

## ADDITIONAL SHEET

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

Date March 11, 1943.

**CONFIDENTIAL**

1. No change to report.
2. Operating in accordance with operational plan #1-36.
3. Positions: 0800 - 39°59'30"N., 1200 - 40°01'30"N., 2000 - 40°38'20"N.,  
73°20'30"W., 73°21'30"W., 74°03'48"W.
4. 0539 changed base course to 310°(T). 0545 stopped all engines. 0550 ahead, 5 knots, (150 rpm). 0555 turned on navigation lights: speed, screen, stern and side. 0602 fog set in; visibility 800 yards. Commenced fog signals. Ordered to lie to. 0606 stopped all engines. 0608 convoy speed changed to 3 knots, (30 rpm). 0610 convoy speed changed to 5 knots, (50 rpm). 0616 all engines stopped. 0619 changed speed to 3 knots, (30 rpm). 0639 changed speed to 4 knots, (40 rpm). 0747 all engines stopped. 0830 ahead one-third speed; 30 rpm. Course 315°(T). 0830 changed course to 345°(T). 0838 changed course to 350°(T). 0853 changed speed to 5 knots, (50 rpm), and course to 000°(T). 0915 changed speed to 6 knots, (60 rpm). 0917 all engines stopped. 0920 anchored in 30 fathoms of water, with 90 fathoms of chain to the port anchor. Buoy "A" at "Point Zed" bearing 295°(T); range 7½ miles. Visibility 200 yards. 1405-visibility increased to 10000 yards. 1512 under way on various courses and speeds to conform with channel, enroute to New York. 1617 visibility decreased to 1500 yards. Commenced sounding fog signal. 1621 visibility decreased to 200 yards. 1644 visibility increased to 4000 yards. 1709 convoy directed to proceed independently to destination. 1728 stationed special sea details. 1745 catapulted plane 8-08-2 with Ensign Fierstein pilot, and Fisher AMM1/c as passenger. 1807 passed through gate of anti-submarine net. 1831 anchored in Federal Anchorage, #22, off Tompkinsville, New York, in 10 fathoms of water, with 45 fathoms of chain to the port anchor. 1849 underway to ships berth. 1856 anchored in Federal Anchorage #32, off Tompkinsville, New York, in 10 fathoms of water, with 45 fathoms of chain to the port anchor, and on the following bearings: BAY RIDGE 089°(T), FORT WADSWORTH 169°(T), FORT LA FAYETTE 149.9°(T), ROBINS REEF 354°(T), and FL. WHITE BUOY 037.2°(T). 1908 secured main and steering engines. 1911 secured boilers Nos. 1, 2, and 3. 2240 completed swinging ship. Final heading 180°(T).