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U. S. S. PHILADELPHIA

10-Ts

C-O-N-F-I-D-E-N-T-I-A-L

6 August 1945.

Subject: War Diary for the month of July 1945.

20MM Battery
1026 rds ZC-56-HMC-45
511 rds ZH-77-NFH-44

3. 7 through 15 July 1945.

(a) The ship got underway from berth No. 22, Hampton Roads, Virginia, at 0702 in accordance with verbal orders from Commander Task Force 68 and proceeded through Thimble Shoal channel. At 0830, U.S.S. AUGUSTA with the President of the United States and official party embarked therein took station 1000 yards astern. At 0844, Task Force entered International waters and at 1144 set course at 090T and speed at 23 knots enroute to Antwerp, Belgium.

(b) The course of the Task Force, as directed by CTF 68 was followed from point "XS" - Latitude $36^{\circ}56'38''N$ - Longitude $74^{\circ}40'20''W$ through point "PR" - Latitude $37^{\circ}00'N$ - Longitude $40^{\circ}00'W$, thence through point "PS" - Latitude $49^{\circ}50'N$ - Longitude $10^{\circ}00'W$ thence in accordance with ROUTE EASY as in FN/ML533/45, then; to Sandhead buoy in accordance with QZH484, QZH488, QZH490, then; to Dumpton buoy by QZH459, then; via NF channel to NF5 buoy thence to Longitude $03^{\circ}22'E$ and through Schelde Passage to Antwerp, Belgium.

(c) The passage from Hampton Roads, Virginia, to Antwerp, Belgium, was generally without incident; wind, sea and weather conditions were favorable.

(d) During the passage the ships conducted maneuvering exercises, radar and range finder calibration exercises, aircraft launching and recovering exercises in formation and on the morning of 10 July the U.S.S. AUGUSTA fired offset practice with her main battery at a range of 10,000 yards.

(e) At 0800, 14 July in position Latitude $50^{\circ}10'5''N$ - Longitude $2^{\circ}58'W$ the Royal Navy escort consisting of H.M.S. BIRMINGHAM and six Destroyers under the command of Rear Admiral Cunningham-Graham, R.N., rendezvoused with Task Force 68. The BIRMINGHAM took station 1000 yards ahead of the PHILADELPHIA as guide of the formation and the destroyers took stations, 3 on each side of the main body abeam at 1500 yards, for passage through the English Channel. At 1802 at Dumpton buoy in the English Channel, the formation lay to while Royal Navy Sea Pilots boarded the PHILADELPHIA and AUGUSTA and H.M.S. BIRMINGHAM and escorting destroyers left the formation and proceeded on duty assigned. The H.M.S. GARTH, H.M.S. HOLDERNESS and H.M.S. HAMBLEDON took screening stations at 1300 yards ahead and at 1845 formation got underway proceeding on various courses and at various speeds conforming to the channel. At 2140, the H.M.S. HAMBLEDON and H.M.S. HOLDERNESS took screening stations astern. The H.M.S. GARTH remained in screening station ahead as the formation passed buoy NF-5 abeam to port.