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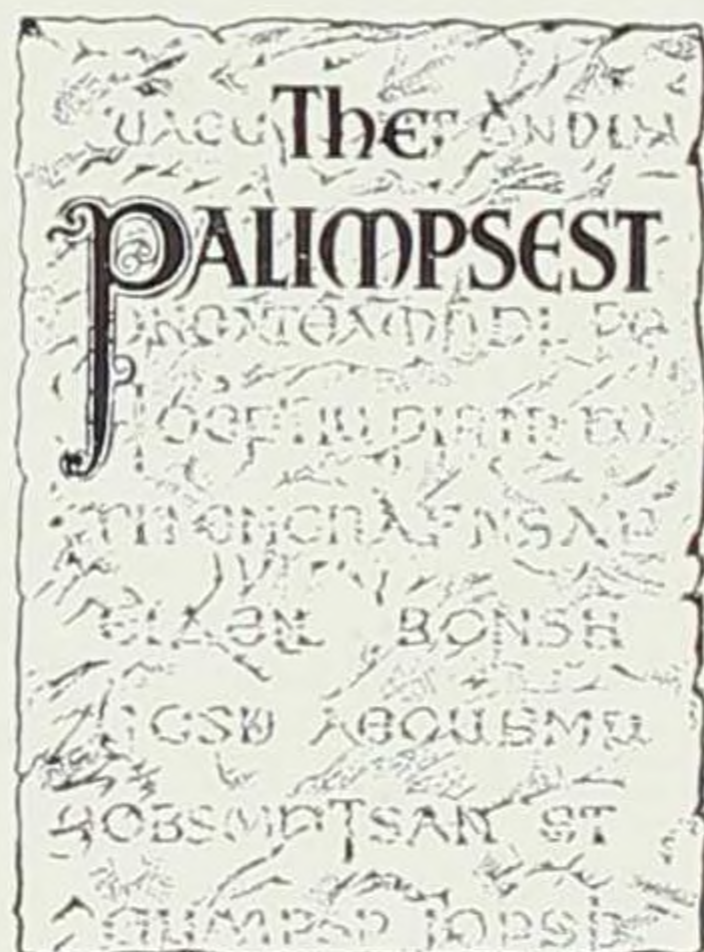
The **PALIMPSEST**



USS IOWA FIRING 16" SALVO

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The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the records of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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WILLIAM J. PETERSEN

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Front — The *Iowa* (BB61) Fires 16" Salvo off Hawaii.

Back — Inside

Top: The USS *Iowa* (BB61)

Bottom: The Second *Iowa* of Spanish-American War Days

Back — Outside

Top: The *Iowa* (BB61) at Pearl Harbor November 24, 1951.

Bottom: *Iowans* gather at shrine aboard *Arizona* at Pearl Harbor.

All pictures are Official Photos, U. S. Navy

Author

Dr. William J. Petersen is superintendent of the State Historical Society and was one of fourteen *Iowans* selected to make the shake-down cruise on the *Iowa* (BB61) in November, 1951.

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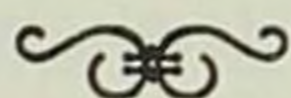
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USS *Iowa* (BB61)

Iowans have been singularly fortunate in the number of warships named for their state. While there is no fixed procedure, the Navy has been naming battleships after states more or less in rotation since the first *Maine* was launched in 1888. According to one Navy officer: "It usually is finally up to the White House and it depends on which state hollers the loudest and carries the most water politically." In 1937 the Iowa Congressional delegation served notice that it was prepared to "holler loud" for a battleship named for the Hawkeye State.

Plans for building several new fifty-million-dollar battleships were being laid as early as 1936. As soon as he learned of this Senator Guy M. Gillette began urging the Naval Affairs Committee to name one of these ships for Iowa. Senator Clyde L. Herring joined in Gillette's proposal. Republican forces were led by Representative Cassius C. Dowell of Des Moines. Congressional action was spurred by Iowa sailors and marines of

World War I who urged that the name Iowa be applied to the first battleship. The hopes of Iowans were strengthened by the fact that Admiral William D. Leahy, chief of naval operations and the ranking navy officer, had been born in Hampton, Iowa. With such forces at work, the outcome was never in doubt.

Authorized on May 25, 1939, the keel of the *Iowa* was laid on June 27, 1940. Meanwhile, World War II had broken out, followed two years later by the Japanese sneak attack on Pearl Harbor on December 7, 1941. The United States was thus catapulted into the world holocaust. On August 27, 1942, 30,000 persons, including navy yard workers, witnessed the launching of the world's greatest battleship at the New York Navy Yard in Brooklyn. "I christen thee *Iowa*," said Mrs. Henry A. Wallace, wife of the Vice President of the United States, as she broke the bottle of champagne on the ship's keel. "May God guard the *Iowa* and all who sail in her."

The launching of the *Iowa*, according to Secretary of the Navy Frank Knox, was "a major event in the history of the United States Navy." After pointing out that the *Iowa* was the most powerful ship ever built in the western hemisphere, Mr. Knox concluded: "This ship bears the proud name of one of the greatest states, a name that has been borne with honor by other great fighting ships in former wars."

From his office in Des Moines, Governor George A. Wilson sent the following message to be read at the launching ceremony: "Thousands of our boys from farms and shops and humble homes are cheerfully joining the ranks of the Navy, and back of them there is a united and determined people wholly committed to the all-out effort needed to assure a victory for the peace we love. God speed the new *Iowa* and give her the strength to overcome all enemies."

The new battleship represented 429,000 man-days in plan and design alone — fully 175 tons of blueprint paper having been used. In addition, 4,100,000 man-days in construction were required — the equivalent of one draftsman and 10 mechanics working six days a week for 1,374 years — to bring the *Iowa* to her launching.

The *Iowa* was 887 ft. long and 108 ft. broad. Her standard displacement was 45,000 tons but this figure increased to 57,600 tons when loaded. Her maximum draft was 38 feet. From her keel to her highest superstructure she was 186 feet high and contained 19 separate levels — six below the main deck and twelve above it.

The *Iowa* was driven by 8 turbines geared to 4 propellers, and developing 200,000 HP. She had a rated speed of 33 knots per hour but she was destined to reach 35 knots while in service. The *Iowa* was built to carry 2,582,000 gallons of fuel, much of it for her destroyer escort.

Additional highlights should be noted. She contained 1,091 telephones, 5,000 lighting fixtures, 900 electric motors, and generated enough electricity for a city of 200,000. She was designed to carry 2,500 officers and men during war. The ship carried nine 16-inch guns, twenty 5-inch guns, and numerous 40 and 20 millimeter anti-aircraft guns.

Two days after she was commissioned, the *Iowa* put to sea with a complement of 3,000 officers and men, many of whom had never been to sea before. For three months the giant battleship shook down in Chesapeake Bay and along the Atlantic coast. Finally, on August 27, 1943, the *Iowa* set out for Argentia, Newfoundland, and her first war assignment — the “*Tirpitz* Watch” in which she neutralized the threat of that powerful German battleship which was reported poised in Norwegian waters ready to pounce on Allied commerce.

