing tactics, with members of the Army, Navy and Air Force participating. The exercise employed amphibious forces, minesweeping operations, simulated attacks by submarines, serial support tactics, and shore bombardment by destroyers.	4) The Daily Reporter (Greenfield, Indiana). September 10, 1962. p1
1962	August	5	Anchored off Inchon, South Korea	0000 Anchored 3.95 miles south of Moktokto Island. Ship is in a 15 minute standby for getting underway. COMPHIBRON FIVE is embarked in this ship.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
			Underway for Inchon, South Korea Anchored, Inchon, South Korea	0405 Section II manned Sea and Anchor detail. Visibility 100 yards due to heavy ground fog. 0439 Underway enroute to Inchon, Korea. Commenced sounding fog signals at 1.5 minute intervals. 0946 Anchored at Inchon, Korea in anchorage B-2. Engineering plant is on a one-half hour standby.  2120 Deputy Brigade Commander, SEVENTH Infantry Division came aboard.	
1962	August	6	Anchored, Inchon, South Korea	0000 Anchored in anchorage B-2, Inchon.  1615 Commander SEVENTH Infantry Division, U.S. Army, arrived on board for Operation Seven Seas.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Moktokto Island and Incheon



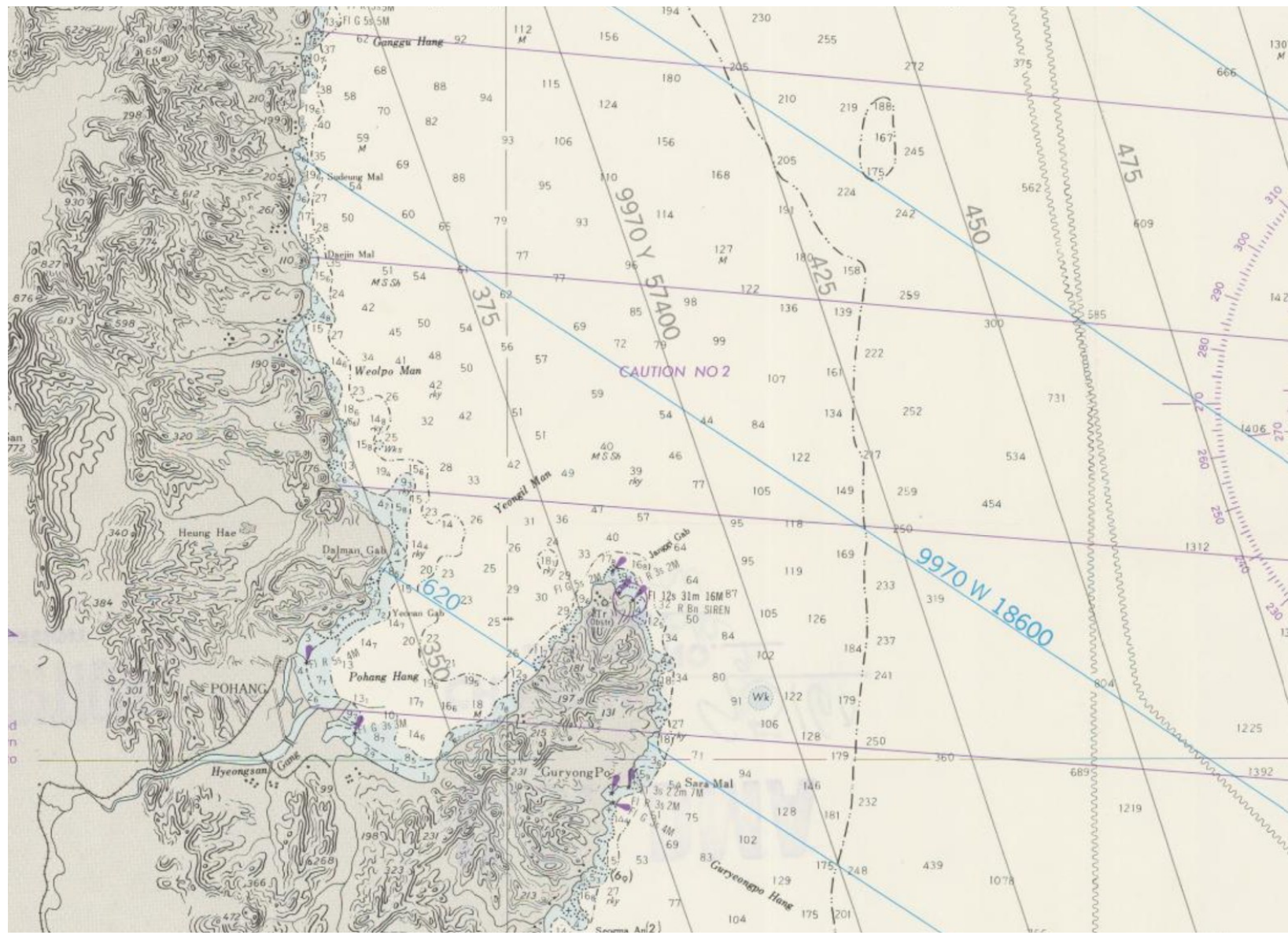
Extract of: Taech'ong Kundo to Kyongnyolbi Yolto. Chart No. 95060, 7th edition (1975). 1:242,160 scale. United States Defense Mapping Agency

UC San Diego Library | Pacific Basin Nautical Charts Collection | Online: <https://library.ucsd.edu/dc/object/bb5530245m>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	7	Anchored, Incheon, South Korea	0000 Anchored in anchorage B-2, Incheon. Bearings: Break water light 074 degrees, South Wolmido Island Light 058 degrees, Wolmido Island left tangent 036.4 degrees.  0516 Observed sunrise. 0730 Lighted fires under No. 1 boiler.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
			Underway for Pohang, South Korea	1005 Underway from Incheon, Korea to Pohang, Korea. The Captain and Navigator are on the bridge. Maneuvering at various courses and speeds while transiting the swept channel. 1201 Completed transit of swept channel. 1209 Formed a column open order: USS Calvert, USS Skagit, USS Catamount, The screen is composed of the USS Swenson and USS Blue in patrolling stations, ahead of formation. 1517 Exercised the crew and embarked troops at Abandon Ship Drill. 1533 Secured from drill. Secured from General Quarters. 1933 Observed Sunset, turned on navigation lights.	
1962	August	8	Underway for Pohang, South Korea	0000 Steaming in company with Task Unit 76.9.1 and screen unit 76.9.8 to Pohang, Korea. Speed 14 knots.  0552 Observed sunrise, turned off navigation lights. 1700 to 1742 Refueling the USS Swenson. 8,700 gallons N.S.F.O transferred. 1823 to 1912 Light freight (charts) transfer with the USS Blue.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	9	Underway for Pohang, South Korea	0000 Steaming in company with Task Unit 76.9.1 and screen unit 76.9.8 to Pohang, Korea, for rehearsal phase of Operation Seven Seas. Speed 15 knots.  0012 a/e/a full, changed speed to 16.3 knots. 0315 Surface visibility reduced to 2 miles due to ground fog. 0320 Surface visibility reduced to 200 yards. 0715 Set Condition 1, General Quarters. 0725 Set Condition One-Alfa. Commenced making approach on anchorage A-4, Red Beach.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
			Anchored, Pohang Area, South Korea  Underway, off Pohang, South Korea	0820 Anchored in anchorage A-4, Red Beach 2, Sea of Japan, East coast of Korea. Bearings: Sara-Knot 12,640 yards; Mop'or-ri, 7,500 yards. 0826 Away all boats. 0834 Let fires die under #1 boiler, placed engineering plant on a two hour standby for getting underway. 0856 All boats in the water, commenced operation rehearsal. 1250 Commenced back-loading troops and equipment. 1420 Commenced hoisting boats aboard. 1540 Lighted fires under #1 boiler.  1940 Underway, enroute to Operational Area, Pohang, Korea.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Pohang area, South Korea



Extract of: Busan Hang to Jugbyeon Man.  
Chart No. 95160, 9th edition (1982).  
1:250,000 scale.  
United States Defense Mapping Agency  
Hydrographic/Topographic Center

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Nautical Charts Collection | Full chart  
online:  
[https://library.ucsd.edu/dc/object/bb72026\\_09t](https://library.ucsd.edu/dc/object/bb72026_09t)

