

Tully Archive: Tully Papers

Logs of the President's Trips: Africa and the Middle East (Cairo and Teheran Conferences), November-December 1943

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Box 7; Folder = Logs of the President's Trips:

Africa and the Middle East

(Cairo and Teheran Conferences), November-December, 1943

[Part 1 of 3]

THE WHITE HOUSE
WASHINGTON

March 16, 1945.

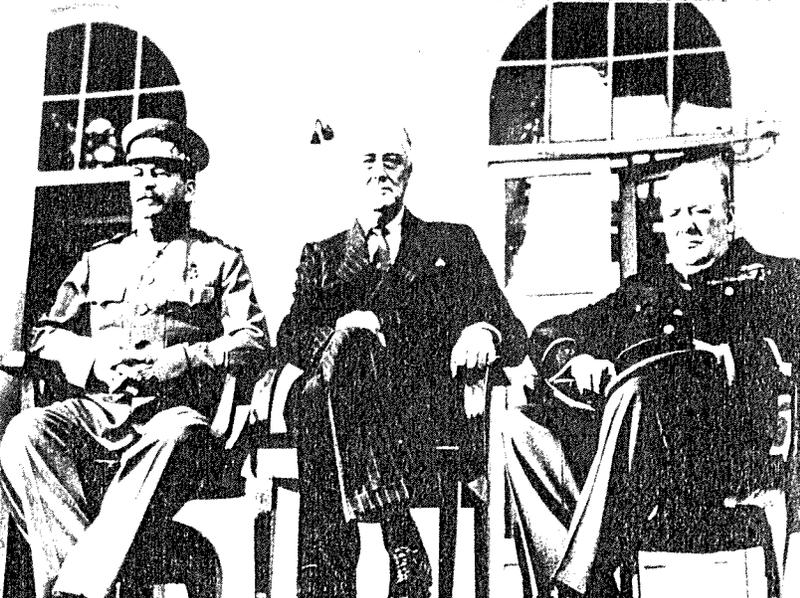
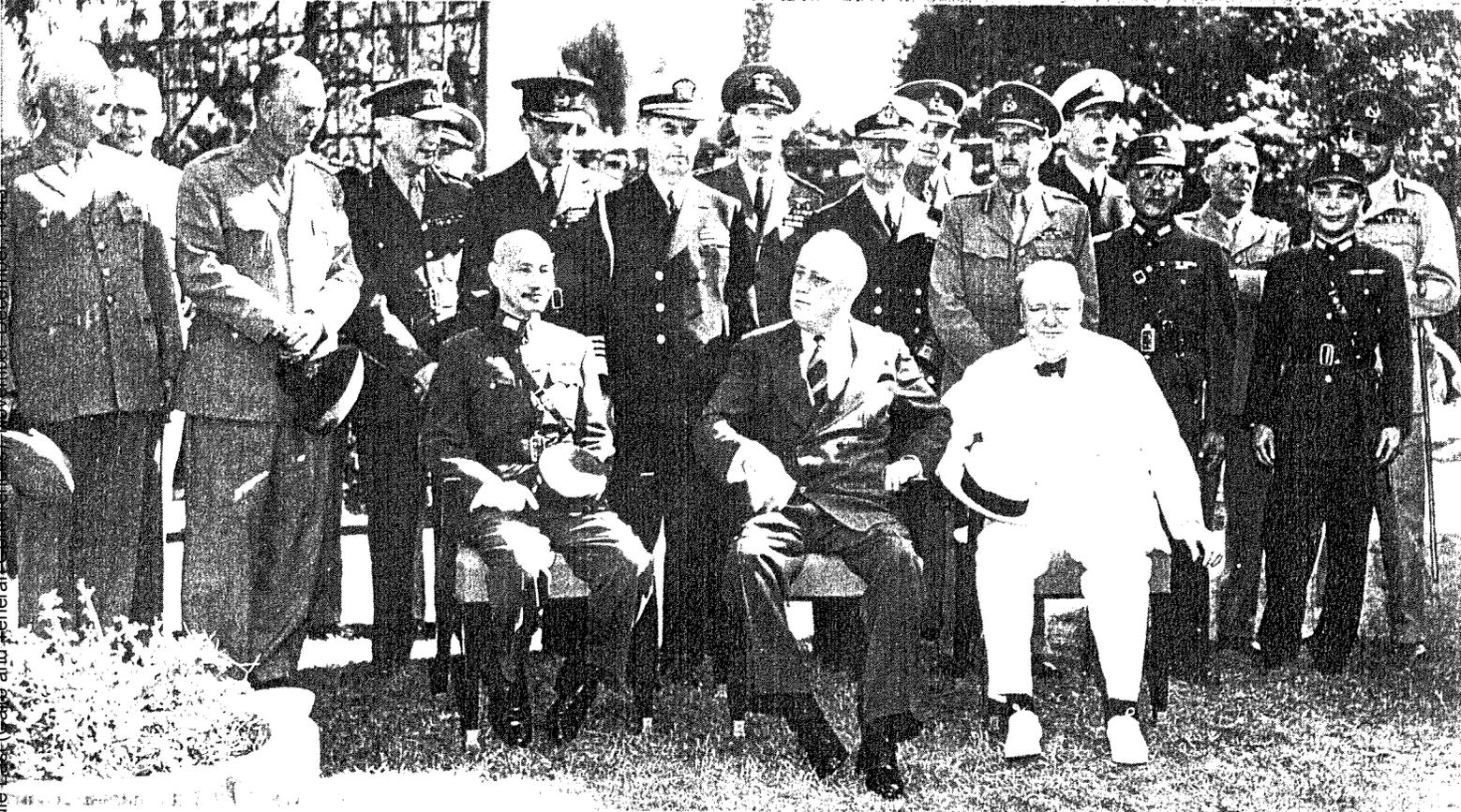
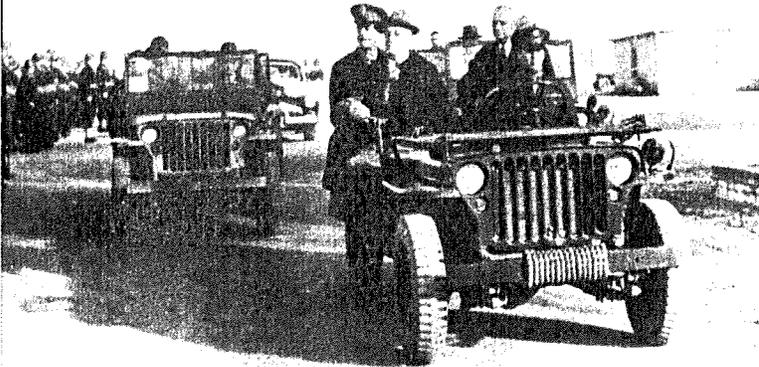
MEMORANDUM

