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Record Group/Collection: George H.W. Bush Presidential Records
Collection/Office of Origin: Speechwriting, White House Office of
Series: Speech File Backup Files
Subseries: Chron File, 1989-1993

OA/ID Number: 13664
Folder ID Number: 13664-011

Folder Title:
U.S.S. Iowa 4/24/89 [OA 6263]

Stack:	Row:	Section:	Shelf:	Position:
G	26	18	7	5

ROONEY, John Jerome, judge, verse writer; b. Binghamton, N.Y., Mar. 19, 1866; s. John J. and Ellen T. (Shanahan) R.; moved with family to Phila.; A.B. (head of class), Mt. St. Mary's Coll., Md., 1884, A.M., 1886, LL.D., 1908; mem. staff of Phila. Record, five years; m. Marie Collins, 1903; children—John Jerome, Dunstan Collins, Roderick Shanahan, Moira Jerome. Mem. New York bar, practicing chiefly in mercantile, customs and revenue cases. Presiding judge Court of Claims, State of New York, January 1, 1913-16; spl. counsel City of N.Y., 1920. During war with Spain wrote "The Men Behind the Guns" (the first use of that phrase); "Hobson of Santiago," "Victor Blue," "McElrath, of Malate," "John Nichols of Spartanburg," "Apples Finkey, the Waterboy," "The Way in the Navy," "Rellily of F," "The Riveter," and other verse on the war, later published in book form under title, "The Men Behind the Guns"; also wrote "Right Makes Might," official hymn of City of New York, sung first by public school children at the 250th anniversary of the founding of the city; wrote "The Little Star in the Window," interpretation of the service flag in the World War; also "The Holy Year," poem, read at opening of exercises of the Holy Year in N.Y. City. Mem. Dem. County Com., New York County, Society of Tammany or Columbian Order. K. of C. Author: The Holy Year. Home: New York, N.Y. Died Nov. 27, 1934.

prof. b. Her-

cue, I wrote a letter, later mailed to my parents, that described my feelings at the time:

"I try to think about it as little as possible," I said, "yet I cannot get the thought of those two out of my mind. Oh, I'm O.K.—I want to fly again and I won't be scared of it, but I know I won't be able to shake the memory of this incident and I don't believe I want to completely."

Then there were the better moments spent standing watch on the tower during the midnight to four A.M. shift, when the *Finback* ran on the surface to recharge its batteries. The sub moved like a porpoise, water lapping over its bow, the sea changing colors, first jet black, then sparkling white. It reminded me of home and our family vacations in Maine. The nights were clear and the stars so bright you felt you could touch them. It was hypnotic. There was peace, calm, beauty—God's therapy.

I still don't understand the "logic" of war—why some survive and others are lost in their prime. But that month on the *Finback* gave me time to reflect, to go deep inside myself and search for answers. As you grow older and try to retrace the steps that made you the person you are, the signposts to look for are those special times of insight, even awakening. I remember my days and nights aboard the U.S.S. *Finback* as one of those times—maybe the most important of them all.

I rejoined the *San Jacinto* and VT-51 exactly eight weeks after being shot down, in time to take part in strikes against enemy positions and shipping in the Philippines. In October 1944 American troops had landed at Leyte; in November our squadron was in action at Manila Bay and in the Luzon area. We also got news that over one hundred B-29s, taking off from Saipan, had bombed Tokyo. Three years after it had begun, the war in the Pacific was coming full circle, a noose tightening around the Japanese home islands.

In December VT-51 was replaced by a new squadron, and after flying fifty-eight combat missions I was ordered home. No reunion could have been scripted more perfectly.

I arrived Christmas Eve. There were tears, laughs, hugs, joy, the love and warmth of family in a holiday setting.

Barbara and I were married two weeks later, January 6, 1945, at the First Presbyterian Church in her hometown, Rye, New York, with a close friend from VT-51, Milt Moore, as a member of the wedding party.

A few months later I was reassigned to VT-153, a Navy torpedo bomber group being readied for the invasion of Japan. Everything I'd experienced in my year and a half of combat in the Pacific told me it was going to be the bloodiest, most prolonged battle of the war. Japan's war leaders were unfazed by massive raids on Tokyo. They seemed bent on national suicide, regardless of the cost in human life.

Now, years later, whenever I hear anyone criticize President Truman's decision to drop the atomic bomb on Hiroshima and Nagasaki, I wonder whether the critic remembers those days and has really considered the alternative: millions of fighting men killed on both sides, possibly tens of millions of Japanese civilians. Harry Truman's decision wasn't just courageous, it was far-sighted. He spared the world and the Japanese people an unimaginable holocaust.

I was stationed at Oceana Naval Air Station, Virginia, on the mid-August day when the President announced that the Japanese had sued for peace. Barbara and I were living in Virginia Beach. The announcement came at seven P.M. Within minutes our neighborhood streets were filled with sailors, aviators, their wives and families celebrating late into the night. We joined in the celebration, then, before going home, went to a nearby church filled with others giving thanks and remembering those lost in the war. After four years it was finally over.

We were still young, life lay ahead of us, and the world was at peace. It was the best of times.

**YALE'S HITTING BIG FACTOR
IN TEAM'S DIAMOND SUCCESS**

The ability of the Yale Baseball team to back up some mighty impressive pitching on the part of

Under the sod and the dew,
 Waiting the judgment day;—
 Wet with the rain, the Blue;
 Wet with the rain, the Gray.

Sadly, but not with upbraiding,
 The generous deed was done;
 In the storm of the years that are fading,
 No braver battle was won;—
 Under the sod and the dew,
 Waiting the judgment day;—
 Under the blossoms, the Blue;
 Under the garlands, the Gray.

No more shall the war cry sever,
 Or the winding rivers be red;
 They banish our anger forever
 When they laurel the graves of our dead!
 Under the sod and the dew,
 Waiting the judgment day;—
 Love and tears for the Blue,
 Tears and love for the Gray.

FRANCIS MILES FINCH.

THE MEN BEHIND THE GUNS

A CHEER and salute for the Admiral, and here's to the Captain bold,
 And never forget the Commodore's debt when the deeds of might are
 told!
 They stand to the deck through the battle's wreck when the great shells
 roar and screech—
 And never they fear when the foe is near to practise what they preach:
 But off with your hat and three times three for Columbia's true-blue
 sons,
 The men below who batter the foe—the men behind the guns!

II

Oh, light and merry of heart are they when they swing into port once
 more,
 When, with more than enough of the "green-back stuff," they start for
 their leave-o'-shore;

And you'd think, perhaps, that the blue-bloused chaps who loll along
 the street
 Are a tender bit, with salt on it, for some fierce "mustache" to eat—
 Some warrior bold, with straps of gold, who dazzles and fairly stuns
 The modest worth of the sailor boys—the lads who serve the guns.

III

But say not a word till the shot is heard that tells the fight is on,
 Till the long, deep roar grows more and more from the ships of "Yank"
 and "Don,"
 Till over the deep and tempest's sweep of fire and bursting shell,
 And the very air is a mad Despair in the throes of a living hell;
 Then down, deep down, in the mighty ship, unseen by the midday suns,
 You'll find the chaps who are giving the raps—the men behind the
 guns!

IV

Oh, well they know how the cyclones blow that they loose from their
 cloud of death,
 And they know is heard the thunder-word their fierce ten-incher saith!
 The steel decks rock with the lightning shock, and shake with the
 great recoil,
 And the sea grows red with the blood of the dead and reaches for his
 spoil—
 But not till the foe has gone below or turns his prow and runs,
 Shall the voice of peace bring sweet release to the men behind the guns!

JOHN JEROME ROONEY.

JEANNETTE AND JEANNOT

YOU ARE GOING far away, far away from poor Jeannette;
 There is no one left to love me now, and you, too, may forget;
 But my heart will be with you, wherever you may go;
 Can you look me in the face and say the same to me, Jeannot?

When you wear the jacket red and the beautiful cockade,
 Oh! I fear that you'll forget all the promises you made;
 With a gun upon your shoulder and your bayonet by your side,
 You'll be taking some proud lady and making her your bride.

Or, when glory leads the way, you'll be madly rushing on,
 Never thinking, if they kill you, that my happiness is gone;

Davis/Simon
4/22/89; 7 pm
Draft: 3
Title: Iowa

PRESIDENTIAL REMARKS: U.S.S. IOWA
NORFOLK, VIRGINIA
MONDAY, APRIL 24, 1989
9:00 am

We join today in mourning for the 47 who perished, and in thanks for the 11 who survived. They all were, in the words of J.J. Rooney, "the men behind the guns."

They came from Hidalgo, Texas, and Cleveland, Ohio; from Tampa, Florida, and Costa Mesa, California. They came to the Navy as strangers; served the Navy as shipmates and friends; and left the Navy as brothers in eternity. In the finest Navy tradition, they proudly served on a great battleship -- the

"Mighty I." USS IOWA

Big Stick?

This dreadnought, built long before these sailors were born, braved the war-time waters of the Atlantic to take President Roosevelt to meet Winston Churchill in Casablanca, and anchored in Tokyo harbor on the day World War Two ended. The IOWA earned 11 battle stars in two wars.

October of 1944, off the coast of the Philippines. I can still remember: for those of us serving on carriers, having the IOWA nearby, ~~and the cover she provided -- well, no airman could~~

have a better friend. I was proud to recommission the IOWA in 1984. Now, fate has written a sorrowful chapter in the history of the U.S.S. Iowa.

Let me say to the IOWA crew, I understand your grief. I know the confusion of random death, the questions with no answers. I, too, have stared at the empty bunks of lost shipmates, and asked, "Why?" I promise you today, we will find out "why" -- the circumstances of the tragedy. But, in a larger sense, there will never be answers to the questions that haunt us. We will not -- we cannot, as long as we live -- know why God has called them home.

But of one thing we can be sure -- this world is a more peaceful place because of the U.S.S. IOWA. The IOWA was recommissioned, and her crew trained, to preserve that peace. So never forget that your friends died for the cause of peace and freedom.

To the Navy community, remember that you have the admiration of America for sharing the burden of grief as a family -- especially the Navy wives, who suffer most the hardships of separation. You have always been strong for the sake of love. You must be heroically strong now. But you will find that love endures. It endures in the lingering memory of time together, in the embrace of a friend, in the bright questioning eyes of a

child. As for the children of the lost, throughout your lives, you must never forget: Your father was America's pride.

Your mothers and grandmothers, aunts and uncles, are entrusted with the memory of this day. In the years to come, they must pass on to you the legacy of "the men behind the guns."

To all who mourn a son, a brother, a husband, a father, a friend -- I can only offer you the gratitude of a nation, for your loved one served his country with distinction and honor.

All Americans hope that our sympathy and appreciation provide some comfort. But true comfort comes from faith and prayer.

Your men are under a different command now, one that asks no *rank, only love's* *duty*, one that knows no *rank*. *danger, only peace.* May God bless them all, these men behind the guns.

And may God bless the U.S.S. IOWA, and all who walk her deck.

#

Davis/Simon
April 21, 1989
Draft: One
Title: Iowa

PRESIDENTIAL ADDRESS: U.S.S. IOWA
MONDAY, APRIL 24, 1989/(t.b.d.)

*VAADM Jerome Johnson
in Wash. Post
4-21-89* We join today in thanks for the 11 who survived, and in
grief for the 47 who perished. They were the men behind the
guns.

*W.P. via AP
4-21-89* They came from Hidalgo, Texas, and Cleveland, Ohio; from
Tampa, Florida, and Costa Mesa, California. They came to the
Navy as strangers; served the Navy as crewmates and friends; and
left the Navy as brothers in death. They volunteered to serve a
great Navy tradition, and asked to serve a great battleship.

