

Very Sincerely Yours  
Robley D. Evans  
Rear Admiral U. S. N.

REAR-ADMIRAL ROBLEY D. EVANS,

Who commanded THE IOWA in the great naval battle off Santiago, in which the Spanish fleet was completely destroyed, July 3, 1898. He was born in Floyd County, Virginia, August 18, 1847, appointed to the U. S. Naval Academy in 1860, and went into active service in 1863. He participated in both attacks upon Fort Fisher in 1865, and in that from the land received four rifle-shot wounds from which he was for a time disabled. His whole life has been one of very "active service."

## THE BATTLESHIP IOWA.

BY REAR-ADMIRAL ROBLEY D. EVANS.

The battleship Iowa was the first *sea-going* battleship built by the United States—those that preceded her were known as *coast defense* battleships. The only real difference between them was that the Iowa had one more deck forward and was thus higher out of the water than the others. On account of the additional space due to the extra deck she was very much more comfortable for the crew than her sister ships. She was built by the Wm. Cramp & Sons Shipbuilding Company of Philadelphia. The contract for her construction was signed February 11, 1893; price \$3,010,000, with a bonus of \$50,000 for each quarter knot she made above sixteen knots on her trial trip. The sum thus realized was about \$200,000, as she maintained seventeen knots and a fraction over during her trial run of sixty-six miles.

Her hull is of steel of domestic manufacture and she has twin screws. Her length is 362 feet 6 inches, her beam is 72 feet 2 inches, and her draft, when fully loaded with coal, ammunition and stores, is 26 feet 10 inches. In ordinary cruising trim she draws 24 feet, and in this condition she displaces 11,340 tons of water. When all her bunkers are full she carries 1,700 tons of coal. The hull is protected over a greater portion of its surface by 14 inches of Harveyized nickel steel armor, and the ends, where not so protected, have a cofferdam filled with compressed cellulose. The main part of the ship amidships which contains the machinery and guns may be called a steel box or citadel formed by the 14-inch steel armor on the sides, and the 12-inch thickness of armor which at the ends connect the two sides of the box. She carries 17 boats, two of them being steam picket boats or launches, and in all, has 86 engines and 152 steam cylinders. She has four 25,000 candle power searchlights and 500 electric lights. She is ventilated by

fans driven by electric motors, and all her ammunition hoists, coal whips, etc., are worked by the same means. She has an ice machine which can make one ton of ice per day, and at the same time keep her cold storage rooms at a temperature near zero, and cool all the water her crew of 600 men and officers can drink.

The battery of the Iowa is as follows:

Four 12-inch breech loading rifles mounted in pairs in two turrets, one forward and one aft. These turrets are made of nickel steel 15 inches thick, are of the balanced type and controlled by hydraulic power.

Eight 8-inch breech loading rifles mounted in pairs in turrets on the corners of the superstructure and protected by six inches of nickel steel. The turrets are steam-controlled. It may be of interest to note the power of these heavy guns. The muzzle energy of one of the 12-inch projectiles if converted into lifting power would raise the entire ship fully loaded with coal and stores several feet clear of the water. The power of the 8-inch guns is in proportion. When it is stated that these guns could be fired on an average once in seventy seconds one gets an idea of the enormous power of the main battery.

Six 4-inch rapid fire guns, in broadside, protected by five inches of nickel steel. These guns could be fired from seven to ten times per minute.

The guns mentioned above constitute the main battery of the ship. The secondary battery is as follows:

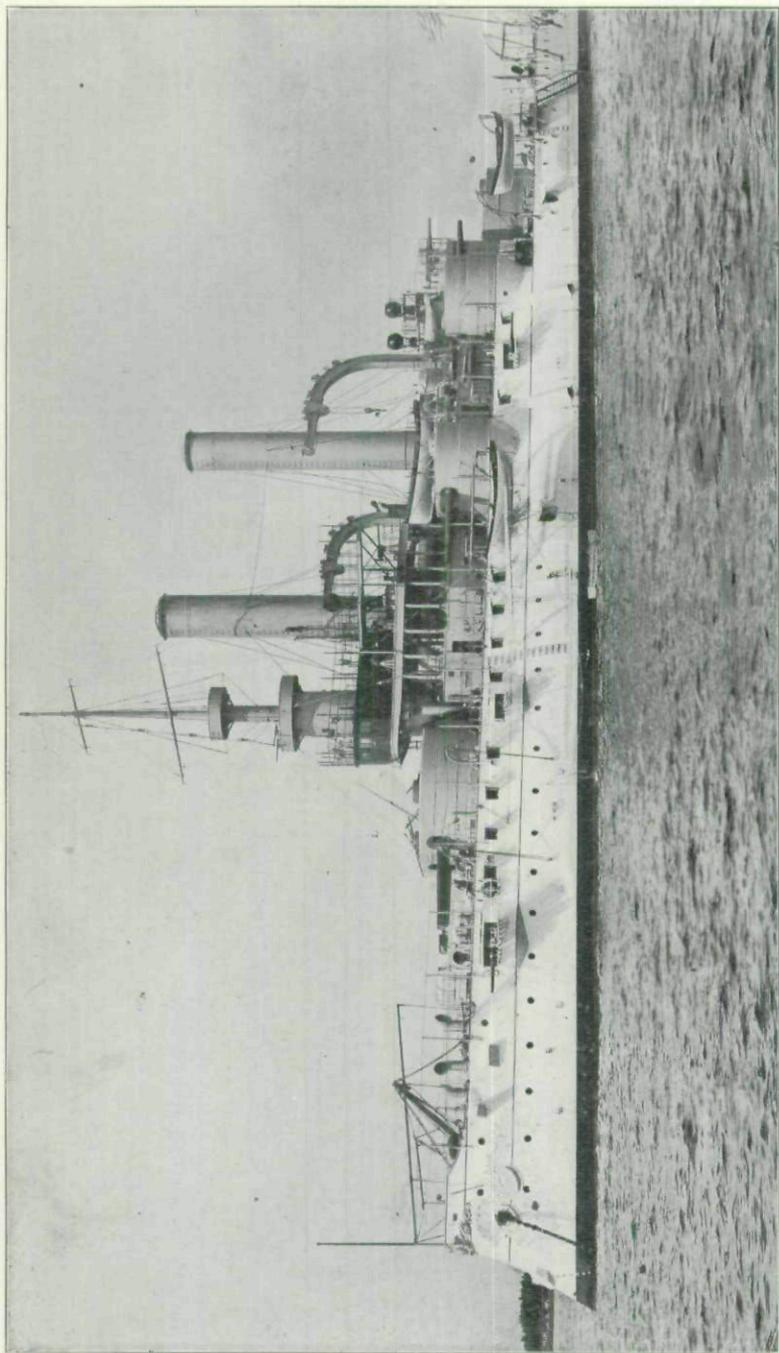
Twenty 6-pounder rapid fire guns capable of firing 20 to 25 shots each per minute.

Four 1-pounder rapid fire guns.

Four Colt automatic guns.

The secondary battery is for protection against torpedo boats and for use at close quarters. The 6-pounders, 1-pounders and Colts can be landed in the boats for service on shore.

Four torpedo tubes for using Howell torpedoes complete the armament.



**THE IOWA.**

This beautiful cut represents the great battleship as she appeared when commanded by Captain (now Rear-Admiral) ROBLEY D. EVANS.

The Iowa has double bottoms throughout her length—one ship inside another, as it were, and is divided into 284 water-tight compartments, all of which are connected by proper pipes and valves with powerful steam pumps, so that if any compartment should become filled with water it could be quickly pumped out. All these compartments have automatic alarms which register in the captain's cabin. The coal bunkers, also, have each an automatic alarm so arranged as to ring off whenever the temperature reaches a dangerous point.