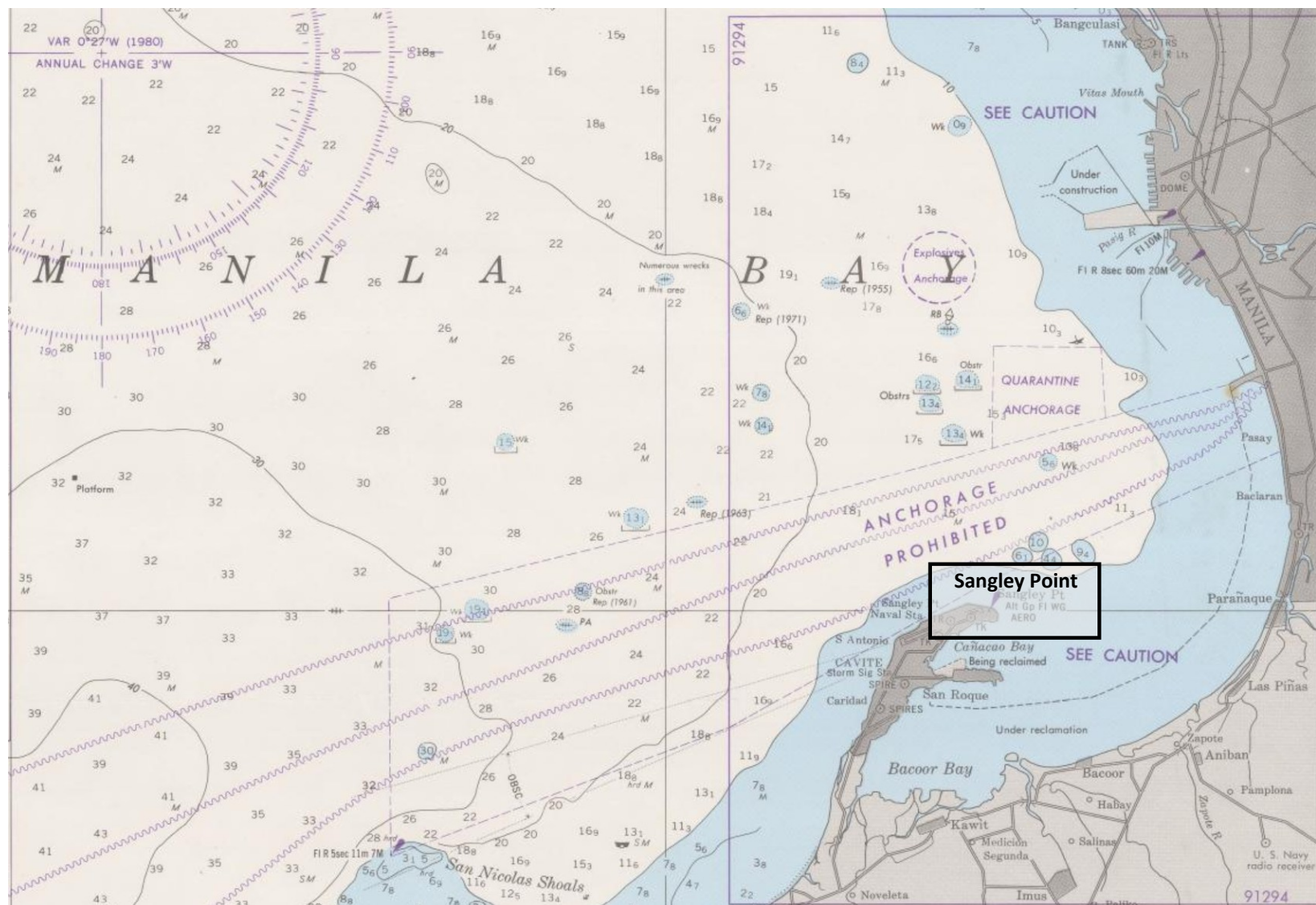
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	10	Underway, off Pohang, South Korea  Anchored off Pohang, South Korea	0000 Steaming in company with Task Unit 76.9.1 and screening units 76.9.8 enroute from Red Beach 2 to Blue Beach 2, Operation Seven Seas.  04100 Contact close aboard to starboard, a/e/b full, turned on navigation lights. 0413 Fishing boat crossed Calvert's bow from starboard to port, CPA 100 yards. 0415 Maneuvering at various courses and speeds while proceeding to anchorage. 0430 Anchored: Chosa-Ri: 4,800 yards; Injin-Ni: 4,800 yards; Chigyng-Ding: 7,100 yards. 0437 Secured the main and steering engines, let fires die under #1 boiler. Engineering plant is on a two hour standby for getting underway. 0438 Away all boats, commenced ship-to-shore movements. 1010 General Melloy, Commander Eighth Army and Major General Palmer, U.S. Army, called on COMPHIBRON FIVE and departed at 1035.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	11	Anchored off Pohang, South Korea  Underway for Incheon, South Korea	0000 Anchored in anchorage A-6, Pohang, Korea.  0400 Set condition 1-Alfa. Commenced back-loading of U.S. Army personnel and equipment. 1600 Completed all back-loading and commenced hoisting boats aboard. 1751 Underway, enroute to Incheon, Korea. Speed 15 knots.  2011 Commenced sounding fog signals. Visibility decreased to 100 yards. 2051 - 2337 A series of corpen movements to avoid contacts. 2339 All stop. Contact close aboard to port, Fog lookouts report voices ahead. 2346 Changed speed to 5 knots.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	12	Underway for Incheon, South Korea	0000 Steaming as before, speed 5 knots due to thick fog. 0057 Changed speed to 14.5 knots. 0524 Executed sunrise, turned off navigation lights. 1929 Executed sunset, turned on navigation lights.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	13	Underway for Incheon, South Korea  Anchored, Incheon, South Korea	0000 Steaming as before, speed 14.5 knots.  0400 Detached from formation. Proceeding independently through swept channel to assigned anchorage. 0829 All stop. Anchored in anchorage B-2, Incheon, Korea. 1400 to 1525 Commanding Officers of USS Skagit, USS Catamount, and LST Division 92 came aboard for critique of Operation Seven Seas. 1520 Seventh Infantry Division Brigade Commander, United States Army, departed the ship. 1535 Commanding Officer 31st Infantry United States Army departed the ship.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	14	Anchored, Incheon, South Korea	0000 Anchored as before. 2045 Dispatched Captain's Gig to boat haven for overnight due to small craft warning. 2215 Commenced walking out port anchor chain. 2220 Ship commenced swinging to flood tide, stern to port. 2228 Commenced walking out port anchor to 45 fathoms at waters edge. 2240 Commenced walking out port anchor. 2246 Completed walking out port anchor to 60 fathoms on deck. Both stoppers passed, anchor chain riding in the stoppers. Starboard anchor ready for let go. An anchor watch has been posted on the Forecastle. 2300 Completed swinging to flood tide. Ship's head 180 degrees. Wind is blowing from 180 degrees, 20 knots, gusts up to 25 knots.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	15	Anchored, Incheon, South Korea  Underway for Subic Bay, Philippines	0000 Anchored as before. Winds gusting to 20 knots. 0930 Lighted fires under No.1 boiler. 0945 Tested steering engine. 1020 Degaussing gear energized. 1125 Tested main engines. 1130 Set the Special Sea and Anchor Detail. 1149 Commenced heaving port anchor to short stay. 1157 Underway from Incheon, Korea to Subic Bay. 1537 Clear of the swept channel. Set speed 15.5 knots.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	16	Underway, rerouting to Sasebo, Japan	0000 Steaming independently to Subic Bay, COMPHIBRON FIVE is embarked in this ship.  1110 Commenced steaming toward Sasebo, Japan to evade Typhoon Sarah.  1448 Fire in the Spud Locker Compartment A205L. Sounded General Quarters. 1451 Secured from General Quarters. Fire is out. No personnel casualties. 1530 Exercised the crew at General Quarters. Commenced conducting Engineering drills. 1550 Secured from General quarters.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	17	Underway to Sasebo, Japan  Moored, Sasebo, Japan	0000 Steaming independently to Sasebo, Japan, to avoid Typhoon Sarah. Speed 12 knots. COMPHIBRON FIVE is embarked in this ship.  0838 All engines stop. Moored to buoy 16, Sasebo, Japan. Secured the main and steering engines. Secured #2 boiler. Engineering plant on 2 hour standby for getting underway.  2) Mid-August again found the Calvert in Sasebo, this time seeking refuge from Typhoon Sarah.	Deck Log Book, USS Calvert, August, 1962. Selected entries.  2) Cullen, Page 29
1962	August	18	Moored, Sasebo, Japan	0000 Moored to buoy 16, Sasebo, Japan.  1252 Placed #2 boiler out of commission to clean firesides and water sides.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	19	Moored, Sasebo, Japan	As before.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	20	Moored, Sasebo, Japan	<p>As before.</p> <p>0430 Ship commenced swinging to flood tide, stern to port. 0650 Completed swinging to flood tide.</p> <p>2000 Set typhoon condition of readiness III. Engineering plant on four hour notice for getting underway.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	21	Moored, Sasebo, Japan	Moored as before. The ship is in typhoon condition of readiness III, on four hours notice for getting underway.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	22	Moored, Sasebo, Japan	<p>Moored as before. The ship is in typhoon condition of readiness III, on four hours notice for getting underway.</p> <p>1825 YD-150 crane moored starboard amidships.</p> <p>2031 Commenced static load test of after jumbo boom (67,200 lbs static load). 2054 Secured from testing jumbo boom, test satisfactory. 2116 YD-150 cast off.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	23	Moored, Sasebo, Japan Underway for Manila Bay, Philippines	<p>0000 Moored to buoy 16, Sasebo, Japan. The engineering plant is on a four hour standby for getting underway.</p> <p>0530 Lighted fires under No. 2 boiler. 0645 Tested steering engine, test satisfactory. 0805 Delay of one hour in getting underway due to replacement of gasket in high pressure turbine throttle. 0845 Set condition Yoke throughout the ship. 0856 Underway, destination Sangley Point, Manila Bay, Philippines. 0930 Set speed 15.5 knots.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	24	Underway for Manila Bay, Philippines	<p>0000 Steaming independently from Sasebo, Japan to Sangley Point, Republic of Philippines. Base speed 15.5 knots. COMPHIBRON FIVE is embarked in this ship. 0120 Surface search radar is out of commission. 1717 Changed speed to 16 knots. 2108 Changed speed to 98 rpm, 16.3 knots.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	25	Underway for Manila Bay, Philippines	<p>0000 Steaming as before, 16.3 knots. 0626 Changed speed to 16 knots. 0923 Changed speed to 15.5 knots. 1622 Manned all highline stations. 1624 Changed speed to 10 knots. On station to receive USS Paul Revere to port for high lining. 1654 First line over. 1711 COMPHIBRON FIVE departed via highline. 1723 All lines clear of USS Paul Revere. 1726 Changed speed to 14 knots.</p>	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	26	Underway for Manila Bay, Philippines	0000 Steaming independently as before.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Manila Bay, Sangley Point



Extract of: Manila Bay and approaches.  
Chart No. 91280, 5th edition (1980). Scale 1:125,000.  
United States Defense Mapping Agency Hydrographic/Topographic Center

UC San Diego Library | Pacific Basin Nautical Charts Collection | Online: <https://library.ucsd.edu/dc/object/bb74756547/zoom/0>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August	27	Underway for Manila Bay, Philippines	0000 Steaming independently as before. 0500 Left full rudder to avoid debris. 0501 Right full rudder. 0545 Observed sunrise, turned off navigation lights.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
			Anchored, Manila Bay, Sangley Point, Philippines	0626 All stop. Anchored at Manila Bay, Sangley Point, Philippine Islands with 12 feet of water under the keel with poor holding bottom. 1245 Fuel barge made the port side. 1621 Completed fueling, received 54,511 gallons of NSFO fuel. 1630 Fuel barge underway from port side.  0835 Underway enroute to Subic Bay, Philippine Islands.	
1962	August	28	Anchored, Subic Bay, Philippines	<b>Dependent cruise to Hong Kong</b>  1) "We took on a load of Army, Navy and Air Force dependents from the Philippines for a weeks R&R in Hong Kong." 2) 1212 Commenced maneuvering at various courses and speeds while entering Subic Bay. 1310 Anchored at Subic Bay.	1) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN 2) Deck Log Book, USS Calvert, August, 1962. Selected entries.
			Underway for Hong Kong	1350 Dependents boarded ship for R&R cruise.  1415 Underway enroute to Hong Kong, B.C.C. A total of 153 military and 10 civilian dependents are embarked. Of these 163 personnel, 75 are women and 88 men.  2131 Set speed 15.5 knots.	
1962	August	29	Underway for Hong Kong	0000 Steaming independently. COMPHIBRON FIVE Admin is embarked this ship. 1000 Exercised the crew and embarked passengers at General Quarters and Abandon Ship drills. 1025 Secured from drills.	Deck Log Book, USS Calvert, August, 1962. Selected entries.
1962	August	30	Underway for Hong Kong  Moored, Hong Kong Harbor	0000 Steaming independently. COMPHIBRON FIVE Admin is embarked this ship. 0823 Moored to buoy A-29 Hong Kong, British Crown Colony. 1000 All embarked passengers departed the ship.  2340 Commenced preparations to hoist small boats in view of impending typhoon Wanda.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	August 30th to September 5th		Hong Kong area	<b>Typhoon Wanda, Hong Kong</b>  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. 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."  2) "We took on a load of Army, Navy and Air Force dependents from the Philippines for a weeks R&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."  3) "When we arrived in Hong Kong Aug 30, 1962, liberty was immediately cancelled as Typhoon Wanda was about to hit Hong Kong."  4) "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 border."  5) "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."  6) Typhoon Wanda was one of the most intense tropical cyclones on record in Hong Kong.	1) Cullen, Page 29  2) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN  3) Calversion, V50, P4 - Jim Foley, LTJG - June 1961 to May 1963  4) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN  5) Calversion, V50, P4 - Jim Foley, LTJG  6) Typhoon Wanda: <a href="https://en.wikipedia.org/wiki/Typhoon_Wanda_(1962)">https://en.wikipedia.org/wiki/Typhoon_Wanda_(1962)</a>
				0000 Moored to buoy A-29, Hong Kong, China.  0215 Set typhoon condition III.  1322 Assumed the duties of station ship, Hong Kong, British Crown Colony. 1406 Secured main and steering engines, placed engineering plant on 20 minutes standby. 1610 Posted storm warning #3. 1900 Set typhoon watch in the pilot house, secured liberty. 2255 Hong Kong posted storm warning #7.	Deck Log Book, USS Calvert, August, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	1	Moored, Hong Kong Harbor	<p>0000 Moored to buoy one, British Crown Colony, Hong Kong, China with 15 fathoms of the port and starboard anchor chain led out through the bullnose. Condition of readiness IV and material condition yoke (modified) are set. Typhoon condition one is in effect. COMPHIBRON FIVE embarked in Calvert.</p> <p>0415 Set Hong Kong warning #9.  0425 Set the steaming watch section two, modified.  0615 Hong Kong storm warning #10, set.  0705 Observed sunrise turned off aircraft warning and anchor lights.  0747 Commenced using various engine speeds and rudder angles while steaming to Buoy one during the passage of Typhoon Wanda.</p> <p>From 0800 to 1130, winds were from the N.E. at a velocity of 50 to 80 knots with gusts up to 140 knots. Ship listed 10 degrees to starboard under heavy winds.</p> <p>1130 The eye of Typhoon Wanda passed 5 miles south of Hong Kong, winds decreased to 30 knots.</p> <p>1155 Winds commenced working around to the S.W. 50 to 70 knots, gusts to 140 knots. Ship is listing 8 degrees to port due to heavy winds. No damage to ship up to this point.</p> <p>1242 Observed the body of a small child floating face down in water passing rapidly down starboard side. Unable to retrieve body due to high wind and current.</p> <p>1350 a/e/stop. Secured from steaming at the buoy.  1352 Engaged the jacking gear. Wind velocity decreased to 40 knots.  1432 Royal observatory, Hong Kong hauled down storm warning 10 and closed up warning 6.  1601 Winds decreased to 30 knots.  1915 Storm warning changed from No. 6 to No.3.  1942 Observed sunset, turned on anchor lights.  1943 Set a modified in-port watch.  2001 Let fires die under No. 1 boiler.  2054 Hong Kong secured from typhoon condition.  2050 Winds decreased to 20 knots.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	2	Moored, Hong Kong Harbor	<p>0000 Moored to buoy one, British Crown Colony, Hong Kong, China</p> <p>0917 Lighted off port steering engine.  0924 Set condition Yoke.  0932 All engines ahead 1/3. Underway to shift berth from buoy No. 1 to buoy No. A-29.  0948 Moored to buoy A-29.  0957 Secured main and steering engines. Engineering plant is on a two hour standby for getting underway.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	3 - 4	Moored, Hong Kong Harbor	Moored as before	Deck Log Book, USS Calvert, September, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	Early September		Hong Kong area Village of Sha Tin	<u>S.D. Sailors Aid Battered Hong Kong</u>  "Sailors from San Diego ships are lending Hong Kong a hand in the wake of typhoon Wanda, which hit the British crown colony with 160-mile-an-hour winds and a six-foot tidal wave Saturday. ... Hundreds of bluejackets have gone ashore on mercy missions from San Diego-based attack transport Calvert (APA32), ....  Under command of Capt. Paul C. Stinson, commander of Amphibious Squadron 5, they are probing the ruins, conducting rescues and clearing up debris.  Stinson said the Calvert rode out the storm in the harbor, but two other ships were sunk, three were grounded and countless junks and sampans vanished. A 60-man search and rescue party searched for three hours Monday through the wrecked village of Sha Tin in the New Territories. They recovered the bodies of four children. The village was swept three miles inland and its fate was not known until Monday."	San Diego Union. Page 7, September 5, 1962
				<u>Typhoon Struck Hong Kong Gets Amphib Ship Aid</u>  "Thousands of Navymen from four Pacific Fleet Amphibious Force ships are 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.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 Vice Adm. Howard A. Yeager, Commander Amphibious Force, Pacific Fleet, at his headquarters at the Naval Amphibious Base in Coronado of the 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."	