*Dictionary of
American
Naval Fighting
Ships
p. 454* This dreadnought, built before they were born, braved the
war-time waters of the Atlantic to take President Roosevelt to
Casablanca, and anchored in Tokyo harbor on the day of the
surrender of Japan. This ship earned 11 battle stars in two
wars. Now fate has written a sorrowful chapter in the history of
the U.S.S. Iowa.

*CORRECT TERM? long, WHAT WAS THE AGE OF THE OLDEST
DID THIS HAPPEN? (NAVY HISTORY SHEET - NOT ALL INCLUDED)
KOREA?*

Let me say to the Iowa crew, I understand your grief. I
know the confusion of random death, the questions with no
answers. I, too, have stared at the empty bunks of lost

crewmates, and asked "why?" I promise you today, we will find out "why" -- the circumstances of the tragedy. But, in a larger sense, there will never be answers to the questions that haunt us. We will not -- we cannot, as long as we live -- know why God has called them home.

But of one thing we can be sure -- this world has known decades of peace. The Iowa was recommissioned, and her crew trained, to preserve that peace. So never forget that your friends died for the cause of peace and freedom as surely as those lost at Midway and the Marshall Islands.

WHICH CAME FIRST?

To the Navy community, know that you have the admiration of America for the way in which you share the burden of grief as a family -- especially the Navy wives, who suffer most the hardships of separation. You have been strong before for the sake of love. You must be almost impossibly strong now. But you will find that love endures. Love endures in the lingering memory of time together, in the embrace of a friend, in the bright questioning eyes of a child. And, as for the children of the lost, perhaps many of you don't understand; understanding -- and grief -- will come in time. But I want each of you to remember something, to repeat it to yourselves, and someday to your children: Your father was America's pride.

To all who mourn a son, a brother, a husband, a father, a friend -- I can only offer you the gratitude of a nation, for your loved one served his country with distinction and honor.

I hope that our sympathy and appreciation provide some comfort. But I know that in the still hours of the night, whatever we say, whatever we do, it will not be enough.

see file
 The only comfort I know can be found in the words of the Midshipman's Prayer, from Him "whose paths are in the great waters, whose command is over us all, and whose love never fails." Your boys, your men, are under a different command now, one that asks no duty, ~~and~~ one that knows no rank. May God bless them all, these men behind the guns.

And may God bless the city of Norfolk, the U.S.S. Iowa, and all who walk ~~on~~ her deck.

MARCH 8, 1943

Eisenhower is given command of the North African Theater.

27 JANUARY 1943

World War II The first all-American bombing raid on Germany takes place—a daylight attack on Wilhelmshaven.

2 FEBRUARY 1943

World War II The last German units surrounded at Stalingrad surrender to the Russians. In this campaign, some 330,000 Germans have been killed or captured, and Stalingrad clearly marks a turning point in the Germans' effort to take Russia: from now on, the Germans will essentially begin the long retreat from their Eastern Front until they end up surrounded in Berlin.

3 FEBRUARY 1943

Life/Customs The U.S. War Department bans hard liquor from all U.S. Army establishments.

7 FEBRUARY 1943

National Shoe rationing begins throughout the U.S., with each civilian limited to three pairs of leather shoes annually.

9 FEBRUARY 1943

World War II The U.S. Marines recapture Guadalcanal as the last of the Japanese troops evacuate it. This is considered an important step for the Allies, both strategically and psychologically.

14-25 FEBRUARY 1943

World War II U.S. Forces in North Africa are defeated by Rommel's Afrika Korps when they are pushed back at the Kasserine Pass in Tunisia, but by the 25th the U.S. troops have retaken their positions and stopped Rommel's drive.

1 MARCH 1943

National A point-rationing system is introduced for processed foods, with coupon books of varying points required to purchase such foods.

2-4 MARCH 1943

World War II In the Bismarck Sea off New Guinea, U.S. and Australian planes score a major victory over a Japanese convoy, sinking eight transports and four destroyers, shooting down at least 25 Japanese planes, and costing the Japanese some 3500 men. This Battle of the Bismarck Sea is a major setback to the Japanese plans for holding New Guinea.

8 MARCH 1943

International The U.S. Ambassador to the U.S.S.R., Admiral W. M. Standley, claims that the Russian leaders are not telling their people about all the aid the U.S. is sending. On March 11 the Russian Ambassador to the U.S., Maxim Litvinov, thanks the U.S. for its aid (although this does not quite deal with the U.S. ambassador's charge).

in destroying the Japanese fleet; the Japanese lose some 28 warships and transports and thus are rebuffed in their efforts to stop the U.S. from taking Guadalcanal.

18 NOVEMBER 1942

National In a change in the Selective Service Act, U.S. males are now subject to active military duty at the age of 18; it is estimated that within the next year the U.S. Armed Forces will number some 10,000,000.

21 NOVEMBER 1942

International The 1523-mile Alcan International Highway, stretching from Alberta, Canada, to Alaska, officially opens. It will help in supplying the U.S. forces that will eventually recapture the Aleutians from the Japanese.

25 NOVEMBER 1942

World War II After some three months besieging Stalingrad, the German Army finds itself virtually surrounded by the Russians. Various German divisions begin to surrender, but it will be February 2, 1943 before the last German units surrender.

28 NOVEMBER 1942

National Coffee rationing is put into effect across the U.S.

Regional A fire in a Boston nightclub, the Coconut Grove, crowded with people celebrating a college football game, leaves 492 dead (a toll only exceeded in a single U.S.A. structure-fire by the Chicago Iroquois Theater fire of December 30, 1903).

1 DECEMBER 1942

National Gasoline rationing is now extended throughout the entire U.S.

4 DECEMBER 1942

National President Roosevelt, in what he calls "an honorable discharge" for a job well done, closes down the Works Projects Administration, one of the mainstays of his New Deal efforts to stem the Depression.

11 JANUARY 1943

National President Roosevelt submits a budget of \$108,903,047,923, of which some \$100,000,000,000 is for the war.

14-24 JANUARY 1943

International President Roosevelt attends a conference in Casablanca, Morocco, with Churchill and other representatives of the Allies. Several crucial decisions are announced, primarily with the authority of Roosevelt and Churchill. They will demand the unconditional surrender of the enemy (and not accept an armistice like that which ended World War I); their forces will first invade Sicily and Italy (while the U.S. preference for invading France from across the Channel, as opposed to an invasion of the Mediterranean coast, is left open); and General Dwight D.

The Prayer of a Midshipman

21

Almighty Father, whose way is in the sea, whose paths are in the great waters, whose command is over all, and whose love never fails: Let me be aware of Your presence and obedient to Your will. Keep me true to my best self, guarding me against dishonesty in purpose and in deed, and helping me so to live that I can stand unashamed and unafraid before my shipmates, my loved ones, and You. Protect those in whose love I live. Give me the will to do my very best and to accept my share of responsibilities with a strong heart and a cheerful mind. Make me considerate of those entrusted to my leadership and faithful to the duties my country has entrusted to me. Let my uniform remind me daily of the traditions of the Service of which I am a part. If I am inclined to doubt, steady my faith; if I am tempted, make me strong to resist; if I should miss the mark, give me the courage to try again. Guide me with the light of truth and keep before me the life of Him by whose example and help I trust to obtain the answer to my prayer, Jesus Christ our Lord. Amen.

*Written by Chaplain William N. Thomas
presented for the first time June 1938 at
graduation held in the Chapel.*

Ellen Gallagher



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

TELEFAX TRANSMISSION COVER SHEET

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ADDRESS: Office of the Secretary of the Navy
White House Liaison Office
Pentagon Room: 5E725
Washington, D.C. 20350-1000

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DATE AND TIME SENT: 21 Apr 89

NUMBER OF FOLLOWING PAGES: 3

REMARKS: The references are from:
Dictionary of American Naval Fighting Ships
See info on USS IOWA (BB-61),
and from Navy Fact File - general info. on IOWA class
battleships.

NAVY FACT FILE

BATTLESHIPS

MISSION: Conduct prompt and sustained combat operations at sea, worldwide, in support of national interests; operate as an element of a carrier battle group or amphibious group; in areas of lesser threat, be capable of surface action group operations with appropriate anti-submarine and anti-air warfare escort ships.

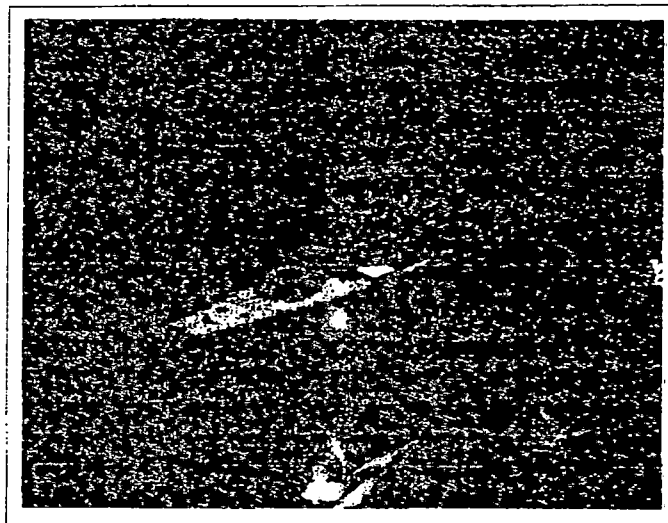
COMMENTARY: Three of the four Iowa-class battleships authorized for reactivation are now in commission, and the fourth is being reactivated. They are helping the Navy correct a serious shortage of major fleet deployment elements that developed in the 1970s and early 1980s. These powerful, flexible capital ships have increased the Navy's ability to provide an important new capability in maritime power, plus much-needed flexibility in carrier deployment schedules. No smaller ship can sustain a comparable level of offensive efforts in terms of volume, destruction, survivability and duration of fire with both guns and missiles. Additionally, the cost to reactivate and modernize a battleship is about that of a modern guided missile frigate.

The first battleship battle group (BBBG) deployed to the Western Pacific in 1986, built around USS New Jersey. In addition to demonstrating the desired flexibility and U.S. presence, USS New Jersey's BBBG deployment was a superb exercise of Navy interoperability with land-based U.S. Air Force forces.

Congress directed reactivation and modernization of the first Iowa-class battleship in the summer of 1981. This ship, USS New Jersey, was commissioned for the third time on December 28, 1982. USS Iowa was recommissioned April 8, 1984, and USS Missouri was recommissioned May 10, 1986. Wisconsin, the final ship of the class, began the two-year reactivation process at Ingalls Shipbuilding in 1986 and is expected to be recommissioned in August 1988.

USS New Jersey's performance during her initial deployment demonstrated the ability of the modernized battleships to do the job. Her reliability, responsiveness and endurance confirmed their value and the need for battleships in the 600-ship Navy of the 1990s and beyond. During that initial 11-month deployment, which began as a three-month shakedown cruise, USS New Jersey fired her 16-inch guns, for the first time since rejoining the fleet, at gun emplacements ashore while off Beirut, Lebanon.

Meanwhile, USS Iowa and USS Missouri have joined the fleet. USS Iowa has participated in operations in the Caribbean and the North Atlantic. USS Missouri began



USS Iowa (BB-61)

her new life with an around-the-world cruise, the first such cruise for a battleship since the Great White Fleet sailed in 1907.

