

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