The U. S. S. Iowa was placed in commission on June 16, 1897, under the command of Captain William T. Sampson, at the Philadelphia navy yard. After a month spent at that yard, she proceeded to Newport, Rhode Island, and reported to Rear Admiral Montgomery Sicard, commanding the North Atlantic station, as one of the vessels of his squadron. Later in the summer she proceeded on a cruise with the squadron to Portsmouth, Portland, Bar Harbor and Boston, thence to New York in the fall. Several months were spent at Tompkinsville and at the navy yard, and the vessel then proceeded with Admiral Sicard's squadron to the Gulf of Mexico, where drills and manoeuvres took place in the Bay of Florida, at Dry Tortugas and off Key West. The vessel was occupied in this duty when the Maine was blown up, soon after which Captain Sampson was appointed president of the board which proceeded to Havana to investigate the causes of that disaster, leaving the executive officer, Lieutenant Commander Raymond P. Rodgers, in temporary command. Rear Admiral Sicard's failing health having rendered necessary his detachment from the command of the squadron, Captain Sampson was, April 1, 1898, ordered by the navy department to relieve him in that command, and was himself relieved of the command of the Iowa by Captain Robley D. Evans.

When war was declared by Spain against the United States, the Iowa proceeded, with the squadron under com-

mand of Admiral Sampson, to the blockade of Havana, Cuba. The commander-in-chief being called away before the blockade was formally established, the *Iowa* had the position of honor, and it was from her deck that the signals were made which closed the principal port of Spain in the West Indies. She was never absent from the blockade an hour, except to take coal, until the fleet was sent east to look for the Spanish fleet under Admiral Cervera, who was supposed to be on his way to San Juan, Porto Rico. When this expedition started she towed the monitor *Amphitrite* and performed the same service on the return to Key West.

At the battle of San Juan, Admiral Sampson transferred his flag to the *Iowa* and she had the honor of leading the fleet in that spirited engagement. After sustaining the fire of the batteries at close range for nearly three hours she, with the rest of the fleet, withdrew from action as it was plain that Admiral Cervera was not there and his was the force the admiral was looking for. She had been considerably damaged about the upper works and boats, and had three men wounded by fragments of a Spanish shell.

On her return to Key West, May 19, 1898, the *Iowa* was ordered to join the flying squadron under command of Commodore Schley off Cienfuegos, with all possible dispatch, in order that he might be so strong that there could be no doubt of his sinking the Spanish squadron should he be fortunate enough to fall in with them. This duty was performed and the *Iowa* remained with the flying squadron until Admiral Cervera was located at Santiago on May 29, 1898. On June 1, 1898, Admiral Sampson arrived off Santiago and she once more became a part of his command. She had the center of the blockading line during the trying days off Santiago and was the first to sight the Spanish ships and fire a gun at them as they came out of the harbor on July 3, 1898. During the battle that followed she did her fair share in the destruction of the Spanish fleet. When the *Vizcaya*, the third of the enemy's cruisers to take the

beach, was in flames, the Iowa stood in close to her and succeeded in rescuing her captain and such officers and men as were still alive. The conduct of her crew in their efforts to succor the unfortunate Spaniards was beyond praise. It was as splendid and beautiful as their bravery in action had been conspicuous. On her return to the entrance at Santiago, during the afternoon of the 3d of July, she received on board Admiral Cervera and several of his officers who had surrendered to the gallant Wainwright after his splendid fight with the Spanish torpedo boats.

After Sampson's brilliant victory over the Spanish fleet the Iowa was held in readiness to go to the Mediterranean or Manila as circumstances might demand. During all this time since leaving Key West her engines were never stopped for one minute on account of repairs, and though her bottom was as foul as a half-tide rock, her gallant crew was always equal to any demand that was made upon them. When the Spanish war was over she returned to New York with the victorious fleet and received her share of the applause showered upon them by a grateful people. She was then thoroughly overhauled and proceeded, in company with the celebrated battleship Oregon, to the Pacific coast where she is now stationed. Good luck to the dear old ship; she is an honor to the great commonwealth after which she was named.

NAVY DEP'T, WASHINGTON, D. C., JUNE 3, 1901.

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SEVERAL large rafts of pine lumber have already arrived at this place and Stephenson, from the pine region in Wisconsin. It was sold in the water at \$30 per 1000 feet. We are told that a more beautiful lot of lumber never descended the Allegheny than was purchased yesterday by Mr. Le Claire, of this village. If in the absence of building materials improvements progress, what will be the result when lumber is plenty?—*Davenport (Iowa) Sun, May 3, 1839.*

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