IOWA CLASS (BB-61)

Displacement:	58,000 tons
Length:	887 feet
Beam:	108 feet
Speed:	35 knots
Power Plants:	Eight boilers, four geared turbines, four shafts, 212,000 shaft horsepower
Armament:	Nine 16-inch guns; twelve 5-inch/.38-caliber guns; four Phalanx CIWSs; four cannister box launchers for 16 Tomahawk cruise missiles
Aircraft:	One Lamps MK III SH-60B Seahawk helicopter
Complement:	123 officers, 1,699 enlisted
Builders:	USS Iowa and USS Missouri, New York Navy Yard; USS New Jersey and USS Wisconsin, Philadelphia Navy Yard
Units:	USS Iowa (BB-61); Norfolk, VA USS New Jersey (BB-62); Long Beach, CA USS Missouri (BB-63); Long Beach, CA

SOURCE: Department of the Navy (OP-03PA)
Washington, DC 20350-2000
(202) 697-3625

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continuing the battle in company with converted yacht *Gloucester*, sank the Spanish destroyer *Pluton* and so damaged destroyer *Furor* that she ran upon the rocks. *Iowa* then turned her attention to the Spanish cruiser *Viscaya* which she pursued until *Viscaya* ran aground. Upon the conclusion of the battle, *Iowa* received on board Spanish Admiral Cervera and the officers and crews of the *Viscaya*, *Furor* and *Pluton*.

After the Battle of Santiago, *Iowa* left Cuban waters for New York, arriving 20 August 1898. On 12 October 1898, she departed for duty in the Pacific, sailed around Cape Horn, and arrived San Francisco 7 February 1899. The battleship then steamed to Bremerton, Wash., where she entered drydock 11 June 1899. After refit, *Iowa* served in the Pacific Squadron for 2½ years, conducting training cruises, drills, and target practice. *Iowa* left the Pacific early in February 1902 to become flagship of the South Atlantic Squadron. She sailed for New York 12 February 1903 where she decommissioned 30 June 1903.

Iowa recommissioned 23 December 1903 and joined the North Atlantic Squadron. She participated in the John Paul Jones Commemoration ceremonies, 30 June 1905. *Iowa* remained in the North Atlantic until she was placed in reserve 6 July 1907. She decommissioned at Philadelphia 23 July 1908.

Iowa recommissioned 2 May 1910 and served as an at sea training ship and as a component of the Atlantic Reserve Fleet. During the next 4 years she made a number of training cruises to Northern Europe and participated in the Naval Review at Philadelphia, 10 to 15 October 1912. She decommissioned at Philadelphia Navy Yard 27 May 1914. At the outbreak of the first World War, *Iowa* was placed in limited commission 23 April 1917. After serving as Receiving Ship at Philadelphia for 6 months, she was sent to Hampton Roads, Va., and remained there for the duration of the war, training men for other ships of the Fleet, and doing guard duty at the entrance to Chesapeake Bay. She decommissioned for the final time 31 March 1919.

On 30 April 1919, *Iowa* was renamed *Cogswell Battleship No. 4*, and was the first radio controlled target ship to be used in a fleet exercise. She was sunk 23 March 1923 in Panama Bay by a salvo of 14-inch shells.

BB-53 was laid down as *Iowa* at Newport News Shipbuilding & Drydock Co., 17 May 1920, but on 8 February 1922, work was suspended when the ship was 31.8 percent complete. Construction was cancelled 17 August 1923 in accordance with the terms of the Washington Treaty limiting Naval armaments. She was sold for scrap 8 November 1923.

III

(BB-61: dp. 45,000 t.; l. 887'3"; b. 108'2"; dr. 37'9"; s. 33 k.; cpl. 2,800; a. 9 16", 20 5"; cl. *Iowa*)

The third *Iowa* (BB-61) was laid down at New York Navy Yard, 27 June 1940; launched 27 August 1942; sponsored by Mrs. Henry A. Wallace, wife of Vice President Wallace, and commissioned 22 February 1943. Capt. John L. McCrea in command.

On 24 February, *Iowa* put to sea for shakedown in Chesapeake Bay and along the Atlantic coast. She got underway, 27 August for Argentina, Newfoundland to neutralize the threat of German Battleship *Tirpitz* which was reportedly operating in Norwegian waters.

In the fall, *Iowa* carried President Franklin D. Roosevelt to Casablanca, French Morocco on the first leg of his journey to the Teheran Conference in November. After the conference she returned the President to the United States.

As Flagship of Battleship Division 7, *Iowa* departed the United States 2 January 1944 for the Pacific Theatre and her combat debut in the campaign for the Marshalls. From 29 January to 3 February, she supported carrier air strikes made by Rear Admiral Frederick C. Sherman's task group against Kwajalein and Eniwetok Atolls in the Marshall Islands. Her next assignment was to support

air strikes against the Japanese Naval base at Truk, Caroline Islands. *Iowa*, in company with other ships was detached from the support group 16 February, 1944 to conduct an anti-shipping sweep around Truk to destroy enemy naval vessels escaping to the north. On 21 February, she was underway with Fast Carrier Task Force 58 while it conducted the first strikes against Saipan, Tinian, Rota, and Guam in the Marianas.

On 18 March, *Iowa*, flying the flag of Vice Admiral Willis A. Lee, Commander Battleships, Pacific, joined in the bombardment of Mill Atoll in the Marshall Islands. Although struck by two Japanese 4.7" projectiles during the action, *Iowa* suffered negligible damage. She then rejoined Task Force 58, 30 March, and supported air strikes against the Palau Islands and Woleai of the Carolines which continued for several days.

From 22 to 28 April 1944, *Iowa* supported air raids on Hollandia, Aitape, and Wakde Islands to support Army forces on Aitape, Tanahmerah Bay, and Humboldt Bay in New Guinea. She then joined the Task Force's second strike on Truk, 29-30 April, and bombarded Japanese facilities on Ponape in the Carolines, 1 May.

In the opening phases of the Marianas campaign, *Iowa* protected the flattops during air strikes on the islands of Saipan, Tinian, Guam, Rota, and Pagan, 12 June. *Iowa* was then detached to bombard enemy installations on Saipan and Tinian, 13-14 June. On 19 June, in an engagement known as the Battle of the Philippine Sea, *Iowa*, as part of the battle line of Fast Carrier Task Force 58, helped repel four massive air raids launched by the Japanese Middle Fleet. This resulted in the almost complete destruction of Japanese carrier-based aircraft. *Iowa* then joined in the pursuit of the fleeing enemy Fleet, shooting down one torpedo plane and assisting in splashing another.

Throughout July, *Iowa* remained off the Marianas supporting air strikes on the Palaus and landings on Guam. After a month's rest, *Iowa* sortied from Eniwetok as part of the 3d Fleet, and helped support the landings on Peleliu, 17 September. She then protected the carriers during air strikes against the Central Philippines to neutralize enemy air power for the long awaited invasion of the Philippines. On 10 October, *Iowa* arrived off Okinawa for a series of air strikes on the Ryukyus and Formosa. She then supported strikes against Luzon, 18 October and continued to support General MacArthur's landing on Leyte.

In a last ditch attempt to save the United States campaign to recapture the Philippines, the Japanese Navy struck back with a three-pronged attack aimed at the destruction of American amphibious forces in Leyte Gulf. *Iowa* accompanied TF-38 during attacks against the Japanese Central Force as it steamed through the Sibuyan Sea toward San Bernardino Strait. The reported results of these attacks were the apparent retreat of the Japanese Central Force led Admiral Halsey to believe that this force had been ruined as an effective fighting group. *Iowa*, with Task Force 38, steamed after the Japanese Northern Force off Cape Engano, Luzon. On 25 October 1944, when the ships of the Northern Force were almost within range of *Iowa's* guns, word arrived that the Japanese Central Force was attacking a group of American escort carriers off Samar. This threat to the American beachheads forced her to reverse course and steam to support the vulnerable "baby carriers." However, the valiant fight put up by the escort carriers and their screen had already caused the Japanese to retire and *Iowa* was denied a surface action. Following the Battle for Leyte Gulf, *Iowa* remained in the waters off the Philippines screening carriers during strikes against Luzon and Formosa. She sailed for the West Coast late in December 1944.

Iowa arrived San Francisco, 15 January 1945, for overhaul. She sailed 19 March 1945 for Okinawa, arriving 15 April 1945. Commencing 24 April 1945, *Iowa* supported carrier operations which assured American troops vital air superiority during their struggle for that bitterly contested island. She then supported air strikes off

IOWA

southern Kyushu from 25 May to 13 June 1945. *Iowa* participated in strikes on the Japanese homeland 14-15 July and bombarded Muroran, Hokkaido, destroying steel mills and other targets. The city of Hitachi on Honshu was given the same treatment on the night of 17-18 July 1945. *Iowa* continued to support fast carrier strikes until the cessation of hostilities, 15 August 1945.

Iowa entered Tokyo Bay with the occupation forces, 29 August 1945. After serving as Admiral William F. Halsey's flagship for the surrender ceremony, 2 September 1945, *Iowa* departed Tokyo Bay 20 September 1945 for the United States.

Arriving Seattle, Wash., 15 October 1945, *Iowa* returned to Japanese waters in January 1946 and became flagship of the 5th Fleet. She continued this role until she sailed for the United States 25 March 1946. From that time on, until September 1948, *Iowa* operated from West Coast ports, on Naval Reserve and at sea training and drills and maneuvers with the Fleet. *Iowa* decommissioned 24 March 1949. After Communist aggression in Korea necessitated an expansion of the active fleet, *Iowa* recommissioned 25 August 1951, Captain William R. Smedberg III in command. She operated off the West Coast until March 1952, when she sailed for the Far East. On 1 April 1952, *Iowa* became the flagship of Vice Admiral Robert T. Briscoe, Commander, 7th Fleet, and departed Yokosuka, Japan to support United Nations Forces in Korea. From 8 April to 16 October 1952, *Iowa* was involved in combat operations off the East Coast of Korea. Her primary mission was to aid ground troops, by bombarding enemy targets at Songjin, Hungnam, and Kojo, North Korea. During this time, Admiral Briscoe was relieved as Commander, 7th Fleet. Vice Admiral J. J.