A new honor and responsibility was given the *Iowa*, when, late in the fall of 1943 the gallant namesake of the Hawkeye State was assigned to carry President Franklin D. Roosevelt to Casablanca, North Africa, on the first leg of his journey to the conference at Teheran with Joseph Stalin and Winston Churchill. During the conference the *Iowa* was under constant threat of German glider bombs, and the ship accordingly returned to sea, cruising to Bahia, Brazil. While

enroute to Brazil the *Iowa* welcomed King Neptune aboard for the first time, as she crossed the equator.

Returning to North Africa via Freetown and Dakar, the *Iowa* took President Roosevelt aboard from a French destroyer by use of a boatswain's chair. A safe return trip was made to the United States. As he was about to leave the *Iowa* at the mouth of the Potomac on December 16, 1943, President Roosevelt, while sitting bareheaded in a cold, biting wind, addressed the officers and crew as follows:

Captain McCrea, officers and men of the *Iowa*. I had wanted to say a few words to you on the trip east, but I couldn't do it properly because so many of you were mere, miserable pollywogs. Now I understand that I can talk to you as the Chief Shellback of them all. I have had a wonderful cruise in the *Iowa* — one I shall never forget. I think that all my staff have behaved themselves pretty well, with one or two lapses. When we came on board from that little French destroyer, I was horrified to note that Major General Watson and Mr. Hopkins came over the rail on all-fours. However, landlubbers like that do have lapses. Outside of that, all the Army and Navy and civilians have been wonderfully taken care of, and I am impressed with two facts — the first is that you had a happy lot of visitors — fellow shipmates. Secondly, from all I have seen and all I have heard, the *Iowa* is a happy ship, and having served with the Navy for many years, I know, and you know, what that means. It is a part and parcel of what we are trying to do, to make every ship happy and efficient. . . .

And now I have to leave you for the USS *Potomac*. When I came out on deck quite a while ago, and saw her about a half mile away, I looked and decided that she had shrunk since I had been on the *Iowa*.

Two weeks later, on January 2, 1944, as a unit of Battleship Division 7, with Rear Admiral O. M. Hustvedt, USN, flying his flag from the ship, the *Iowa* departed from the United States for the Pacific Theater. There she joined Admiral Raymond A. Spruance's Fifth Fleet at Funafuti, in the Ellice Islands, and as a part of Task Force 58, supported the air strikes against Kwajalein and Eniwetok Atolls in the Marshall Islands during January and February of 1944.

In mid-February the *Iowa* formed a part of a strong striking force sweeping around Truk, the great Japanese base in the Caroline Islands. Several Japanese ships were sunk by carrier-based planes from Task Force 58 in what was the first such raid against Japanese mandated islands. Later in the month the *Iowa* supported Vice Admiral Marc A. Mitscher's fast carrier forces which struck Tinian Island in the Marianas.

On March 18, 1944, flying the flag of Vice Admiral W. A. Lee, Jr., USN, the *Iowa* sortied from Majuro Island to bombard Mille Atoll of the Marshalls. It was here the *Iowa* received her only damage in all her fierce fighting during World War II. Two Japanese 4.7-inch projectiles struck her, one bursting on deck, causing little

damage; the other piercing the ship's side to burst in an empty compartment, also with negligible damage. Only one man was slightly wounded. Meanwhile, firing continued from the *Iowa* in an uninterrupted pattern, targets were obliterated, and two large fires observed.

On March 30, 1944, the *Iowa* supported carriers of Task Force 58 as they launched their air strikes against Palau and Woleai Islands of the Caroline group. These strikes continued for several days, at the end of which the *Iowa* left for Humbolt Bay, New Guinea, where our forces were landing. The *Iowa* supported covering strikes on Hollandia, Aitape, and Wakde from April 22 to April 28. Proceeding north, the *Iowa* again supported carrier air strikes on Truk. In this action five Japanese planes were splashed by gunfire from the ships of the Task Force. Two days later, flying Rear Admiral Hustvedt's flag again, the *Iowa* participated in the bombardment of Ponape Island in the eastern Carolines; the enemy airfield was shelled, its adjacent barracks destroyed, and fires were started along the waterfront.

The Marianas were next on the *Iowa's* itinerary. First she took part in the carrier air strikes against Tinian, Saipan, and Guam; then she smashed at Tinian in a pre-invasion bombardment, blowing up an ammunition dump. Between June 19 and June 21, the *Iowa* joined in the now-famous

"Marianas Turkey Shoot" which saw 402 enemy planes (out of 545 observed) shot down with a loss of only 17 American planes, and minor damage to four ships. The battle, known as the First Battle of the Philippine Sea, was instituted in an enemy attempt to relieve their hard-pressed Marianas garrisons.

After suffering such devastating carrier plane losses, the Japanese became ineffective as a striking force and began to retire. Still hoping to bring the Japanese Fleet to action, United States ships went in pursuit: at extreme range, carrier planes accounted for two carriers, two destroyers, and a tanker, with other units severely damaged. The *Iowa* was among the pursuing force and shot down one torpedo plane, with an assist on another.

Throughout July, 1944, the *Iowa* remained in Marianas waters supporting operations there. She aided one air strike on Palau Island in the Carolines, and several strikes on Guam during early August. The *Iowa* then retired to Eniwetok for replenishment, having fought the enemy in the Pacific for fully seven months. On August 16, 1944, Captain McCrea was relieved by Captain (now Rear Admiral) Allan Rockwell McCann, USN.

After a brief respite, the *Iowa* became a unit of Fleet Admiral William F. Halsey's Third Fleet and again supported carrier strikes against the Central Philippines area. Turning eastward, the

Third Fleet struck the Palau Islands on September 17, in support of our landings on Peleliu Island. Four days later Luzon was hit again by "Bull" Halsey's Task Force. Moving southward again, the Force once more concentrated on the Central Philippines area, then retired to Saipan, and later to our base at Ulithi in the Carolines. Throughout these engagements the *Iowa* was always in the thick of the fight and was well on her way toward earning the name of "The First Lady of the Third Fleet."

In October, 1944, the gallant *Iowa* became press ship for the Fleet, with broadcasting, teletype, and wire-photo facilities. Leading newspapermen and commentators henceforth transmitted first-hand war news from the *Iowa*.

Flying the flag of Rear Admiral O. C. Badger, USN, who had relieved Rear Admiral Hustvedt as Commander of Battleship Division Seven on October 6, the *Iowa* arrived in the launching position off Formosa. On October 18 she was back in position off Luzon, which was being softened for invasion. Bases to the south were also neutralized in strikes which continued for six days, until the paralyzing blow struck the enemy at the Battle of Leyte Gulf.