The President has authorized that you be given a personal copy of the following described logs of his official travels.

The President directs that for the present, and until the termination of the war, these logs be considered in a "RESTRICTED" status; that none of the material contained in the logs shall be used for republication in any form; or that the contents be discussed so that quotations may be used for publication.

WILSON BROWN,
Vice Admiral, U.S.N.,
Naval aide to the President.

ORIGINAL RETIRED FOR PRESERVATION



Collection: Grace Tully Archive; Series: Grace Tully Papers
Box 7: Folder: Logs of the President's Trips: Africa and the Middle East (Cairo and Teheran Conferences), November-December, 1943

ORIGINAL RETIRED FOR PRESERVATION

LOG
OF THE
PRESIDENT'S
TRIP
TO
AFRICA AND THE MIDDLE EAST
NOVEMBER-DECEMBER
1943.

TABLE OF CONTENTS

	Pages
Members of the Party	I
Itinerary	II
Chart Showing Sea Travel	II-A
Chart Showing Air Travel	II-B
Foreword	III-V
Log of the Trip	1 to 66
Citation for General D.D. Eisenhower, USA	Appendix A
Communique issued at Cairo, Nov. 26, 1943	Appendix B
Description of the Stalingrad Sword	Appendix C
Communique issued at Teheran, Dec. 1, 1943	Appendix D
President's talk at Post Hospital, Camp Amirabad, Teheran	Appendix E
President's talk at Headquarters, Camp Amirabad, Teheran	Appendix F
President's talk at Cairo	Appendix G
Communique issued at Cairo, Dec. 6, 1943	Appendix H
President's talk at Malta	Appendix I
Lord Gort's speech at Malta	Appendix J
President's talk on U.S.S. IOWA	Appendix K
Index	VI to XVI

THE PRESIDENT'S PARTY

THE PRESIDENT

Honorable Harry L. Hopkins.
 Admiral William D. Leahy, U.S.N.
 Rear Admiral Wilson Brown, U.S.N.
 Rear Admiral Ross T. McIntire, (MC), U.S.N.
 Major General Edwin M. Watson, U.S.A.
 Lieutenant Commander George A. Fox, (HC), U.S.N.
 Lieutenant (jg) William M. Rigdon, U.S.N.
 Warrant Officer Albert M. Cornelius, U.S.A.**
 Steward First Class Arthur H. Prettyman, U.S.N. (Retired).