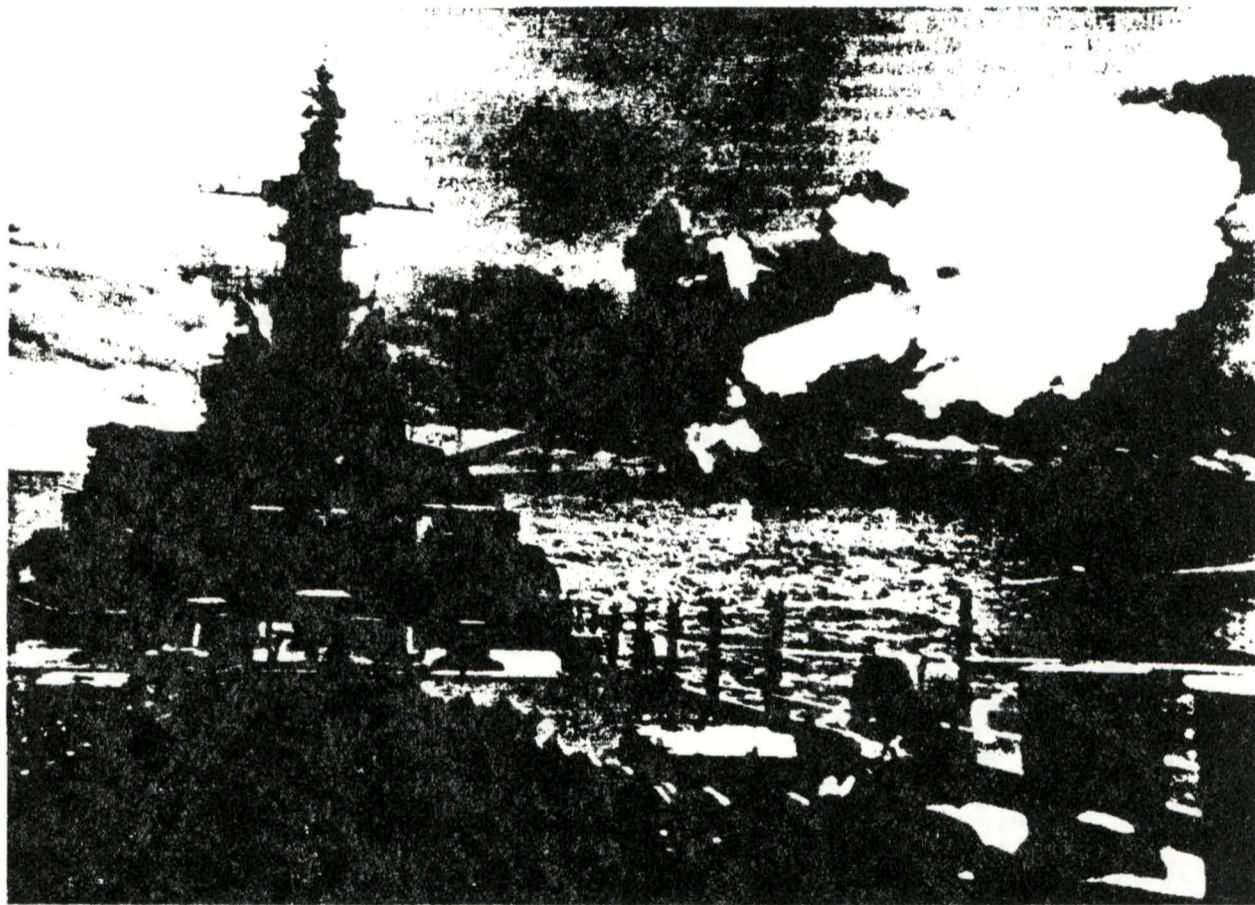
Clark, the new commander, continued to use *Iowa* as his flagship until 17 October 1952. *Iowa* departed Yokosuka, Japan 19 October 1952 for overhaul at Norfolk and training operations in the Caribbean Sea.

Iowa embarked midshipmen for at sea training to Northern Europe, July 1953, and immediately after took part in Operation "Mariner," a major NATO exercise, serving as flagship of Vice Admiral E. T. Woolfidge, commanding the 2d Fleet. Upon completion of this exercise, until the fall of 1954, *Iowa* operated in the Virginia Capes area. In September 1954, she became the flagship of Rear Admiral R. E. Libby, Commander, Battleship-Cruiser Force, U.S. Atlantic Fleet.

From January to April 1955, *Iowa* made an extended cruise to the Mediterranean as the first battleship regularly assigned to Commander, 6th Fleet. *Iowa* departed on a midshipman training cruise 1 June 1955 and upon her return, she entered Norfolk for a 4-month overhaul. Following refit, *Iowa* continued intermittent training cruises and operational exercises, until 4 January 1957 when she departed Norfolk for duty with the 6th Fleet in the Mediterranean. Upon completion of this deployment, *Iowa* embarked midshipmen for a South American training cruise and joined in the International Naval Review off Hampton Roads, Va., 13 June 1957.

On 3 September 1957, *Iowa* sailed for Scotland for NATO Operation "Strikeback." She returned to Norfolk, 28 September 1957 and departed Hampton Roads for the Philadelphia Naval Shipyard, 22 October 1957. She decommissioned 24 February 1958 and entered the Atlantic Reserve Fleet at Philadelphia, where she remains.

Iowa earned nine battle stars for World War II service and two for Korean service.



USS Iowa (BB-61) in Korean Action 1952

Recommissioning info available from former
IOWA Commanding Officer, Captain Gary Seagrist
local phone: (202) 697-8156

2ND STORY of Level 1 printed in FULL format.

The Associated Press

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April 28, 1984, Saturday, AM cycle

SECTION: Domestic News

LENGTH: 487 words

BYLINE: By GARRY MITCHELL, Associated Press Writer

DATELINE: PASCAGOULA, Miss.

KEYWORD: Bush - USS Iowa

BODY:

The USS Iowa, a veteran of two wars, rejoined the Navy on Saturday, greeting Vice President George Bush with a 19-gun salute.

"As we send the Iowa off to defend the interests of freedom, we are also sending a message that this country has learned the lessons of history," Bush told about 15,000 people assembled for the recommissioning of the World War II battleship.

"Though we are pressing for arms reduction agreements on five separate forums, we no longer believe that it's safe to unilaterally disarm in the futile hope that the aggressors will follow suit simply out of the goodness of their hearts," Bush said at the ceremonies at the Ingalls Shipyards, where the ship was modernized.

The Iowa, called "the greatest ship ever launched by the American nation" when it was built, returns to sea on Monday for training exercises in the Caribbean in preparation for deployment.

The return of the Iowa, Bush said, was part of the administration's program, as advocated by Secretary of Navy John Lehman, to rebuild the Navy's strength.

Lehman said, "This great ship is rejoining the fleet to restore the role of maritime superiority that our security depends upon."

Last year, the USS New Jersey became the first World War II battleship to be recommissioned. The New Jersey's huge guns were fired in support of multinational forces in Lebanon, before U.S. forces were withdrawn from that nation.

The Iowa arrived at Pascagoula in January 1983 for refitting. The ship has been equipped for long-range cruise missiles and for sophisticated air and missile defense. The ship's nine 16-inch and 12 5-inch guns were reactivated.

The Navy estimated that it cost about \$400 million to get the Iowa back into the fleet. Shipyard officials claimed that modernization of the old battleship

The Associated Press, April 28, 1984

saved taxpayers \$1 billion. Building a new battleship would have taken five or six years, they said.

Roy Moriarty, 72, of Chanute, Kan., a former Iowa crew member, said he came 900 miles to see the Iowa because of memories. "We were a happy bunch," he said. Pointing to the white-uniformed crew lining the Iowa deck, Moriarty said, "I know just what those boys are thinking _ Is anybody out there from home?"

For Bill Slagy, 59, of McKeesport, Pa., the Iowa reminded him of the ship's voyage taking President Franklin D. Roosevelt to the Tehran peace conference where Roosevelt met with British leader Winston Churchill and Soviet leader Josef Stalin.

Slagy said he was a fireman on the Iowa when he was "just shy of 18."

Construction on the Iowa _ the fourth ship to carry the name _ began in June 1940. The ship was launched in 1942, and supported air strikes against Kwajalein and Eniwetok in the Marshall Islands and the decisive South Seas battles of Tinian, Okinawa and Formosa.

The ship was decommissioned in 1949, but called back to duty two years later, serving off Korea. It was returned to mothballs in 1958.

3RD STORY of Level 1 printed in FULL format.

The Associated Press

The materials in the AP file were compiled by The Associated Press. These materials may not be republished without the express written consent of The Associated Press.

April 28, 1984, Saturday, PM cycle

SECTION: Domestic News

LENGTH: 633 words

HEADLINE: Modernized Battleship Returns To Fleet

BYLINE: By DAN EVEN, Associated Press Writer

DATELINE: PASCAGOULA, Miss.

KEYWORD: USS Iowa

BODY:

The vintage battleship U.S.S. Iowa is being recommissioned on the Mississippi Gulf Coast 26 years after it was placed in mothballs at the Philadelphia Naval Shipyard.

After today's ceremonies, which include Vice President George Bush as principal speaker, the Iowa will leave next week to rejoin the Navy for training exercises and operational evaluation in the Caribbean.

Modernizing the World War II battleship, which earned 11 battlestars during two wars, was far cheaper than building a new vessel, according to a spokesman for the shipyards where it was refitted with new weapons systems.

"For the Navy to have constructed a ship of similar capabilities, it would have cost another billion dollars," said Den Knecht of Ingalls Shipbuilding. "And it couldn't have been done this quickly."

The Navy estimates that total cost of getting the 58,000-ton Iowa back into the fleet for the first time since 1958 at about \$400 million. Knecht said it would have taken five or six years to build a new battleship.

"This is part of history. I wanted to be one of the few who could say he served on a battleship," said Chief Yeoman William Owens of Pittsburgh, Pa.

Owens, like 75 percent of the chief petty officers aboard the proud Iowa, came out of retirement to serve.

"You couldn't build a ship like this today. It wouldn't be cost effective because of the amount of steel involved," said Owens, noting the battleship has foot-thick steel in some sections.

On Jan. 30, 1983, the battleship arrived here for completion of modernization. It has been refitted with eight four-cell armored box launchers for 23 Tomahawk long-range cruise missiles and a new anti-air and air-missile defense.

The Associated Press, April 28, 1984

The nine 16-inch and 12 five-inch guns used during World War II and the Korean War were reactivated. The big guns can propel a 2,700-pound shell more than 20 miles.

The Iowa's new missiles can hit a target 1,000 miles away, and others can attack surface targets 60 miles away.

Capt. Gerald E. Gneckow, a native of Grand Island, Neb., said the revitalized Iowa carries the punch of a miniature aircraft carrier.

The crew's sleeping and dining quarters have been remodeled, air conditioning added and a new anti-pollution sewage collection and holding system installed.

The ship's boilers and engines were overhauled to burn Navy standard distillate fuel. The Iowa has a helicopter and space for two others

The Iowa is the largest battleship of its class in the fleet. Others in its class are the Missouri, due back in service this fall, and the Wisconsin, which remains in mothballs.

Modernization has made it possible for the new Iowa to operate with a smaller crew - 60 officers and 1,500 enlisted men compared to the 117 officers and 1,804 enlisted men aboard during World War II.

The 44-year-old ship - the fourth to carry the Iowa name - was begun in June of 1940, launched in 1942 and has a distinguished place in American history.

Then Secretary of the Navy Frank Knox called the new battleship "the greatest ship ever launched by the American nation."

Her World War II battle record included supporting air strikes against Kwajalein and Eniwetock in the Marshall Islands and the decisive South Seas battles of Tinian, Okinawa and Formosa.

The Iowa carried President Franklin D. Roosevelt to the Teheran Conference where he, Winston Churchill and Josef Stalin planned the invasion of Europe.

That trip helped make the Iowa unique in the Navy. A bathtub was installed for the president's use and it has been kept in place.

She was recalled to action in 1951, serving off Korea. As flagship of the Seventh Fleet, she fired more than 4,500 rounds of her 16-inch ammunition, more than twice the amount of those 16-inch shells fired by all the ships of her class in all of World War II.

5TH STORY of Level 1 printed in FULL format.

Proprietary to the United Press International 1984

April 28, 1984, Saturday, AM cycle

SECTION: Domestic News

LENGTH: 478 words

HEADLINE: Bush: New USS Iowa demonstrates U.S. military resolve

BYLINE: By DAN WILINSKY

DATELINE: PASCAGOULA, Miss.

KEYWORD: Ussiowa

BODY:

The battleship USS Iowa, mothballed after service in World War II and Korea, was recommissioned Saturday at ceremonies in which Vice President George Bush called it a symbol of U.S. military commitment.

'This is a truly beautiful ship,' Bush said, standing on a deck platform during ceremonies that included a 19-gun salute at Ingall's Shipyard on a canal leading to the Gulf of Mexico.

Bush told 12,000 dignitaries and past and present crew members that he felt like he was 'giving away a bride at the wedding.'

He emphasized the military significance of the battleship, one of four dreadnoughts used in the South Pacific during World War II and later during the Korean war before being mothballed in 1968.