The *Iowa* first accompanied the carriers of her group, which were attacking the Japanese units of the Central Force moving to cross San Bernardino Strait, between the islands of Luzon and

Samar. She soon departed, however, to meet the threat of the Japanese Northern Force, which was approaching Northern Luzon. This mission was interrupted when the Central Force broke through San Bernardino Strait, in spite of heavy losses, which included a battleship, and attacked our relatively unprotected light carrier group (now without the *Iowa's* support) in a running fight. The *Iowa* promptly sped southward again, but the Japanese had commenced to retire. The enemy sustained losses from our planes, and the light units of the *Iowa's* task group sank a Japanese cruiser.

During the remainder of October and throughout November of 1944, the *Iowa* remained in Philippine waters to support American operations there. Attacked on November 25, while supporting an air strike, superb gunnery on the part of the *Iowa's* crew accounted for three Japanese planes splashed and three others damaged. In this action the United States carriers *Intrepid* and *Cabot* were damaged.

On November 28 Captain McCann was detached and relieved by Captain (now Rear Admiral) James L. Holloway, USN. For his services as Commanding Officer of the *Iowa*, Captain McCann was awarded the Bronze Star Medal.

The *Iowa* now had logged close to 150,000 miles since she had been commissioned. The battle-weary craft accordingly departed for the

United States, arriving at San Francisco on January 15, 1945. She left Hunter Point Drydocks two months later, on March 19, for a training period off San Pedro, California.

Upon departure from the United States, after additional training at Pearl Harbor and Eniwetok, the *Iowa* rejoined her old task group off Okinawa and again flew Rear Admiral Badger's flag. Here the gallant ship participated in operations furnishing air coverage over Okinawa. These were fearful days when the United States Fleet was taking severe punishment from the vicious kamikaze, or suicide plane, menace; but the *Iowa* came through unscathed, either shooting down or driving off any suicide planes that came within range of her guns. On May 12, 1945, the *Iowa's* task force retired to Ulithi and on May 25 returned with the Third Fleet, in Vice Admiral John S. McCain's Task Force 38, to the area off the Ryukyus. The *Iowa* supported repeated air strikes against southern Kyushu, one of the main Japanese home islands. On June 13, the *Iowa* retired to Leyte for replenishment.

Departing from Leyte on July 1, 1945, again in the Third Fleet's Support Group, the *Iowa* moved into position for sustained air attacks on Japan itself, attacks which were to last until August 15. Tokyo was hit July 10, and the islands of Honshu and Hokkaido on July 14. On July 15 the *Iowa* blasted the city of Murroran, Hokkaido, destroy-

ing steel mills and other targets with her 16-inch guns. On the night of July 17-18, the city of Hitachi, Honshu, was given the same treatment. More than 600 tons of ammunition were expended in those two bombardments which were so skillfully executed that Captain Holloway was awarded the Gold Star in lieu of a second Legion of Merit.

Again rejoining the carriers, the *Iowa* supported further strikes on Tokyo on July 18, and on the Kure-Kobe area of Southern Honshu on July 24. On July 25 Captain Holloway was relieved by Captain Charles Wellborn, Jr., USN.

For the remainder of July, air attacks continued and included the Tokyo and Nagoya areas. On August 10, while returning to the launching position from a refueling rendezvous, the Task Group was attacked by hostile planes, ten of which fell to ship's gunfire. Attacked again by enemy planes on August 13, while in the launching position, the Combat Air Patrol shot down twenty-two of them. Word of the surrender negotiations on August 15 stayed the strikes that had been prepared for Tokyo and Nagoya.

A period followed in which United States forces were being assembled for the occupation of the Japanese Islands. Then, on August 27 (three years to the day since her launching and with her log reading 190,313 miles) the *Iowa* as a part of Task Force 31 dropped anchor in Sagami

Wan, a bay 30 miles southwest of Tokyo. On August 29 she moved into Tokyo Bay and acted as one of the support ships in the initial landing on the Japanese home islands the following day.

The USS *Iowa* returned to the West Coast following the Japanese surrender. She was at Seattle for the Navy Day celebration on October 27, 1945. Already deservedly rich with honors after some of the most arduous fighting in the Pacific Theater, the *Iowa*, commanded by Captain Frederick I. Entwistle, USN, became Flagship of the First Fleet, in the spring of 1946.

During the following months the *Iowa* took part in the traditional cruises, drills, and maneuvers of the peacetime Navy. She returned to Seattle for the 1946 Navy Day celebration; during 1947 she participated in many United States Naval Reserve training cruises.

In the summer of 1948 the USS *Iowa* took part in the Midshipmen training cruise from Pacific Coast ports. About September 1, 1948, the inactivation of the ship was commenced. The official decommissioning of the *Iowa* on March 24, 1949, brought to a close the colorful career of a great ship.

Until July 16, 1951, the *Iowa* quietly rested with the San Francisco Group of the Pacific Reserve Fleet. Then, because of the Korean situation, the men in the Reserve Fleet were ordered to bring the proud battlewagon "out of mothballs."

On August 25, 1951, the *Iowa* was recommissioned at San Francisco. A host of distinguished visitors, among them Fleet Admiral Chester W. Nimitz who delivered the commissioning address, were present for the colorful ceremonies. Mrs. Wm. S. Beardsley, wife of the Governor of Iowa, presented the flag of the state of Iowa to Captain Wm. R. Smedberg III, new Commanding Officer of the *Iowa*, as officers and men stood smartly at attention.

The *Iowa* had a Bay trial run on September 17, 1951. The next day she successfully passed her acceptance speed trial near the Farallon Islands. Soon the gallant craft was steaming south to Long Beach, taking out the kinks that had developed after three years of inactive service. Commanded by able officers, manned by a willing albeit somewhat green crew, the mighty warship was being rounded into shape when the Secretary of the Navy invited a select group of Iowa citizens to secure first-hand information about this proud namesake of the Hawkeye State. The writer was fortunate to be one of fourteen designated for this honor.

WILLIAM J. PETERSEN

Long Beach to Pearl Harbor

It was a jovial group of Iowans who were piped aboard the USS *Iowa* on Sunday evening, November 18, 1951. The ship's band played the "Iowa Corn Song" as we scrambled on deck to be warmly greeted by Captain William R. Smedberg III and his able officers. The sun had set before our arrival, and the sable mantle of night had obscured the *Iowa* from our view until we were almost at the side of the giant craft.