Colonel Elliot Roosevelt, A.U.S.	Oran-Tunis-Cairo-Teheran-Cairo-Tunis.
Lieutenant Franklin D. Roosevelt, Jr., U.S.N.R.	Oran to Tunis.
Major DeWitt Greer, A.U.S.	Oran-Tunis-Cairo-Teheran-Cairo-Tunis-Dakar***.
Major George H. Durno, A.U.S.	Tunis-Cairo-Teheran-Cairo-Tunis-Malta-Sicily-Tunis-Dakar***.
Sergeant Robert Hopkins, A.U.S.	Tunis-Cairo-Teheran-Cairo-Tunis-Malta-Sicily-Tunis.
Master Sergeant Hubert Caldwell, A.U.S.	Tunis-Cairo-Teheran-Cairo-Tunis-Dakar***.
Major John Boettiger, A.U.S.	Cairo-Teheran-Cairo-Tunis-Malta-Sicily.

Secret Service Detail

Guy H. Spaman.	James M. Beary.
Wilmer M. Deckard.	Charles W. Fredericks.
Walter A. Haman.	Neil A. Shannon.
Gerald A. Behn***.	Vernon D. Spicer***.
Michael F. Reilly	Oran to Washington.
Robert Holmes	Oran to Washington***.
James J. Rowley	Tunis (11-20-43) to Washington.
Frank B. Wood	Tunis (11-20-43) to Washington.
Robert Hastings	Cairo (11-22-43) to Washington.
Roy H. Kellerman	Cairo (11-22-43) to Washington.
Howard S. Anderson	Cairo (11-22-43) to Washington***.
James Griffith	Cairo (11-22-43) to Washington***.

Cooks and Stewards (for entire trip except as noted).

Chief Std. Sotero Abiba, U.S.N.**	Chief Std. Irineo Esperancilla, U.S.N.
Chief Std. Federico Calinao, U.S.N.	Chief Cook Celedonio Ordon, U.S.N.
Chief Std. Pio Estrada, U.S.N.	Chief Cook Alfredo Orig, U.S.N.
Chief Cook Mariana Floresca, U.S.N.	Chief Cook Leoncio Enrico, U.S.N.**

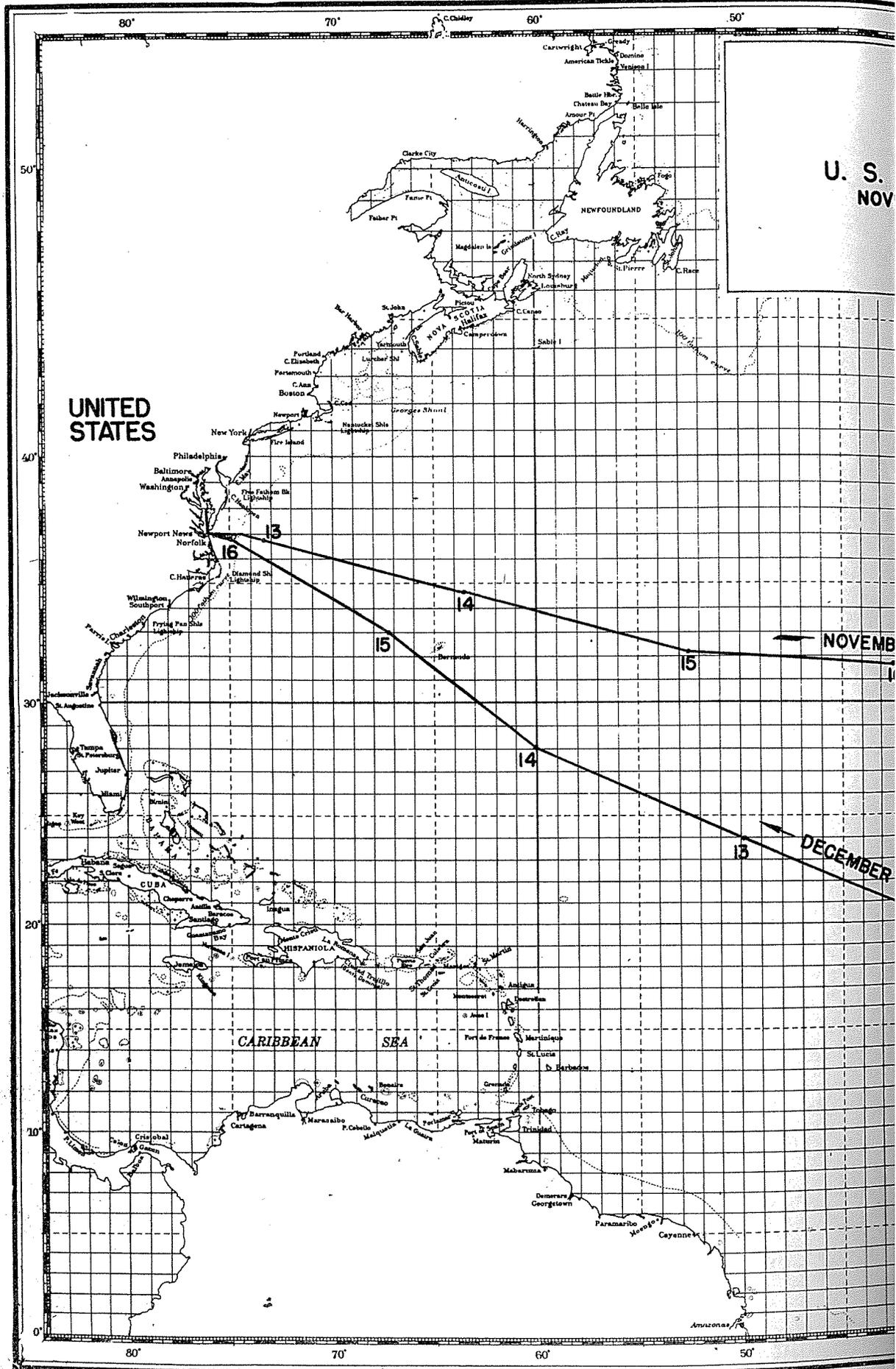
Notes: **Did not make trip to Teheran; remained in Cairo.
 ***Proceeded from Dakar to Washington by aircraft.

