

could not fire on the approaching planes because a screening destroyer fouled the range. At 1824 the planes turned north into a clear sector and were taken under fire by IOWA's port five-inch battery at a range of 10,000 yards. Fire was checked after 30 seconds as the range was about to be fouled by another screening destroyer. 46 rounds of 5"/38 ammunition were expended but no planes were shot down. Close bursts caused the planes, identified as Helens, to maneuver radically, and they were lost to view to the northwest at 1825. There were no other attacks.

B. Air Attacks on 25 November.

1. The air attacks on 25 November started out in the usual manner with occasional bogies being reported during the forenoon at ranges of 40 to 80 miles. At 1215, on receipt of a report about unidentified aircraft within 40 miles, the Antiaircraft Battery was manned, and at 1220, the ship went to general quarters. There were numerous reports of enemy aircraft in the vicinity but none were sighted until 1233 when a single enemy dive bomber attacked the HANCOCK. This plane, a Val or Judy, approached the HANCOCK from the south out of the sun at an altitude of about 10,000 feet, went into a shallow dive which was gradually increased to about 45 degrees and at about 1,500 feet, released a single bomb and started to pull out of the dive. The pull-out had just commenced when the plane was apparently hit by a five-inch projectile from the HANCOCK and disintegrated in the air. The bomb struck the water on the port beam of the HANCOCK, directly abreast the island causing a splash estimated from photographs to be 100 feet in height. A blazing portion of the plane struck the HANCOCK's flight deck well forward causing a small fire which was quickly extinguished. It is believed that this was a dive bombing attack and not an attempt to make a suicide crash since all observers on this ship agreed that the plane had definitely started to pull out of its dive when it was hit by fire from the HANCOCK. For the next 15 minutes no enemy planes were observed, but at 1250, lookouts and AA Control personnel sighted three or four Jills low on the water astern of the formation to the westward. For the next ten minutes the action was extremely rapid. The IOWA fired at seven enemy planes, expending 78 rounds of five-inch, 1,450 rounds of 40MM and 4,400 rounds of 20MM. Three planes, identified as two Jills and one Judy, were definitely shot down by IOWA's gunfire. Three more, one of which crashed on the INTREPID, one on the CABOT and one of which was shot down abreast of the CABOT were hit. The seventh plane fired at was the second plane to crash the INTREPID but was not hit by IOWA's gunfire.

2. The planes observed astern at 1250 commenced their approach from dead astern at about 1251. There were three planes, identified as Jills, and they apparently endeavored to remain directly astern of this ship during their approach. In an effort to bring guns to bear, the entire five-inch battery was finally assigned to the after five-inch director, but it was not until the planes had reached a range of 6,500 yards that the after two port mounts were out of their danger sectors and fire could be opened with the five-inch battery. Mount #10 firing Mark 32 fuzeed projectiles was the first to fire, and the leading plane received a direct hit from what is believed to be the first projectile fired. It disintegrated in the air, and the rangefinder operator of Sky 4 reported that at one instant he was looking at an airplane and the next instant all he could see was a

- 21 NOVEMBER - 27 NOVEMBER 1944.

propeller and radial engine flying through the air with no plane attached. Five-inch fire was then shifted to the second plane, which by this time was also under fire from the 20 and 40MM guns as it moved up the port quarter towards the INTREPID. This plane was also shot down in flames as a result of observed hits from 40MM guns. The third plane zoomed sharply upwards to an altitude of several hundred feet, then despite machine gun hits received from this ship and the INTREPID, fell off on one wing and dove on the flight deck of the INTREPID where it crashed. No five-inch was fired at the third plane since the range was fouled by a screening destroyer.

3. Approximately four minutes later at 1258 a single enemy plane, a Judy, was sighted directly astern of the ship at an estimated altitude of 6,000 feet, position angle 60 degrees, diving along the fore-and-aft line of the ship towards the center of the disposition. This plane was taken under fire by 13 40MM quad mounts and 35 20MM guns. Hits were scored almost immediately, the plane rolled completely over at least twice and then, when it was directly over the ship, went into a tight spin and crashed about 100 yards sharp on the starboard bow. Although no accurate count could be made, it is estimated that between 2,500 and 3,000 rounds of machine gun ammunition was expended on this plane. It crashed so close to the ship that the machine gunners in the bow were ordered to abandon their guns for fear the plane would crash on them. The gunners evidently were of the same opinion of the sector officers since they lost no time in moving aft.