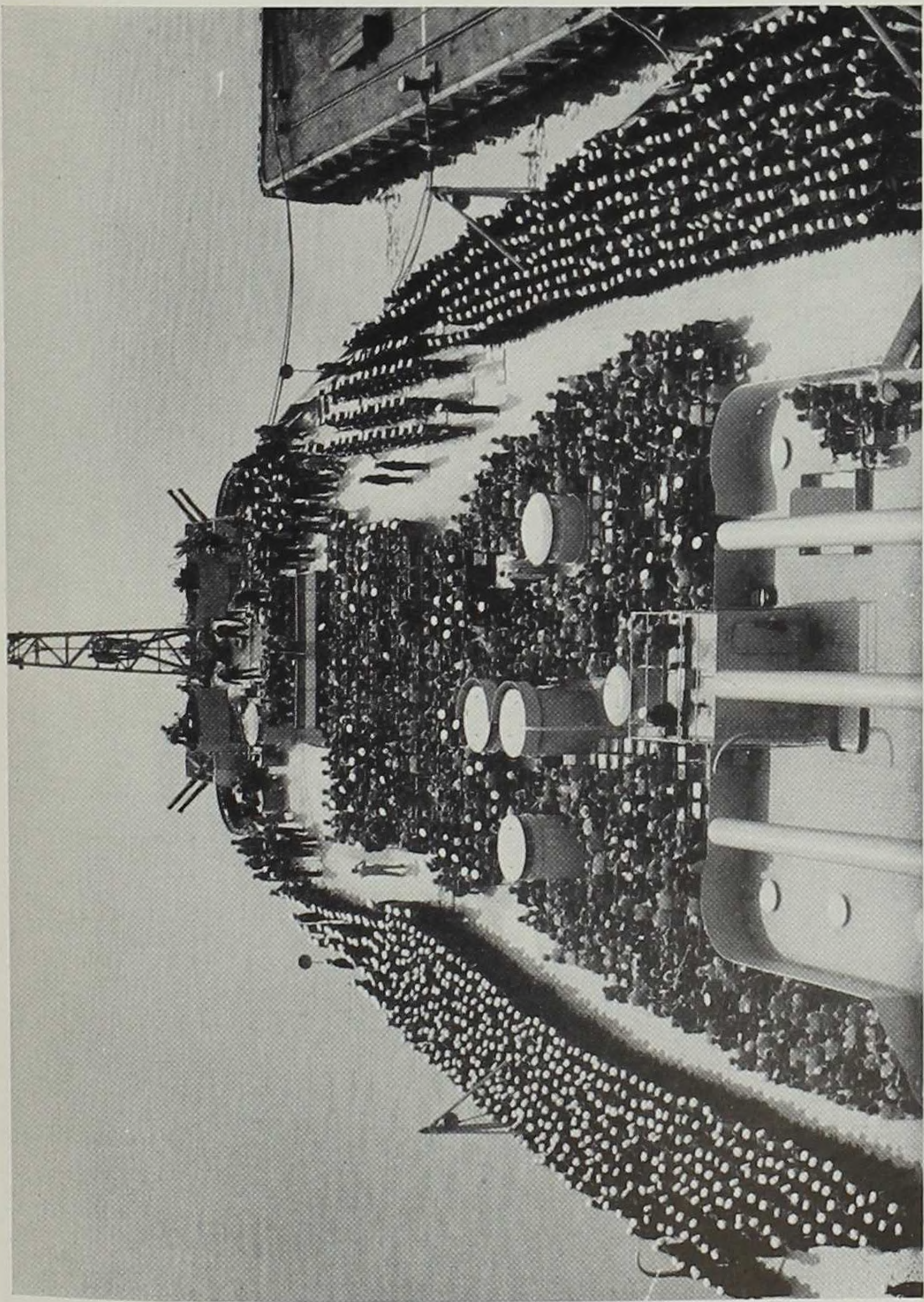
Fourteen Iowans from almost every walk of life had been chosen to make the shakedown cruise aboard the battleship *Iowa*. Five of these men hailed from Des Moines — W. Harold Brenton, A. B. Chambers, Fred W. Hubbell, E. T. Meredith, Jr., and Rudolph W. Weitz. Two came from Davenport — Col. B. J. Palmer and Ralph Evans; two from Iowa City — Virgil M. Hancher and William J. Petersen. Two newspapermen — Al Efner and W. Earl Hall — came from Ottumwa and Mason City respectively. Samuel N. Stevens lived in Grinnell, Fred L. Maytag in Newton, and Craig R. Sheaffer in Fort Madison. Measured by training and occupation, the fourteen were quite diversified — two college presidents, two newspapermen, two radio men, two

industrialists, a banker, an insurance president, a magazine publisher, a building contractor, the mayor of Des Moines, and the state historian.

Most of the Iowans were tired when they boarded the battleship. At 6:00 a.m. that morning the call girl at the Fort Des Moines Hotel awakened me with the pleasant news that it was 16° above zero. I had breakfast with Ralph Evans and Col. B. J. Palmer at 6:30. We taxied out to the National Guard Hangar at the Des Moines Airport where our plane — a 2-motored Navy R4D — was waiting to carry eleven of us to Long Beach. Three of our party, who had gone to the Pacific Coast on business, were planning to meet us there.

Our plane left Des Moines at 8:17 on Sunday morning, refueled at Albuquerque, and arrived at Los Alamitos Airport at Long Beach at 4:15 p.m., having flown the 1,525 miles in beautiful weather in a little over nine hours. We were met by the press and Navy men and, after the usual pictures, were whisked off to Pico Avenue Landing where one of the officer's motor boats and the Captain's gig were waiting to take us aboard.

If anyone in our party was under the impression that the next five days were to be spent sunning on the broad decks of the *Iowa* that notion was quickly dispelled. Even before we sat down for our Sunday night supper of chicken with all the trimmings, Captain Smedberg had placed in our



Official Photo U. S. Navy

RECOMMISSIONING CEREMONY ON USS IOWA (BB61)