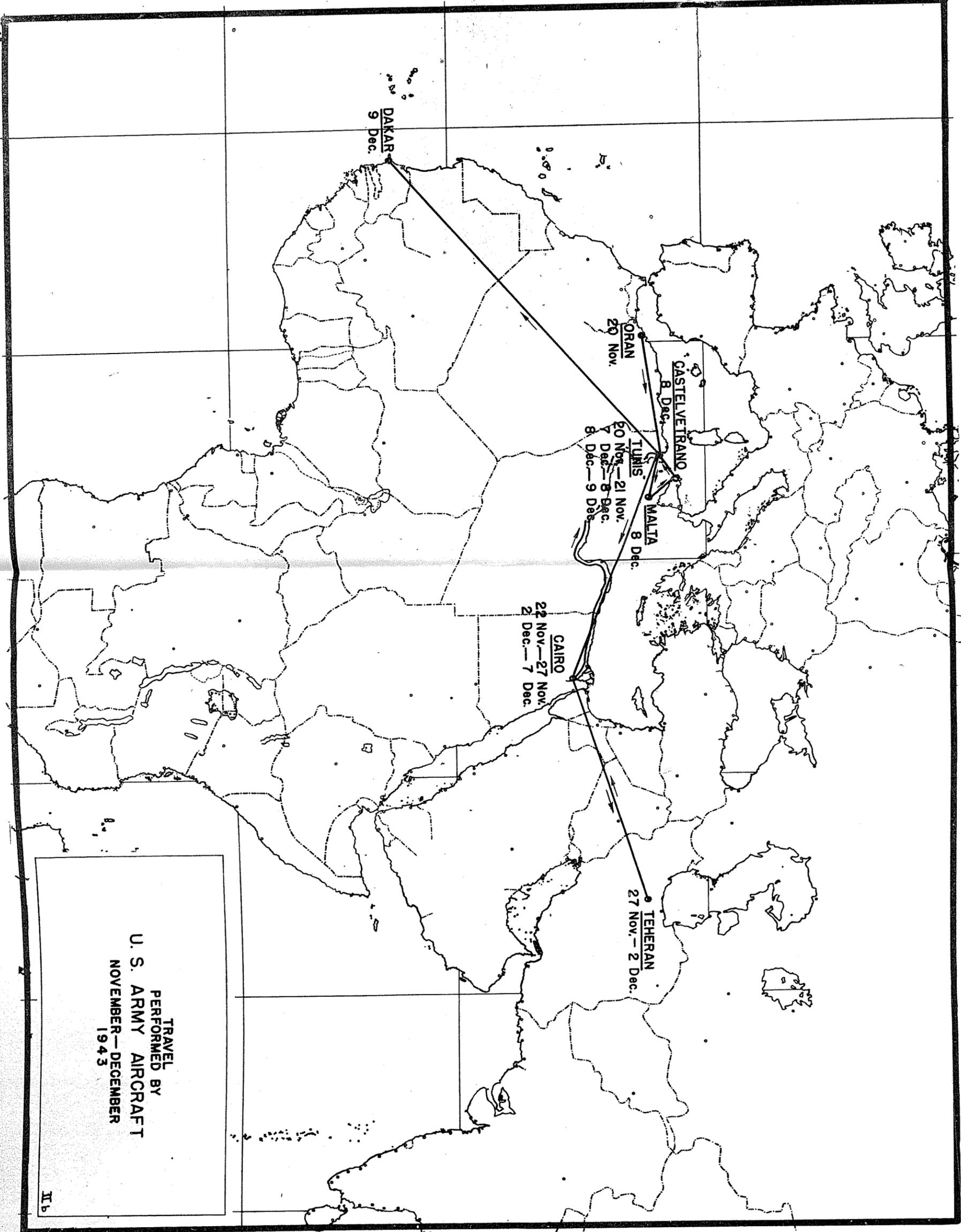
ITINERARY

Hour	<u>Arrived</u>		<u>1 9 4 3</u>	<u>Departed</u>		<u>Distance</u>
	Date		Place	Hour	Date	Traveled
			Washington, D.C.	2130,	11 Nov.	
2238,	11 Nov.		Quantico, Va.	2244,	11 Nov.	35
0336,	12 Nov.		Cherry Point, Va.	0951,	12 Nov.	63
1753,	12 Nov.		Hampton Roads, Va.	0006,	13 Nov.	57
0715,	20 Nov.		Oran, Algeria.	1040,	20 Nov.	3806
1403,	20 Nov.		Tunis, Tunisia.	2240,	21 Nov.	653
0935,	22 Nov.		Cairo, Egypt.	0707,	27 Nov.	1851
1500,	27 Nov.		Teheran, Iran.	0946,	2 Dec.	1310
1435,	2 Dec.		Cairo, Egypt.	0820,	7 Dec.	1290
1540,	7 Dec.		Tunis, Tunisia.	0809,	8 Dec.	1571
0950,	8 Dec.		Malta.	1310,	8 Dec.	310
1402,	8 Dec.		Castelvetrano, Sicily.	1535,	8 Dec.	164
1630,	8 Dec.		Tunis, Tunisia.	0635,	9 Dec.	155
1810,	9 Dec.		Dakar, Senegal.	2100,	9 Dec.	2425
1619,	16 Dec.		Cherry Point, Va.	1725,	16 Dec.	3654
0850,	17 Dec.		Washington, D.C.			98

Total distance traveled

17,442 miles.





TRAVEL
PERFORMED BY
U. S. ARMY AIRCRAFT
NOVEMBER—DECEMBER
1943

II b



Lt-Gen. Clark, Commander of the
American Fifth Army in Italy,
is awarded the D.S.C.

FOREWORD

In order that the reader may have in mind world conditions at the time of this writing, the following outline of the general war situation in November 1943 is included as a foreword:-

(a) Although the surrender of Italy in September had been a severe blow to Axis morale, nevertheless the German army appeared to be almost as strong as ever, as was also the Japanese army. Both Axis powers, however, had lost the superiority in the air and both had suffered heavily in shipping and in transport facilities. Both were short in manpower and in many essential war materials. The Germans were fighting a determined delaying action on the Eastern Front west of the Dnieper and also in Italy south of Rome.

(b) The combined building programs of the United States, Great Britain and Russia had established strong superiority in air and naval power. The submarine menace was under control for at least the time being. Ships were being built and manned at a rate that enabled the United States land and air forces to be delivered in the theatres of war with ever-increasing speed. The air offensive from the United Kingdom and from Italy was pounding German military and industrial centers with ever-growing effectiveness. Russia had held the offensive for over six months and was pursuing the German withdrawal beyond the Dnieper. The Russian people were exultant but their losses were continuing. Supplies from the United States and from the United Kingdom were being delivered in quantities that provided important help; but on every occasion Russian leaders and press demanded a second front on the continent of Europe to relieve the Russians from the full pressure of the