

ADDITIONAL SHEET

(Continued)

U. S. S. PHILADELPHIA (CL41) Monday

Date Sept. 13, 1943.

12 to 16:

(Cont'd) enemy aircraft; 5"/25 Cal. Battery: 18 rds. A.A. Com.; 40MM battery: 106 rds.; 20MM Battery: 211 rds.

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

16 to 18:

As before. 1604 Secured from General Quarters; set condition II on all A.A. batteries, condition III Surface on all other stations. 1608 Stopped engines came to course 355°(T); secured SC Radar. 1622 Changed speed to 15 knots. 1623 Stopped both engines. 1652 "YELLOW" alert, unidentified planes 170°(T), distance 35 miles. 1654 "RED" alert; hostile aircraft coming in from 335°(T). Ahead standard speed. 1655 Changed speed to 15 knots. 1657 Condition "YELLOW". 1658 "RED" alert; sounded General Quarters; set condition "ABLE". 1659 Changed course to 320°(T), unidentified planes 5.2 miles bearing 323°(T). 1700 Changed speed to 20 knots; changed course to 120°(T). 1701 Radar plot reported unidentified aircraft at 140°(T), 3.5 miles. 1702 SC Radar being jammed. SC was reported jammed on several occasions during this attack also. 1707 Changed course to 275°(T). 1710 Observed A.A. fire on port bow. 1714 Changed speed to 25 knots, then 20 knots. 1719 Changed course to 155°(T). 1721 Unidentified planes 4 miles, bearing 316°(T). 1733 Changed course to 045°(T), changed speed to 15 knots; condition "WHITE". 1734 Secured from condition "ABLE" set "BAKER" plus. 1735 Changed speed to 10 knots. 1737 Explosion in water, 240°(R); no range reported. Not close to ship. 1740 Changed course left to 155°(T). 1743 Secured from General Quarters; set condition II on A.A. batteries and Lookouts, condition III Surface on all other stations. 1745 Both engines stopped. NOTE: Numerous other Radar contacts were made on friendly and unidentified planes.

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

18 to 20:

As before. 1801 Six unidentified aircraft bearing 330°(T), 36 miles; "RED" alert set in area; changed speed to 15 knots, changed course to 310°(T). 1815 SC Radar jammed for fifty seconds on all bearings. 1816 Changed speed to 5 knots, changed course to 155°(T); condition "WHITE" set in area. 1823 All engines stopped. 1857 "RED" alert set in area; sounded General Quarters; changed speed to 15 knots. 1858 Hostile aircraft reported bearing 320°(T), 15 miles closing. Steering various courses at various speeds in evasive maneuvers. Friendly planes are engaging hostile aircraft at 320°(T), 15 miles. 1901 Air fighter circuit: Bandits at 340°(T), 10 miles. 1903 Saw plane burning and crash at 090°(R) (behind the airfield ashore). Air fighter circuit: Bandits at 10 miles to the north. 1904 Air fighter circuit: 3 ME-109s, 3 miles to the north. 1913 Condition "WHITE" set in area; came to course 155°(T); stopped both engines. 1924 Changed speed to 10 knots; changed course to 165°(T). 1926 Steering various courses standing up to anchorage. 1939 Changed speed to 5 knots. 1943 Stopped both engines. 1949 Anchored in Salerno Bay, ITALY in 17 fathoms of water with 60 fathoms of starboard chain on deck on the following bearings: CHURCH 150°(T), SOPRANO 071°(T), NEAR TANGENT 191.6°(T), RED BUOY 310.9°(T). Stationed anchor detail, engine room ready to get underway immediately.

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

20 to 24:

As before. 2009 Secured from General Quarters; set condition II on all A.A. batteries, condition III on all other stations. 2040 Underway, steaming on various courses at various speeds proceeding to Fire Support area to commence shore bombardment. Two hostile aircraft heading this way from the Naples area. Sounded General Quarters. 2046 Radar plot reported two groups of planes at 330°(T), 30 miles. 2055 Changed course to 340°(T), changed speed to 3½ knots for shore bombardment. 2100 Saw plane burning and crash ashore at 005°(R). Very large

Approved: *Paul Hendren*  
PAUL HENDREN  
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Commanding.

Examined: *C.G. Geesen*  
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