Adm. Chester W. Nimitz speaking — August 25, 1951



Official Photo U. S. Navy

SCRUBBING DOWN THE DECK OF THE USS IOWA



Official Photo U. S. Navy

GUNNERY PRACTICE ABOARD THE BB61



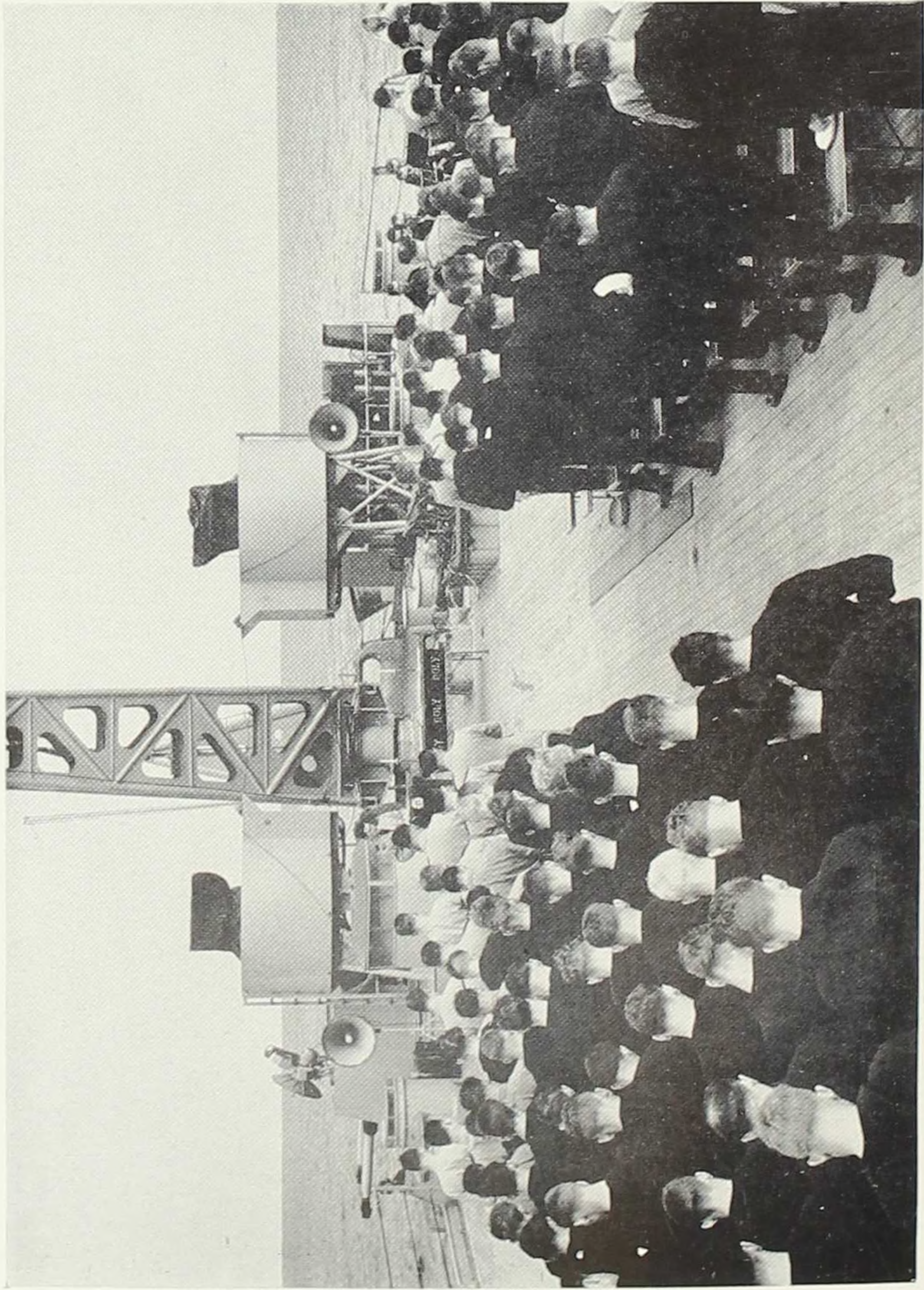
Official Photo U. S. Navy

FOURTEEN IOWA GUESTS OF NAVY ABOARD USS IOWA
Cdr. C. R. Stephan (left) and Capt. Wm. R. Smedberg III (center)



Official Photo U. S. Navy

SILVER SERVICE GIVEN BY GENERAL ASSEMBLY TO SECOND IOWA
Now displayed in Captain's Cabin of Iowa (BB61)



Official Photo U. S. Navy

GUESTS JOIN OFFICERS AND CREW IN THANKSGIVING SERVICE

hands a thick mimeographed information booklet outlining our activities for the next five days aboard the *Iowa*. So, after seeing Fred Astaire in *Three Little Words* on the fantail (or stern) of the *Iowa*, and having taken one last lingering look at the twinkling lights of Long Beach, we all went to bed early in preparation for a busy morrow.

The *Iowa* was scheduled to get underway for Pearl Harbor on Monday morning, November 19. Most of us had breakfast early in the wardroom, and had then taken a brisk turn around the deck — the equivalent of a six-block walk from stem to stern and back again. All of us were fascinated by the giant anchor chain, whose links weighed ninety pounds each. Finally, a last picture having been taken by the press of the *Iowa* guests scrubbing down the deck in their foul-weather coats, we all hurried to the 05 level to watch the under-way operations.

As the anchor of the *Iowa* was finally weighed, the mighty warship moved slowly out to sea. Below us the entire crew stood at attention, saluting each United States ship as we slipped out of port. The United States Marines aboard the *Iowa* were especially impressive. Soon the breakwater was passed, the speed of the *Iowa* increased, and Long Beach gradually faded from the horizon. Catalina itself was faintly visible through the typical California mist, but it, too, quickly disappeared behind the wake of our speeding craft.

After a pleasant lunch with the officers, the Iowa guests were invited to Captain Smedberg's quarters which President Roosevelt had occupied on his trip to Teheran, and which is said to contain the only bathtub in the United States Navy. For the next two hours Captain Smedberg presented us with facts and figures about the *Iowa*, and discussed naval strategy in the Pacific. Captain Smedberg had been graduated from the United States Naval Academy in 1926. Asked if he agreed with those who felt that battleships were outmoded, and just what his frank opinion was on the role of the battleship in naval strategy, Captain Smedberg replied:

Almost my entire career at sea has been spent in destroyers and cruisers. Until my present assignment in command of this great ship, the *Iowa*, I have had a sailor's belief that battleship duty was inferior to cruiser or destroyer duty.

I still think that about the old battleship duty. But I have changed my mind 180 degrees in the past three months, with the discovery that these four mightiest fighting units in the world, the *Iowa* and her sister ships, the *Missouri*, the *New Jersey*, and the *Wisconsin*, are not battleships — in the old sense of the word.

For my money, they are Super-Cruisers. There is nothing that a cruiser can do that these magnificent ships cannot do better.

We can steam greater distances without refuelling. We can make greater speed than either destroyer or cruiser in any kind of a heavy sea. We are practically unsinkable. We can outshoot any other ship afloat. And we can take

great punishment and still bring most of our men back.

You asked what the role of a ship like the *Iowa* and her 3 sister ships is in time of war? As I see it, these ships have several functions which they can perform better than any other type.

You have read of the *Missouri's* accurate support of our troops in Korea at ranges inland of more than 20 miles. The *New Jersey* has been doing the same and you will soon hear of the same solid support from the *Wisconsin*.

There is no battery in the world capable of dealing out such destruction to the enemy, as mobile, as protected, as accurate, and as concentrated as these 16 inch guns which can hurl almost 50,000 pounds of metal at a target each minute. That is our bombardment-and-support-of-troops function.

Then we have a tremendous anti-aircraft battery which can help to protect any task force to which we may be assigned. We can steam great distances at high speeds with carrier task forces to help protect them from air and surface attack while they strike an enemy where he least expects an air strike.

And finally, what to me seems one of our most important potentials is the assurance these ships help to provide that we can protect our transports and supply ships which are vital to the flow of materials to our soldiers and marines ashore.

These four ships have no equal on the seas of the earth. As long as the task force combination of our carriers, these super-cruisers and our cruisers and destroyers can guarantee the use of all seas of the world to the United States and deny their regular use, in time of war, to any other nation, all the oceans become formidable barriers to all nations but the one with seapower. To that nation enjoying naval superiority, these oceans become highways of invasion — if we need them.

In the three months that we have been back in the service of the nation, my crew and I have come to believe so strongly in the tremendous mobility and power of this great ship that we want you to understand what it can do, and what it means to us.