'We know how dangerous it is to close our eyes on what is happening in the rest of the world -- to turn our backs on our allies and fellow democracies and to ignore aggression right in our own back yard,' Bush said.

'I am convinced that because we have a strong, yet flexible president and because no one can doubt his resolve to defend freedom the world today is a much, much safer place,' he said to resounding applause.

Navy Secretary John Lehman agreed the USS Iowa's \$400 million renovation, completed 2 months ahead of schedule, was 'strong testimony' to the Reagan Administration's quest for military superiority.

'There was a period of self doubt, then a strong voice calling the American people back to the vision of what the American dream is about,' Lehman said. 'This is a vindication of trust in American productivity and strength.'

Bush, Lehman and several other dignitaries, including Iowa Gov. Terry Branstad, stood on the ship's deck as Capt. Gerald Gneckow, a native of Grand Island, Neb., accepted command of the vessel.

The ship's 1,560 officers and crew members then stepped into formation on all seven of the ship's decks. As radar scanners began turning, three of the ship's nine 16-inch guns rotated and fired a salute into the canal.

Proprietary to the United Press International, April 28, 1984

The Iowa leaves port next Monday for training exercises in the Caribbean. The ship will go into action equipped with 32 Tomahawk cruise missiles, which can fly a nuclear warhead hundreds of miles.

The Navy has said it believes there is not a conventionally armed cruise missile in the world that can penetrate the Iowa's vitals. The ship's steel protection weighs 32 million pounds.

The Iowa is the second of the Navy's four Iowa-class ships to be recommissioned. The USS New Jersey, recently active in the eastern Mediterranean, now is approaching its home port of Long Beach, Calif. The USS Missouri and USS Wisconsin await recommissioning.

The Iowa was modernized and re-activated by the Ingalls Shipbuilding Div. of the California-based Litton Industries. The ship was towed to Mississippi from the Philadelphia Navy shipyard, where it had been stored since 1968.

6TH STORY of Level 1 printed in FULL format.

The Associated Press

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April 27, 1984, Friday, AM cycle

SECTION: Domestic News

LENGTH: 597 words

HEADLINE: Modernized U.S.S. Iowa Returning To Fleet

BYLINE: By DAN EVEN, Associated Press Writer

DATELINE: PASCAGOULA, Miss.

KEYWORD: U.S.S. Iowa

BODY:

When the USS Iowa was built, it was called "the greatest ship ever launched by the American nation." On Saturday, more than 40 years later, a modernized version is rejoining the Navy.

The 58,000-ton ship, which earned 11 battle stars during World War II and the Korean War, had been in mothballs in the Philadelphia Naval Shipyards for nearly 15 years until it was towed south for an overhaul.

After Saturday's recommissioning, at which Vice President George Bush is the principal speaker, the Iowa will leave next week for training exercises and operational evaluation in the Caribbean.

The Navy estimated that it cost about \$400 million to get the Iowa back into the fleet.

Modernizing the vintage battleship rather than building a new vessel saved taxpayers \$1 billion, says a spokesman for the shipyards where it was refitted.

Den Knecht of Ingalls Shipbuilding added that it would have taken five or six years to build a new battleship.

Last year, the USS New Jersey became the first World War II battleship to be recommissioned under a plan to revitalize the fleet. The New Jersey's huge guns were fired in support of multinational forces in Lebanon this year, before U.S. forces were pulled out of that nation.

After nearly 15 years in the Philadelphia "ghost fleet," the Iowa was towed to New Orleans where Avondale Shipyards performed drydocking and hull work.

On Jan. 30, 1983, the battleship arrived here for completion of its modernization. It was refitted with launchers for Tomahawk long-range cruise missiles and a new anti-air and air-missile defense.

The Associated Press, April 27, 1984

The Iowa's new missiles can hit a target 1,000 miles away, and others can attack surface targets 60 miles away.

The nine 16-inch and 12 five-inch guns used during World War II and the Korean War were reactivated. The big guns can propel a 2,700-pound shell more than 20 miles.

Navy Capt. Gerald E. Gneckow, a native of Grand Island, Neb., said the revitalized Iowa carries the punch of a miniature aircraft carrier.

Modernization has made it possible for the new Iowa to operate with a smaller crew _ 60 officers and 1,500 enlisted men compared to the 117 officers and 1,804 enlisted men aboard during World War II.

The crew's sleeping and dining quarters have been remodeled and air conditioning added.

Chief Yeoman William Owens of Pittsburgh, like 75 percent of the chief petty officers aboard the Iowa, came out of retirement to serve on the battleship.

"This is part of history. I wanted to be one of the few who could say he served on a battleship," said Owens, 39.

The Iowa is the largest battleship of its class in the fleet. Others in its class are the Missouri, due back in service this fall, and the Wisconsin, which remains in mothballs.

The 44-year-old ship _ the fourth to carry the Iowa name _ was launched in 1942. Then-Secretary of the Navy Frank Knox called it "the greatest ship ever launched by the American nation."

Its World War II battle record included supporting air strikes against Kwajalein and Eniwetok in the Marshall Islands and the decisive battles of Tinian, Okinawa and Formosa.

The Iowa carried Franklin D. Roosevelt to the Tehran Conference where he, Winston Churchill and Josef Stalin planned the invasion of Europe.

That trip made the Iowa unique in the Navy. A bathtub was installed for the president's use and it has been kept in place.

In 1951, the Iowa was recalled to action, serving off Korea. As flagship of the Seventh Fleet, she fired more than 4,500 rounds of her 16-inch ammunition, more than twice the amount fired in all of World War II.

GRAPHIC: Laserphoto NY18,19,20 of April 23 and NY8,9,10 of April 24

7TH STORY of Level 1 printed in FULL format.

Proprietary to the United Press International 1984

April 27, 1984, Friday, AM cycle

SECTION: Domestic News

LENGTH: 311 words

DATELINE: PASCAGOULA, Miss.

KEYWORD: Iowa

BODY:

The Iowa, one of four mighty World War II battleships, rejoins the Navy Saturday 26 years after it was mothballed.

The Iowa, nicknamed the "Mighty I," will be officially recommissioned shortly before noon CST Saturday at Ingalls Shipyards on a canal leading to the Gulf of Mexico.

Mothballed in 1958, the Iowa has been refurbished with new missiles and electronics. It is scheduled to leave port next Monday for training exercises at sea.

The Iowa is the second of the Navy's four Iowa-class ships to be recommissioned under a Reagan administration plan to bring back the hulking heavily armed ships. Renovation costs for the Iowa were estimated at \$402 million.

The New Jersey, the first of the big battleships to be reactivated, saw action off the coast of Lebanon earlier this year when it fired its 16-inch guns at Syrian-held positions in the mountains surrounding Beirut.

The USS Missouri and USS Wisconsin await recommissioning.

The four ships battled the Japanese in the South Pacific during World War II and prevented Allied routs in Korea.

About 12,000 people, including Vice President George Bush, Navy Secretary John Lehman, Iowa Gov. Terry Branstad, and past USS Iowa crewmembers, have accepted invitations for the recommissioning ceremonies, said Lt. Jan Davis of the Navy's Office of Public Information.

Iowans, carrying a torch for their namesake, have prepared for the recommissioning in Midwest style. More than 7,500 pounds of food, including beef, turkey, pork, cheese, ham and eggs, have been trucked to Pascagoula from Des Moines, Iowa, for Saturday banquets, said attorney James West, chairman of a governor's committee formed to help in the recommissioning.

The Iowa, with 1,560 officers and crew members aboard, will go into action equipped with 32 Tomahawk cruise missiles, which can fly a nuclear warhead hundreds of miles.

Pentagon Lists 43 of 47 Killed Aboard USS Iowa

Associated Press

Following are 43 of the 47 sailors listed by the Pentagon as killed in the explosion Wednesday aboard the battleship USS Iowa, with their ranks and hometowns. Other names will be released as next of kin are notified, spokesmen said.

- Tung Thanh Adams, 25, fire controlman 3rd class, Alexandria, Va.
- Robert Wallace Backherms, 30, gunner's mate 3rd class, Ravenna, Ohio.
- Dwayne Collier Battle, 21, electrician's mate fireman apprentice, Rocky Mount, N.C.
- Walter Scot Blakey, 20, gunner's mate 3rd class, Eaton Rapids, Mich.
- Pete Edward Bopp, 21, gunner's mate 3rd class, Levittown, N.Y.

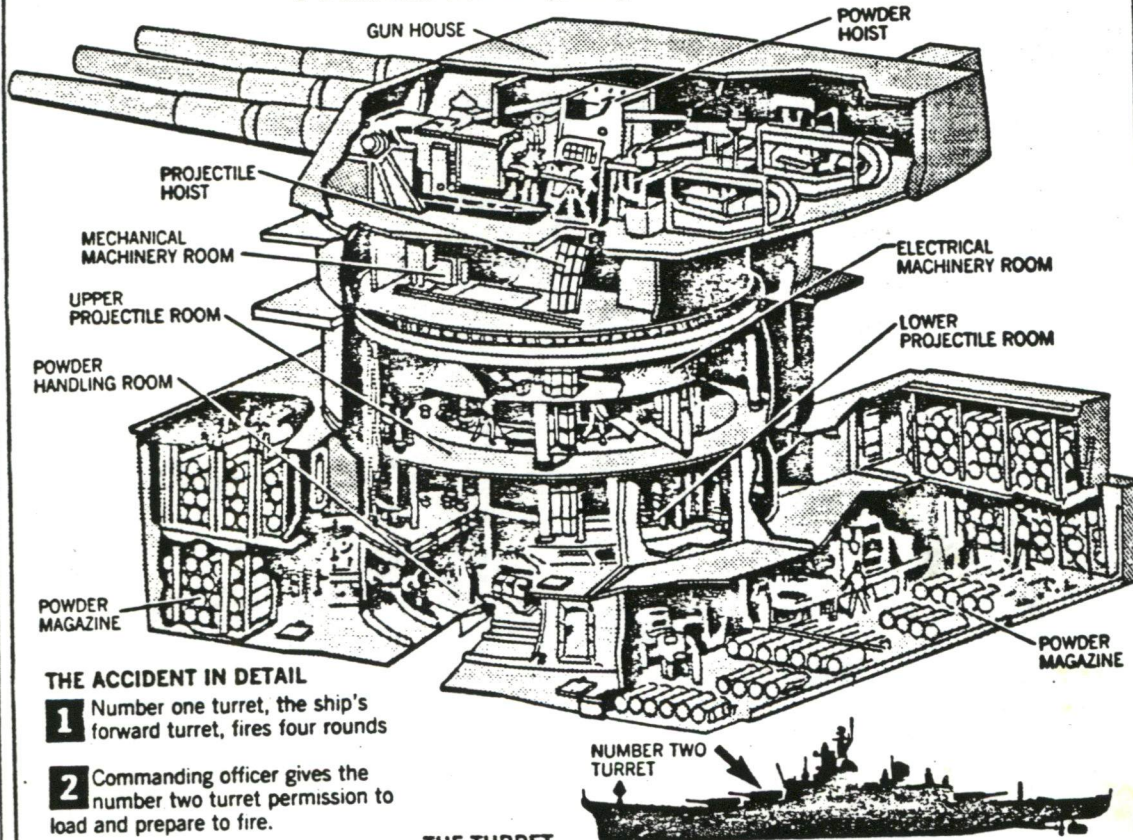
- Ramon Jerel Bradshaw, 19, seaman recruit, Tampa, Fla.
- Phillip Edward Buch, 24, lieutenant junior grade, Las Cruces, N.M.
- John Peter Crámer, 28, gunner's mate 2nd class, Uniontown, Pa.
- Milton Francis Devaul Jr., 21, gunner's mate 3rd class, Solvay, N.Y.
- Leslie Allen Everhart Jr., 31, seaman apprentice, Cary, N.C.
- Gary John Fisk, 24, boatswain's mate, Oneida, N.Y.
- Tyrone Dwayne Foley, 27, seaman, Bullard, Tex.
- Robert James Gedeon III, 22, seaman apprentice, Lakewood, Ohio.
- Brian Wayne Gendron, 20, seaman apprentice, Madera, Calif.
- John Leonard Goins, 20, seaman recruit, Columbus, Ohio.
- David L. Hanson, 23, electrician's mate 3rd class, Perkins, S.D.

