

OPERATIONAL REMARKS

0 to 4:

Steaming under boilers Nos. #1,2,3,4,5, and 6 on various courses to conform to swept channel, standard speed 15 knots (150 RPM) enroute NAPLES, ITALY to ANZIO, ITALY, in company with U.S.S. LAUB and U.S.S. KENDRICK. Officer in tactical command ComCruDiv-8 in this vessel. 0017 With CASTLE Light bearing 343° (T), distant 4 miles, left the swept channel and set course 250°(T), speed 20 knots (200 RPM). 0028 Changed speed to 22 knots (220 RPM). 0036 Changed course to 280°(T). 0053 Commenced zigzagging in accordance with diagram #11 (BR-248) at half time intervals on base course 280°(T). 0055 Radar contact on convoy bearing 273°(T), distant 32,700 yards. 0119 Ceased zigzagging, and resumed base course. 0121 Changed course to 300°(T). 0123 Changed speed to 20 knots (200 RPM). 0130 Passed convoy abeam to port, distant 3000 yards. 0135 Changed speed to 22 knots (220 RPM). Changed course to 286°(T). 0141 Sighted POINT DELLA GUARDIA Light bearing 303°(T), distant 22 miles. 0148 Commenced zigzagging in accordance with diagram #11 (BR-248) at half time intervals on base course 286°(T). 0249 Passed POINT DELLA GUARDIA Light abeam to starboard bearing 016°(T), distant 6 miles. 0305 Adjusted base course to 335°(T). 0323 Sighted one aircraft flare bearing 045°(T), distant 25 miles. 0330 Sounded General Quarters for approach to Anzio Fire Support area. 0340 Radar contact on unidentified target bearing 000°(T), distant 20,000 yards. 0344 Lighted fires under boilers #7 and #8.

T. E. Williamson
 T. E. WILLIAMSON
 Lieut., U.S.N.

4 to 8:

Steaming as before on course 335°(T), at 22 knots (220 RPM), zigzagging in accordance with diagram #11 (BR-248), one half time intervals: 0403 Ceased zigzagging, changed course to 310°(T). 0407 Changed speed to 20 knots (200 RPM). 0410 Changed course to 335°(T). Radar target identified as U.S.S. BOYLE. 0425 Unidentified surface target reported by C.I.C. bearing 304°(T), at 18,000 yards. 0426 U.S.S. LAUB directed to take station astern. 0430 Radar target identified as U.S.S. MC LANAHAN. 0434 Executed signal to change course to 037°(T), and speed to 15 knots. At 0434, immediately upon execution of signal to change course to 037°(T), and speed to 15 knots, a destroyer was sighted coming out of dark to port. She was later identified to be the U.S.S. LAUB. At sighting, she was about 30° on the port bow. The Captain when asked by the Conning Officer, assented to coming right, but immediately thereupon ordered "full left rudder", "all engines stop", "all engines back full", "back emergency full". It could now be seen that LAUB target angle was almost 45° and that the distance was very short. Own ship was swinging left. Sounded siren. 0435 Collided with U.S.S. LAUB bow striking her starboard side between torpedo tubes and number 3 gun at an angle of about 30°. Position of PHILADELPHIA at this time was: Lat: 41°-11.5' N - Long 12°-30.5' E. 0437 Backed 2/3. Disengaged from U.S.S. LAUB. U.S.S. KENDRICK was ordered by TBS to standby LAUB. 0438 Stopped all engines. 0439 Backed 1/3. 0440 Stopped all engines. 0443 Backed 2/3. 0444 Stopped all engines. 0445 All engines ahead 1/3. The ship's head just prior to disengaging from LAUB was 308°(T). Preliminary investigation showed the bow to be out between second and third decks aft to frame 12. The stem was moved about 6 feet to starboard causing deep wrinkle in side at frame 12. The upper half of the bow was pushed upward about 3 feet at the stem causing a deep wrinkle in the main deck at frame 12 and preventing use of ground tackle; the lower part was crushed from the third deck down forward of frame 6; the potable water tanks forward were rendered useless. Flooding extended aft to bulkhead 15 from the keel to the third deck. Waterline was about one foot below the third deck. Bulkhead 12 was ruptured from the third deck down, in so far as could be determined, there was an increase in mean draft of approximately 6 inches, forward about 16 inches and a decrease in draft aft of 8 inches. There was no list. The ship carried 4° left rudder. 0447 Explosion felt, believed to be depth charges from U.S.S. LAUB. 0455 U.S.S. BOYLE was directed to standby U.S.S. LAUB with U.S.S. KENDRICK. Stopped engines. Made preparations for taking U.S.S. LAUB in tow. 0502 U.S.S. LAUB reported her after engine rooms were flooded. It was decided to proceed into fire support area to carry out assigned mission, U.S.S. KENDRICK screening. Changed speed to 10 knots; changed course to 035°(T). Damage control parties shored bulkhead 12 from the main deck to the third deck, and bulkhead 15 in A-501-A. A continuous watch was posted to examine bulkhead 15 from the first platform to the second deck and bulkhead 12 from the third deck to the main deck. Shifted fuel oil aft from the following fuel oil tanks: A-602-F, A-603-F, A-901-F, A-611-F, A-612-F, and A-613-F. Removed all stores from A-202-A, A-203-1A, A-203-2A, and A-204-A. Removed 2 20mm guns and ready service boxes from frame 4 main deck. This decreased draft forward approximately 16 inches. 0505 Changed course to 032°(T). 0518 Changed course to 036°(T). 0520 Changed speed 15 knots (150 RPM). 0525 Changed course to 033°(T). 0540 Changed speed to 10 knots (100 RPM). 0543 U.S.S. KENDRICK directed to lead in to fire support area. 0545 Changed course to 020°(T). 0554 Changed course to 000°(T). 0601 All engines stopped. Changed course to 326°(T). H.D.M.L. 1259 came alongside to starboard to transfer bombardment

Use this sheet for Abstracts to Engineering Logs and Data, for Machinery Index, and for printing ship's forms for operating records.

10-11124 Approved:

Walter Ansel
 WALTER ANSEL
 Captain, U.S. Navy.
 Commanding.

H. B. Smedley
 H. B. SMEDLEY,
 Lieut.-Comdr., U.S. Navy. Navigator.

DECLASSIFIED
 NAD 80 3/52
 By *[Signature]* NARS, Date 6/15/97

CONFIDENTIAL

U. S. S. PHILADELPHIA (CL-41)

Date Tuesday 23 May, 1944.

Operational Remarks

4 to 8:

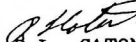
(Cont'd). Liaison officer aboard. 0618 All engines ahead two thirds (100 RPM). 0622 Changed course to 321°(T). 0625 Changed speed to 10 knots (100 RPM). 0637 Changed course to 318°(T). 0656 Changed course to 298°(T). 0706 Changed course to 290°(T). 0716 Changed course to 125°(T). 0727 Commenced firing after turrets of main battery on target at coordinates 787348. 0747 Ceased firing. 0749 Changed course to 305°(T).



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

8 to 12:

