

U. S. S. PHILADELPHIA (CI41) Tuesday

Date October 26, 1943.

0 to 4:
As before.

D.S. Karp
D.S. KARP
Lieut. (jg), U.S.N.R.

4 to 8:
As before.

G.T. Rickett
G.T. RICKETT
Lieut., U.S.N.R.

8 to 12:
As before. 0800 Lighted fires under boiler #4. Resumed flooding of drydock. 0815 Ship water born. 0855 Cut in boiler #3. 0900 Cut in boiler #4. 0930 Lighted fires under boilers #1 and #2. 1023 Cut in boilers #1 and #2. 1030 Called away special sea details. 1055 Pilot HUTCHINSON came aboard. 1125 Leaving drydock. 1132 All lines clear. 1135 Tests on main engines completed. Maneuvering on various courses at various speeds, Pilot at the Conn, Captain and Navigator on the bridge, approaching buoy #2 and #3. 1150 Line secured to buoy #2.

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

12 to 16:
As before. 1200 Manilla line secured to buoy #3. 1210 Pilot left ship. 1215 Moored in GIBRALTAR in 7 fathoms of water; bow to buoy #2, with 15 fathoms of chain; stern to buoy #3, with 1 wire and 1 manilla line. 1300 Secured boilers #1, #2 and #3. 1325 Tanker S.S. SAN CLAUDIO moored alongside to starboard. 1339 U.S.S. MAYO moored alongside to port. 1405 Commenced receiving fuel from S.S. SAN CLAUDIO. 1530 Lighted fires under boilers #1, #2 and #3. 1552 Completed fueling having received 168,328 gallons fuel oil at 60°F.

H.K. Lockwood
H.K. LOCKWOOD
Lieut., U.S.N.R.

16 to 20:
As before. 1608 British tanker SAN CLAUDIO cast off. 1628 Gasoline fire on surface of water, starboard quarter. Sounded Fire call. 1629 Fire extinguished. 1630 Secured from Fire call. 1631 Called away special sea details. 1650 U.S.S. MAYO cast off. 1655 U.S.S. MAYO standing out. 1658 Received line from tug on port bow. 1703 Received line from tug, starboard beam. 1709 Underway, Captain, Executive Officer and Navigator on the bridge; steaming on various courses and speeds to conform to swept channel, enroute to ORAN, ALGERIA, in company with U.S.S. MAYO. Cast off tugs. 1712 Took departure GIBRALTAR breakwater abeam to starboard, course 195°(T), speed 10 knots. 1715 Set Condition of readiness III Air, material condition "BAKER" plus. 1718 Secured special sea detail. 1724 Changed course to 162°(T). 1727 Changed speed to 16 knots, changed course to 159°(T). 1735 Commenced zig-zagging, using plan #11, base course 097°(T). 1744 Lighted fires under boiler #7. 1753 Lighted fires under boiler #8. 1832 Cut in boilers #7 and #8, on main steam line. 1850 Ship went to sunset General Quarters. 1921 Set material condition "BAKER" plus. 1923 Changed speed to 20 knots (200 RPM). 1927 Secured from General Quarters, set condition of readiness III Air. 1945 Ceased zig-zagging, resumed base course 097°(T).

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

20 to 24:
As before. 2000 Commenced increasing speed gradually to 25 knots. 2030 Commenced zig-zagging, plan #11, on base course 097°(T). 2200 Changed speed to 22 knots. 2226 Sighted flashing light (white) bearing 068°(T), range 38,000 yards, identified as ALBORAN Island, 2227 Sighted flashing white light,

(over)

Approved:

G.S. Crosby
G.S. CROSBY

Commander, U. S. Navy
Commanding

Examined:

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

U. S. N., Navigator.