

ADDITIONAL SHEET

U. S. S. PHILADELPHIA (CL-41)

Date March 3, 1943.Zone plus 1 time. **CONFIDENTIAL**

1. No change to report.
2. Operating on operational plan #1-36.
3. Positions: 0800 - 26°42'00"N., 1200 - 26°08'00"N., 2000 - 25°00'00"N.
29°26'00"W., 30°18'00"W., 32°06'00"W.
4. 0500 commenced zigzagging on plan #11, with base course 234°(T), and speed 15 knots (150 rpm). 0652 catapulted planes as follows: 8-CS-1 with Lieut.(JG) Austin as pilot, and Steed, AMM3/c as passenger, and 8-CS-2 with Lieut.(JG) Lawry as pilot, and Blair, AMM3/c as passenger. 0900 held General Quarters for drill, setting materiel condition "Able". 0941 secured from materiel condition "Able", and set materiel condition "Baker-Plus". 0954 secured from General Quarters, and set condition " II Mike". 0955 took on 52.9 tons of salt water ballast in tanks C-921F, and C-926F. 1130 started maneuvering for recovery of aircraft. 1147 recovered planes 8-CS-1, and 8-CS-2. 1210 received U.S.S. QUICK alongside, and delivered replacement parts for S.C. Radar. 1326 catapulted plane 8-CS-1; pilot, Lieut.(JG) Mishanec, and Gardner, AM2/c as passenger. 1327 catapulted plane 8-CS-2 with Lieut.(JG) Coughlin as pilot, and Moore, AM3/c as passenger. 1405 changed speed to 10 knots, (100 rpm), ceased zigzagging and resumed base course 234°(T). 1417 changed speed to 15 knots, (150 rpm). 1420 commenced zigzagging on plan #11. 1830 set clocks back one-half hour to conform with zone plus 1½ time. 1812 recovered plane 8-CS-2. 1821 recovered plane 8-CS-1. 1837 resumed station, and commenced zigzagging on plan #11, with base course 234°(T), and speed 15 knots, (150 rpm). 1930 ceased zigzagging; and resumed base course 234°(T). 1944 wheeled to 263°(T). 2009 steaming on base course 263°(T), at speed 15 knots, (150 rpm).
5. Nothing to report.
6. Nothing to report.
7. Nothing to report.
8. Nothing to report.