



**CONFIDENTIAL** ADDITIONAL SHEET

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

Date May 5, 1943.

00 to 04:  
As before.
  
A.C. EDWARDS  
Lieut., U.S.N.
04 to 08:  
As before.
  
R.L. ENGLANDER  
Lieut., U.S.N.

08 to 12:

As before. 0800 hoisted out plane 8-CS-3, with Lieut. Mishanec as pilot, and Mr. Hoskins, ( Sperry Gyro representative) as passenger. 0900 lighted fires under boiler #2. 0900 General Quarters; set material condition "Able". 0905 commenced diving operations over stern. 0930 lighted fires under boilers #5, and #6. 0940 secured from material condition "Able", set material condition "Baker-Plus". 0952 secured from General Quarters, set condition of readiness 2 Mike. 1031 cut in boilers #5, and #6. 1115 recovered plane 8-CS-3. 1120 completed diving operations. 1130 set special sea details. 1159 underway, off North end of YORK SPIT CHANNEL, with Captain at the conn, Executive Officer, and Navigator on the bridge. On various courses for plane recovery.

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

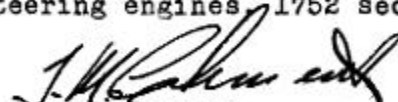
12 to 16: Position 37°13'48"N, 76°03'08"W.

As before. 1207 recovered plane 8-CS-5. 1300 catapulted plane 8-CS-3. Pilot, Lieut.(jg) Lawry, and passenger, Lagatuta, PhM2/c. 1325 sounded "Torpedo Defense". 1402 maneuvering on various courses, and at various speeds for AA firing practice. 1421 commenced firing 5", and 40MM AA practice. 1520 completed 5", and 40MM firing practice, having expended 32 rounds 5", SPD 2461, and 30 rounds 40MM. Commenced firing 20MM AA practice. 1553 recovered plane 8-CS-2. 1555 recovered plane 8-CS-3.

  
R.L. CATON  
Lieut., U.S.N.R.

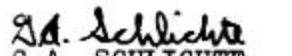
16 to 18:

As before. 1616 hoisted out plane 8-CS-2, with Lieut. Mishanec as pilot. 1619 hoisted out plane 8-CS-3, with Lieut.(jg) Austin as pilot. 1710 completed 20MM AA practice firing, having expended 321 rounds lot#1, and 219 rounds lot #57. Target plane returned to base. 1721 set special sea details. 1742 anchored in CHESAPEAKE BAY, in 10 fathoms of water, with 45 fathoms of chain to the starboard anchor, and on the following bearings: WINDMILL 216.1°(T), STINGRAY 216.2°(T), and BLACK BUOY 183.8°(T). 1748 secured main, and steering engines. 1752 secured boilers #5, and #6.

  
T.M. CLEMENT  
Lieut.(jg), U.S.N.R.

18 to 20:

As before. 1800 commenced firing 40MM at surface target on port beam. 1906 recovered plane 8-CS-2. 1908 recovered plane 8-CS-3. 1945 lighted fires under boilers #5, and #6. 1950 cut in boilers #5, and #6.

  
G.A. SCHLICHTE  
Lieut. (jg), U.S.N.