German armies. China, with her four hundred million starving people, continued her struggle against Japan only because of the promises held out to her that decisive help would soon be forthcoming. It was generally recognized that China's manpower and air bases must play an important role in the destruction of Japan; but it required the sustained personal attention of President Roosevelt to build up a sufficient air transport system to China to keep her in the war. China demanded a campaign in Burma to reopen the Burma Road. Naval, air and land action on the fringes of the Pacific had whittled away Japanese naval and air strength to the point where

she was distinctly on the defensive. Through our submarine and air action we had reduced the Japanese merchant marine so much that an early abandonment of some of her outposts seemed probable. Other Allied nations on the American continent were contributing to the total war effort with supplies and facilities according to their means.

(c) A great majority of the rumors and reports from neutral European countries predicted the early defeat of the Axis. Some predictions looked to a defeat of Germany in the spring of 1944, while others, recognizing the basic strength of her army, expected her to resist for several years. Rumors were current of the desire of Finland, Hungary, Rumania and Bulgaria to seek a separate peace. The partisans of Norway, Holland, France, Yugoslavia and Greece were becoming an ever-increasing problem for the Hun.

(d) The all-important questions of the moment were: "How can the Allies join forces so as to bring about the unconditional surrender of Germany and Japan at the earliest possible moment?", and, "What measures shall the Allies plan to take after the war so as to prevent Germany and Japan from ever again plunging the world into chaos?"

(e) Teamwork between Great Britain and the United States had been developed through numerous conferences between President Roosevelt and Prime Minister Churchill and their Combined Staffs. Russia, wishing to avoid entanglements with Japan while still involved in a war with Germany, had avoided any close collaboration with her allies. She had not permitted military observers from either Great Britain or the United States to visit her battle fronts. For more than a year President Roosevelt's efforts to arrange a meeting with Stalin had been unsuccessful because of the Marshal's unwillingness to leave Russia and the personal control of his armies. Axis propaganda had seized on this situation to spread persistent rumors of a separate peace between Russia and Germany. In September Stalin had finally expressed a willingness to meet Roosevelt and Churchill at Teheran, but because of the



President Roosevelt at Malta
December 8, 1943.