4. At approximately the same time as the action described above, another enemy plane made a shallow dive from astern of the INTREPID and crashed on the flight deck amidships. This plane was fired on by machine guns on the port side of the IOWA, at a range of 3,000 yards or more, no hits being made, and fire had to be checked almost immediately to avoid hitting the INTREPID.

5. At about 1300 the CABOT, which was then on the starboard bow of the IOWA, was attacked by a single plane which came in from the south of the formation, turned to the left, and dove on her bow. Hits were observed on this plane from IOWA 40MM guns and from the CABOT's own fire, but the plane, although apparently out of control, struck the port side of the CABOT's flight deck well forward and crashed into the water alongside.

6. Two or three minutes after the above event, another plane which was not positively identified but might have been a Zeke or a Jill dove from directly astern of the CABOT. This plane was fired on and hit by IOWA's starboard machine guns and by the CABOT, and crashed into the water close aboard the CABOT. This plane was apparently out of control, but did not burn until it crashed. This last event occurred at about 1303, and no more enemy planes were seen or fired at for the rest of the day.

PART III.

1. Performance of own ordnance materiel and equipment.

(a) The IOWA's ordnance materiel performed in a highly satisfactory

REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) 75 Miles East of Luzon U. S. S. IOWA (BB61)

Zone Time 1252 $\frac{1}{2}$ - 1253 $\frac{1}{2}$ (Item) Date 25 November 1944

1. Surprise attack (yes or no) No Day or night Day

2. Method picking plane up (Radar, binoculars, naked eye) Naked eye

3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 miles

4. Total number of planes observed 3 Type Jill

5. Number of planes attacking own ship 0 Type --

6. Number of planes taken under fire by own ship 3

(a) Of those attacking own ship 0 Type --

(b) Others 3 Type Jill

7. Speed and altitude of approach in knots and feet 200 Kts. - 50 ft.

8. Number of guns firing--by caliber 4 - 5"/38

9. Ammunition expended--by caliber 78 - 5"/38, 1,449 - 40MM, 4,044 20MM in this and other attacks.

10. Percent service allowance expended _____

11. Method of control Director - Normal Tracking Method of spotting --

Method of ranging Rangefinder Method of firing Rapid cont.

12. Approximate time-tracking to first shot 4 Mins.

13. Approximate time of first hits Time of flight (10 secs.)

14. Approximate time first shot to last shot 45 Secs.

15. Approximate position angle open fire 1°

16. Approximate position angle cease fire 0°

17. Approximate bearing first shot 185° Rel.

18. Approximate bearing last shot 270° Rel.

19. Approximate range first shot 6,500 yds. Altitude of Plane 50 ft.

20. Approximate minimum range aircraft approached 1,500 yds. Altitude 100 ft.

21. Approximate range last shot 1,500 yds. Altitude of Plane 100 ft.

(over)

28

REVERSE FORM FOR REPORTING A. V. ACTION BY SURFACE SHIPS

24. Number of hits on ships by bombs _____ 0 _____ by torpedoes _____ 0 _____ Was ship strafed? No

Size gun _____

25. Number near bomb misses damaging ship _____ 0 _____

26. Planes shot down:

	SURE (By own ship)	SURE (Assist)	PROBABLE	DAMAGED
--	-----------------------	------------------	----------	---------