During our five days on the *Iowa* we were divided into small groups and moved each day to a different table in the wardroom mess so that we eventually met all of the officers. Breakfast was served anytime from 0700 to 0745. Luncheon and dinner hours were as follows:

	Underway	Not underway
Lunch	1200-1300	1200-1300
Dinner	1800-1900	1830-1930

The meals aboard the *Iowa* were excellent, the crew faring equally as well as the officers. Our meal with the warrant officers was unforgettable, not only because of its quality but also because of its interest. We followed this particular meal by another special tour of the refrigeration plant of the *Iowa* where I found crates of eggs from Harlan, Mallard, and Audubon.

The next morning we were invited to assemble in the wardroom for our first tour of the ship. Our official schedule read as follows:

Tuesday 20 November:

Guests are invited to assemble in the Wardroom on the starboard side. Go forward on the deck past the two main battery turrets, and on up to the eyes of the ship. Direct attention to #1 and #2 turrets, 40 mm gun mounts,

anchor windlass operation, and information on anchor operation. Go aft on the port side to the fantail. Points of interest: teak decking, number of complete decks, height of ship, boat or plane crane, helicopter landing space. Return up the starboard side to the ladder at frame 132. Go up to the 01 level, forward and up at frame 117, forward to starboard passageway at frame 99 and up to the 09 level. After a short stay at this level, the group will return to the main deck, stopping at each level to note its functions and facilities.

Lest the average landlubber becomes confused, it might be suggested that when the Navy speaks of 09 level, it is the same as the ninth floor, only on the *Iowa* we clambered up ladders and through hatches that most of us would never have dreamed of negotiating before we went aboard the ship. A few of us actually got to the 011 level, which was just about as far as one could go.

On this same day we went forward and watched gunnery practice — the first time most of us had ever witnessed it except in the movies. One universal observation was made: some of the crew needed more practice! Since Captain Smedberg had specialized in gunnery we had little fear the crew would improve.

After lunch on Tuesday we all assembled aft to meet the members of the crew who were from Iowa. More than thirty young Iowans were aboard, and we now learned why the band played the "Iowa Corn Song" so beautifully — Band Director Brumbaugh had begun his career at Panora!

Other lads hailed from such towns as Audubon, Belle Plaine, Chapin, Clarence, Cresco, Des Moines, Eldridge, Montezuma, Woolstock, Remsen, Quimby, and Volga.

Thanksgiving aboard the *Iowa* was a memorable one. Our Thanksgiving dinner was eaten with the crew, each guest having an Iowa boy as his partner. The dinner, served piping hot, was a marvel in quality and quantity — turkey noodle soup, saltines, roast tom turkey, oyster dressing, candied sweet potatoes, snowflake potatoes, giblet gravy, French peas, cranberry sauce, buttered asparagus, quartered lettuce, 1000 island dressing, ripe olives, sweet mixed pickles, hot parkerhouse rolls, butter, coffee, pumpkin pie, ice cream, fruit cake, cigarettes. In the evening we enjoyed a Thanksgiving supper with the officers which happily did not add as many pounds to our waist lines.

The spiritual side of the day was not forgotten. The band played appropriate church music, and our chaplain conducted a dignified and thought-provoking Thanksgiving service. An afternoon band concert was preceded by a male quartet composed of Craig Sheaffer, Samuel Stephens, William J. Petersen, and W. Earl Hall. It was a beautiful day, the sun was shining brightly, and many of us found time to take our first sunbath.

Religion has a prominent place for men aboard the *Iowa*. Each morning the chaplain gives a short prayer; every Sunday and holiday appropriate

services are held aboard the ship. The chaplain is always available for spiritual guidance. Even the ship paper — *The Iowan* — serves as a guide to a better life. What more appropriate tribute than the following could be made on Mother's Day?

Human nature has its twists. One of these is the habit of taking for granted the best things life offers, even mother love. That is why each year in mid-May Americans must deliberately turn off their machines, climb down from their tractors, roll down their desks, lock their safes, prepare to pay tribute to the most wonderful reflection of the goodness of God — their mother.

This tribute will take different forms. Some, conscious of an incalculable debt, will purchase an expensive gift; others, with childhood memories of their mother's never failing comfort, will send her an exotic arrangement of her favorite flowers. And others, for whom spiritual values have ruled supreme from evenings long since passed when they learned to lisp their first Amens at mother's knee will kneel this Mother's Day before God's Altar to pray His choicest blessings on her who joined Him in creating and conserving them.

In return countless mothers' faces will light up Sunday as these varied protestations of love and affection come pouring in. And in Mother's mind for the thousandth time that inaccurate if excusable conclusion will again occur: "How fortunate I am to have the best son in the world!"

If only we would try to become the sons our mothers think we are.

In preparing a half-hour radio broadcast to Iowans and the nation for shipmate Ralph Evans, all of us emphasized different things that impressed us. Samuel Stephens, president of Grin-

nell College, was particularly impressed by the high spiritual and moral tone which has just been mentioned. Virgil M. Hancher, president of the State University of Iowa, emphasized the fine medical staff and care available for the officers and crew. Cdr. R. W. O'Neil headed the medical staff while Cdr. K. K. Bridge was in charge of dentistry. Dr. O'Neil is one of fourteen survivors of the cruiser *Juneau* which was sunk during World War II with a loss of 700 men, including the five Iowa Sullivan brothers.

W. Earl Hall was amazed and delighted with the up-to-date print shop which issues *The Iowan* and is responsible for all printing in this floating city of 1,800 men. The influence of the medical men is revealed by the following editorial which appeared in *The Iowan* on January 26, 1946, when the *Iowa* was lying in Tokyo Bay.

LET'S PREVENT IT

Dysentery is a disease of the intestines which breeds in the living spaces, heads and galleys of crowded ships. It has been occurring in epidemic form among the crews of American ships in the Tokyo Bay area during the past month. The germs which cause it are carried from person to person on dirty mess gear, dirty fingers, contaminated food and water. To prevent an epidemic becoming started in this ship is a task requiring the efforts of all hands. The galley, scullery and messing compartments must be kept sparkling. Food and mess gear must stay out of living spaces. Heads must be cleaned continuously. Personal cleanliness of each individual aboard is very important.

An epidemic of dysentery would paralyze the whole ship for weeks, to say nothing of the agony it would cause to its victims. Let's prevent it!

In my own turn I was especially impressed with the ship's library which exceeded my fondest expectations. Stocked with 4,000 volumes, the library contained not only the best in novels, travel, adventure, and mystery stories, but also had whole sections on history, biography, economics, education, psychology, religion, philosophy, engineering, navigation, and a score of other fields. The library was in charge of the chaplain and was filled with readers whenever I looked in on it. In addition, many of the men took volumes to their bunks.

We were all amazed with everything we saw, from the up-to-date laundry to the three shoe cobblers who put on 650 pairs of heels and 250 soles monthly. The soda fountain manufactured 9,600 gallons of ice cream per month, while the eight barbers gave 7,400 haircuts monthly. Just as at home, there always seemed to be a line waiting for a haircut.