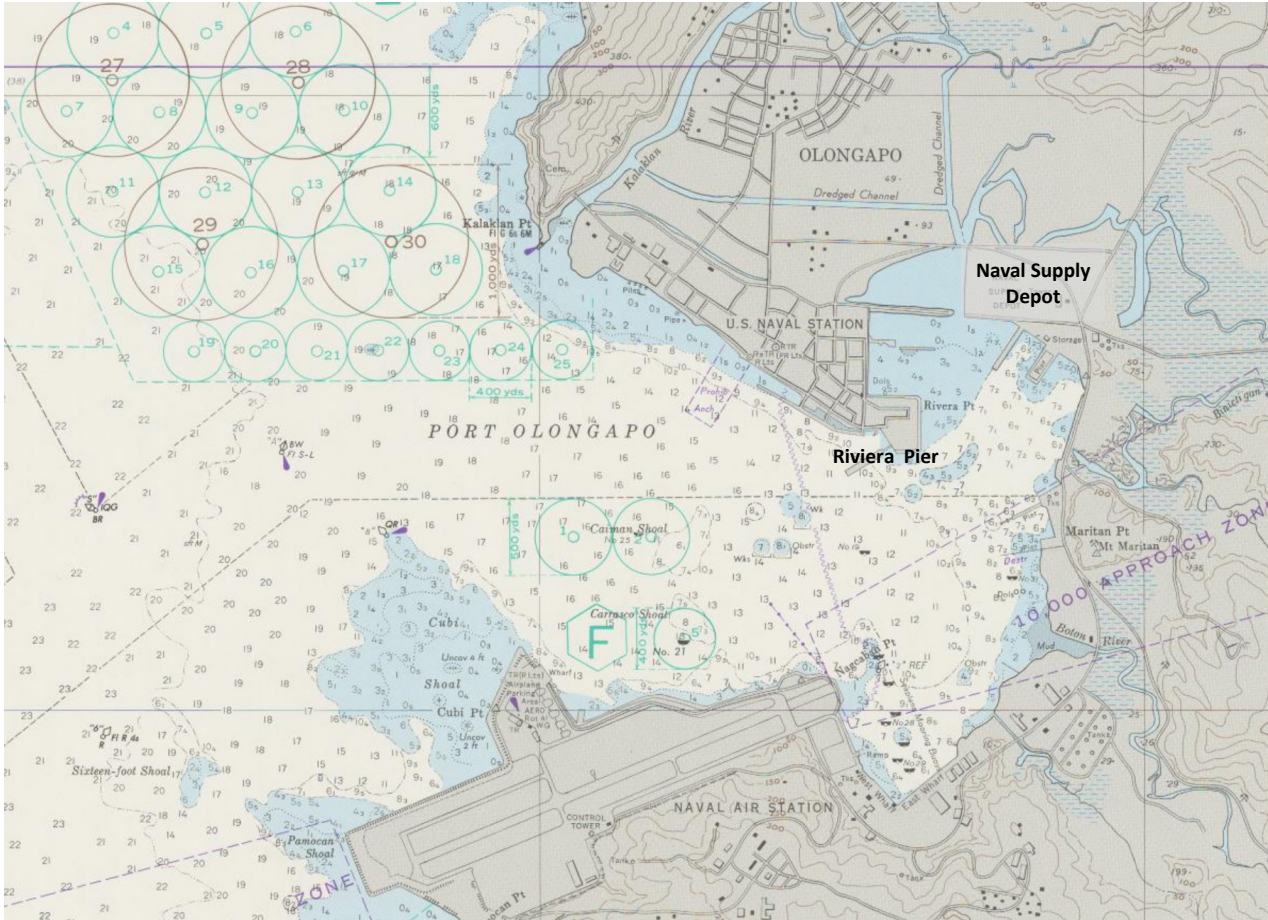
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UC San Diego Library | Pacific Basin  
Nautical Charts Collection | Online:  
<https://library.ucsd.edu/dc/object/bb3960264z>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	Early September		Hong Kong area	<u>Damage Due to Typhoon "WANDA"</u>  "Damage and casualties were widespread throughout the Colony. 130 people were killed and 53 were missing. Approximately 72,000 people were registered as being homeless. Of a total of 20,287 small craft in Colony waters, 726 were wrecked, 571 were sunk and 756 damaged. Of a total of 132 ocean-going ships, 24 were beached and 12 involved in collisions. The "Vinkon" and "Haijye" ran aground near the railway line at Tai Po Kau and on Harbour Island respectively. The "Cronulla" capsized near West Point and the "Tung Feng" sank near Green Island. Other ships sunk during typhoon "WANDA" included the "Yeni Meserret" the "Tai Kwong No. 1" and the tugs "Dorothy" and "Kowloon Docks".	Typhoon Wanda: August 27 to September 2, 1962 Hong Kong Observatory  Online: <a href="https://www.hko.gov.hk/en/informtc/no10/wanda/wanda.htm">https://www.hko.gov.hk/en/informtc/no10/wanda/wanda.htm</a>
				The typhoon played havoc with field crops, fruits, vegetables and flowers in various districts of the New Territories. About 650 acres of paddy fields in the Tai Po, Sha Tin and Sha Tau Kok areas were inundated with sea water and the annual rice production was reduced by nearly 20% compared with 1961. ... A great number of livestock houses were damaged by the typhoon and livestock losses were severe in some places. Egg production was greatly reduced. Many farm houses were damaged but only a small proportion were beyond repair.	
				Property damage caused by the typhoon was never completely assessed. The urban areas were littered with debris, galvanized iron sheets, bamboo scaffolding, advertisement sign boards, overhead wires and broken windows. More than 700 squatter and roof top huts were destroyed and 1,300 made uninhabitable. Numerous houses collapsed and in Shau Kei Wan many squatter boats were wrecked by logs that had broken adrift from nearby timber yards. In addition over 400 huts in cottage areas were destroyed and 1,200 damaged."	
1962	September	5	Moored, Hong Kong Harbor	1) 0000 Moored as before. COMPHIBRON FIVE is embarked on this ship.  1115 Military (153) and civilian (10), dependents (a total of 163 of which 75 were women and 88 men), re-embarked for return trip to Island of Luzon, Republic of the Philippines.	1) Deck Log Book, USS Calvert, September, 1962. Selected entries.  2) Cullen, Page 30
			Underway to Manila Bay, Philippines	1631 Underway enroute to Sangley Point, Philippines. 1728 Set speed, 16 knots.  2) 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.  3) We reloaded our worn-out passengers, a few more pianos, and took them home.	
1962	September	6	Underway to Manila Bay, Philippines	0000 Steaming independently enroute to Sangley Point, Philippine Islands. COMPHIBRON FIVE is embarked.  0701 Observed sunrise, turned off navigation lights.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
				0815 Exercised the crew at general quarters. 0841 Commenced firing Mt. 41 and 42 to starboard. 0851 Ceased firing, expended 8 rounds 40MM BL&T and 20 rounds 40 MM HET. 0853 Secured from general quarters. 1818 Observed sunset, turned on navigation lights.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	7	Underway to Manila Bay, Philippines	0000 Steaming independently enroute from Hong Kong, BCC to Manila Bay, Philippines. COMPHIBRON FIVE is embarked in this ship.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
			Anchored, Manila Bay	0905 Anchored at Sangley Point, Manila Bay, Philippine Islands.	
			Underway to Subic Bay	1024 Underway to Subic Bay.	
			Moored, Subic Bay	1517 Moored port side to Naval Supply Depot Pier, Subic Bay, Philippine Islands.	

Subic Bay area | Naval Supply Depot and Riviera Pier indicated by black text markers.



Extract of full chart: Philippines : West Coast of Luzon : Subic Bay. No. 91289 1:25,000 scale. Soundings in Fathoms and Feet. United States Defense Mapping Agency Hydrographic/Topographic Center. 1984, 17th edition.

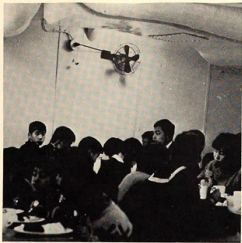
UC San Diego Library | Pacific Basin Nautical Charts Collection | Online: <https://library.ucsd.edu/dc/object/bb3345920b>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	8	Moored, Subic Bay, Philippines	0000 Moored to port side to U.S. Naval Supply Depot, Subic Bay, Philippines Islands. COMPHIBRON FIVE is embarked in this ship.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
				0840 Underway to shift berths to Rivera Point pier, berths 11 and 12. 0914 Moored port side to Rivera Point pier, berths 11 and 12. 1212 YO-105 collided with the starboard fantail while maneuvering to come alongside. Damage incurred: Port bridge on YO-105 bent back, scupper drain broken off Calvert fantail. 1243 Commenced taking on fuel from YO-105. 1500 Completed fueling having received 86,311 gallons NSFO. 1511 YO-105 got underway from alongside to starboard.	
1962	September	9	Moored, Subic Bay, Philippines	Moored as before.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	10	Moored, Subic Bay, Philippines  Underway for Yokosuka, Japan	0000 Moored as before. COMPHIBRON FIVE is embarked in this ship. 0806 Underway from Subic Bay for Yokosuka, Japan. 1000 Exercised the crew at General Quarters. Steering various courses at various speeds while maneuvering for mine shoot. 1030 Commenced firing to port. 1057 Ceased firing. 1107 Secured from General Quarters. 1123 Changed speed to 15 knots. 1142 Steering various courses at various speeds while conducting maneuvering exercises for training of OODs. 1200 Conducting rubber docking drills using various courses and speeds. 1300 Exercised at General Quarters for Anti-Aircraft gunnery exercise. 1344 Commenced firing. 1433 Ceased firing exercises. Ammo expended: 5"38-2 rounds, 3"50-19 rounds, 40MM-199 rounds. 1507 Secured from General Quarters.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
				1543 Combat intercepted message reporting USS Valley Forge (LPH 8) AD5 preparing to ditch. Message intercepted over military air distress. 1600 Proceeding to assist the Valley Forge in locating the downed aircraft (AD5). 1708 Valley Forge reported that the downed aircraft was located and she had picked up the survivors. 1710 Resumed steaming toward Yokosuka. 1830 Fire reported in Foremast Mast Yard Arm Blinker. 1831 Power secured to Blinkers and the fire is out.	
1962	September	11 - 12	Underway to Yokosuka, Japan	Steaming as before.	Deck Log Book, USS Calvert, September, 1962. Selected entries.