(a) Those attacking own ship _____

(b) Other aircraft _____ 2 _____ - - _____ - - _____ *1

27. Best estimate of size gun or guns responsible for each "Sure" 1 5"/38 (Mk 40), 1 40MM

28. Performance of ammunition (excellent, good, bad, poor) Excellent

29. What failures in material occurred in this action? None

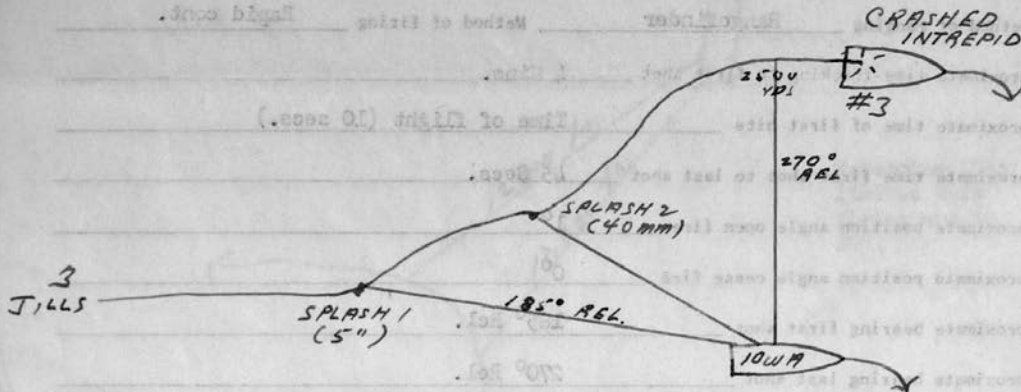
* Crashed on INTREPID.

30. Sketch: (a) Indicate direction of attack relative ship's head.

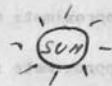
(b) Show relative position of sun.

(c) Indicate own maneuvers.

NOTE--Add descriptive text on additional sheet if required to clarify report.



DISTRIBUTION:
 CINCPAC VIA CHAIN OF COMMAND (ORIG. & 1.)
 COMINCH (Readiness) (1).
 COMBATPAC (1).



25. Number near bomb misses damaging ship
Size gun
24. Number of hits on ships by bombs by torpedoes was ship strafed?
REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) 75 Miles East of Luzon U. S. S. IOWA (BB61)

Zone Time 1259 Date 25 November 1944

1. Surprise attack (yes or no) No Day or night Day

2. Method picking plane up (Radar, binoculars, naked eye) Eye

3. Range plane was picked up (50, 30, 10, less than 5 miles) 3,000 yards

4. Total number of planes observed 1 Type Judy

5. Number of planes attacking own ship 0 Type --

6. Number of planes taken under fire by own ship 1

(a) Of those attacking own ship -- Type --

(b) Others 1 Type Judy

7. Speed and altitude of approach in knots and feet 6,000 ft., 200 kts.
13-40MM Quads; 35-20MM

8. Number of guns firing--by caliber 78 - 5"/38; 1,449 - 40MM, 4,044 - 20MM in this

9. Ammunition expended--by caliber and other attacks.

10. Percent service allowance expended ---

11. Method of control Mk 51 & Mk 14 Method of spotting --

Method of ranging --- Method of firing Continuous

12. Approximate time-tracking to first shot 3 secs.

13. Approximate time of first hits 10 secs.

14. Approximate time first shot to last shot 40 secs.

15. Approximate position angle open fire 65°

16. Approximate position angle cease fire 20°

17. Approximate bearing first shot 180° Rel.

18. Approximate bearing last shot 005° Re.l.

19. Approximate range first shot 2,000 yds Altitude of Plane 6,000 ft.

20. Approximate minimum range aircraft approached 100 yds Altitude Sea Level

21. Approximate range last shot 200 yds. Altitude of Plane 200 ft.

(over)

COMMANDER BATTLESHIP DIVISION SEVEN

Serial 081
File No. 16-3/PI-5/FBI-7

24. Number of hits on ships by bombs 0 by torpedoes 0 Was ship strafed? No

Size gun _____ Date _____

25. Number near bomb misses damaging ship 0

26. Planes shot down:

SURE (By own ship alone) SURE (Assist) PROBABLE DAMAGED

(a) Those attacking own ship _____

(b) Other aircraft 1

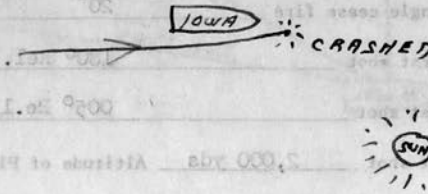
27. Best estimate of size gun or guns responsible for each "Sure" 40 and 20MM

28. Performance of ammunition (excellent, good, bad, poor) Excellent

29. What failures in material occurred in this action? 2 - 40MM guns failed to return to battery at 85° elevation. 2 jammed barrel locks - 20MM.