The statistics on the amount of food carried aboard the *Iowa* startled most of us. The refrigerator afforded storage for 100 tons of fresh fruit and vegetables and 84 tons of meat, fowl, butter, eggs, etc. Despite the fact that 7 tons of food were consumed daily, the *Iowa* carried enough aboard to last 119 days. The longest period the

ship had been away from port without anchoring was 67 days, hence she had never taxed herself in this respect.

One of the highlights of our inspection, and we saw everything in the *Iowa* from stem to stern and from lower Broadway to deck 09, was the afternoon we spent in the huge 16-inch gun turrets. These three turrets are one of the most complex pieces of equipment man has devised. It took us all afternoon to go through one of them. Each turret is as tall as a five-story building, going down almost to the very bottom of the ship. Each turret weighs 2,200 tons — the weight of an entire destroyer. One of these nine 16-inch guns shoots a projectile weighing as much as a Ford car — and costing almost as much as one. Six bags of powder, weighing a total of more than 600 pounds, are used to send the projectile on its death-dealing way. The nine big guns of the *Iowa* — the biggest guns in the world today — will fire 50,000 pounds of explosives per minute against other ships or shore installations. The *Iowa* had demonstrated her tremendous hitting power during World War II. Her defensive power against air attack was equally effective in the Pacific.

The *Iowa* docked at Pearl Harbor on Saturday morning. We were warmly greeted by Admiral A. W. Radford, an Iowan and a graduate of Grinnell, who was Commander-in-Chief of the Pacific and U. S. Pacific Fleet. We heard lectures on the

Navy in the Pacific and in Korea — the work of the fleet, and air arm, and the marines all being emphasized. We inspected all navy bases at Pearl Harbor. We visited the submarine diving tower (escape tank) and three of us submerged to 142 feet in the submarine *Besugo*. We paused respectfully at the shrine of the sunken *Arizona* at Ford Island. Finally, we flew back from Honolulu to Alameda, California, in a Navy *Mars* flying boat on Thursday night, and were back in Des Moines on Friday evening, having traveled 8,000 miles in twelve days — 5,600 by airplane and 2,400 by battleship.

Soon after our return Fred Maytag received a letter from Captain Smedberg indicating that the *Iowa's* crew was equal to any emergency. The letter read as follows:

At sea
Pearl to Long Beach.
Friday, 14 December 1951

Dear Fred:

If my typing is odd, at the moment, it is because I am trying to keep my mind occupied while we are tearing along at better than 30 knots, in the middle of a full power run. For several hours I toured the engine rooms and fire rooms and sat on the bridge but I found each minute was like an hour, so retired to my sea cabin just behind the bridge to help the time pass more quickly. You may have heard us talk about several reduction gear bearings which were considered suspect. We started working up to full power a couple of days ago and had gone several hours at 29 knots when one of those bearings started to let

go. An alert watch and immediate slowing of the affected shaft kept any damage from being done but we could not keep on. My amazing Engineer, Commander Brinckloe, suggested to me that if I would be willing to lock the one shaft and steam on the other three for about 36 hours his engineers and machinists would work around the clock and replace the "wiped" bearing in time for us to try the run again before we got to the Shipyard. Since such experience is invaluable, both from the point of view of the actual work itself and to our morale within the ship, I gave him the go-ahead. Thirty-six hours later he had not only fitted and replaced the bad bearing, which was in terrible shape when we got it out, but he had removed and improved a second bearing which had threatened a high temperature rise. We now have four hours at 28 knots or above behind us, without any trouble, and need only to continue for four more hours at this very high speed. I'll add a P.S. to let you know whether we make it or not. If we do, it will be a great feather in our cap. We already know that we can do that job — which the Shipyard estimated would take them four working days — and that will give us confidence in the days when we are in the forward area.

Sincerely yours,

W. R. Smedberg III

P.S. We *did* it. We completed a magnificent run without a sign of a casualty and with the plant running like a sewing machine. This is the *first* full power trial completed by this ship in 6½ years!!!

W. R. S. III

It is men of such mold who have won our victories on the sea in the past. Happily for us, such men still serve our Nation in these troubled times.

WILLIAM J. PETERSEN

Three Earlier *Iowas*

Four United States warships have been named for Iowa — three of which have been of the battleship class. Since the Hawkeye State is only a century old, and since only sixty-four battleships have been constructed by our government, Iowans can well be proud of this signal honor.

The first warship named for Iowa was a twin-screw sloop dating back to Civil War days. It was originally named the *Ammonoosuc*, and was constructed in the United States Navy Yard in Boston at a cost of \$1,231,685 in 1864. The *Ammonoosuc* was one of several craft built to sweep Confederate raiders of the *Alabama* type from the sea. The *Ammonoosuc* was 335 feet long, 44 feet breadth of beam, 22.8 feet in depth, and had a normal displacement of 3,200 tons. The name of the vessel was changed to the USS *Iowa* on May 15, 1869, and although she seems to be the first craft thus named for Iowa, no particular comment appears to have been made in Iowa newspapers.

The career of the first *Iowa* was relatively unimportant, she being laid up in the Boston Navy Yard from 1870 to 1883. In 1882 she was inspected and found unfit for further service and stricken from the Navy Register. On September

27, 1883, she was sold for \$44,605 at Boston, to the firm of Hubel and Porter of Syracuse, New York.

The second *Iowa* was one of the earliest battleships, having been constructed at Philadelphia between 1893 and 1896 at a cost of \$5,871,000. She was one of seven battleships — the *Maine*, *Texas*, *New York*, *Indiana*, *Massachusetts*, *Oregon*, and *Iowa* — that had been built by the United States prior to the outbreak of the Spanish-American War.

At the time of her launching the second *Iowa* was called the "queen of warships" by an enthusiastic newspaper correspondent. She was 360 feet long, 72 feet wide, and displaced over 11,000 tons. "As an example of the American naval architect's skill," one Iowa editor declared, "she is an achievement of which we should well be proud, and a namesake in which any state might glory." On June 19, 1897, the silver service, purchased with an appropriation of \$5,000 by the General Assembly of the State of Iowa, was presented to the ship at Newport, Rhode Island, by C. G. McCarthy, State Auditor of Iowa, whose brief speech included this wish:

While we hope that our navy shall never turn from the face of any enemy, may we not indulge the larger hope that this stately *Iowa* and the other battleships and the cruisers — armored and unarmored — shall somehow find a place as messengers of peace rather than of war — be

heralds of human progress rather than foemen in international strife.

