

ADDITIONAL SHEET

U. S. S. PHILADELPHIA (CL41) Wednesday

Date Sept. 8, 1943.

18 to 20:

(Cont'd). "sound contact", set condition "ABLE" modified for ventilation. 1810 Changed course to 033°(T). 1822 Set condition "BAKER" plus. 1824 Changed speed to 15 knots to go ahead of convey in preparation to lower paravane shee. 1825 Secured from General Quarters; set condition II Port watch. 1826 Changed course to 060°(T). 1829 Changed speed to 5 knots to lower "shee". 1831 A radio report was received but not confirmed that ITALY had unconditionally surrendered. 1833 Convey changed speed to 11 knots. 1835 Lighted fires under boilers #5 and #6. 1842 Commenced maneuvering to form "Cruising Disposition II". 1843 Completed lowering paravane shee, Changed speed to 15 knots. 1905 Assumed station in Cruising Disposition II - 800-1000 yards ahead of U.S.S. CHASE, bearing 213°(T), PHILADELPHIA guide, changed speed to 11 knots. 2047 Sighted flares bearing 065°(T). NOTE: Made numerous Radar contacts on friendly and unidentified aircraft.

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20 to 24:

As before. 2000 Position: Lat: 39°-49' N, 14°-25' E. Long: 2051 Sighted planes on horizon bearing 067°(T). 2114 Flares dropped close aboard bearing 080°(T) and 330°(T), sounded General Quarters; set material condition "ABLE". 2120 Observed A.A. fire approximately 10 miles on port beam. 2121 Radar plot reported unidentified planes bearing 057°(T), range 14 miles. 2123 Screening destroyers commenced laying a smoke screen. 2130 Observed numerous flares and much A.A. fire, 10 miles on port bow. 2220 Set material condition "BAKER" plus, secured from General Quarters; set condition II. 2222 Changed course to 038°(T). 2234 Changed speed to 10 knots. 2242 Changed course to 025°(T). 2246 Streamed paravanes. 2247 Changed course to 044°(T). 2255 Sighted H.M.S. SHAKESPEARE. 2310 Changed course to 335°(T). 2314 Manned battle stations; set material condition "ABLE". 2342 Stopped engines for recovery of paravanes. 2349 Changed speed to 3 knots.

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Approved:

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