30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

NOTE--Add descriptive text on additional sheet if required to clarify report.



DISTRIBUTION:
CINCPAC VIA CHAIN OF COMMAND (ORIG. & I.) ✓
COMINCH (Readiness) (1).
COMBATPAC (1).

BB61/A12-1
Serial (0128)

20 DEC 1944

CONFIDENTIAL

Subject: War Diary - November 1944.

The battleships and cruisers fired a main battery offset practice at ranges from 17 to 20 thousand yards. The IOWA expended nine rounds of 16" AP ammunition.

On completion of exercises in the mid-afternoon, Task Group 34.5 was dissolved and the units rejoined Task Group 38.2 in cruising disposition "5-R" on a southerly course.

Task Groups 38.1 and 38.2 proceeded south until 2000 and then northeast for the remainder of the night.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
<u>Latitude</u>	13-35. N	13-53.5 N	13-13. N
<u>Longitude</u>	132-15. E	131-35. E	130-28.5 E

Thursday, 23 November:

Task Groups 38.1 and 38.2 "topped off" destroyers in a position about 500 miles east of San Bernardino Strait. IOWA serviced the MILLER, LEWIS HANCOCK, HUNT and MARSHALL.

In the afternoon Task Group 38.3 joined Task Group 38.2 and these groups proceeded west toward a fueling rendezvous with an oiler group. Task Group 38.1 proceeded to Ulithi.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
<u>Latitude</u>	13-47. N	14-02. N	13-44. N
<u>Longitude</u>	132-40. E	133-04. E	131-16. E

Friday, 24 November:

Contact with the oiler group was made in the early morning and fueling operations were commenced shortly after daylight on an easterly course. All heavy ships were fueled; the IOWA fueled from the GUADALUPE.

On completion of fueling operations about 1400, Task Group 38.2 formed cruising disposition "5-R" and proceeded west northwest at 25 knots toward a launching point for air strikes against the Manila area.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
<u>Latitude</u>	13-54. N	14-05. N	14-47.5 N
<u>Longitude</u>	127-57.5 E	128-19. E	127-09.5 E

Saturday, 25 November:

About dawn Task Groups 38.2 and 38.3 arrived at a position

BB61/A12-1
Serial (0128)

20 DEC 1944

CONFIDENTIAL

Subject: War Diary - November 1944

about 70 miles east of Pollilo Island. The carriers launched air strikes against the Luzon area.

During the morning the Task Group maneuvered on a point "option" of course east, speed 4 knots. Many unidentified planes were contacted by radar, some of which were later identified as friendly and others did not approach close enough to be identified.

This period of little activity ended about noon when unidentified aircraft were contacted within forty miles of the formation. The anti-aircraft battery was manned and shortly thereafter the ship went to General Quarters. There were numerous reports of enemy aircraft in the vicinity but none were sighted until 1233 when a single dive bomber attacked the HANCOCK. This plane got its bomb away at about 1500 feet, which missed; and was then shot down by the HANCOCK. A burning part of the plane landed on the HANCOCK's deck, but was quickly extinguished. About fifteen minutes after this attack the lookouts sighted three or four enemy planes low on the water and closing for an attack. For the next ten minutes the action was extremely rapid. The IOWA fired at seven planes, three of which were shot down by the IOWA and three of which were hit by the IOWA. Two of these seven planes were seen to crash on the INTREPID and one on the CABOT. For details of this action see IOWA's Action Report for the period 14 November to 27 November 1944.

There was no further action during the day and after recovery of the last strike by the carriers the Task Group retired to the eastward at 25 knots.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
<u>Latitude</u>	15-52. N	15-49. N	16-02. N
<u>Longitude</u>	123-23. E	123-09. E	125-11.5 E

Sunday, 26 November:

Continued eastward until about noon when Task Group 38.2 proceeded southeast toward Ulithi Atoll.

<u>Positions</u>	<u>0800</u>	<u>1200</u>	<u>2000</u>
<u>Latitude</u>	15-15.5 N	14-53. N	14-14. N
<u>Longitude</u>	129-28. E	130-44.5 E	133-06. E

Monday, 27 November:

Task Group 38.2 arrived at Ulithi Atoll late in the afternoon and entry was started at sunset. The IOWA passed through the entrance