

ADDITIONAL SHEET

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

Date March 4, 1943.

Zone "plus 1½" time. **CONFIDENTIAL**

1. No change to report.
2. Operating on operational plan #1-36.
3. Positions: 0800 - 24°38'00"N., 1200 - 24°27'30"N., 2000 - 24°12'30"N.
35°18'00"W., 36°20'00"W., 38°31'00"W.
4. 0636 catapulted plane 8-CS-4 with Ensign Fierstein, pilot, and Tavernier ARML/c as passenger, and plane 8-CS-3 with Lieut.(JG) Austin, pilot, and Hiemer ARML/c as passenger. 0849 held General Quarters for drill, setting material condition "Able". 0928 secured from material condition "Able", and set material condition "Baker-Plus". 0947 plane from U.S.S. ARKANSAS crashed into sea about 1000 yards off port quarter of U.S.S. PHILADELPHIA. U.S.S. DAVISON assigned to stand by crashed plane. 1015 U.S.S. DAVISON reported only small pieces of wreckage in area of crash. Having recovered one wing float, U.S.S. DAVISON returned to station. 1146 recovered two aircraft. 1543 U.S.S. SUSAN B. ANTHONY hoisted breakdown signal, and signal, "I am stopped". 1547 catapulted plane 8-CS-1 with Lieut.(JG) Coughlin, pilot, and Pierson RM2/c as passenger, and plane 8-CS-3 with Lieut.(JG) Lawry, pilot, and Shaeffer RM2/c as passenger. 1657 ceased zigzagging. Resumed base course, and changed speed to 10 knots (100 rpm). 1705 resumed zigzagging on plan 11 with speed 15 knots (150 rpm). 1813 maneuvered to recover aircraft. 1816 recovered planes 8-CS-1, and 8-CS-3. 1836 darkened ship. 1830 set clocks back one-half hour to conform with zone plus 2½ time. 1850 resumed position in convoy, and commenced following zigzag plan. 1930 ceased zigzagging, and resumed base course 263°(T). 1940 changed course by wheeling to 290°(T).
5. Nothing to report.
6. Nothing to report.
7. Nothing to report.
8. Nothing to report.