

U. S. S. PHILADELPHIA (CL41) Saturday

Date August 28, 1943.

0 to 4:

As before. Steaming as before. 0003 Commenced using engines and rudder as necessary to maintain position ahead of the transports in the landing area. 0053 Secured from material condition "ABLE", set condition "BAKER" plus. 0100 Secured from General Quarters; set condition of readiness "II". 0305 First wave of landing party commenced landing against simulated opposition.

B.S. Head
B.S. HEAD
Lieut.(jg), U.S.N.

4 to 8:

As before. 0445 Numerous small landing craft passed close aboard both port and starboard. 0637 Both engines ahead 5 knots, changed course to 090°(T). 0655 Changed speed to 10 knots. 0657 Commenced maneuvering on an informal zig-zag, as directed by Conning Officer (Captain or Navigator) in Fire Support Area. 0717 Shifted to cruising combination. 0759 Changed course to 280°(T). NOTE: Numerous Radar contacts were made on friendly and unidentified aircraft.

W.A. FITE
W.A. FITE
Lieut.(jg), U.S.N.

8 to 12:

As before. Position: Lat: 35°-56'-00" N, Long: 00°-09'-30" W. 0820 Changed course to 090°(T). 0840 Changed course to 270°(T). 0855 Changed course to 255°(T). 0906 Changed course to 090°(T). 0925 Sighted convoy bearing 340°(T), range 24,000 yards. 0930 Changed course to 270°(T). 1005 Changed course to 090°(T). 1014 Changed course to 270°(T). 1035 Changed course to 090°(T). 1059 Changed course to 270°(T). 1124 Completed scheduled operations. 1125 Changed speed to 15 knots. 1126 Changed course to 290°(T). 1127 Changed speed to 20 knots. 1131 Changed course to 295°(T). 1143 Changed course to 285°(T), changed speed to 14 knots. 1145 Changed course to 270°(T). 1149 Changed course to 300°(T). 1152 Changed course to 290°(T). 1155 Changed course to 280°(T). 1156 Changed course to 270°(T).

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

12 to 16:

As before. Position: Lat: 35°-59'-15" N, Long: 00°-24'-00" W. 1200 Changed speed to 23 knots. 1209 Changed course to 240°(T). 1212 Changed course to 230°(T). 1220 Changed course to 215°(T). 1230 Changed course to 235°(T). 1237 Changed course to 171°(T). 1240 Changed speed to 15 knots. 1257 Changed speed to 10 knots. 1300 Changed course to 220°(T). 1315 Changed course to 246°(T). 1316 Changed speed to 5 knots, proceeding on various courses and at various speeds to conform to swept channel. 1325 Set special sea detail. 1331 Pilot came aboard, pilot LOREAL. 1333 Pilot at the Conn, Captain, Executive Officer and Navigator on the bridge. 1356 Moored MERS-EL-KEBIR, ALGERIA. Moored bow to buoy "Tare", stern to buoy "Unit", in 8½ fathoms of water on the following bearings: PORT BREAKWATER 304°(T), STATUE 118°(T), CRANE 043.7°(T), BUOY 227°(T). Ships head 127°(T), 10 fathoms off chain to bow buoy. 1356 Pilot left the ship, secured boilers #7 and #8. 1411 Secured boilers #3 and #4. 1415 Secured boiler #6. 1420 U.S.S. BOISE standing in. 1430 Convoy of troopships standing in. 1440 U.S.S. BOISE moored to buoys S and T. 1445 U.S.S. SAVANNAH standing in. 1455 U.S.S. SAVANNAH moored to buoys R and S.

C. KARPEN
C. KARPEN
Lieut.(jg), U.S.N.

Approved:

Paul Hendren
PAUL HENDREN
Captain, U.S. Navy,
Commanding.

Examined:

C.G. Geesen
C.G. GESEN,
Comdr., DEV-G, U.S.N.R.,
Navigator.

Reviewed:

U. S. N., Navigator.