

Serial 0014.

SECRET

Subject: War Diary for the month of May 1944.

General conditions: wind 21 knots from 309° T, barometer 29.75 temperature 64° F, sky overcast with alto cumulus clouds, sea 1 from 340° T. 0427 Approached entrance to channel MC steaming on course 335° T, speed 20 knots. Notified screening destroyers over TBS that next change of course would be 037° T, and speed would be changed to 15 knots. 0428 Ordered LAUB to take station astern. Early light had broken at about this time and visibility to eastward was good. 0434 Executed signal over TBS to change course to 037° T and speed to 15 knots, to enter swept channel MC. Before any change of course or speed aboard the PHILADELPHIA could be carried out, the Captain sighted a destroyer, later identified as the LAUB, bearing 340° R, target angle 40° at a distance of 500 to 800 yards cutting across this vessel's bow. The Captain immediately brought this to the attention of Lieutenant R.L. Caton, USNR (File 96811) who was the Officer of the Deck. The Officer of the Deck suggested a change of course to the right and the Captain assented, but immediately thereafter ordered "Hard left rudder", "All engines stop", "All engines back full", and "All engines back emergency full". The Officer of the Deck passed the word "Standby collision port side forward" over the loudspeakers. The siren was sounded. 0435 While ship was swinging left and engines backing, the PHILADELPHIA struck the LAUB on that vessel's starboard side just abaft of the number two stack. 0437 With both vessel's engaged, ordered back 2/3 to clear LAUB. Disengaged from LAUB. Ordered KENDRICK to standby LAUB. Prior to disengaging ship's head was 308° T. Position of PHILADELPHIA at time of collision was: Lat. 041°-11.5' N, Long. 012°-30.5' E. 0438 Stopped all engines. 0439 Backed 1/3. 0440 Stopped all engines. 0443 Backed 2/3. 0444 Stopped. 0445 All engines ahead 1/3, coming right to clear LAUB. Preliminary investigation by Repair I revealed that bow was cut between second and third decks aft to frame 12. The stem was moved about 6 feet to starboard causing deep wrinkle in side at frame 12. The upper half of the bow was pushed upward about 3 feet at the stem causing a deep wrinkle in the main deck at frame 12 and preventing use of ground tackle; the lower part was crushed from the third deck down forward of frame 6; the potable water tanks forward were rendered useless. Flooding extended aft to bulkhead 15 from the keel to the third deck. Waterline was about one foot below the third deck. Bulkhead 12 was ruptured from the third deck down; in so far as could be determined, there was an increase in mean draft of approximately 6 inches, forward about 16 inches and a decrease in draft aft of 8 inches. There was no list. The ship carried 4° left rudder. 0447 Two explosions shook ship. These were later determined to be depth charges jettisoned by the LAUB. 0448 Ahead 2/3 speed to clear LAUB. 0455 BOYLE was ordered to standby LAUB with KENDRICK. 0502 LAUB reported her