

U. S. S. PHILADELPHIA (CL41) Saturday

Date Sept. 11, 1943.

8 to 12:

(Cont'd). frames 110 and 116 (abeam of starboard catapult). Heavy explosion shook ship. One man was thrown overboard STOKLOSA, C.A., Sl/c (622-73-08) USNR. Numerous men on top side were injured by flying fragments of steel. Ship was underway at this time. Personnel on top side reported that they had seen a P-38 over the ship and suddenly from an altitude of about 15,000 they had seen this plane (or glider bomb) come hurtling down. It came down very quickly and at the end of its descent was travelling at an estimated 400 miles per hour. All persons interviewed stated that practically no wings or very short wings only could be seen. The following damage resulted after the glider bomb had struck close to the ship. (a) Steering control to bridge lost; restored at 0943. (b) In compartment D-406-L, deck on starboard side was buckled slightly. Longitudinal bulkhead frames 113 to 118 slightly buckled. (c) Slow leak in starboard shaft alley; not excessive. (d) Starboard catapult damaged; in commission later during the day. (e) Small hole in hangar hatch cover. (f) After gyroscope damaged; beyond immediate repair. 0941 One man recovered by whaleboat. Ahead 20 knots. Word had just been received on the bridge from source that bomb was falling towards ship. 0942 U.S.S. SAVANNAH received bomb hit in Turret III, fire in the vicinity. 0943 Central Station reported that both cables to steering control on the bridge had been lost. Opened fire with 5". Very close but no hits noted. Picked up by JL. Steering control returned to bridge. 0948 Changed speed to 5 knots. 0951 Changed speed to 10 knots. 0956 General Quarters; changed speed to 5 knots. Inspection of ship by Lieut. (jg) Kelly revealed no serious damage and was same as reported, Radio II was put out of commission but placed in commission about a half hour later. Damage in Radio II consisted of (transmitters put out), TAJ - blown fuzes, TBK-1 blown fuzes and overload relay, TBK-2 blown fuzes and overload relay; 1 antenna lead trunk broken in two by the shock. 1008 Observed explosion aboard U.S.S. SAVANNAH in area of Turret III, bearing 005°, range 4000 yards. 1011 SAVANNAH reported one bomb hit forward and all power forward was outforward. Noted that the SAVANNAH was down very deep by the bow. She commenced listing to port. Smoke still could be seen up forward. 1027 Making preparations for sending a boat with submersible pumps to the SAVANNAH. 1035 Ceased evasive maneuvers, set course 089°(T); both engines stopped. U.S.S. ANCON reported enemy planes had left area. Getting ready to stream paravanes. 1051 U.S.S. PLUNKETT dropped whaleboat which capsized at about 350°(R), distance 1600 yards. 1055 Secured from condition "ABLE". Ship still in condition II on all A.A. batteries, condition III set on all other stations. Ordered all Division officers to hold sight muster of men in their divisions - all men present and accounted for. NO ABSENTEES. 1101 Set condition "BAKER" plus. 1110 Changed speed to 10 knots. 1111 Stopped engines, secured from General Quarters; set condition II on A.A. battery, Lookout and Radar stations. Sent Repair Party consisting of Lieut. (jg) Kelly, TINKER, W.L. CCM(AA); SLATTERY, D.D. CSF(PA); JETT, L.D. SF2c; LUSK, S.O. SF1c; GIDEON, G.E. SF1c; and TRIPP, R, EM2c, with repair equipment to U.S.S. SAVANNAH to render assistance if needed. 1120 STOKLOSA, C.A. Slc, was returned to ship after being picked up by ships #2 MWB. 1125 Repair party that was sent to U.S.S. SAVANNAH returned to ship, assistance not required. 1138 JL lookouts reported two planes bearing 350°(R), elevation angle 10, alerted all batteries. No previous report of these planes had been received. Planes were identified as hostile by Sky Control who was on target soon after getting the word. 1139 Changed speed to 10 knots, commenced evasive maneuvers. Lookouts reported two planes (enemy) bearing 005°(R), planes closing rapidly, elevation angle still 10. 1140 Changed speed to 15 knots, changed course 25 left rudder in order to give Control a good set-up for firing all batteries at planes. 1142 Commenced firing at one enemy plane. 1144 Changed course 25 right rudder. 1145 Changed speed to 10 knots, ceased firing, attack driven off. 1148 Changed speed to 5 knots, set course to 030°(T). 1150 Changed course to 040°(T). 1153 Large group of unidentified planes bearing 215°(T), distance 12 to 15 miles. 1155 Changed course left standard rudder in order to put batteries in line for concentrated fire against closing planes. 1156 TBS: Hostile aircraft 240°(T), 15 miles, proceeding west. 1158 TBS: 3 Fws 340°(T), 30 miles heading west. 1159 Unidentified planes bearing 140°(T), range 12 miles. NOTE: The following ammunition was expended on Sept. 11, 1943 prior to 0800 for repelling enemy aircraft: 163 Ctg. 5"/25 SPDF 2675, A.A. L&F; 1 Ctg. 5"/25 SPD 2526 A.A. L&F; 550 rounds 40MM L&F; 1839 rounds 20MM L&F. NOTE: Report of casualties in action. The below named men were treated in the Sick Bay and dressing stations.

Approved:


 PAUL HENDREN

Captain, U.S. Navy

Commanding Officer

Examined:


 J.C. GREEN