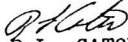
As before. 0800 Position: Lat: 41°-25' N - Long: 12°-36.6' E. 0815 Changed course to 290°(T). 0828 Changed course to 120°(T). 0850 Received report that water was rising over cables of forward gyro, shifted to after gyro. 0852 Changed course to 305°(T). 0911 Changed course to 130°(T). 0937 Changed course to 315°(T). 0940 Stopped all engines. Made further examination of damage forward. Received report from the Boatswain that it appeared that the entire bow was sprung aft to frame 12 to the right for 4 or 5 feet and that the paravane storeroom was ripped open. 0843 All engines ahead one third (050 RPM). Maneuvered in channel MA. Steamed on firing courses awaiting arrival of U.S.S. BROOKLYN. 1003 Changed speed to 10 knots (100 RPM). 1010 Unidentified aircraft reported bearing 315°(T), 5 miles; alerted A.A. batteries. 1018 Changed course to 270°(T). 1037 Changed course to 210°(T); proceeding out of fire support area. 1052 Changed course to 212°(T). 1125 Changed course to 210°(T). 1137 Changed course to 150°(T). 1155 Sighted U.S.S. BROOKLYN bearing 160°(T), 16,000 yards. 1156 Stopped all engines. U.S.S. KENDRICK circled PHILADELPHIA as screen while H.D.M.L. 1259 came alongside to port to transfer Naval Gunfire Liaison Officer, Ensign ROGERS, for further transfer to U.S.S. BROOKLYN. BROOKLYN was ordered by CTF-86 to proceed into fire support area to furnish gun fire support vice PHILADELPHIA. NOTE: The following ammunition was expended this date for shore bombardment: 45 rds. 6"/47 2800 f.s. non-flashless powder, 45 rds. 6"/47 Cal. projectiles fitted with super quick fuzes.



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Lieut., U.S.N.R.

12 to 16:

As before: Position: 41°-15'-45" N - 12°-26'-15" E. 1210 Changed speed to 10 knots (100 RPM). 1211 Changed course to 150°(T). H.D.M.L. 1259 cast off. 1220 Changed speed to 13 knots (130 RPM). 1224 Changed speed to 14 knots. 1230 Changed course to 160°(T). Commenced zigzagging in accordance with diagram #11, (BR-248) on base course 150°(T), enroute POZZUOLI. 1233 Changed speed to 12 knots (120 RPM). 1245 U.S.S. MC LANAHAN joined formation. Destroyers took screening stations 40° on either bow at 3,000 yards; KENDRICK to starboard and MC LANAHAN to port. 1303 Ceased zigzagging, returned to base course 150°(T). 1345 Set Materiel Condition "BAKER" plus aft of frame 49. 1353 Secured from General Quarters; set Condition of readiness III Air. Further examination of the damage revealed that the A and M degaussing coils were damaged necessitating their being put out of commission. 1410 Sighted ship bearing 062°(T), 14,200 yards; identified to be the British corvette COVERLY. 1430 Changed course to 106°(T). 1440 Changed speed to 13 knots (130 RPM). 1455 Secured boilers #7 and #8. 1504 Changed speed to 14 knots (140 RPM). 1538 Commenced zigzagging in accordance with diagram #11 (BR-248) on base course 106°(T), at 14 knots (140 RPM).



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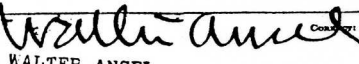
16 to 18:


As before. 1600 Sighted U.S.S. CHAMPLIN bearing 270°(T), distant 7 miles. 1610 Sighted U.S.S. BOYLE bearing 090°(T), distant 8 miles. 1615 U.S.S. CHAMPLIN replaced U.S.S. MC LANAHAN as port screening destroyer. U.S.S. MC LANAHAN and U.S.S. BOYLE proceeded on assigned mission. 1725 Sighted U.S.S. LAUB, U.S.S. PARKER, and tug bearing 062°(T), distant 19,800 yards.



T.E. WILLIAMSON
Lieut., U.S.N.

16-01124 Approved:


WALTER ANSEL
Captain, U.S. Navy.
Commanding.


F. R. SIMDLEV
Lieut.-Comdr., U.S. Navy. Navigator.

Use this sheet for Adjuncts to Engineering Logs and Data, for Machinery Logs, and for printing ship's forms for operating records.

U. S. S. PHILADELPHIA (CL-41)

Date Tuesday 23 May 1944.