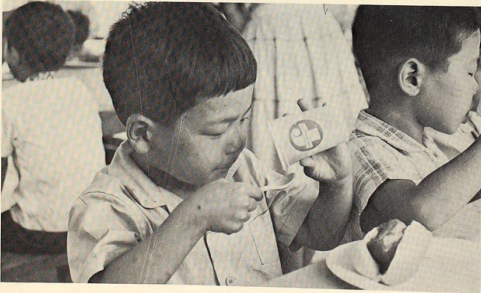


Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	13	Underway to Yokosuka, Japan via Buckner Bay,	0000 Steaming independently enroute from Subic Bay to Yokosuka, Japan. 0153 Set sectional sea detail section II steering various courses and speeds to stand into Buckner Bay. 0225 COMPHIBRON FIVE departed the ship. COMPHIBRON FIVE (Admin) remain aboard. 0317 Steering various courses and speeds to stand out of Buckner Bay.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	14	Underway to Yokosuka, Japan	0000 Steaming independently to Yokosuka. Speed 15.7 knots. COMPHIBRON FIVE (Admin) is embarked. 1255 Electrical fire reported in ship's soda fountain. Dispatched E division personnel to the scene. 1259 Fire extinguished. One electrical coil damaged. 1502 Detected land mass on surface search radar, distant 48 miles, identified as Honshu Island, Japan.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	15	Underway to Yokosuka, Japan Moored, Yokosuka	0000 Steaming independently to Yokosuka. 0721 Commenced entry into Uraga Suido, southern end of Tokyo Wan. 0902 All stop, moored portside to berth 10, pontoon pier, Yokosuka, Japan. 1100 19 transient personnel detached and departed the ship. 2226 COMPHIBRON FIVE returned and broke his broad command pennant in this vessel.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	Mid-to-Late September	16 - 21	Moored, Yokosuka	1) A five-day rest in Yokosuka. 2) September 17th: Shifted berths from berth 10 to berth 8. 3) 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) Deck Log Book, USS Calvert, September, 1962. Selected entries. 3) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Aiji-no-ie Orphanage, aka, Home of Affection, Tokyo


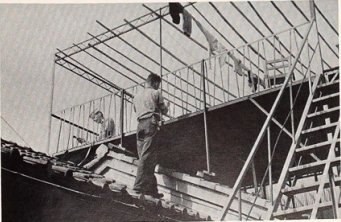





The crew of the Calvert has helped support the Aiji-No-Ie (home of affection) orphanage since 1957. When we are in Yokosuka we like to have them aboard for the day. Ice cream, cake, and cartoons make them have a pretty good time.



### Fieldday at the Orphanage!

A little paint and elbow grease will help any thing. Everyone gets a little satisfaction out of helping.

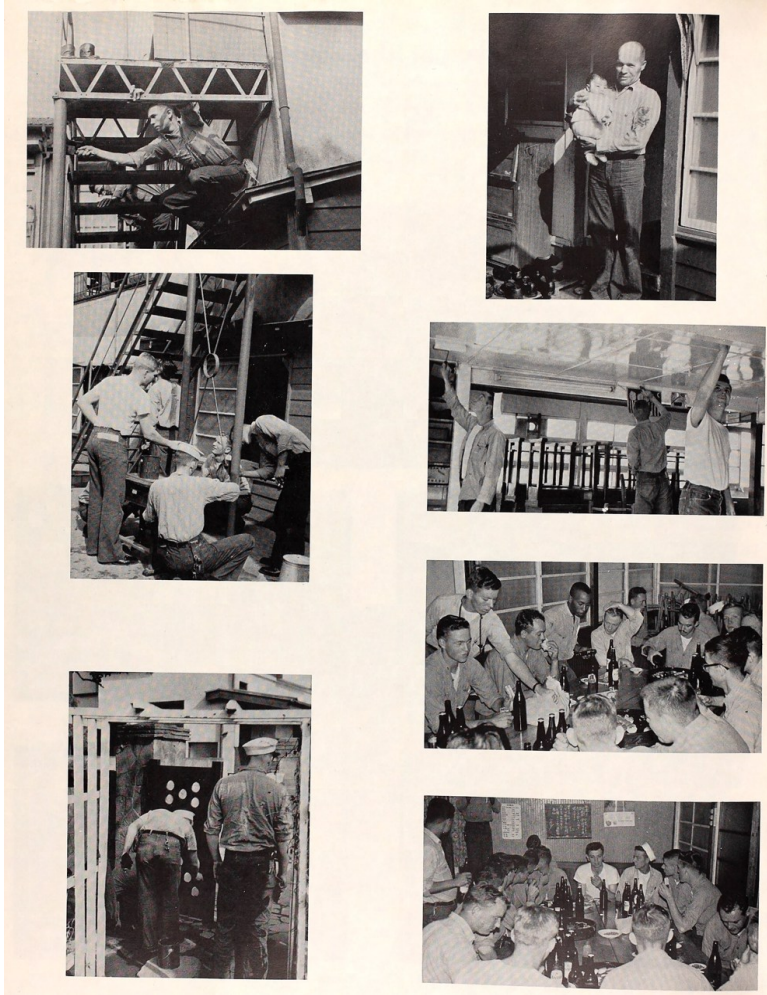


USS Calvert 1962 Far East Cruise Book  
Pages 36, 37

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Aiji-no-ie Orphanage, aka, Home of Affection, Tokyo

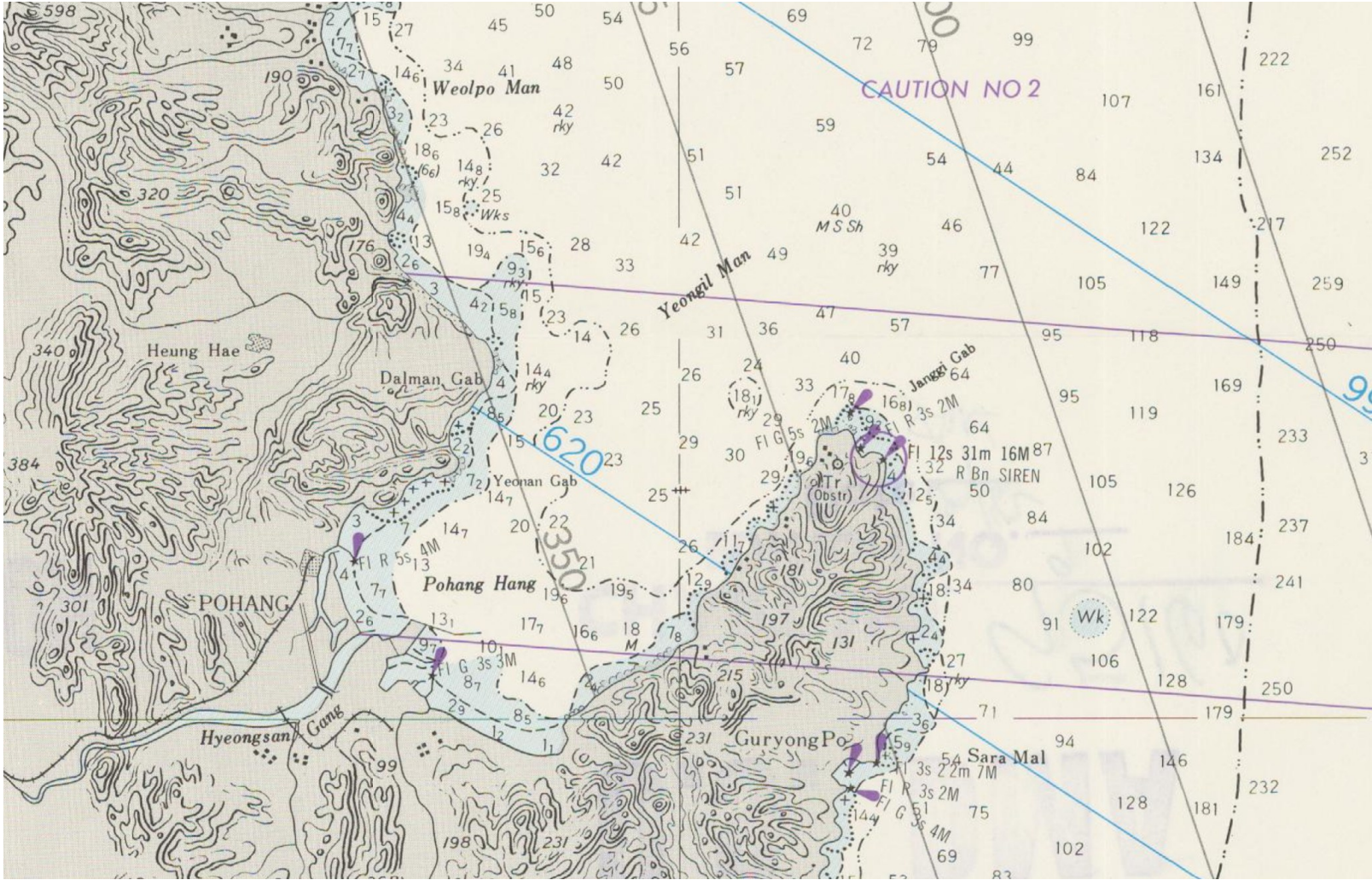
USS Calvert 1962 Far East Cruise Book  
Pages 38



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	22	Moored, Yokosuka  Underway for Pohang, Korea	<p>0000 Moored as before, starboard side to berth 8, Yokosuka. COMPHIBRON FIVE and staff embarked aboard this ship.</p> <p>0515 Lighted fires under number 2 boiler. 0605 Made preparations for getting underway.</p> <p>0752 Underway to Pohang, Korea.</p> <p>1030 Exercised the crew at general quarters for damage control drills. 1130 Secured from general quarters. 1746 Observed sunset, turned on all navigational lights.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	23	Underway for Pohang, Korea  Anchored, Pohang, Korea	<p>0000 Steaming independently to Pohang, Korea. Speed 15.7 knots.</p> <p>0942 Passed Ashizuri Zaki light house abeam to starboard distance 3.5 miles. 1105 Commenced passage between Okino Shima rock and Kashiwa Shima rock. 1108 Passed Biro Shima rock abeam to port. 1143 Energized degaussing gear. 1522 Commenced maneuvering to make approach to Shimonosaki Kaikyo. 1820 Visibility reduced to 1 mile in rain showers.</p> <p>1841 All stop. Anchored in Quarantine Anchorage. 1903 Underway from Quarantine anchorage enroute through Shimonoseki Kaikyo straight to Pohang, Korea. Set speed 13 knots. Pilot aboard for transit of straight. 2045 Secured degaussing. 2114 Completed transit through Shimonseki Kaikyo. Changed speed to 15 knots.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
	Late September?		Pohang, Korea	"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


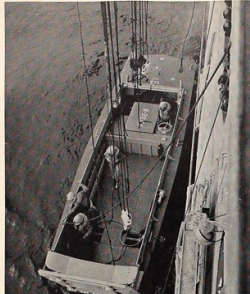

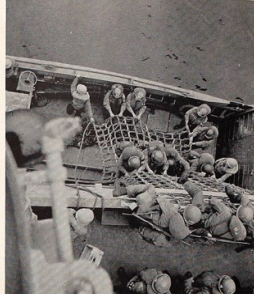




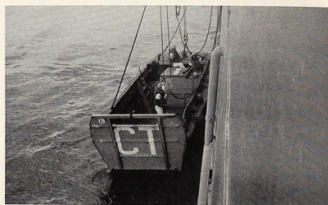
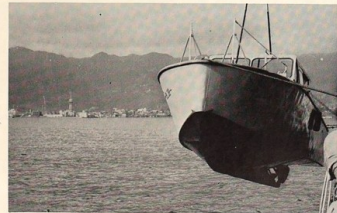
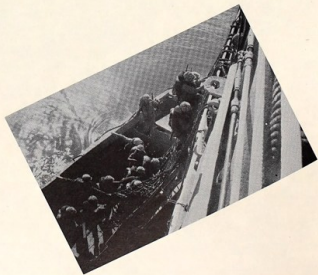





Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Pohang, South Korea



Extract of: Busan Hang to Jugbyeon Man.  
Chart No. 95160, 9th Edition (1982). Scale  
1:250,000  
United States Defense Mapping Agency  
Hydrographic/Topographic Center  
  
