

U. S. S. PHILADELPHIA (CL41) Saturday

Date Sept. 11, 1943.

8 to 12:

(Cont'd) for the following injuries, which occurred since 0500 this date. None of the men listed below are seriously injured. HALL, C.E. S2c, injury Lt. Gt. toe caused by shell case; HARRISON, D.G., S2c, wound incised scalp caused by shrapnel; LUPKE, G.P., AMM3c, wound lacerated Rt. eye; HAAG, V.E., Slc, wound lacerated forehead; GARDNER, W.A., AMM1c, wound lacerated scalp; FIERSTEIN, S.G. Lieut.(jg), wound lacerated forehead; MYERS, W.E., S2c, wound punctured Rt. leg. FOSTER, S.D., S2c, wound lacerated Rt. cheek; CRUM, M.A., Slc, wound punctured nostril, shrapnel removed; STOKLOSA, C.A., Slc, contusions multiple Rt. side, immersion.

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

12 to 16:

As before. 1200 Position: Lat: 40°- 26' N, Long: 14°-50' E. 1200 Maneuvering on various courses and speeds to remain in Fire Support area One. 1203 TBS: Planes now 150°(T), 10.6 miles. 1204 Planes 140°(R)(JL), ahead 2/3 speed, maneuvering on various courses; Other vessels opened up with A.A. fire dead ahead, this vessel still swinging to starboard. 1207 Planes reported 215°(R) elevation 20, reported aircraft coming toward ship. 1208 Six planes, later identified as P-38s, 180°(R), elevation 25. 1213 Captain ordered Control to be careful not to fire on friendly planes. Many friendly planes reported in area. 1222 Planes overhead, opened fire with 40MM one battery only, firing not ordered by Control Officer. Planes identified as friendly. 1224 Recovered #2 MWB. 1234 Secured from "RED" alert in area. 1300 Sight muster of crew resulted in all personnel accounted for. 1436 Set material condition "ABLE" upon report of approaching hostile aircraft from northwest, distance 25 miles. "RED" alert existed in area. 1442 Changed course left to 25°rudder, speed 2/3. 1444 Twenty hostile aircraft to the northwest, distance 25 miles. 1449 Friendly aircraft are intercepting hostile planes. 1520 Hostile aircraft intercepted by friendly fighters and driven off. 1524 "YELLOW" alert, secured from condition "ABLE". 1530 Secured from "RED" alert in area.

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

16 to 18:

As before. 1600 Shifted steering units and cables from port unit to starboard unit. Unidentified planes reported bearing 340°(T), 20 miles. 1612 Ten planes coming in from the north, 003°(T), 6 miles. Set condition "ABLE". 1613 Changed speed to 10 knots, changed course to 250°(T). 1614 "RED" alert set in area. 1615 Changed speed to 15 knots. 1617 Hostile aircraft engaged by friendly fighters. 1618 Changed course to 120°(T). 1624 All engines stopped. 1626 Hostile aircraft left the area; secured from material condition "ABLE" set "BAKER" plus. 1655 Port engine ahead 2/3, changed course to 270°(T). 1700 All engines stopped. 1730 Admiral DAVIDSON, Lieut. CLEMENT, and WEBER, Phom3c, left the ship to survey bomb damage sustained by U.S.S. SAVANNAH. Various courses and speeds standing by U.S.S. SAVANNAH. 1755 Alerted A.A. batteries, set condition "ABLE". 1757 TBS: Many MEs in the area, coming from 265°(R) (JL). 16 planes seen, opened fire, changed speed to back 2/3 to get out of close area. 1758 P-38s intercepting hostile aircraft. 1759 Sounded General Quarters, FW diving from 280°(R), ships in area opened up with A.A. fire.

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

18 to 20 :

As before. 1800 Hostile aircraft being engaged over transport area by friendly fighters (TBS). Changed speed to ahead 2/3. 1801 Plane at 280°(R), headed towards the ship, identified as Spitfire. 1803 U.S.S. SAVANNAH underway. 1810 On various courses and speeds standing by U.S.S. ANCON. 1814 Four P-38s off

Approved: *Paul Hendren*
PAUL HENDREN
Captain, U.S. Navy,
Commanding.

Examined: *C.G. Gesen*
C.G. GESEN,
Comdr., DEV-G, U.S.N.R.
Navigator.

U. S. N., Navigator.