- Ernest Edward Hanyecz, 27, gunner's mate 1st class, Borenton, N.J.
- Clayton Michael Hartwig, 25, gunner's mate 2nd class, Cleveland, Ohio.
- Michael William Helton, 31, legalman 1st class, Louisville, Ky.
- Scott Alan Holt, 20, seaman apprentice, Fort Myers, Fla.
- Reginald Johnson Jr., 20, seaman recruit, Warrensville Heights, Ohio.
- Brian Robert Jones, 20, seaman, Kennesaw, Ga.
- Michael Shannon Justice, 21, seaman, Maletwan, W.Va.
- Edward J. Kimble, 23, seaman, Fort Stockton, Tex.
- Richard E. Lawrence, 29, gunner's mate 3rd class, Springfield, Ohio.
- Richard John Lewis, 23, firecontrolman seaman apprentice, Northville, Mich.
- Jose Luis Martinez Jr., 21, seaman apprentice, Hidalgo, Texas.

- Todd Christopher McMullen, 20, boatswain's mate 3rd class, Manheim, Pa.
- Todd Edward Miller, 25, seaman recruit, Ligonier, Pa.
- Robert Kenneth Morrison, 36, legalman 1st class, Jacksonville, Fla.
- Otis LeVance Moses, 23, seaman, Bridgeport, Conn.
- Darin Andrew Ogden, 24, gunner's mate 3rd class, Shelbyville, Ind.
- Ricky Ronald Peterson, 27, seaman, Houston, Minn.
- Matthew Ray Price, 20, gunner's mate 3rd class, Burnside, Pa.
- Harold Earl Romine Jr., 19, gunner's mate 3rd class, Bradenton, Fla.
- Geoffrey Scott Schelein, 20, seaman, Costa Mesa, Calif.
- Heath Eugene Stiltwagon, 21, gunner's mate 3rd class, Connelisville, Pa.
- Todd Thomas Tatham, 19, seaman recruit, Wolcott, N.Y.
- Jack Ernest Thompson, 22, gunner's mate 3rd class, Greeneville, Tenn.
- Stephen J. Weidon, 24, gunner's mate 2nd class, Yukon, Okla.
- James Darrell White, 22, gunner's mate 3rd class, Norwalk, Calif.
- Rodney Maurice White, 19, seaman recruit, Louisville, Ky.
- Reginald Owen Ziegler, 39, gunner's mate, Port Gibson, N.Y.

TRAGEDY ON THE USS IOWA

A fire and explosion ripped through the giant number two turret on the USS Iowa Wednesday, killing 47 crewmen trapped inside the steel complex.



THE ACCIDENT IN DETAIL

- 1** Number one turret, the ship's forward turret, fires four rounds
- 2** Commanding officer gives the number two turret permission to load and prepare to fire.
- 3** Number two turret explodes.
- 4** Men in the powder handling room deep within the turret hear the explosion and escape without injury. Sprinkler systems immediately begin flooding the powder magazines.
- 5** Firefighters enter the turret and put out fires within about 1½ hours. Twelve firemen sustain minor injuries and are treated on board.

THE TURRET

Crew: Normally manned by 74 sailors
Weight: 1,800 tons
Height: Seven stories tall
Armor: 17 inches thick on the sides, 7¼ inches thick on the top.
Ammunition: The Iowa's nine, 16-inch guns fire shells weigh up to 1,900 pounds and have a maximum range of 23 miles. Six 110-pound bags of explosives are placed in a gun to fire the shells.

CREW'S STATIONS AT FULL CAPACITY

Gun House: 9 in "officer's booth" at back of turret
Three gun rooms: 18
Mechanical/electric machinery rooms: 4
Upper projectile room: 15
Lower projectile room: 15
Powder handling room: 13

Satellite Tracking System Fund-Cut Sought by GAO

By a WALL STREET JOURNAL Staff Reporter
 WASHINGTON — Asserting that the Air Force has botched development of the nation's primary satellite tracking and warning system, congressional investigators urged immediately cutting off funds for the \$437 million project until its problems are resolved.

The General Accounting Office, in a sharply critical report, concluded that Air Force officials "did not prudently manage" the complex computer project at Cheyenne Mountain Air Force Station in Colorado Springs. The Air Force "continued committing resources without resolving underlying technical problems, hoping that ... [the problems] would somehow be resolved in later phases of the program," according to the report.

Ford Motor Co.'s aerospace unit is prime contractor on the project, which the GAO said is more than four years behind schedule and 60% over its original budget. Officials of the unit couldn't be reached for comment.

The project is designed to keep track of about 10,000 man-made objects in space, detect military attacks from space and help maneuver U.S. and allied satellites away from such attacks.

The GAO report lambasts Air Force brass for disregarding early warnings from their own experts about shortcomings in computer software developed by Ford, and then letting the company begin developing the next phase before officials approved the system design.

The Defense Department acknowledged that in its first phase, the system "cannot perform 14 of the 23 original" contract requirements, but it said there has been "significant contract progress" to improve matters in the next phase. It disputed GAO conclusions that the system lacks "proper security protection" to ensure that only authorized individuals can gain access to it.

Davis/Simon
April 21, 1989
Draft: One
Title: Iowa

PRESIDENTIAL ADDRESS: U.S.S. IOWA
MONDAY, APRIL 24, 1989/(t.b.d.)

We join today in thanks for the 11 who survived, and in grief for the 47 who perished. They were the men behind the guns.

They came from Hidalgo, Texas, and Cleveland, Ohio; from Tampa, Florida, and Costa Mesa, California. They came to the Navy as strangers; served the Navy as crewmates and friends; and left the Navy as brothers in death. They volunteered to serve a great Navy tradition, and asked to serve a great battleship.

This dreadnought, built before they were born, braved the war-time waters of the Atlantic to take President Roosevelt to Casablanca, and anchored in Tokyo harbor on the day of the surrender of Japan. This ship earned 11 battle stars in two wars. Now fate has written a sorrowful chapter in the history of the U.S.S. Iowa.

Let me say to the Iowa crew, I understand your grief. I know the confusion of random death, the questions with no answers. I, too, have stared at the empty bunks of lost

crewmates, and asked "why?" I promise you today, we will find out "why" -- the circumstances of the tragedy. But, in a larger sense, there will never be answers to the questions that haunt us. We will not -- we cannot, as long as we live -- know why God has called them home.

But of one thing we can be sure -- this world has known decades of peace. The Iowa was recommissioned, and her crew trained, to preserve that peace. So never forget that your friends died for the cause of peace and freedom as surely as those lost at Midway and the Marshall Islands.

To the Navy community, know that you have the admiration of America for the way in which you share the burden of grief as a family -- especially the Navy wives, who suffer most the hardships of separation. You have been strong before for the sake of love. You must be almost impossibly strong now. But you will find that love endures. Love endures in the lingering memory of time together, in the embrace of a friend, in the bright questioning eyes of a child. And, as for the children of the lost, perhaps many of you don't understand; understanding -- and grief -- will come in time. But I want each of you to remember something, to repeat it to yourselves, and someday to your children: Your father was America's pride.

To all who mourn a son, a brother, a husband, a father, a friend -- I can only offer you the gratitude of a nation, for your loved one served his country with distinction and honor.

I hope that our sympathy and appreciation provide some comfort. But I know that in the still hours of the night, whatever we say, whatever we do, it will not be enough.

The only comfort I know can be found in the words of the Midshipman's Prayer, from Him "whose paths are in the great waters, whose command is over us all, and whose love never fails." Your boys, your men, are under a different command now, one that asks no duty, and one that knows no rank. May God bless them all, these men behind the guns.

And may God bless the city of Norfolk, the U.S.S. Iowa, and all who walk on her deck.

EXCERPTS FROM REMARKS BY
VICE PRESIDENT GEORGE BUSH
AT THE COMMISSIONING OF THE USS IOWA
PASCAGOULA, MISSISSIPPI
SATURDAY, APRIL 30, 1984

Secretary Lehman, I thank you. Captain Gnecko
(-Juh-NECK-o-), I feel almost as if I'm giving away a bride at a
wedding. I think congratulations are due all around -- she's a
truly beautiful ship and this is a thrilling occasion.

So much hard work and dedication has gone into remaking the
Iowa into one of the most modern up-to-date forces for peace in the
democratic world; and when this magnificent vessel slips its lines
and steams out into the Atlantic, that work will have paid off,
because every freedom-loving man, woman, and child will be that much
more secure.

It was over forty years ago that the Iowa began her career as
a guardian of our liberty. I know that literally hundreds of
former crew members -- many who saw combat in World War II and Korea
-- have traveled here today to wish her Godspeed in her new duties.
For me, this occasion brings back the time when I was a young Navy
pilot flying off the San Jacinto during the War in the Pacific.

The San Jacinto and the Iowa were then both part of the 3rd
fleet under the great Admiral William Halsey. The Allies were on
the advance in the Pacific, but we had many months of cruel fighting

before peace would finally come to the world. I was one of the fortunate -- I got shot down, but when they fished me out of the water a few hours later, I was still in one piece. ((Frankly, the 30 days I spent on that sub, the USS Finback, were the most frightening of my life!))

I had friends -- many of us had friends or family in that war -- who were not so lucky. They made the ultimate sacrifice for their country -- but more than that -- for the ideals embodied in this country, of human dignity and the value of each individual, of freedom and the rights of man.

Stepping aboard the Iowa brings back those days to me. By the end of 1944, the tide had turned in our favor, in Europe and the Pacific. But not too many years earlier the Axis powers were threatening to extinguish the light of freedom in every corner of the globe -- and there was a question whether democratic nations could muster the strength to beat them back.

As we entered the War, the Iowa was not yet built -- in fact, an earlier version of the Iowa had been dismantled mid-point in its construction and sold for scrap in 1923 in accordance with the treaty limiting naval armaments at the end of World War I. Of course, the new dictatorships intent on world conquest had no respect for such treaties; and over the next decades, they armed at

a mad pace. Many in the democratic nations of Europe and in this country, too, decided to hope for the best, to hide their heads ostrich-like from the realities of the world. And so, when the worst happened, we were woefully unprepared.

That's why today marks more than just the commissioning of this magnificent and vitally needed vessel. As we send the Iowa off to defend our interests around the world, we are also sending a message that this country has learned the lessons of history. We've learned the dangers of the pacifism and isolationism of the '30s, the pacifism and isolationism that encouraged, and to a great extent, made possible the momentary ascendancy of tyranny in Europe and the spread of fanaticism and brutality across the Pacific.

We now understand the danger of weakness before aggressive, expansionistic tyrannies; we no longer believe that it's safe to disarm in the futile hope that the tyrannists will follow suit simply out of the goodness of their hearts. We know how dangerous it is to close our eyes to what is happening in the rest of the world, to turn our backs on our allies and fellow democracies, to ignore aggression in our back yard.