Lord Gort presenting General Oxley
at Malta

inaccessibility of that city during bad weather, President Roosevelt had held out for a meeting place in the neighborhood of Basra. The Moscow Conference between Secretaries of State had been held as a preliminary study for a later conference of Heads of State, but when President Roosevelt left Washington for Cairo on November 11th he was still uncertain whether a meeting with Stalin could be arranged. Chiang Kai-shek had expressed his willingness to come to Cairo.

Those of us who had to do with the planning for this expedition were very conscious that the President was running grave personal risk in such extensive travel by sea and air because we believed that if the enemy could learn of his whereabouts they would spare no effort to attack by air, submarine or assassin. Even with the strictest censorship, rumors of his activities and whereabouts were almost certain to leak out. We had the submarine menace in the Atlantic and Mediterranean; the new destructive glider-bomb that was raising havoc against shipping in the Mediterranean; attack by air throughout the Mediterranean while traveling in helpless transports and the ordinary risks of air travel in proceeding anywhere beyond Cairo. Axis agents were known to be numerous in all proposed ports of call. However, the very great value of teamwork for the war and for the post-war period was so evident that no one questioned the need for accepting whatever risks might be involved.

Foreword by Rear Admiral Wilson Brown, U.S.N.

THE LOG OF THE PRESIDENT'S TRIP

Thursday, November 11th.

9:30 p.m. The President, Mr. Harry L. Hopkins, Admiral William D. Leahy, Rear Admirals Wilson Brown and Ross T. McIntire, Major General Edwin M. Watson and Lieutenant Commander George A. Fox left the White House at 9:30 p.m., by automobile, for the Marine Base at Quantico, Virginia. The other members of the President's party had proceeded to Quantico earlier in the evening.

The POTOMAC, commanded by Lieutenant Commander John H. Kevers, U.S.N., had departed the Washington Navy Yard at noon and had arrived at Quantico in the early afternoon. The POTOMAC was escorted to Quantico by the U.S.S. SC664, Lieutenant (junior grade) C. J. Reed, U.S.N.R., commanding.

The utmost secrecy concerning the President's proposed movements had been observed, and at Quantico only the Commanding General and the Commanding Officer of the Marine Base had knowledge of the President's impending arrival there.

10:38 p.m. The President and his party arrived at Quantico and went on board the POTOMAC, docked there, at once, for the first sea leg of the long journey incident to the forthcoming meetings of the President, Prime Minister Churchill, Marshal Joseph Stalin, Generalissimo Chiang Kai-shek and President Inonu.

10:44 p.m. The POTOMAC cast off her lines and set course down the Potomac River for a rendezvous with the U.S.S. IOWA in the Chesapeake Bay near the confluence of the Bay and the Potomac River. The POTOMAC was escorted by the SC664.