UC San Diego Library | Pacific Basin  
Nautical Charts Collection | Online:  
<https://library.ucsd.edu/dc/object/bb7202609t>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	24	Anchored, Pohang, Korea	<p>0000 Steaming independently to Pohang, Korea. Speed 15 knots. 0750 Anchored in Youngil Man, Korea.</p> <p>0757 Set Condition 1-Alfa.</p> <p>0801 Let fires die under No. 1 boiler. Secured main and steering engines. 0803 Ungriped all designated boats. 0804 All designated boats to rail. 0806 Away all designated boats. 0900 Secured from Condition 1-Alfa. Set the inport watch. 1230 Manned all water borne boats and debark stations for wet net training of Korean Marines. 1400 Wind velocity increased to 25 knots. 1415 Placed heavy weather bill phase one in effect. 1415 Wind velocity 22 knots from 000 degrees. 1455 Placed main engine on 15 minute standby. 1515 Commenced hoisting boats aboard. 1545 Tested main engine, test satisfactory, ready to answer all bells up to 10 knots maximum speed No. 1 boiler. 1550 All engines ahead 1/3, 15 RPM. 1555 Steaming into the chain with right full rudder, 10 knots to form a lee for hoisting boats. 1655 All engines stop. Placed main engines on 15 minutes standby notice; engaged jacking gear. 1700 Secured from condition 1-Alfa. 1818 Observed sunset. 2330 Left full rudder to make lee for receiving commodore's gig to port.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	25	Anchored, Youngil Man, Korea	<p>0000 Anchored in Youngil Man, Korea.</p> <p>0611 Observed sunrise.</p> <p>0810 Placed rudder amidships and secured the starboard steering engines.</p> <p>1330 Commenced making preparations to continue wet net training.</p> <p>1817 Observed sunset.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.
1962	September	26	Anchored, Youngil Man, Korea	<p>0000 Anchored as before.</p> <p>0730 Set condition 1-Alfa for wet net training.</p> <p>1205 Commanding General, First Marine Division, Republic of Korea and the Mayor of Pohang, Korea came aboard to pay an official call on COMPHIBRON FIVE.</p> <p>1300 Resumed wet net training. 1340 Commander First Marine Division, Republic of Korea and the Mayor of Pohang, Korea departed.</p> <p>1730 Secured from condition 1-Alfa.</p>	Deck Log Book, USS Calvert, September, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes	
			<p>“Set Condition 1A.”</p> <p>And the invasion is on its way. A lot of study and hard work goes into these operations and the Calvert can hold her own on any of them.</p> <p>From dawn till dark these operations run but we have yet to miss a commitment.</p>		USS Calvert 1962 Far East Cruise Book - Pages 20, 21	
			   			
			    			
			    			
			 			

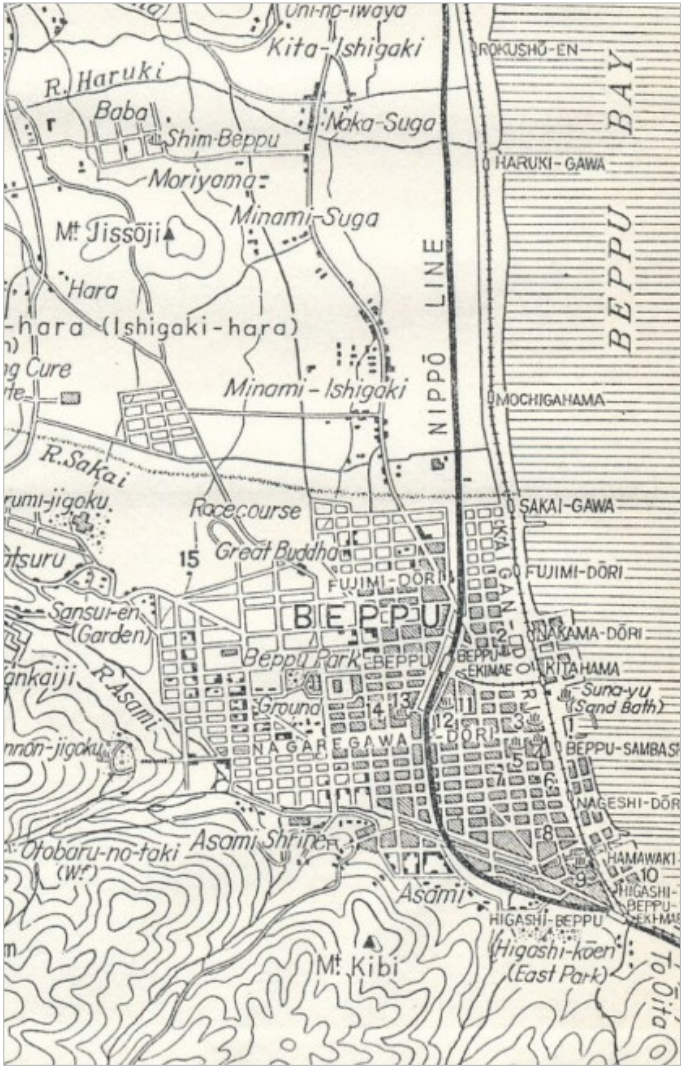
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	September	27	Anchored, Youngil Man, Korea	0000 Anchored as before.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
				0001 All cargo lights remain on to assist watch personnel in checking ship for possible intruders.  0613 Observed sunrise. 0730 Set condition 1-Alfa. 0740 Lowered all designated boats to the rail. 0750 Away all boats. 0800 Commenced wet net training for R.O.K military personnel. 1245 Remanned all boats for wet net training. 1645 Secured from condition 1-Alfa. Set the regular in-port watch. 1812 Observed sunset.	
1962	September	28	Anchored, Youngil Man, Korea	0000 Anchored in Youngil Man, Korea. COMPHIBRON FIVE embarked in this ship.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
			Underway for Beppu, Japan	0614 Observed sunrise. 0701 Wind velocity increased to 20 knots. 0730 Set condition 1-Alfa. 1300 Lighted fires under #1 boiler. 1459 Underway to Beppu, Japan. Maneuvering on various courses and speeds while picking up boats. 1630 Completed picking up boats. 1809 Observed sunset, turned on navigational lights. 1915 Set speed 15 knots.	
1962	September	29	Underway for Beppu, Japan	0000 Steaming independently for Beppu, Japan. Speed 12 knots.  0602 a/e stopped. Pilot came aboard. 0609 a/a/full set speed 15 knots. Steering various courses and speeds while transiting Shimonoseki Straits. 0623 Observed sunrise. 0708 Pilot left the ship, completed transit of the Straits. 0721 Changed speed to 13 knots.	Deck Log Book, USS Calvert, September, 1962. Selected entries.
			Anchored, Beppu Japan	1200 Maneuvering on various courses and speeds to conform with channel on approach to anchorage, Beppu Wan, Japan. 1322 All stop. Let go the starboard anchor. Anchored in Beppu Wan. Okano Su West Pier 193 degrees, He-Zak Light 157.5 degrees, Tobigasu Hana Pier 218 degrees. 1330 Secured the main and steering engines. Let fires die under #2 boiler.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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September 30 to October 3, 1962. Anchored, Beppu, Japan

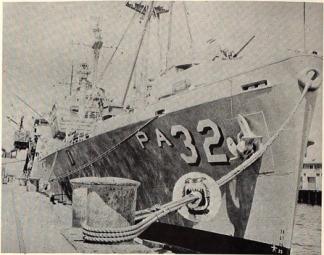


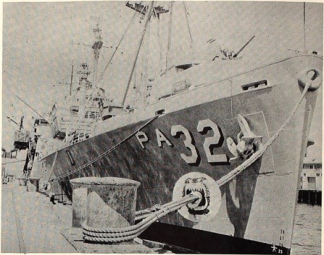



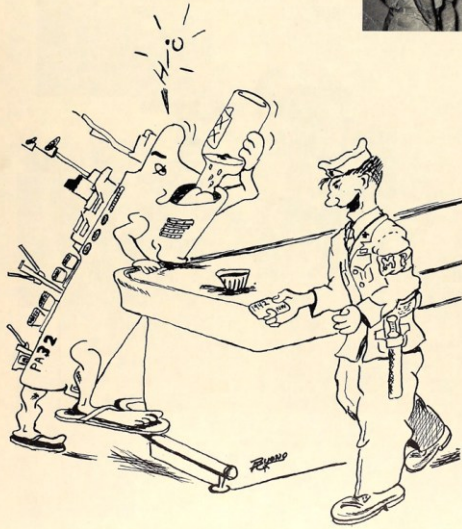
30 September through 3 October found the Calvert in Beppu, Japan for a well earned R & R visit. Here Vice Mayor of Beppu also joined the Calvert's crew as an honorary member."

Note: There are no notable events detailed in the Calvert's deck log for these dates.



- 1) Cullen, Page 30
- 2) Deck Log Book, USS Calvert, September and October, 1962. Selected entries.
- 3) Extract of 1959 Beppu Japan Vintage Map

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
				0000 Anchored at Beppu, Japan.	
				0935 COMPHIBRON FIVE and the Commanding Officer left the ship to call officially on the Mayor of Beppu, Japan.	
1962	October	1	Anchored, Beppu Japan	1045 Coxswain of LCPL 23 reported that LCPL 23 went aground while making a run from Beppu Police Landing to Fleet Landing. Damage sustained was a bent screw. The boat returned to the ship under its own power. 1115 COMPHIBRON FIVE and Commanding Officer returned to the ship. 1235 His Honor the Vice-Mayor of Beppu Japan made an official call on the Commanding Officer USS Calvert and COMPHIBRON FIVE. 1400 The Vice-Mayor and his party departed.	Deck Log Book, USS Calvert, October, 1962. Selected entries.

