

UNITED STATES SHIP U.S.S. PHILADELPHIA (CL41) Wednesday, 27 January, 1943
(Day) (Date) (Month)

ZONE DESCRIPTION Plus 4.

REMARKS

CONFIDENTIAL

1. No change to report.
2. No operational plan.
3. Positions: 0800 - $37^{\circ}36'24''$ N. $76^{\circ}03'42''$ W. 1200 - $37^{\circ}24'30''$ N. $76^{\circ}05'00''$ W. 2000 - $37^{\circ}28'42''$ N. $76^{\circ}04'00''$ W.
4. 0000 anchored in Chesapeake Bay in 7 fathoms of water with 45 fathoms of chain to the port anchor. 0642 cut in boilers #3 and #4. 0712 cut in boiler #5. 0730 set Special Sea Detail in preparation for getting underway. 0801 underway. Proceeding on various courses at various speeds for swinging ship in Upper Chesapeake Bay. 0925 Navigator took conn. 0950 Captain resumed conn. 1010 completed swinging ship. Set course 171° (T), speed 15 knots, 150 r.p.m. proceeding to Wolf Trap Degaussing Range. 1150 commenced runs on Wolf Trap Degaussing Range for calibrating degaussing coils. 1314 launched plane # 8-CS-5, # 8CS-4, # 8-CS-1. 1532 recovered plane # 8-CS-1. 1545 lying-to - off Wolf Trap Degaussing Station. 1625 recovered plane # 8-CS-4. 1632 recovered plane # 8-CS-5. 1718 received M.L. alongside with degaussing data. 1741 anchored in Upper Chesapeake Bay in 8 fathoms of water, with 60 fathoms of chain to the port anchor, on the following bearings: degaussing barge 177° (T). Buoy 10E bearing 065° (T). 1749 secured main engines. 1750 secured boiler #4. 1751 secured boilers #5 and #6. Boiler #3 steaming for auxiliary purposes. Anchored on the following anchorage bearings: Degaussing Barge 173.5° (T). Buoy 10E 068° (T). Wolf Trap 227° (T). 2205 started after Gyro.
5. 1346 commenced firing 20MM Battery, practice "H". 1510 ceased firing 20MM practice "H". Expended 833 rounds.
6. Nothing to report.
7. Nothing to report.
8. Nothing to report.