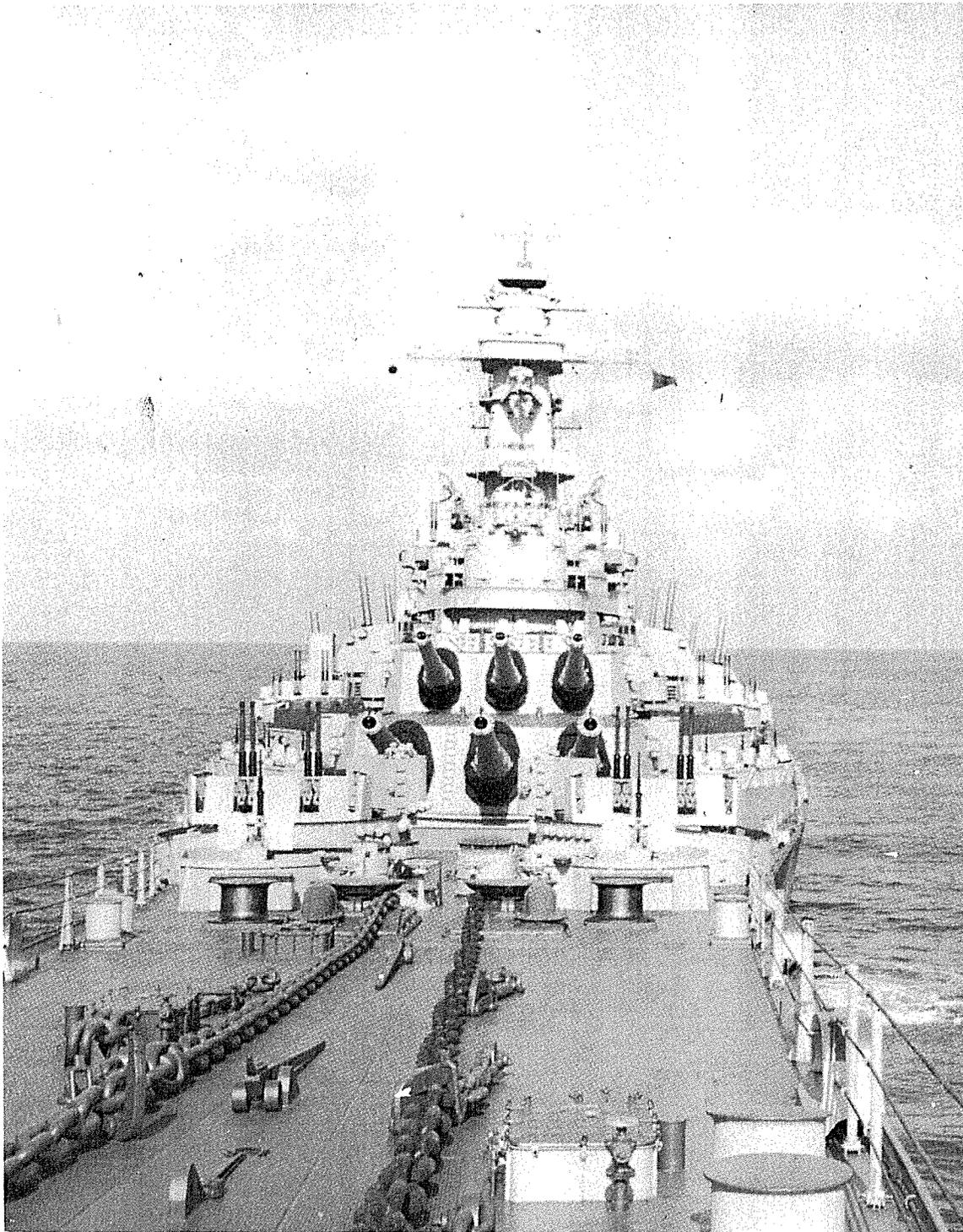
As an early transfer to the IOWA was planned for Friday morning, all members of the party turned in soon after we departed Quantico. Strong winds in this area during the early afternoon had abated in time to permit smooth sailing down the river.

Friday, November 12th.

During the night we passed and exchanged calls with the U.S.S. DAUNTLESS and the U.S.S. STEWART, bound up-river for Washington. They were returning there after having transported members of the Joint Chiefs of Staff party and their baggage to the IOWA on Thursday.

- 3:36 a.m. The POTOMAC anchored off Cherry Point, Va., near the mouth of the Potomac River, to await the transfer of the President and his party. Some five miles distant, farther out in the Bay, the massive IOWA could be seen riding at anchor.
- 8:30 a.m. The POTOMAC got underway to go alongside the IOWA.
- 8:51 a.m. The POTOMAC went alongside the IOWA, to starboard, and the transfer of the party was begun. The bay was very smooth at this point and the transfer was made expeditiously and without incident. The President left the POTOMAC at 9:16 a.m. and went aboard the IOWA, using his special brow which was rigged from the after sun deck of the POTOMAC to the main deck of the IOWA, just abreast of the IOWA's number three turret. This arrangement afforded a safe and comfortable means of transfer for the President. At his request, no honors were rendered as he came on board the IOWA. Due to war-time restrictions, his flag was not broken in the IOWA.
- 9:16 a.m.
- 9:45 a.m. The transfer of the party completed, the POTOMAC shoved off from alongside the IOWA at 9:45 a.m., and shortly afterwards left for a secret destination in company with the SC664. They were instructed to proceed in company to a destination to be selected by the senior officer and to remain out of sight and incommunicado with the shore for a period of not less than one week. This was ordered so as to create the impression that the President might be on a cruise in the POTOMAC.

The meticulous care by which Captain John L. McCrea and his officers and crew of the IOWA had made preparations for the reception and stay of the



A forward view of the dreadnought IOWA.

President and his party in their ship was most evident from the moment we set foot on the broad decks of that great battlewagon. Everything was in order for immediate use and an officer escort was waiting on deck, at the head of the brow, to take his "opposite number" in hand and acquaint him with the ship.

The President, as well as each other member of his party, found in his quarters a card bearing his name and rank and reading, in part, as follows:

"WELCOME

The Captain, officers, and men of the IOWA are happy to have you on board.
 Your room number is - Captain's Cabin*
 You will mess in - Flag Mess*
 Your Abandon Ship Station is - Lee Motor Whaleboat*
 Your Action Station is - Conning Tower (Flag Level)*
 Deck Promenade space has been allocated as follows:

The President's Promenade - Entire First Superstructure Deck, Frames 74-99, port and starboard.