I am convinced that because we have a strong yet flexible leader in Ronald Reagan, because no one can doubt his resolve to defend freedom and stand up for the United States of America, the

world today is a much safer place. No longer does any adversary think they can profit from our weakness.

It was not always so.

In the decade before we came into office, our total fleet of Navy vessels had been cut by over half. Fleet readiness had eroded. When the Secretary of the Navy ((Lehman)) took office, he was told at his first briefing that we could not fill the ammunition magazines of our diminished fleet even once with a full combat load. At the same time budget cutting had been complemented with pay freezes that were hitting hard at the morale of our men in service.


We turned all that around, and I can promise that never again will we allow our national defenses to deteriorate to such dangerously low levels.

Some say that we can't afford to make the military expenditures needed to protect our country. I say we can't afford not to. Even today, military spending as a share of GNP is below what it was under the Kennedy and Eisenhower Administrations. That was in the years before Cuba became an armed Soviet camp bristling with weapons and Nicaragua a Communist foothold on the American mainland; before Vietnam, Laos and Cambodia; before Afghanistan and Poland, and the beginning of Soviet expansionism throughout Africa and the Mid-East.

No, we don't apologize for making our military strong again.

~~And this great ship, which has been completed ahead of schedule, and~~
well within cost estimates, demonstrates that we are upgrading our
forces as efficiently and as cost-effectively as possible. Today we
will be adding to our forces a 887 foot long battleship, just
slightly shorter than an aircraft carrier, and we will be doing this
~~for about the same cost as a new frigate.~~

You know, there is so much history contained here. Thinking
back again to her service in the Pacific it strikes me that our once
bitter enemy, Japan, is now free and democratic and one of our
strongest allies, and that South Korea, where the Iowa also saw
service, is still free and thriving. And it occurs to me that
wherever freedom has triumphed, there too has triumphed peace.

That, ultimately, will be the mission of the modernized Iowa
-- she will be defending freedom, and in defending freedom she will
be an important instrument in promoting world peace. And now I have
just one final thing to say. Captain Gneckow ((Juh-NECK-o))
((pause, during which Captain will come up to platform)). I hereby 
place United States Ship Iowa in commission. God Bless and
Godspeed.

#

75TH STORY of Level 2 printed in FULL format.

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April 29, 1988, Friday, Final Edition

SECTION: FIRST SECTION; PAGE A3; LETTER FROM A BATTLESHIP

LENGTH: 815 words

HEADLINE: USS Iowa: Fascinating and Fearsome

BYLINE: George C. Wilson

DATELINE: ABOARD THE USS IOWA

BODY:

I had no idea when I boarded the battleship USS Iowa tied up on a Hudson River pier over the weekend that before we had steamed down the Atlantic to Norfolk, I would see the Navy's newest air force go into action off the fantail of one of its oldest ships.

Nor was I prepared for the outpouring of affection New Yorkers showered on the gray behemoth and her 1,500 sailors and officers. More than 14,000 visitors climbed aboard the Iowa on Sunday in response to Mayor Edward I. Koch's invitation to get to know the battlewagon and smaller ships that are scheduled to make Staten Island their new home port next year.

A gnarled man in glasses stepped out from the crowd, rubbed his hand over some of the 17-inch thick steel in one of the turrets controlling the Iowa's 16-inch guns and told a sailor standing on the original teak deck near him, "I put in this plate."

The man had helped build Iowa at the Brooklyn Navy yard from 1940 to 1943.

The same kind of affection for the old ship and young crew came from New York police officers guarding the 887-foot battleship. Perhaps they believed the venerable ship, which fought in World War II and had just returned from the Persian Gulf, symbolized law and order.

"NYPD," said a New York Police Department lieutenant in a quick burst as he thrust his hand into that of one of the Iowa's officers and engaged in animated conversation. "I gave him the coordinates for some 16-inch fire on one of my bad neighborhoods," the police lieutenant jested afterward.

Iowa sailors out on the town were frequently startled by police cruisers pulling alongside them as they strolled the sidewalk. Cops inside would roll down the window and ask the sailors: "How ya doin'? Any place you wanna go?" Sailors do not get that kind of treatment in most Navy towns.

On Monday morning, as tugs began pushing the 58,000-ton Iowa out of her Hudson River berth, a police van snaked out to the tip of the pier.

After turning on its red flashers and setting the siren on constant scream, the police officers walked to the edge of the pier, where they stood facing Iowa sailors who ringed the battleship in a ceremonial farewell.

(c) 1988 The Washington Post, April 29, 1988

The tallest policeman in the group could not contain himself.

He clapped, threw his fist in the air and gave thumbs up until the battleship had glided away and disappeared in the Hudson's morning mist.

Once around Sandy Hook and out into the Atlantic, the Iowa got down to business: putting shells weighing as much as a Volkswagen on target.

Lt. Cmdr. Dana Griffin, 37, who commands the air group in a leather flight jacket with squadron patches, launched the Iowa's unique air force.

It consisted of one unmanned plane, which had been started with an electric drill.

The drone's mission was to fly over the target area for three hours and send pictures from the television camera in its belly back to the Iowa to help gunners find and hit the targets on the ocean.

The drone, called a Pioneer on the Iowa and a remotely piloted vehicle (RPV) at the Pentagon, was developed by Israel and modified for ocean surveillance by the Navy. Several of the drones crashed during their first missions off Iowa. But Griffin said the early problems have been solved and that the drone is now doing a tremendous job at far less cost than a manned airplane, such as the Navy's \$ 40 million E2C Hawkeye.

The Navy has earmarked \$ 102 million for an air force of Pioneer drones, which looks like an oversized model airplane with a wingspan of 17 feet. Each one costs \$ 420,000. "The poor man's E2C," said Griffin.

While the Pioneer was circling over the ocean and sending pictures back to the ship, Tom Meiners, 23, of Florissant, Mo., prepared to fire the 16-inch center gun from inside Turret Two on the Iowa's deck. The 2,700-pound shell rattled up from the depths of the ship on a tiny elevator and was slammed into the breech. Silk bags packed with 100 pounds of gunpowder arrived on another elevator and one was placed behind the caseless shell and adjusted by a sailor before the breech slammed shut. At the signal, another sailor below the giant guns fired a detonating bullet into the powder, starting a burn that created enough pressure to hurl the shell 20 miles from the ship.

At the end of firing practice, in which the 16-inch shells proved far more accurate than they were in 1983 when fired at Lebanon in support of the Gemayel government, the drone headed for the Iowa at 70 miles an hour. When the drone closed within two miles of the battleship, Tom Zets, 23, a sailor who flew radio-controlled model airplanes as a boy, stood on the open deck and took over the flight controls by working a board of switches. He guided the drone smack into the middle of a net spread across the Iowa for a "soft" landing. The drone fell to the deck undamaged.

"Nothing to it," said Zets. "You've just gotta get used to flying."

GRAPHIC: PHOTO, THE 45-YEAR-OLD USS IOWA DREW MORE THAN 14,000 VISITORS IN NEW YORK BEFORE HEADING OUT TO SEA FOR GUNFIRE PRACTICE. U.S. NAVY

TYPE: NATIONAL NEWS

White House News Summary - Friday, April 21, 1989

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List Of Battleship Casualties

WASHINGTON (AP) Here are the names of the 47 sailors listed by the Pentagon as killed in the explosion Wednesday aboard the battleship USS Iowa, with their ranks and hometowns.

Tung Thanh Adams, 25, fire controlman 3rd class, Alexandria, Va.

Robert Wallace Backherms, 30, gunner's mate 3rd class, Ravenna, Ohio.

Dwayne Collier Battle, 21, electrician's mate, fireman apprentice, Rocky Mount, N.C.

Walter Scot Blakey, 20, gunner's mate 3rd class, Eaton Rapids, Mich.

Pete Edward Bopp, 21, gunner's mate 3rd class, Levittown, N.Y.

Ramon Jerel Bradshaw, 19, seaman recruit, Tampa, Fla.

Phillip Edward Buch, 24, lieutenant junior grade, Las Cruces, N.M.

Eric Ellis Casey, 21, seaman apprentice, Mount Airy, N.C.

John Peter Cramer, 28, gunner's mate 2nd class, Uniontown, Pa.

Milton Francis Devaul Jr., 21, gunner's mate 3rd class, Solvay, N.Y.

Leslie Allen Everhart Jr., 31, seaman apprentice, Cary, N.C.

Gary John Fisk, 24, boatswain's mate, Oneida, N.Y.

Tyrone Dwayne Foley, 27, seaman, Bullard, Texas.

Robert James Gedeon III, 22, seaman apprentice, Lakewood, Ohio.

Brian Wayne Gendron, 20, seaman apprentice, Madera, Calif.

John Leonard Goins, 20, seaman recruit, Columbus, Ohio.

David L. Hanson, 23, electrician's mate 3rd class, Bison, S.D.

Ernest Edward Hanyecz, 27, gunner's mate 1st class, Bordentown, N.J.

Clayton Michael Hartwig, 25, gunner's mate 2nd class, Cleveland.

Michael William Helton, 31, legalman 1st class, Louisville, Ky.

Scott Alan Holt, 20, seaman apprentice, Fort Myers, Fla.

Reginald Johnson Jr., 20, seaman recruit, Warrensville Heights, Ohio.

Brian Robert Jones, 19, seaman, Kennesaw, Ga.

Nathaniel Clifford Jones, Jr., seaman apprentice, 21, Buffalo, N.Y.

Michael Shannon Justice, 21, seaman, Matewan, W.Va.

Edward J. Kimble, 23, seaman, Fort Stockton, Texas.

Richard E. Lawrence, 29, gunner's mate 3rd class, Springfield, Ohio.

Richard John Lewis, 23, firecontrolman seaman apprentice, Northville, Mich.

Jose Luis Martinez Jr., 21, seaman apprentice, Hidalgo, Texas.

Todd Christopher McMullen, 20, boatswain's mate 3rd class, Manheim,

Pa.

Todd Edward Miller, 25, seaman recruit, Ligonier, Pa.

Robert Kenneth Morrison, 36, legalman 1st class, Fort Lauderdale,

Fla.

Otis Levance Moses, 23, seaman, Bridgeport, Conn.

Darin Andrew Ogden, 24, gunner's mate 3rd class, Shelbyville, Ind.

Ricky Ronald Peterson, 22, seaman, Houston, Minn.

Matthew Ray Price, 20, gunner's mate 3rd class, Burnside, Pa.

Harold Earl Romine Jr., 19, gunner's mate 3rd class, Bradenton, Fla.

Geoffrey Scott Schelin, 20, seaman, Costa Mesa, Calif.

Heath Eugene Stillwagon, 21, gunner's mate 3rd class, Connellsville,

-more-

Pa.

Todd Thomas Tatham, 19, seaman recruit, Wolcott, N.Y.

Jack Ernest Thompson, 22, gunner's mate 3rd class, Greeneville, Tenn.

Stephen J. Welden, 24, gunner's mate 2nd class, Bethany, Okla.

James Darrell White, 22, gunner's mate 3rd class, Norwalk, Calif.

Rodney Maurice White, 19, seaman recruit, Louisville, Ky.

Michael Robert Williams, boatswain's mate 2nd class, 21, South Shore,

Ky.

John Rodney Young, 21, seaman, Rockhill, S.C.

Reginald Owen Ziegler, 39, gunner's mate, Port Gibson, N.Y.