1962	October	1	Beppu, Japan	<p><b>The USS Calvert's 20th Birthday Party</b></p> <div><p><b>"Happy Birthday"</b></p><p>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.</p><p>In twenty years of service she has garnered fourteen ribbons which are proudly displayed from her bridge, including the coveted Navy Unit Commendation.</p><p>She may be getting old but she is still referred to as the war horse.</p></div> <div></div> <div><p>ZLOTNIK BM2 Served Aboard Over 5 Years</p><p>BOUTWELL BM2 Served Aboard Two Weeks</p></div>	<div></div> <div><p>OK! Bad, your only 20 years old, you better come with me.</p></div>	USS Calvert 1962 Far East Cruise Book - Pages 24, 25
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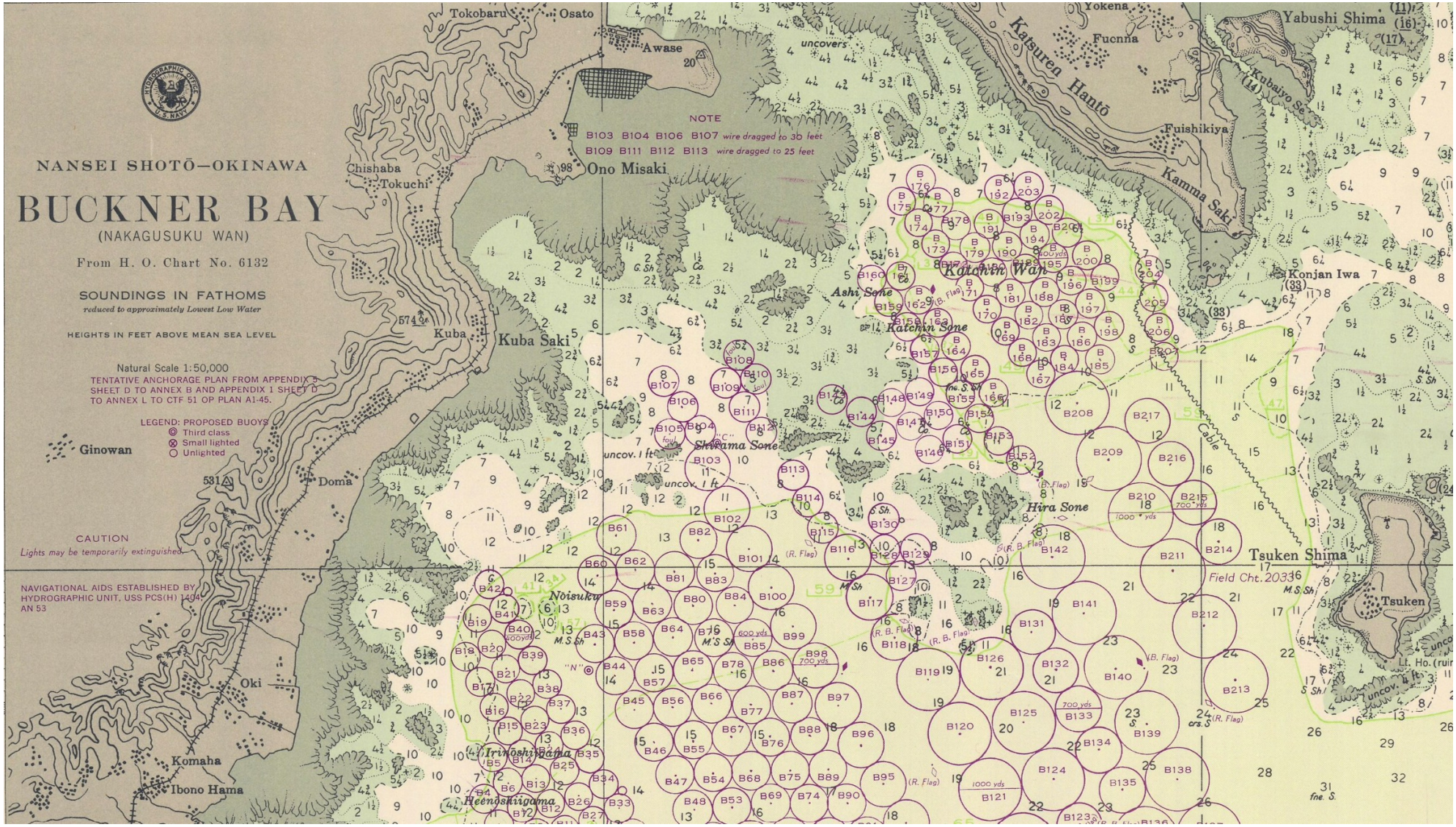
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	2	Anchored, Beppu Japan	Anchored as before, Beppu, Japan.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	3	Anchored, Beppu Japan Underway to Kobe, Japan	0000 Anchored as before. 0704 Underway to Kobe, Japan. 1234 Steering various courses to conform with the channel while approaching Kurushima Kaikyo. 1340 Completed passage of Kurushima Kaikyo. 1535 Commenced transit of Shiako Seto. 2110 Anchored in Osako Wan.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	4	Anchored, Kobe, Japan	1) 0000 Anchored in Osaka Wan, Japan. 0621 Underway from Osaka Wan to Pier 6, Berth X-Ray, Kobe, Japan. 0749 Moored starboard side to Berth X-Ray, Pier 6, Kobe, Japan.  2) "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."	1) Deck Log Book, USS Calvert, October, 1962. Selected entries. 2) Cullen, Page 30
1962	October	5 - 7	Anchored, Kobe, Japan	1) Moored as before, Berth X-Ray, Pier 6, Kobe, Japan.  October 6th: 0900 - 1120 Captain's Personnel Inspection and inspection of all messing and berthing spaces.  October 7th: A member of the Calvert's shore patrol was assaulted in the early hours of the 7th:  2) "Enjoyed seeing the 1962 footage. That was the second trip to WES-PAC aboard the Calvert for me. While in Kobe, Japan on shore patrol duty I had my jaw broken and Calvert's dentist wired it shut for 6 weeks. He said that was his first such action since "school" but he did an excellent job – thanks." Richard Blush  2) "Richard, I think I was on shore patrol that day, if the man who broke your jaw was a boxer who was training for the Pan Am Games and was either drunk or on something. I remember looking for your tooth because we thought he just knocked it out. Glad your still with us." C D Burkhart RD2	1) Deck Log Book, USS Calvert, October, 1962. Selected entries. 2) Comment Online: <a href="https://www.usscalvert.com/2016/07/04/1962-westpac-film-footage-from-dr-richard-hickok-calverts-dentist/">https://www.usscalvert.com/2016/07/04/1962-westpac-film-footage-from-dr-richard-hickok-calverts-dentist/</a>
1962	October	8	Anchored, Kobe, Japan Underway to Okinawa	0000 Moored as before. 0752 Underway enroute to Buckner Bay, Okinawa.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	9	Underway to Okinawa	Underway as before.	Deck Log Book, USS Calvert, October, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	10	Underway to Okinawa Moored, White Beach, Okinawa	1) 0000 Steaming independently for Buckner Bay, Okinawa. 0815 Moored port side to Pier Bravo, White Beach, Okinawa. 1030 Commenced loading ammunition into #1 hold for Operation Lone Eagle. 1515 Commenced loading Marine vehicles into #2 and #3 holds. 2130 Electrical fire in #3 hold, second deck. Sounded General Quarters. 2135 Fire out, secured from General Quarters. Fire was caused by faulty wiring in a vehicle. 2230 Completed loading of cargo for Operation Lone Eagle.	1) Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	11	Underway for Buckner Bay, Okinawa Anchored, Buckner Bay, Okinawa	0000 Moored as before. 0701 Underway for anchorage. 0743 Anchored in anchorage B-185, Buckner Bay, Okinawa.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	12	Anchored, Buckner Bay, Okinawa	0000 Anchored as before. 0610 Exercised the crew at General Quarters. Electrical fire in spud locker. 0612 Fire extinguished, no damage. Secured from General Quarters. 0615 Set Condition 1A. 0710 Secured from Condition 1A. 0929 COMPHIBRON FIVE shifted his Pennant from USS Calvert to Oak Hill (LSD 7). 1032 COMPHIBRON FIVE shifted his Pennant from USS Oak Hill to USS Calvert.	Deck Log Book, USS Calvert, October, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Buckner Bay - "B" anchorages illustrated on the Katchin Wan area, right side of the chart.  
Editor's Note: Anchorage locations are presumed to have remained static from 1945 to the the mid-1960s

Extract of Field Chart 2031 created in April 1945 after surveying by USS Bowditch (AGS 4).



Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	13	Anchored, Buckner Bay, Okinawa  Underway for Operation Area, Okinawa	0000 Anchored as before, Anchorage B-145, Buckner Bay.	1) Deck Log Book, USS Calvert, October, 1962. Selected entries.
				1037 Received report of Electrical Fire in Troop W.C. #3 hold, compartment A-24L. Power secured in the compartment and the fire was extinguished with CO2. Only apparent damage was to electrical cable.	
				1201 Commenced loading 532 enlisted and 44 officers, UMSC personnel of the following units for Operation Lone Eagle: DET HQ. BN., 3rd Marine Division; "C" Company, reinforced, 3rd At BN; Collecting Plt "D" Co. 3rd Marine Division.	
				1405 Regimental Commander Ninth Marines arrived on board for Operation Lone Eagle. 1500 Completed loading of Marine personnel.	
				1601 Underway enroute to Operating Area.	
				1751 Executed formation 51: USS Calvert, USS Paul Revere, USS Skagit, USS Seminole, USS Monticello, USS Montrose, USS Magoffin, USS Catamount, USS Oak Hill, USS Fort Marion, USS Valley Forge. 1803 Observed sunset, darkened ship. 1858 Turned on Navigation Lights.	
<hr/>					
1962	October	13 (Saturday)	Buckner Bay, Okinawa	<b>Operation Lone Eagle, Okinawa</b>	
				1) 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.	
				2) Pacific Stars & Stripes, 13 Oct 1962, SAS Okinawa Bureau "Buckner Bay, Okinawa - Some 20,000 sailors and marines were to set sail about 5 p.m. Saturday (October 13th) in Operation Lone Eagle Task Force, the U.S. Seventh Fleet's biggest amphibious maneuver of 1962.	1) Cullen, Page 30
				The Seventh Fleet will conduct anti-submarine, anti-air and resupply drills in waters surrounding Okinawa during the four-day sea phase of operation.	2) Calversion, V65, P5 see also photo of Calvert in article.
				The two-week training drill commanded by Rear Adm. Francis J. Blouin, began Wednesday (October 10th). It ends Oct 23. Blouin is commander, Amphibious Force, U.S. Seventh Fleet.	
				Since Wednesday, marines and sailors have been loading tons of weapons, rations and supplies aboard more than 80 warships involved in Lone Eagle. The landing will be followed by several days of guerrilla warfare in the mountainous and jungle like terrain of northern Okinawa."	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	14	Underway, Okinawa area	0000 Steaming as before in Formation 51 as a unit of T.U. 131.2.3, the fast movement unit in Operation Lone Eagle. Speed 12.5 knots.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
				0553 Rendezvous with T.E. 131.2.0.3 Replenishment Element. Formed formation 62. Formation speed 10 knots.  0604 - 0745 Replenishment with USS Pollux (AKS 4). 0745 - 0830 Replenishment with USS Mt. Baker (AE 4): Received 25 rounds of 5"/38 cal. BL&T. 0830 - 0900 Replenishment with USS Neches (AO 47): Received 123,564 gallons of NSFO. 1103 - 1230 Replenishment with USS Sirius (AF 60): Received stores. 1230 - 1600 Formation exercises.  2315 Made inspection below decks with the following discrepancies: Flooding in Compartment A-204L (Troop Head) due to stopped up drain. All Troop Compartments were very dirty. No sentry was able to properly report a fire. No sentry was assigned in #1 Troop Ammunition Hold.	
1962	October	15	Underway, Okinawa area	0000 Steaming in formation 51 enroute from Buckner Bay to Operation Area. Formation speed 12 knots. COMPHIBRON FIVE is embarked in this ship.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
				0400 The state of the weather is as follows: Moderate to rough seas, winds from 340 degrees, speed 26 knots, barometer 29.94 inches and rising, intermittent rain and visibility varying from 3 to 7 miles. The ship is riding well and experiencing moderate roll and pitching.	
1962	October	16	Underway, Okinawa area	0000 Steaming in formation 51 as a unit of T.U. 131.2.3, the fast movement unit in Operation Lone Eagle, enroute from Buckner Bay to Operation Area. Formation speed 12 knots. COMPHIBRON FIVE is embarked in this ship.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
			Anchored, Chin Wan, Okinawa  Underway, Okinawa area	0125 Formed column. 0250 Set Condition 1A.  0302 Anchored in Anchorage A-7, Chin Wan, Okinawa. Forward range light: 260.3 degrees; Takabanare Jima: 124.2 degrees; Kanna Saki: 181.3 degrees. 0312 Commenced rehearsal landing for Operation Lone Eagle. 0830 Commenced back-loading personnel, equipment, and boats.  1420 Underway to Assault Area of Operation Lone Eagle, formation 1. 1600 to 1800 Formation zigzagged. 1800 Darkened ship. 1843 Turned on point of train lights.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	17	Underway, Okinawa area	<p>0000 Steaming in formation 51 as a unit of T.U. 131.2.3, the fast movement unit in Operation Lone Eagle, enroute assault area Chin Wan, Okinawa. Formation speed 12 knots. COMPHIBRON FIVE is embarked in this ship.</p> <p>0742 Commenced zigzagging.</p> <p>0957 Ceased zig-zagging.</p> <p>1005 Lost steering control, shifted steering control to after steering.</p> <p>1012 Received helicopter mail drop on the fan tail.</p> <p>1018 Shifted steering control to the Pilot House.</p> <p>1100 Commenced zig-zagging. Base speed 12 knots.</p> <p>1752 Observed sunset. Darkened ship.</p>	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	18	Underway, Okinawa area Anchored, Chin Wan, Okinawa	<p>0000 Steaming as before, in formation. Speed 13 knots. The formation is steaming at Darken Ship and EMCON Condition Bravo is in effect. Calvert has the short range surface radar guard and Valley Forge has the air radar guard.</p> <p>0139 Commenced maneuvering at various courses and speeds, independently to assigned anchorage.</p> <p>0253 Anchored in Anchorage A-7, Chin Wan, Okinawa: Takabarnare Jima: 124 degrees; Kanna Saki 181 degrees.</p> <p>0315 Set Condition 1A.</p> <p>0320 Away all boats. Commenced ship-to-shore movement.</p> <p>1444 Commenced using various engine speeds and rudder angles to form lee to facilitate small boat handling.</p> <p>1758 Set Darken ship with only Aircraft Warning lights energized.</p> <p>2000 - 2400 Anchored as before using various speeds and rudder angles to maintain a lee to facilitate small boat handling.</p>	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	19	Anchored, Chin Wan, Okinawa	<p>0000 Anchored in Chin Wan, Okinawa. The engine and rudder are in use to provide a lee to facilitate handling of small boats.</p> <p>0632 Observed sunrise.</p> <p>0731 Commenced using various amounts of rudder and engine speeds to make a lee for off-loading small boats and ammunition.</p> <p>0823 Commenced maneuvering at anchor to form a lee while off-loading ammunition and hoisting boats.</p> <p>0824 Visibility reduced to 1500 yards during rain squall.</p> <p>0845 Visibility increased to 3 miles.</p> <p>0950 All engines stop. Placed engine room n 15 minute standby.</p> <p>1400 Completed off-loading all embarked Marine personnel and equipment.</p> <p>1900 Placed anti-sneak attack bill into effect.</p>	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	20	Anchored, Chin Wan, Okinawa	<p>0000 Anchored as before.</p> <p>0650 Secured anti-sneak attack watch.</p>	Deck Log Book, USS Calvert, October, 1962. Selected entries.

