

CONFIDENTIAL

ADDITIONAL SHEET

U. S. S. PHILADELPHIA (CL41)

Date May 26, 1943

0 to 4:

As before. 0002 anchored off Smith Point, upper Chesapeake Bay in 8 fathoms of water, with 45 fathoms of chain to the starboard anchor, and on the following bearings: Point Lookout 300.5°(T), Holland Island 012.2°(T), Smith Point 199°(T), and Fl.W. Buoy 088°(T). 0010 secured boilers #1, #3, and #4.

G.A. Schlichte
G.A. SCHLICHTE
Lieut., (jg) U.S.N.

4 to 8:

As before. 0540 U.S.S. GHERARDI, U.S.S. MURPHY, U.S.S. JEFFERS, and U.S.S. SHUBRICK stood up bay, -D. Div. 34.

W.L. Nyburg
W.L. NYBURG
Lieut. (jg) U.S.N.

8 to 12:

As before. 0800 Position: Lat. 37°-57'-30", Long. 76°-0'-9". 0858 hoisted out plane 8-CS-3, pilot, Lieut. Mishanec, passenger Pierson ARM2/c. 0912 exercised crew at General Quarters. 0924 the following planes catapulted 8-CS-2, Pilot, Lieut. (jg), Lawry, passenger Gibson, ARM1/c, 8-CS-4, Pilot, Lieut. (jg), Goughlin, passenger Ryan RM3/c. 0937 catapulted plane 8-CS-5, Pilot, Lieut. (jg) Fierstein, passenger Tavnier ARM3/c. 1052 out in boiler #1 on main steam line. 1054 out in boiler #2 on main steam line. -fired 14 rounds of 40 M/M ammunition from mount #3. 1140 recovered plane 8-CS-3, 1143 recovered plane 8-CS-2. 1150 recovered plane 8-CS-5. 1155 recovered plane 8-CS-4, all planes gassed to 140 gallons.

A.C. Edwards
A.C. EDWARDS
Lieut., U.S.N.

12 to 16:

As before. 1200 Position: Lat. 37°-57'-30", Long. 76°-0'-9". 1241 stationed special seg detail-U.S.S. TILLMAN sighted standing up bay. 1314 underway on course 270°, speed 8 knots (OEO RPM). 1317 changed course to 344°(T). 1328 U.S.S. TILLMAN came alongside to starboard to exercise at transferring personnel underway. 1444 U.S.S. TILLMAN cut loose. 1447 commenced steaming on various courses at various speeds down bay to anchorage. 1456 catapulted plane 8-CS-4, Pilot, Lieut. (jg), Fierstein, passenger Ramsey RM2/c. 1457 catapulted plane 8-CS-5, Pilot, Lieut. (jg), Goughlin, passenger Hogg RM3/c. 1513 catapulted plane 8-CS-3, Pilot, Lieut. Mishanec, passenger Pierson ARM2/c. 1514 catapulted plane 8-CS-2, Pilot, Lieut. (jg), Lawry, passenger Lt. Comdr. Fry.

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

16 to 18:

As before. 1647 sounded flight quarters. 1655 stopped all engines to receive camera party on board from small craft CG-83367, camera party was as follows: Lieut. (jg), Griffin, H.T., Ens. Kimball, R.W., Selman W., P1/c, Doyle R.C., P2/c Birlant S.B., P2/c and Willision J.R., P3/c. 1703 recovered plane 8-CS-5. 1708 recovered plane 8-CS-3. 1712 recovered plane 8-CS-4. 1713 commenced steaming on various courses and speeds to anchorage. 1720 stopped both engines and received YMS 80 alongside for mail delivery. 1730 commenced steaming on various courses and speeds to anchorage.

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

13 to 20:

As before. 1805 anchored in 8 fathoms of water, with 45 fathoms of chain to the starboard anchor, on the following bearings: Degaussing Barge 188°, Wind

Approved:

Paul Hendren
PAUL HENDREN
Captain, U.S. Navy,

Examined:

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

U. S. N., Navigator.