

U. S. S. PHILADELPHIA (CL41) Saturday

Date Sept. 11, 1943.

18 to 20:

(Cont'd). port bow. Six Spitfires off starboard beam. Control reported that a JU-88 had gone overhead a few minutes ago at an altitude of 25,000 feet; from port to starboard. 1819 TBS: All friendly fighters except one are being sent to the northeast to intercept next hostile aircraft attack. 1820 Lieut. WRIGLEY, A-V(S), Navy photographer and EAGEN, J.M., Phom2c, reported aboard from U.S.S. SAVANNAH, for duty in accordance with orders of ComTaskFor 86. 1822 Four planes reported passing overhead. 1823 Commenced firing at planes overhead, identified as JU-88s. 1826 JU-88s coming back from 358°(R), at 37,000 feet altitude. 1828 Changed speed to 15 knots, changed course to 240°(T). Control reported a large formation of planes at 345°(T), 13 miles. 1830 Secured from condition "ABLE". Proceeding from area in order to take formation and position astern of U.S.S. SAVANNAH which is leaving this vicinity. 1831 Set condition "BAKER" plus. 1840 Secured from General Quarters; set condition II on A.A. batteries and condition III Surface on all other stations. 1850 Gained station astern of U.S.S. SAVANNAH, standing out of Salerno Bay as escort for U.S.S. SAVANNAH on course 240°(T), speed 14 knots. 1919 LITTLE, E., CEM(PA), USN, reported that he had seen a wake which may have been a torpedo, pass from port to starboard. Torpedo would have passed directly under the ship. 1925 Darkened ship. 1935 Radar plot picked up surface target 125°(T), 21,000 yards. 1939 Destroyer ahead picked up sound contact, dropped three depth charges and markers. 1941 Changed speed to 20 knots, 20°right rudder. SAVANNAH turned to port. Steaming on various courses to avoid possible submarine attack. 1949 After maneuvering to avoid vicinity where depth charges were dropped, coming into formation again. 1950 On various courses at various speeds to regain station astern of U.S.S. SAVANNAH. NOTE: The following ammunition was expended this date for repelling enemy aircraft: 5"/25 Cal. Battery. 92 rds. of 2675 (A.A.C.); 20 rds. Index No. 2526 (A.A.C.); 9 rds. Index 2427 (A.A.C.); 3 rds. Index 4429 (A.A.C.); 1 rd. Index 3701 (A.A.C.); Total: 125 rounds. 40MM Battery: 42 rds. Index 3578; 18 rds. Index 3709; 12 rds. Index 3798; 4 rds. Index 3721; 39 rds. Index 4021; 8 rds. Index 3922; 17 rds. Index 3662; 50 rds. Index 3655; 1rd. Index 4213; 2 rds. Index 3223; Total: 193 rounds. 20MM Battery: 24 rds. of Lot. 10 L; 12 rds. Lot. 2234-G; Total: 36 rounds. 5"/25 Battery: 3 rds. of Index 2675 (A.A.F.); 2 rds. Index 2526 (A.A.C.); 1 rd. Index 3701 (A.A.C.). Total: 6 rounds.

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

20 to 24:

As before. 2000 Position: Lat: 40°-34'-00" N, Long: 14°-34'-00" E. 2003 Changed course to 138°(T). 2012 Set material condition "BAKER" plus. 2014 Secured from General Quarters; set condition II on A.A. battery and condition III Surface on all other stations. 2025 Commenced informal zig-zagging following the U.S.S. SAVANNAH on base course 138°(T), making good 14 knots. 2130 Changed base course to 156°(T), continuing informal zig-zagging. 2150 Radar plot picked up two small surface targets at 220°(T) and 300°(T) about 2000 yards distant, closing from astern. 2154 Sky control picked up three surface targets in same general area. Signal bridge reported wake of boat, possibly an E-boat, 500 yards off port quarter. Captain ordered Control to open up with 40MM if target picked up. Control ordered to open up on anything within 2000 yards. 2155 Targets came within 2000 yards of ship and then went out rapidly again. Batteries were alerted, but targets were not sighted visually. Changed speed to 20 knots. 2157 Changed speed to 15 knots. 2159 U.S.S. NIBLACK went back to investigate and reported that the target picked up by this vessel may have been a aircraft as the NIBLACK picked up a target on both the SC and SG Radar. 2232 Changed base course to 180°(T), changed speed to 14 knots. 2315 Changed base course to 150°(T). 2333 After Gyro reported back in commission, will take about five hours to settle down. 2351 Changed base course to 130°(T). NOTE: Numerous Radar contacts were made on friendly and unidentified planes.

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

Approved:

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

Examined:

C.G. Giesen
C.G. GIESEN
Comdr., DEV-G, U.S.N.R.
Navigator.

U. S. N., Navigator.