OPERATIONAL REMARKS

18 to 20:

As before. 1825 Ceased zigzagging, resumed base course 106°(T). 1827½ Changed course to 100°(T). 1928 With CASTLE Light bearing 003.8°(T), distant 4.8 miles changed course to 039°(T). U.S.S. KENDRICK took screening position ahead, U.S.S. CHAMPLIN took position astern. 1932 Changed course to 043°(T). 1938 Changed course to 045°(T). 1939 Changed course to 048°(T). Made preparations for mooring. Captain at conn, Executive Officer and Navigator on bridge. 1943 Changed course to 055°(T). 1947 Changed course to 039°(T). 1952 Let fires die out under boilers #1 and #2. 1955 Changed speed to 10 knots. 1959 Changed course to 038°(T). 1959 Hoisted two black shapes to port yardarm.

NOTE: Pursuant to orders of ComCruDiv-8 of 23 May 1944. Lieut. D.W. SMITH, C-V(S), U.S.N.R. (251474) reported to the Commanding Officer U.S.S. PHILADELPHIA for temporary duty in this vessel.

R.E. Stark
 R.E. STARK
 Lieut. (jg), U.S.N.

20 to 24:

As before. 2006 Changed speed to 14 knots. 2010 On various courses at various speeds proceeding through swept channel. 2045 Darkened ship. 2123 Moored to H.M.S. BARHOLM in Gulf of POZZUOLI, ITALY on the following bearings: NISIDA HIGH Light 100°(T); MESINO TANGENT 235.4°(T); and POZZUOLI BREAKWATER 322.2°(T). 2219 Took on 26.1 tons of salt water ballast in tanks B-924 and B-925. 2302 U.S.S. BROOKLYN, U.S.S. KEARNY, and U.S.S. ERICSSON stood in. 2305 Pursuant to ComCruDiv-8 despatch #230625B of 23 May 1944, ComCruDiv-8 shifted his flag to the U.S.S. BROOKLYN and the following named men were transferred for duty with the flag allowance of ComCruDiv-8: AWE, W.C., CQM(PA), 299-56-63; BLANKENSHIP, M.M., CSM(PA), 360-03-24; CHARFAUROS, J.B., StMlc, 421-04-78; BLAIR, R.A., Y2c, 616-47-37; TARDITI, A.R., 403-77-79, RMLc; ESTIGOY, S.H., 623-22-84, StMlc; HUDGINS, P., 641-38-09, StMlc; SAWYER, E.A., 551-76-16, StMlc; STEPHENS, W.W., 287-36-29, Ylc; DE GRANDMAISON, W.G., 573-10-43, RM3c; FINCH, F.E., 706-02-20, Slc; HARRISON, D.G., 800-15-02, Slc; JONES, J.C., 706-46-53, SM3c; JORFI, L.J., 651-07-35, SM3c; LEAVITT, A.R., 660-21-20, RM2c; ORCHEL, W.T., 823-57-30, RM3c; STRATTON, T.G., 700-09-03, SM2c; TONISSEN, M.G., Jr. 393-41-25, SM2c; VAN ALLEN, H.C., 224-18-74, RM2c; WEBER, R., 642-01-80, PhoMlc; WORKMAN, D.E., 614-14-27, SM3c; YOUNIE, W.S. Jr., 202-43-42, SM3c; FORDING, T.L., 811-722, Pfc; GASNER, W.L., 524-784, Pfc; HASTINGS, H., 815-491, Pfc; SECHREST, W.E., 314-232, Cpl; MOTT, R.L., 804-710, Pvt; PASSOTH, D.W., 398-387, Sgt.; and RENKEN, D.L., 316-59-44, CMM(AA).

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

Use this sheet for Advances to Engineering Logs and Data, for Machinery Logs, and for printing ship's records for operating records.

16-5112 Approved:

Walter Ansel
 WALTER ANSEL
 Captain, U.S. Navy.
 Commanding.

[Signature]
 F. J. SHEPHERD
 Lieut-Comdr., U.S. Navy. Navigator.

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