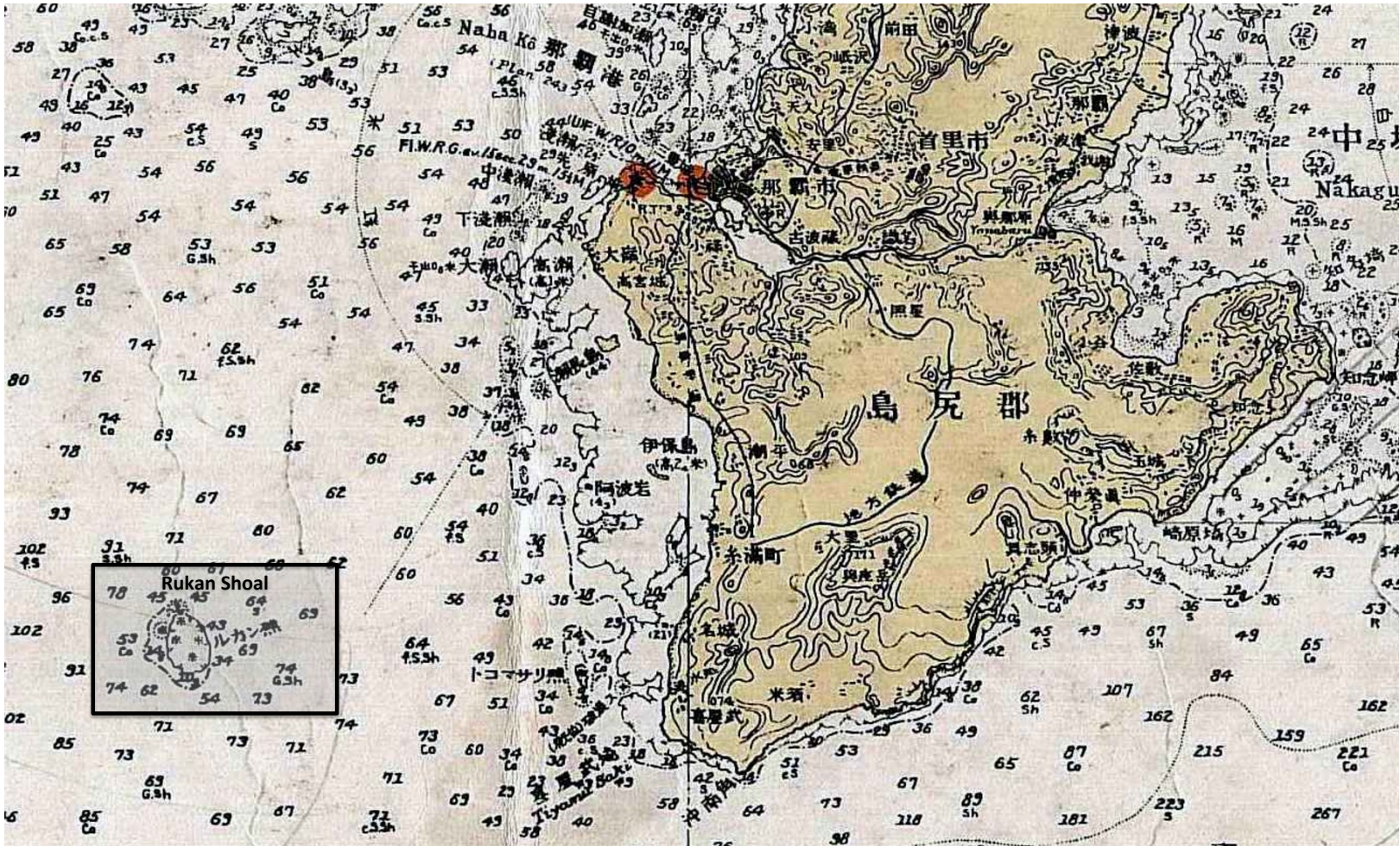
Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	October	21	Anchored, Chin Wan, Okinawa Underway, Okinawa	0000 Anchored as before. 0430 Commenced preparations for getting underway. 0701 Underway to Buckner Bay, Okinawa.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
			Anchored, Buckner Bay, Okinawa	0902 Anchored in Anchorage AV, Buckner Bay, Okinawa: Kanna Saki: 55.7 degrees; Tsugen Jima: 316.5 degrees; Taira Sone: 208 degrees.	
1962	October	23	Anchored, Buckner Bay, Okinawa	1) Shifted to Pier Bravo, White Beach, Buckner Bay, Okinawa. 2) "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." 3) "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."	1) Deck Log Book, USS Calvert, October, 1962. Selected entries. 2) Cullen, Page 30 3) Calversion, Vol 41, P 6 - Captain David A. Merrill, USN
1962	October	22 - 28	Anchored, Buckner Bay, Okinawa	24th: Shifted to anchorage to Anchorage AV, Buckner Bay. Set armed boat patrol, plan A. 25th: Secured from armed boat patrol. 26th: Commander Officer's zone inspection. 27th: Set Typhoon Condition III. Peak wind speed of 23 knots at 0800. 28th: Typhoon Condition III in effect. Peak wind speed of 25 knots at 2000. 29th & 30th: As before.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	30	Anchored, Buckner Bay, Okinawa	0000 Anchored as before.	Deck Log Book, USS Calvert, October, 1962. Selected entries.
1962	October	31	Anchored, Buckner Bay, Okinawa Underway, off Okinawa	0000 Anchored as before. 0730 Underway for Local Operating Area.	Deck Log Book, USS Calvert, October, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	November	1	Underway, off Okinawa Moored, Naha, Okinawa	<p>0000 Steaming independently on local operations off Buckner Bay, Okinawa. COMPHIBRON FIVE is embarked on this ship. Speed 11 knots.</p> <p>0530 a/e/stop. 0541 COMPHIBRON FIVE and 9 others departed the ship. Underway at 5 knots. 0612 Changes speed to 15 knots. 0745 Exercised the crew at General Quarters. 0836 Changed speed to 5 knots. 0850 Commenced firing exercise from all batteries. 0913 Completed firing exercise, expended 18 rounds of 5"38 VT/Non-Frag, 18 rounds of 3"50 VT Non-Frag, and 261 rounds of 40MM H.E.T. 0935 Resumed speed of 15 knots. 0952 Secured from General Quarters. 1340 Commenced small arms indoctrination firing on fantail.</p> <p>1546 Moored port side to Berth 5, Naha, Okinawa.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	2	Moored, Naha, Okinawa Underway for Yokosuka, Japan	<p>000 Moored port side to Berth 5, Naha, Okinawa. COMPHIBRON FIVE is embarked on this ship.</p> <p>1729 Underway from Naha, Okinawa enroute to Yokosuka, Japan.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	3 - 4	Underway for Yokosuka, Japan	<p>Steaming independently to Yokosuka, Japan. Speed 14.5 knots. COMPHIBRON FIVE is embarked in this vessel.</p> <p>3rd: Captain's Inspection of Personnel, messing, and berthing spaces. 1120 Secured from Captain's inspection.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	5	Underway for Yokosuka, Japan	0000 Steaming independently to Yokosuka, Japan. Speed 14.5 knots. COMPHIBRON FIVE is embarked in this vessel.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	6	Underway for Yokosuka, Japan Moored, Yokosuka	<p>0000 Steaming independently, as before.</p> <p>0732 Pilot came aboard. Maneuvering various course and speeds to U.S. Naval Repair Facilities, Yokosuka, Japan.</p> <p>0825 Moored, starboard side to Pier III, U.S. Naval Repair Facility, Yokosuka, Japan.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	7 - 9	Moored, Yokosuka	Moored as before.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	10	Moored, Yokosuka Underway for Iwakuni, Japan	<p>0000 Moored as before. COMPHIBRON FIVE is embarked in this ship.</p> <p>1556 Underway for Iwakuni, Japan.</p>	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	11	Underway for Iwakuni, Japan	Underway as before.	Deck Log Book, USS Calvert, November, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	November	12	Underway for Iwakuni, Japan Anchored, Iwakuni, Japan	0000 Underway as before. 1115 Anchored in Anchorage "A" Iwakuni, Japan: Himi-Ko Suido 317 degrees; Sira Jima 261 degrees; Airstrip 236 degrees.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	13	Anchored, Iwakuni, Japan	Moored as before. Embarked 245 Marine troops from Third Element, November/December 1962 Aviation Surface Rotation Draft for return voyage to Continental United States.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	14	Anchored, Iwakuni, Japan Underway for Okinawa	0000 Moored as before. 0958 Underway for Okinawa.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	15	Underway for Okinawa	0000 Steaming independently to Naha, Okinawa. Speed 15 knots. COMPHIBRON FIVE embarked in this vessel. 0745 Mustered the crew at Foul Weather Parade.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
<b>Evading Typhoon Karen</b>					
1962	November	16	Underway for Okinawa Anchored, Buckner Bay, Okinawa	1) 0000 Steaming independently to Buckner Bay, Okinawa (Typhoon Karen Evasion). COMPHIBRON FIVE embarked in this vessel. Speed 15 knots. The ship is experiencing rolls from 10-to-20 degrees in heavy seas. Wind speed at 0001: 35 knots. Waves 7 feet. Wind speed at 004: 28 knots. Waves 12 feet. 1414 Anchored in Special Anchorage S-1, Buckner Bay, Okinawa: Left Tangent, Pier Bravo 156 degrees, Kanni Saki Light 061 degrees, Red Chimney 022 degrees. 2) 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 the Continental United States.	1) Deck Log Book, USS Calvert, November, 1962. Selected entries. 2) Cullen, Page 30
1962	November	17	Anchored, Buckner Bay, Okinawa	0000 Anchored in Anchorage S-1, Buckner Bay. COMPHIBRON FIVE embarked in this vessel. 0930 Underway for Pier Bravo. 0953 Moored port side to Pier Bravo, Buckner Bay.	Deck Log Book, USS Calvert, November, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
			Anchored, Buckner Bay, Okinawa	0000 Anchored in Berth S-1, Buckner Bay, Okinawa. COMPHIBRON FIVE is embarked in this ship.	
1962	November	18	Underway for Rukan Shoal, Okinawa	0325 Received distress message from SS Julesberg, Registry Wilmington, Del. Aground on Rukan Shoal 10 miles South West of Naha, Okinawa. Informed COMPHIBRON FIVE and Commanding Officer, Calvert. 0330 Held reveille and commenced making preparations for getting underway. 0359 Underway for Rukan Shoal to assist Julesberg. Captain and Navigator are on the bridge.	Deck Log Book, USS Calvert, November, 1962. Selected entries.

Rukan Shoal, Okinawa, southwest of Naha, Okinawa



Extract of: 1894 IMPERIAL JAPANESE NAVY NAUTICAL CHART OF OKINAWA - CORRECTIONS / ADDITIONS TO 1930

Full chart online:  
<https://www.flickr.com/photos/okinawa-soba/23465293012/in/album-72157661427801291>

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	November	18	Anchored, Rukan Shoal, west of Naha, Okinawa	<b>Rescue of the S.S. Julesberg</b>  0643 a/e/stop. Anchored 500 yards south of Rukan Shoal. Rukan Shoal Light bearing 357 degrees, 1,700 yards. The Julesberg is aground on the eastern side of the shoal, listing approximately 20 degrees to starboard and her bow is riding high in the water, a large oil slick is surrounding her.  0702 COMPHIBRON FIVE, Commanding Officer, Calvert, and Damage Control Personnel departed the ship to assist Julesberg. 0730 Dispatched three additional LCM 6's to assist. 0801 Calvert LCM boats are holding the Julesberg in place to prevent her from tearing her hull open. 0830 USS Green-Let (ARS 10) arrived to offer her assistance. 0900 U.S. Army Tug (LT-531) arrived to assist. 0930 Green-Let and LT 531 have taken tow lines from the stern of Julesberg and have commenced pulling with Calvert's LCMs pushing on port side of Julesberg. 1000 Julesberg is slowly trimming down by the bow as the tide floods. 1100 Julesberg appears to be pivoting on the reef. 1227 SS Julesberg free of Rukan Shoal.	Deck Log Book, USS Calvert, November, 1962. Selected entries.

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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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.



Rescue of the S.S. Julesberg

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.