However desirable this wish was, it was not destined to be fulfilled. Less than a year later the Cuban situation and the sinking of the *Maine* brought on the Spanish-American War. The *Iowa* was stationed outside the harbor of Santiago, Cuba, where the Spanish fleet under Admiral Cervera had taken refuge. On the morning of Sunday, July 3, 1898, the *Iowa*, which lay opposite the mouth of Santiago harbor, fired a shot from a small gun and raised the signal: "The enemy is attempting to escape." In the fierce fighting that followed the *Iowa* crippled the *Maria Teresa*, sank two Spanish destroyers, and then with her sister battleships crushed the *Oquendo* and the *Vizcaya*. Captain Eulate of the sinking *Vizcaya* surrendered to Captain Robley D. Evans aboard the *Iowa*. Later Admiral Cervera and his staff were transferred to this gallant namesake of the Hawkeye State.

The next twenty years of the *Iowa* were uneventful, and in 1919 the name *Iowa* was erased from the records and the old battleship was designated merely as "B S 4." On March 23, 1923, the second *Iowa* was used as a target for the *Mississippi*, the new "queen of the navy."

The third battleship *Iowa* was under construction when, by the terms of the Washington Treaty of 1922 limiting naval armament, construction was

cancelled. The unfinished hull was later used for target practice.

The compilation on the opposite page affords some unusual comparisons of an old battleship — the second *Iowa* — with the most modern battleship, heavy cruiser, and destroyer, the name of each being associated with Iowa.

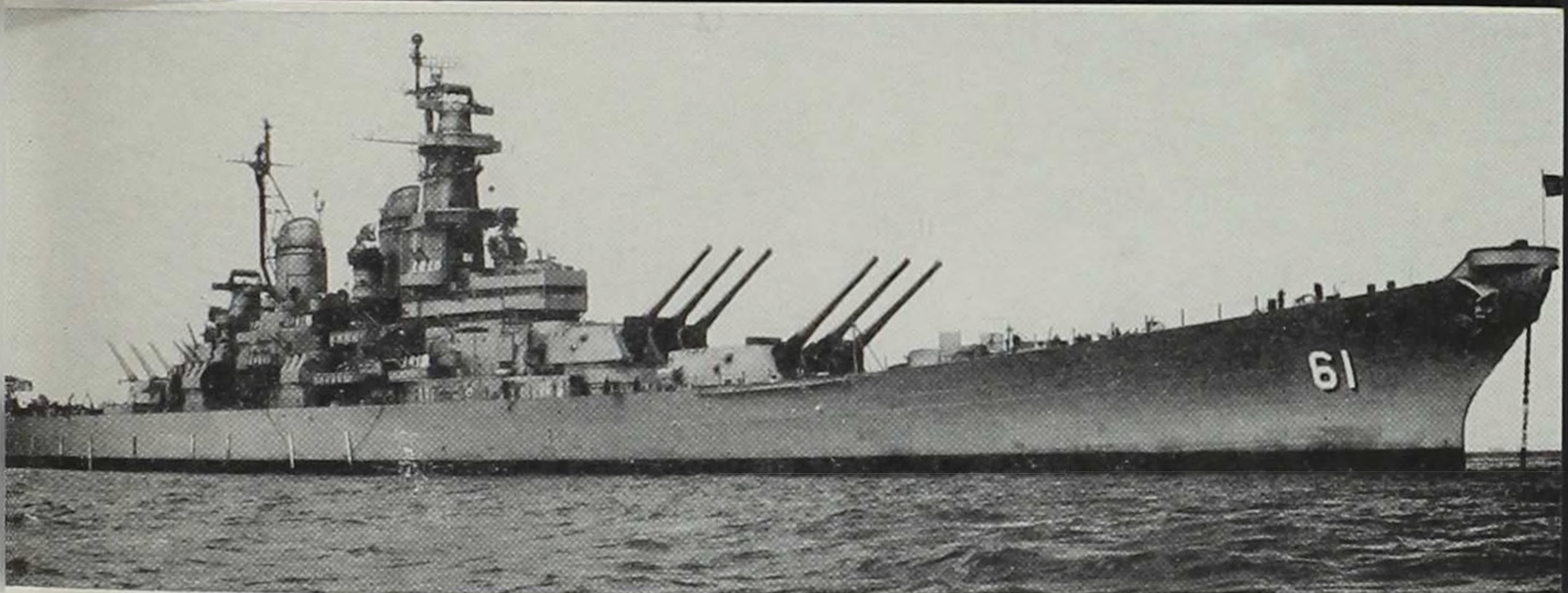
The following list of early battleships offers a still further basis of comparison.

EARLY UNITED STATES BATTLESHIPS

Name	Completed	Tons	Name	Completed	Tons
1 Maine	1888	6,682	16 Georgia	1906	14,948
2 Texas	1889	6,315	17 New Jersey	1906	14,948
3 New York	1893	8,200	18 Rhode Island	1906	14,948
4 Indiana	1895	10,288	19 Virginia	1906	14,948
5 Massachusetts	1896	10,288	20 Connecticut	1906	16,000
6 Oregon	1896	10,288	21 Louisiana	1906	16,000
7 Iowa	1896	11,340	22 Kansas	1907	16,000
8 Kearsarge	1900	11,540	23 Minnesota	1907	16,000
9 Kentucky	1900	11,540	24 Nebraska	1907	14,948
10 Alabama	1900	11,565	25 Vermont	1907	16,000
11 Wisconsin	1901	11,565	26 New Hampshire	1908	16,000
12 Illinois	1901	11,565	27 Michigan	1909	16,000
13 Maine	1902	12,500	28 So. Carolina	1909	16,000
14 Missouri	1903	12,500	29 Delaware	1910	20,000
15 Ohio	1904	12,500	30 North Dakota	1910	20,000

In their day these battleships served the nation just as gallantly as the *Iowa*, the *Wisconsin*, the *New Jersey*, and the *Missouri* today.

WILLIAM J. PETERSEN



USS Iowa (BB61)

Official Photo U. S. Navy

COMPARISON OF UNITED STATES WARSHIPS NAMED FOR IOWA

Name:	Iowa (2)	Iowa (4)	Des Moines	The Sullivans
Type:	Battleship	Battleship	Heavy Cruiser	Destroyer
Class:	Only 1 of Class	Iowa	Des Moines	Fletcher
Built:				
Where:	Philadelphia	Brooklyn	Quincy	San Francisco
When:	1893-1896	1939-1943	1943-1948	1942-1943
By Whom:	Wm. Cramp	N. Y. Navy Yard	Bethlehem	Bethlehem
Cost:	\$5,871,000	\$110,000,000	\$50,000,000	\$11,086,000
Dimensions:				
Length:	360'	887'	716'	376'
Breadth:	72'	108'	75'	39'
Draft:	24'	38'	26'	18'
Ton Displacement:				
Standard:	11,340	45,000	17,000	1,620
Loaded:	—	57,600	21,500	2,450
Horsepower:	12,105	200,000	120,000	60,000
Speed (Knots):	17.087	33	33	35
Complement:	830	2700	1860	350
Armament:				
Main:	4 — 12"	9 — 16"	9 — 8"	5 — 5"
Secondary:	8 — 8"	20 — 5"	12 — 5"	—

The Second Battleship Iowa



