

CONFIDENTIAL ADDITIONAL SHEETU. S. S. PHILADELPHIA (CL-41)Date April 28, 1943.

00 to 04:

As before. On various courses conforming with swept channel. 0014 changed course to 229°(T). 0055 changed course to 215°(T). 0120 changed speed to 10 knots, (100 rpm), and course to 281°(T). 0126 changed speed to 15 knots, (150 rpm). 0134 changed speed to 10 knots, (100 rpm). 0139 changed speed to 7.5 knots, (75 rpm). 0140 stopped all engines. 0206 ahead 10 knots, (100 rpm). 0338 secured boilers nos. 7, and 8.

H.K. Lockwood
H.K. LOCKWOOD
Lieut., U.S.N.R.

04 to 08:

As before. Anchored in CHESAPEAKE BAY, above WOLF TRAP RANGE, in 10 fathoms of water, with 60 fathoms of chain to the starboard anchor, and on the following bearings: WOLF TRAP 232.5°(T), DEGAUSSING STATION 176.2°(T), and RED LIGHT 046.5°(T). 0430 secured boiler #2. 0432 secured boilers nos. 3, and 4, with boiler #1 steaming for auxiliary purposes.

A.C. Edwards
A.C. EDWARDS
Lieut., U.S.N.

08 to 12:

As before. Position: 37°28'00"N, 76°04'00"W. 0925 hoisted out plane 8-CS-4, with Lieut.(jg) Coughlin, pilot, and Comdr. G.G. Crissman, passenger. 0927 hoisted out plane 8-CS-3, with Lieut.(jg) Fierstein, pilot, and Mr. Hicks, (Bailey Meter Co. representative) as passenger. 1015 cut in boiler #2. 1052 recovered plane 8-CS-2, with Lieut.(jg) Lowry as pilot, and Shaffer ARM2/c as passenger. 1054 recovered plane 8-CS-5, with Lieut.(jg) Austin as pilot, and Gibson ARM2/c as passenger. 1055 set special sea details. Cut in boilers #5, and #6. 1116 underway in CHESAPEAKE BAY, above WOLF TRAP RANGE, Captain at the conn; Executive Officer, and Navigator on the bridge. Steaming on various courses, and at various speeds to clear anchorage. 1125 course 190°(T), speed 10 knots, (100 rpm).

E.W. BRYANT *E.W. Bryant*
Lieut., U.S.N.R.

12 to 16:

As before. Position: 37°22'00"N, 76°06'00"W. 1215 set condition of readiness 2 Mike. 1221 streamed towing spar to serve as target for carrier planes, (distance 300 yards). 1337 recovered plane 8-CS-1, with Lieut. Mishanec as pilot. 1515 made preparation for receiving conference party from DEGAUSSING STATION. Stopped all engines, and recovered towing spar. 1535 received conference party aboard.

G.T. Rickett
G.T. RICKETT
Lieut., U.S.N.R.

16 to 18:

As before. 1606 on various courses conforming with degaussing range, speed 5 knots, (50 rpm). 1621 changed speed to 15 knots, (150 rpm). 1630 completed first run on degaussing range. 1645 completed second run. 1702 completed third run. 1717 completed fourth run. 1723 stopped all engines. Lying to, with degaussing barge bearing 212°(T), and 1000 yards distant.

H.K. Lockwood
H.K. LOCKWOOD
Lieut., U.S.N.R.

18 to 20:

1825 commenced steaming on various courses, and at various speeds.