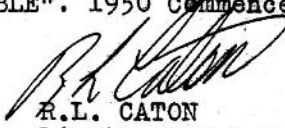


U. S. S. PHILADELPHIA (CL41) Sunday

Date Sept. 12, 1943.

18 to 20:

(Cont'd) protection and attacked ships in the transport area. Set condition "ABLE". Two bombs were dropped which straddled the BOISE too far away to do any damage to that vessel. This vessel was in Condition II on all A.A. batteries at that time. No planes were seen to have been hit. 1806 Radar reported SC out of commission; changed speed to 15 knots. 1807 Ceased firing. 1810 Radar plot reported that it believed that the SC is being jammed. Changed speed to 10 knots; changed course to 160°(T). 1812 Changed speed to 5 knots; TBS: Hostile aircraft to the north 20 to 25 miles. 1813 Heard bomb which landed to port. Not seen when landed but it is believed to have landed ashore. 1817 TBS: Hostile aircraft to the north 30 miles. TBS: Two hostile aircraft to the north 10 miles. 1820 Enemy planes reported in vicinity, sounded General Quarters, set condition "ABLE". Changed speed to 15 knots, commenced evasive maneuvers. 1822 DD astern laying a smoke screen. 1826 TBS: Hostile aircraft coming out of the sun. 25° left rudder, ahead 20 knots. Radar plot reported many planes at 312°(T) 5 miles. Captain ordered Control to use MK 32 fuzes to seaward. 1828 Radar plot reported planes 300°(T), 4 miles, closing. JL reported planes dead ahead, elevation 60. TBS: Standby for low-level and dive-bombing attacks. 1829 Maneuvering so as to give Control a good set-up to fire MK 32 fuzed ammunition. 1837 TBS: Hostile aircraft approaching the southern area group from the southwest. 1840 TBS: Hostile aircraft are climbing higher. 1842 Some of the hostile aircraft are being engaged by friendly fighters (TBS); modified condition "ABLE". 1844 Nineteen P-38s seen bearing 180°(R), dogfights between hostile and enemy planes taking place dead ahead. 1845 25° right rudder. 1849 TBS: More hostile aircraft approaching the southern area from the southeast. 1855 Changed course to 208°(T), standing out of transport area as ComCruDiv8 ordered this vessel to stand out of harbor and head for sea in accordance with previous orders. 1856 Standing out of harbor, secured from condition "ABLE", set "BAKER" plus. 1902 Secured from General Quarters; set condition II on the AA battery and Lookout stations, condition III Surface on all other stations. 1904 Changed course to 220°(T), Changed speed to 15 knots. 1915 Changed course to 240°(T). 1940 Sunset General Quarters; set material condition "ABLE". 1950 Commenced zig-zagging on base course 240°(T).

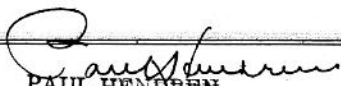

 R.L. CATON
 Lieut., U.S.N.R.

20 to 24:


As before. 2000 Position: Lat: 40°-15'-00" N, Long: 14°-39'-15" E. 2010 Secured from material condition "ABLE" set "BAKER" plus. 2016 Secured from General Quarters; set condition II starboard watch on all AA batteries and lookouts, condition III Surface on all other stations. 2030 Changed base course to 155°(T).


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

Approved:


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

Examined:


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

U. S. N., Navigator.