

U. S. S. U.S.S. PHILADELPHIA (CL41) Monday

Date Sept. 13, 1943.

8 to 12:

(Cont'd) 1134 Condition "YELLOW" set in area. 1136 All engines stopped. 1137 Changed course to 180°(T). 1140 Secured from General Quarters; set condition II on all A.A. batteries and Lookout stations, and condition III Surface on all other stations. 1141 Condition "WHITE" set in area.

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

12 to 16:

As before. 1200 Position: Lat: 40°-25'-14" N, Long: 14°-56'-17" E. 1341 Completed transfer of empty shell cases to LST 335. 1348 LST 335 cast off. 1416 Changed speed to 3½ knots; changed course to 170°(T). 1423 Changed course to 160°(T); changed speed to 10 knots. 1444 All engines stopped. 1445 Ship went to General Quarters; all engines full ahead, ship making evasive turns; Without previous warning either from air fighter circuit or Radar, a flight of 6 or 8 FW-190s came in from the sun in a power dive directly over the ship. This vessel opened up with starboard batteries (AA) as planes had come in from port and crossed ship, but guns to port could not bear in time. Only one bomb was seen to be dropped and it landed not far from a Liberty ship which was anchored close inshore. No planes were seen to be hit. Planes headed in over land in the vicinity of the airfield. 1446 Plane 130°(R) coming toward ship. Turned away from A.A. fire. 25 left rudder. 1450 Unidentified planes 14 miles bearing 320°(T) closing. 1455 Bomb landed 50 yards starboard side frame 96; Lookouts, personnel on deck and members of gun crews shouted "Here it comes", "Silver streak coming down"; "Glider coming towards ship". The member of some gun crew gave relative bearing 315° as first place of sighting. The "glider bomb" was seen to go slightly aft after being released from its mother ship and then head horizontally for some seconds aft. Its first appearance seemed to be relatively over the bridge of this ship. The glider started its vertical dive when about over No.1 stack. From the time it started down until it hit the water abeam of frame 96 only about five seconds elapsed. White smoke was seen coming from the glider during its descent, with some reports that black smoke was also seen just before it hit the water. Not more than 15 seconds passed from the time of first sighting until it hit the water. This vessel had turned 25° left rudder. No damage resulted from this attack. No radio jamming was resorted to as attack was very fast. NOTE: Radar plot reported that "Radars" were jammed for three minutes while planes were overhead. 1458 Radar plot reported unidentified planes 056°(T), 4 miles, closing. 1505 Unidentified planes bearing 030°(T), 5 miles. 1509 Opened fire on planes to starboard with 40MM; thirty seconds opened up with 5". Plane seen going down off port quarter. DD in that area apparently brought it down. 1510 Plane diving towards ship from 190°(R); opened fire with 40MM, 25° right rudder. 1511 Planes overhead, opened fire with 40MM; ship swinging hard right. Plane coming at ship, Spitfires seen overhead. 1512 Opened fire to port with 40 MM. 1517 25° right rudder. 1518 Radarplot reported unidentified planes 270°(T) 7.3 miles closing. 1520 Changed course to 100°(T), using 25° right rudder. 1525 JL reported planes, unidentified 010°(R), elevation 20; 25° left rudder. 1527 Four hostile planes reported 340°(R), elevation 50 (JL); Spitfires overhead bearing 290°(R). 1530 Signal bridge and JL reported plane overhead with a glider. 1531 25° left rudder, coming to 335°(T). Transmitters are being used to jam certain frequencies on which parent plane guides glider. Effectiveness of jamming unknown but no glider came down during this attack. 1532 Radar plot reported unidentified planes 345°(T), 1 mile. 1534 Changed course to 25° left rudder. 1537 Condition "WHITE" in area; changed speed to 10 knots; secured from condition "ABLE"; set condition II on all A.A. batteries, condition III on all other stations. 1538 Stopped. 25° left rudder. 1540 Two unidentified planes to the South, 19 miles. 1541 Unidentified planes 176°(T), 9 miles. 1542 Enemy planes closing from the South; condition "YELLOW" set. Changed speed to 15 knots. 1543 Condition "RED", unidentified planes coming in fast 2 miles to the South. Set material condition "ABLE"; changed speed to 20 knots. 1544 Opened up with 40MM. Planes fired at identified as FW-190s. Modified condition "ABLE". 1546 Hostile aircraft previously reported approaching from the south have been identified as friendly. 1558 Condition "WHITE"; secured from condition "ABLE", set condition "BAKER" plus. NOTE: The following ammunition was expended this date for repelling

Approved:

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Examined:

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By:

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