

UNITED STATES SHIP U.S.S. PHILADELPHIA (CL41) Thursday 5 January 1943
(Day) (Date) (Month)

ZONE DESCRIPTION Plus 2½ plus 3.

REMARKS

CONFIDENTIAL

1. No change to report.
2. Operating in accordance with operation plan 1-35.
3. Positions: 0800 - 33°44'00" N. 1200 - 33°44'30" N. 2000 - 34°08'00" N.
35°01'00" W. 36°02'30" W. 38°15'00" W.
0220 commenced raining. 0445 ceased raining, visibility increased to 4000 yds.
4. 0000 steaming as before on base course 275°(T). Speed 13.5 knots, 130 r.p.m. in company with Task Force 35 escorting convoy G.U.F.-3. ComCruDiv-8 in this vessel. Ship darkened in material condition "Able" below the second deck and remainder of ship in material condition Baker Plus. Condition of readiness II Mike. Boilers #1, #2, #3, #4, #7, and #8 in use. U.S.S. EARLE and U.S.S. PARKER developing sound contacts. 0006 #8 (U.S.S. TILMAN) illuminated radar target on left flank of convoy. No target visible, continued search. 0008 convoy made 45° emergency turn to starboard to course 320°(T). 0020 convoy made emergency turn of 45° port to course 275°(T). 0050 U.S.S. EARLE returning to station, being unable to make another contact, by request of C.T.F.-35. 0057 secured from submarine emergency, set material condition Baker Plus. 0100 U.S.S. DORAN (#9) assigned station #5. U.S.S. PARKER assigned station astern of convoy. U.S.S. MERVINE (Comscreen) in station #2. U.S.S. BEATTY station #1. U.S.S. QUICK station #3. U.S.S. EARLE station #8. U.S.S. COWIE remains #6. U.S.S. KNIGHT remains #4. 0108 U.S.S. TILMAN directed return to position where contacts were lost and remain until daylight, rejoining formation prior to sunset this date. 0545 commenced zigzagging, base course 275°(T). 0645 changed convoy speed to 14 knots, 140 r.p.m. 0900 sounded General Quarters for drill. 0908 left station for plane recovery on various courses at various speeds. 0918 plane #1 dropped a bomb before recovery. 0942 resumed station. 0953 secured from General Quarters. 1124 left station for plane launching and recovery. Resumed station after recovery. 1600 zigzagging on plan #11, base course 275°(T) - speed 14 knots, 140 r.p.m., on station bearing 300°(T) distance 1,000 yards from U.S.S. NEW YORK. 1645 left station; proceeding on various courses at various speeds to recover aircraft. U.S.S. NEW YORK assumed tactical command. 1715 on station. U.S.S. PHILADELPHIA resumed tactical command. 1745 ceased zigzagging; resumed base course 275 (T). Changed speed to 13.5 knots, 135 r.p.m. 1930 set clocks back 30 minutes to conform with time zone plus 3. During daylight hours continuous aircraft A/S patrol maintained. 1800 change course 295°(T). 2330 c/c 275°(T).
5. Nothing to report.
6. Nothing to report.
7. Nothing to report.
8. Nothing to report.