AP-NY-04-21-89 1109EDT

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22 APRIL 1989

FROM : LCDR ALAN DODLEY, USN DUTY
PUBLIC AFFAIRS OFFICER

TO : MR BOB SIMON, WHITE HOUSE

SUBJ : USS SAN JACINTO (CVL-30)

1. COMMAND HISTORY FROM "DICTIONARY
OF AMERICAN NAVAL FIGHTING SHIPS, VOL.
III.

2. FAXING 2 ENLARGED COPIES EACH
COLUMN (MY COPIER HAS BLEMISH
ABOUT ONE LINE THICK.) (6

3. IF FURTHER ASSISTANCE NEEDED,
PLEASE CALL. (HOME PHONE: 703-
435-6594).

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Very respectfully,
Alan Dodley
LCDR USN

COMMAND INFO BUREAU PHONE NUMBERS

- 804-445-1114
- 804-445-1290
- 804-434-5504 (cellular phone)

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(NAU STA. THEATER.)

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ng at Key West on 15
 the East Gulf Blockading
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 Cuba and blockade the
 in port or to chase and
 e commerce raider had
 quickly put to sea but
 ne broke her shaft on 30
 oruary; and reached the
 5th for repairs.

San Jacinto departed New
 to Key West on 1 July.
 Day by becoming Rear
 she performed that duty
 ember.

de duty off Mobile, Ala.
 , her masthead lookout
 "about south," and *San*
 he steamer. During the
 blockade runner, *Fox*,
 at dusk, *San Jacinto*
 hoping to intercept the
 to dash into that port.
 r, early the next morn-
 found that her quarry
 the chase began again.
San Jacinto anchored in
 cutter after the steamer.
 ight, the blockade run-
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 cutter could reach the
 nie, arrived upon the
 blockade runner.

aptured steamer, *Lizzie*
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 ossession of *Last Trial*
 l that Southern sloop to
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 hooner, *Fox*, another of
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Roebuck, after a two-
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he veteran warship the
Jacinto—carrying Rear
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Portsmouth, N.H., she
 She returned to Key
 ed her role as squadron
 the end of the month,
 nd sailed for the Baha-
 , the ship struck a reef
 filled with water. Her
 nt and provisions, were

saved; but efforts to salvage the ship were unsuccess-
 ful. The ship's hulk was sold at Nassau, New Provi-
 dence, on 17 May 1871. (Photocopy-Preservation

II

(CVL-30; dp. 11,000; l. 622'6"; b. 71'6"; ew. 109'6";
 dr. 26'; s. 31.6 k.; cpl. 1,549; a. 28 40mm, 40 20mm,
 ac. 45; cl. *Independence*)

The second *San Jacinto* (CVL-30) was laid down as
 the light cruiser, *Newark* (CL-100), on 26 October
 1942 by the New York Shipbuilding Co., Camden, N.J.;
 redesignated CV-30 and renamed *Reprisal* on 2 June
 1942; renamed *San Jacinto* on 30 January 1943; con-
 verted, while building, to a light aircraft carrier and
 reclassified as CVL-30; launched on 26 September
 1943; sponsored by Mrs. Jesse Jones; and commis-
 sioned on 15 November 1943, Capt. Harold M. Martin,
 in command.

After shakedown in the Caribbean, *San Jacinto*
 sailed, via the Panama Canal, San Diego, and Pearl
 Harbor, for the Pacific war zone. Arriving at Majuro,
 Marshall Islands, she became part of the growing
 might of Vice Admiral Marc A. Mitscher's Task Force
 58/38, the fast carrier striking force of the Pacific
 Fleet. There, *San Jacinto* embarked Air Group 51,
 whose fighters and torpedo planes would be the ship's
 chief weapons in battle.

After providing search patrols to protect other car-
 riers striking at Wake and Marcus Islands, *San Ja-*
cinto, by 5 June 1944, was ready to participate in the
 largest fleet action since the battle of Midway, almost
 exactly two years before. On that day, Task Force 58
 sortied from Majuro and headed toward the Marianas
 to conduct air strikes preparatory to American seizure
 of Saipan and to protect the invasion forces from
 enemy air and naval attack.

This American thrust triggered a strong Japanese
 reaction; on 19 June, the Japanese Fleet launched
 more than 400 planes against the invasion fleet and the
 covering carrier force. In the ensuing air battle, known
 to American pilots as the "Marianas Turkey Shoot,"
 more than 300 enemy planes were shot down. While
San Jacinto's planes were achieving their most one-
 sided victory of the war, her gunners helped to down
 the few attackers able to get near the American ships.
 Then, at dusk, Admiral Mitscher dispatched an all-
 carrier attack after the retreating enemy fleet. The
 night recovery of the returning planes was accom-
 plished amid considerable confusion. Reportedly, a Jap-
 anese carrier plane attempted a landing approach on
San Jacinto, only to be waved off by the landing signal
 officer because its hook wasn't down.

San Jacinto then participated in strikes against Rota
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 antisubmarine patrol (ASP) for her task group. Dur-
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 down over Guam and spent 17 days in a life raft
 trying to attract attention and 16 nights hiding on the
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 northern Luzon, and the Manila Bay area from 12 to
 19 October. During operations on 17 October, a fighter
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Photocopy-Preservation

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fired its machine guns into the ship's island structure killing two men; wounding 24, including her commanding officer; and causing considerable damage to radar. Despite this accident, *San Jacinto* remained battleworthy.

As American troops landed on Leyte in the central Philippines on 20 October, *San Jacinto* provided close air support. On 24 October, this mission was interrupted by news of the tri-pronged approach of the Japanese fleet which precipitated the largest fleet battle in naval history.

San Jacinto sent planes against the central force in the Sibuyan Sea; then raced north to launch strikes against the northern force, resulting in heavy damage to the Japanese carriers and surface combatants off Cape Engaño. On 30 October, her fighters furnished air protection over Leyte while her guns shot down two planes attempting suicide attacks on the ship. After a pause at Ulithi, the carrier joined in attacks on the Manila Bay area; then took a side trip to Guam to exchange air groups, receiving Air Group 45. She received slight damage during a typhoon in December 1944.

After completing repairs at Ulithi, *San Jacinto* and the rest of her fast carrier force entered the South China Sea and launched massive air attacks on the airfields of Formosa and against shipping at Cam Ranh Bay, French Indochina, and at Hong Kong. By refueling and replenishing at sea, Task Force 38 was able to continue its pressure on the enemy and strategic support for the American invasion of Luzon by strikes against the Ryukyu Islands.

Next, *San Jacinto* joined in the first carrier strikes against the home islands of Japan. During the raids on 16 and 17 February 1945, carrier-based aircraft downed many enemy planes during fierce dogfights over airfields in the Tokyo area. These operations were designed to cover the imminent invasion of Iwo Jima. Next came air support for the landing marines, followed by further strikes against Tokyo and Okinawa before *San Jacinto* returned to Ulithi.

While conducting operations off Kyushu, Japan, she witnessed the conflagration on *Franklin* (CV-13); and, on 19 March 1945, narrowly escaped destruction herself when a kamikaze barely missed her. More massive enemy attacks came with Operation "Iceberg" as the carrier force furnished air support for the invasion of Okinawa. On 5 April, more than 500 planes, primarily kamikazes, attacked. Fighter planes and antiaircraft guns shot down about 300, but many got through. *San Jacinto's* gunners shot the wing off a would-be suicide plane, deflecting its dive, and splashed another only 50 feet off her port bow. Her mission of covering the Okinawa invasion entailed heavy air activity and kept the ship almost constantly at general quarters while supporting ground forces and repelling frequent attacks by suicide planes. On 7 April, *San Jacinto's* bombers torpedoed Japanese destroyer, *Hamakaze*, part of a naval suicide attack in which super battleship, *Yamato*, was also sunk. *San Jacinto* then returned to the dangerous job of defending against the suicide plane attacks, striking at the kamikaze airfields on Kyushu, and providing close air support for ground forces fighting on Okinawa. On 5 June, she successfully rode out another typhoon and, after replenishing at Leyte, sortied for her final raids as part of Task Force 58. Her aircraft struck at Hokkaido and Honshu, Japan, on 9 July and continued to operate off the coast of Japan until the end of hostilities on 15 August 1945. Her air missions over Japan then became mercy flights over Allied prisoner-of-war camps, dropping food and medicine until the men could be rescued. Her wartime mission completed, *San Jacinto* returned home and tied up at Alameda, Calif., on 14 September 1945.

She was decommissioned on 1 March 1947 and joined the Pacific Reserve Fleet berthed at San Diego. Reclas-

15 May 1959
June 1970.

San Jacinto awarded the sold for service Metal and St

A river in

(YFNB: t. 1

The first barge, built chased during Steam Ship 1918, Chief

Assigned Service as made seven New England operations, *gheny*, *Billo* was detached duty within struck from 11 September N.Y.

San Joaquin cargo ship, Federal Ship N.J. Further 27 August 1

A county

(LST-1122: 12 k; cpl.

LST-1122: Chicago Br 24 January placed in ferrying to 14 February command.

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With the ordered by she arrived San Diego, off California moved north and returned month, she June, she Diego.

In June East as the

uns into the ship's island structure bounding 24, including her commanding considerable damage to radar. nt, *San Jacinto* remained battlewor-

ops landed on Leyte in the central October, *San Jacinto* provided close 4 October, this mission was inter- f the tri-pronged approach of the h precipitated the largest fleet bat-

planes against the central force in then raced north to launch strikes n force, resulting in heavy damage rriers and surface combatants off 30 October, her fighters furnished Leyte while her guns shot down two suicide attacks on the ship. After a e carrier joined in attacks on the then took a side trip to Guam to ps, receiving Air Group 45. She age during a typhoon in December

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15 May 1959; she was struck from the Navy list on 1 June 1970.

San Jacinto earned five battle stars and was awarded the Presidential Unit citation. Her hull was sold for scrapping on 15 December 1971 to National Metal and Steel Co., Terminal Island, Calif.

San Joaquin

A river in central California.

I

(YFNB: t. 1,551; l. 219'9½"; b. 41'7"; dph. 24'2"; nsp.)

The first *San Joaquin*, a wooden, schooner-rigged barge, built during 1876 at Freeport, Maine, was purchased during 1918 by the Navy from the Luckenbach Steam Ship Co., and placed in service on 8 August 1918, Chief Boatswain's Mate John J. Miller in charge.

Assigned to the Naval Overseas Transportation Service as a non-self-propelled lighter, *San Joaquin* made seven round-trip voyages between Norfolk and New England ports transporting coal. During these operations, *San Joaquin* was towed by the tugs *Allegheny*, *Billow*, *Mohave*, *Pensacola*, and *Sagamore*. She was detached on 27 March 1919 and assigned to local duty within the 5th Naval District. *San Joaquin* was struck from the Navy list on 13 June 1919 and sold on 11 September 1919 to the Neptune Line of New York, N.Y.

San Joaquin (AKA-109), a *Tolland* class attack cargo ship, was laid down on 17 August 1945 by the Federal Shipbuilding and Dry Dock Company, Kearny, N.J. Further construction, however, was cancelled on 27 August 1945.

San Joaquin County

A county in California.

(LST-1122: dp. 1,625; l. 328'; b. 50'; dr. 11'2"; s. 12 k; cpl. 226; a. 8 40mm., 12 20mm.; cl. *LST-542*)

LST-1122 was laid down on 30 October 1944 by the Chicago Bridge and Iron Co., Seneca, Ill.; launched on 24 January 1945; sponsored by Mrs. Alice S. Weaver; placed in reduced commission on 2 February 1945 for ferrying to New Orleans; and commissioned in full on 14 February 1945, Lt. L. L. Hutchinson, USNR, in command.

Following shakedown off Pensacola, Fla., *LST-1122* loaded cargo at Gulfport and steamed via the Panama Canal to the Pacific. In mid-May, she arrived at Pearl