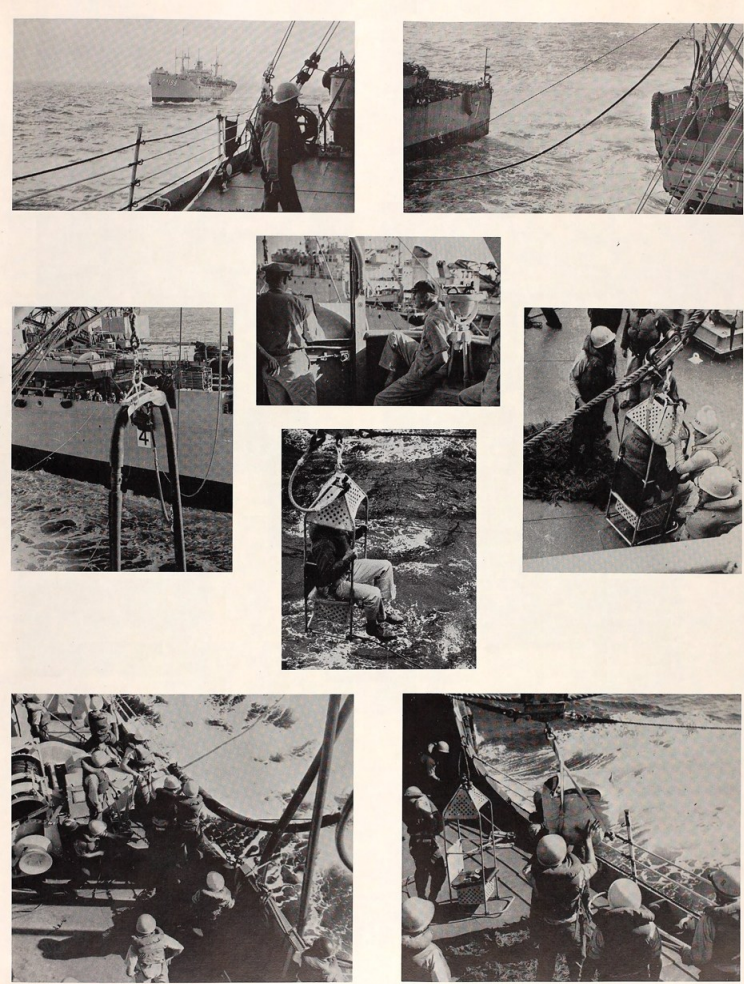
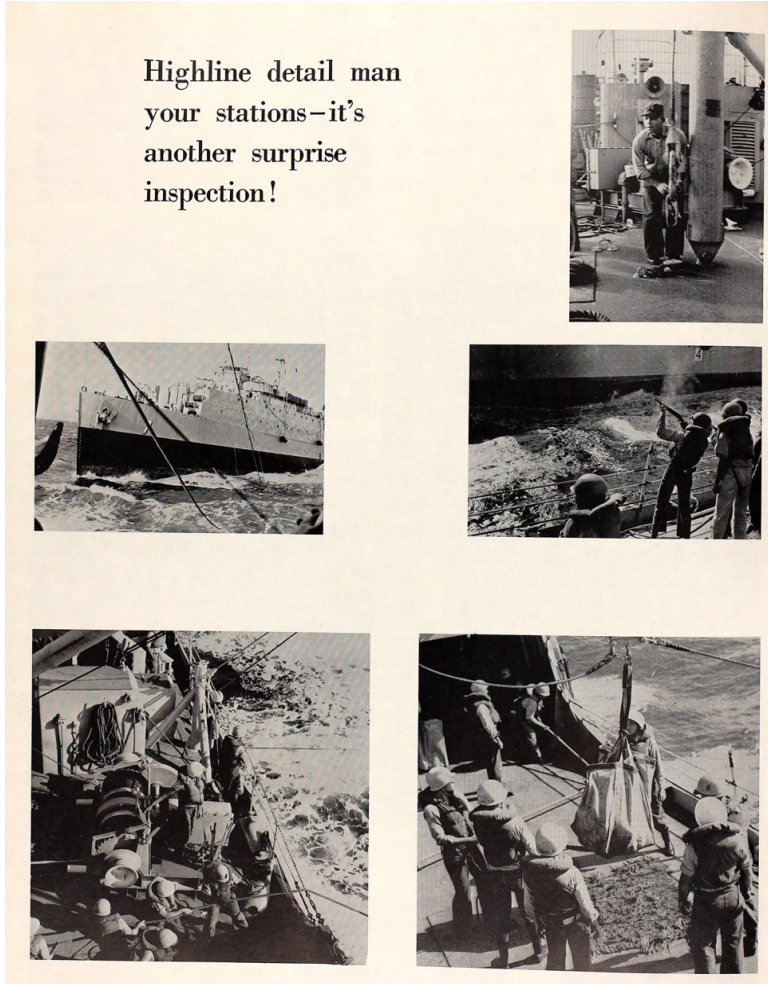
4) William P. Hoffman Aboard USS Calvert.  
"... The Calvert was anchored in Buckner Bay, Okinawa, when the SS Julesburg sent a message asking for aid. The stranded ship was on the other side of Okinawa, the largest of the Ryukyu Islands. The Calvert crew worked to keep the ship afloat until a tug and 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	November	18	Okinawa area	1356 Underway for Buckner Bay, Okinawa.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
			Underway for Pearl Harbor	1628 a/e/stop. Anchored in Berth S-1, Buckner Bay, Okinawa.	
				1828 Underway to Pearl Harbor.	
1962	November	19 - 21	Underway for Pearl Harbor	Steaming independently to Pearl Harbor. COMPHIBRON FIVE embarked in this vessel. Speed 16 knots.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
1962	November	22	Underway for Pearl Harbor	Steaming independently, as before. Speed 16 knots.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
				2125 Sighted green flare off starboard quarter, range 7 miles, reported by After Life Buoy Watch.	
				2155 Mustered the crew on stations. 2207 Commenced maneuvering on various courses to conduct search for possible ship or aircraft in distress.	
1962	November	23	Underway for Pearl Harbor	0000 Steaming independently, as before. Presently investigating possible Search and Rescue Incident.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
				0015 No evidence of downed aircraft of ship in distress.	
				0050 Fire reported in LCM 3. Fire was caused by rag thrown across batteries.	
1962	November	24 - 30	Underway for Pearl Harbor	Steaming as before.	Deck Log Book, USS Calvert, November, 1962. Selected entries.
				26th: Crossed the International Dateline.	
			Moored, Pearl Harbor	30th: Moored port side to Pier in Berth M-1, U.S. Naval Station, Pearl Harbor, Hawaii.	
1962	December	1	Moored, Pearl Harbor	0000 Moored port side to Pier 1 in Berth M-1, U.S. Naval Station, Pearl Harbor. COMPHIBRON FIVE is embarked aboard this ship.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
				0928 U.S. Agricultural Inspector made inspection of the ship and found conditions satisfactory.	
1962	December	2		0000 Moored as before.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
			Moored, Pearl Harbor	0530 Lit fires under #1 boiler. 0630 Mustered the crew and embarked Marines on stations.	
			Underway for San Diego	0811 Underway. 0859 a/e/a full, 16 knots. Formed formation with USS Magoffin. 1258 Lost steering control with the rudder at right 15 degrees. Shifted steering control to after steering, and regained control.	

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	December	3 - 9	Underway for San Diego	Dec 5th: 1230 Changed speed to 16.5 knots. 1520 Changed speed to 16 knots.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
				Dec 6th: 0858 Held visual contact identified as Vietnamese (H.Q.) Da-Nang (LST-501), speed 11 knots.	
				Dec 7th: 0811 - 0903 Highline transfer of 13 officers and 1 enlisted personnel of PHIBRON FIVE, and cargo, to USS Magoffin. 1636 to 1745 all PHIBRON FIVE personnel returned, via highline, to the USS Calvert.	

Highlining



USS Calvert 1962 Far East Cruise Book -  
Pages 18, 19

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
1962	December	10	Underway for San Diego	0000 Steaming as before in convoy formation. COMPHIBRON FIVE embarked this vessel. 0810 Commenced maneuvering on various courses and speeds on approach to San Diego Harbor.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
			Moored, U.S. Naval Station, San Diego	1215 Moored port side to Pier 3, Berth 32, U.S. Naval Station. 1400 582 U.S. Marine Corp personnel (576 enlisted, 6 officers) and cargo offloaded.	

1962 December 10

Year	Month	Day	Location / Movement	Historical Details	Sources, Notes
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Chart of Piers, U.S. Naval Station, San Diego

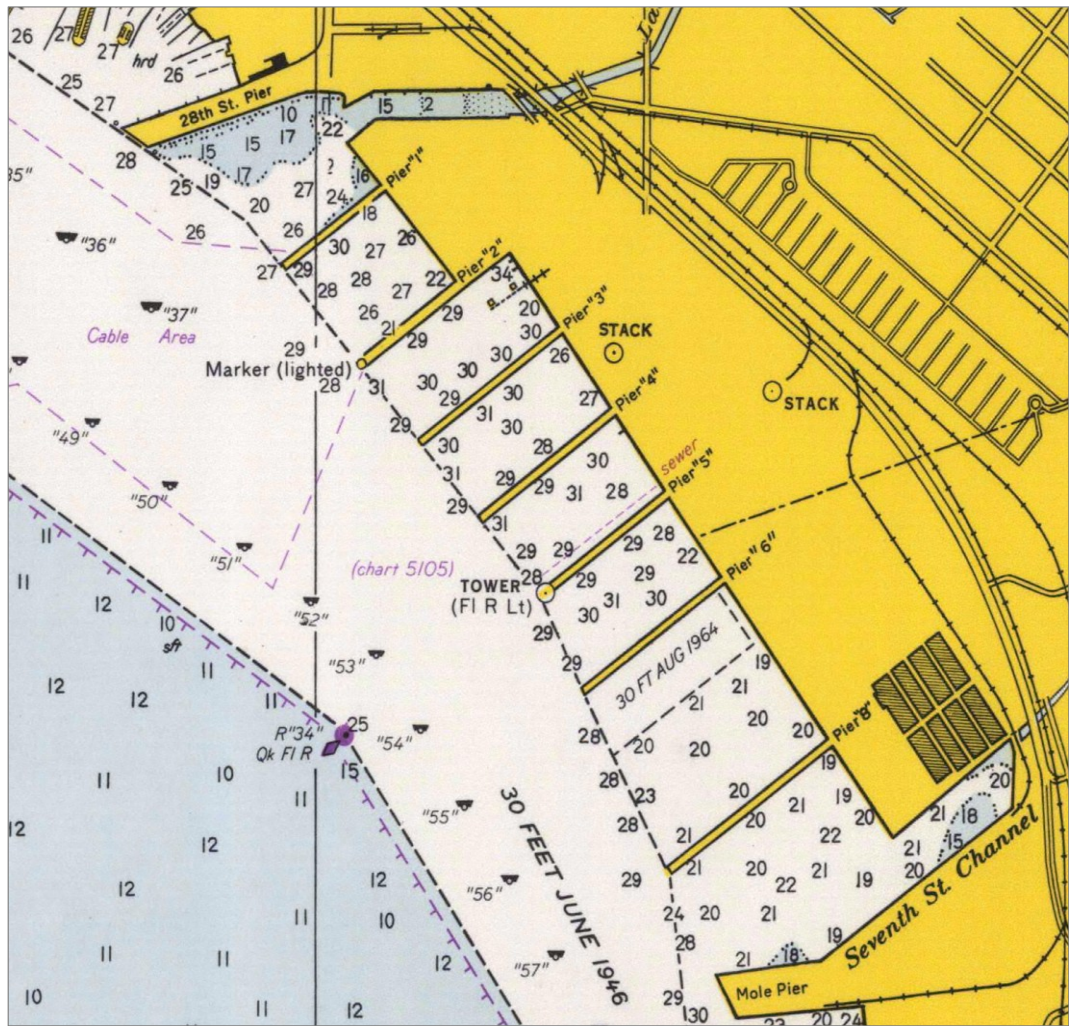


Chart is an extract of:  
North San Diego Harbor, #5105,  
1:12,000. Soundings in feet.  
12th Edition, October 1966.  
US Coastal and Geodetic Survey  
Full chart online at:  
<https://www.historicalcharts.noaa.gov/imag.php?filename=5105-10-1966>

1962	December	11 - 31	U.S. Naval Station, San Diego	Moored port side to Pier 3, Berth 32, U.S. Naval Station, San Diego. COMPHIBRON FIVE is embarked aboard this ship.  Dec 13th: 1335 Branding Iron CPX executed. 1615 Branding Iron CPX terminated.	Deck Log Book, USS Calvert, December, 1962. Selected entries.
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End of VOLUME for the period June 11, 1962 to December 31, 1962