Visiting Officers' Promenade - Starboard side Main Deck, Frames 41-78, and Second Superstructure Deck, Frames 109-117, port and starboard.

Ship's Officers' Promenade - Port side Main Deck, Frames 41-78.

The General Alarm and Gas Attack Alarm will be tested daily at 1200. They are not sounded for drill. When sounded at any other time than 1200, enemy action is expected."

(Note: (*) indicates the President's assignments.)

We found already on board the IOWA, as fellow passengers to our destination, General George C. Marshall, Chief of Staff, U.S. Army; Admiral Ernest J. King, Commander in Chief, U.S. Fleet, and Chief of Naval Operations; General H. H. Arnold, Commanding General, U.S. Army Air Forces; Lieutenant General B. B. Somervell, Chief of Army

ORIGINAL RETIRED FOR PRESERVATION

Service Forces; and the following aides and members of their party: Major General T. T. Handy, U.S.A., Rear Admiral C. M. Cooke, Jr., U.S.N., Rear Admiral B. H. Bieri, U.S.N., Rear Admiral Oscar C. Badger, U.S.N., Brigadier General L. S. Kuter, U.S.A., Brigadier General H. S. Hamsell, Jr., U.S.A., Brigadier General F. N. Roberts, U.S.A., Colonel E. O'Donnell, U.S.A., Colonel W. W. Bessell, U.S.A., Colonel Joseph Smith, U.S.A., Captain W. L. Freseman, U.S.N., Captain F. B. Royal, U.S.N., Captain A. K. Doyle, U.S.N., Captain E. W. Burrough, U.S.N., Commander V. D. Long, U.S.N., Major W. W. Chapman, U.S.A., Major C. E. Miller, U.S.A., Chief Ship's Clerk R. E. Morgan, U.S.N., Ship's Clerk E. F. Block, U.S.N., Warrant Officer (junior grade) G. Larson, U.S.A., and Warrant Officer (junior grade) H. D. Anamosa, U.S.A.

- 9:51 a.m. The IOWA got underway to proceed to Hampton Roads where she was to fuel ship and be joined by her anti-submarine screening destroyers before departing on the main leg of the journey. Because of her deep draft and the resultant restricted waters of the Chesapeake Bay, she had come to the rendezvous very light in the water. Once underway, she proceeded on various courses and at various speeds to Hampton Roads, and, at 5:43 p.m., anchored in berth "B".
- 5:43 p.m.
- 6:00 p.m. Lieutenant (junior grade) R. W. Bogue, U.S.N.R., and Lieutenant (junior grade) O. S. Collins, Jr., U.S.N.R., (White House Map Room watch officers) came on board with official mail from Washington. This mail, which contained H.R. 3366 and S.J. Resolution 95, was acted on by the President, and Lieutenants Bogue and Collins left the IOWA at 6:45 p.m. to return the mail to the White House.
- 6:45 p.m.
- 7:12 p.m. The tanker U.S.S. HOUSATONIC came alongside to starboard to fuel the IOWA.
- 7:35 p.m. The tanker U.S.S. ESCALANTE moored alongside to port to assist in fueling the IOWA. Fueling from the ESCALANTE was completed at 9:55 p.m.; from the HOUSATONIC at 10:20 p.m. Those vessels departed from alongside immediately their task was completed.
- 9:55 p.m.
- 10:20 p.m.



The President's cabin in the IOWA.

As a precaution to safeguard the secrecy of the fact that the President was on board the IOWA, Supervising Agent Spaman of the Secret Service Detail requested that Mr. Hopkins, General Marshall, General Arnold, General Watson, Admiral Leahy, Admiral King, Admiral Brown and Admiral McIntire remain "under-cover" while the tankers were alongside least their presence on board be connected with the President's presence. This "restriction" was carefully observed by all those prominently known personages.

The IOWA, in which it was our great fortune to make this voyage, is, except perhaps for her sister-ship, the U.S.S. NEW JERSEY, the largest and most powerful man-o'-war afloat today. She is 888 feet in length and has a beam of 108 feet and 3 inches. The area of all her decks and platforms is 418,000 square feet, or about $9\frac{1}{2}$ acres. She was built by the New York Navy Yard; was launched on August 27th, 1942, with Mrs. Henry A. Wallace, wife of the Vice President of the United States, serving as sponsor; and was commissioned and placed in service on February 22nd, 1943. Though known as a "45,000-tonner", she has a displacement of 58,000 tons. Her commanding officer since commissioning has been Captain John L. McCrea, U.S.N., whom the President released from duty as his Naval Aide so that he might take that command. Her executive officer is Commander T. J. Casey, U.S.N. Commander G. A. Leahey, U.S.N., the IOWA's first lieutenant and damage control officer, was at one time the commanding officer of the President's yacht, the POTOMAC. Two other faces familiar to the President amongst the IOWA officers were Lieutenants (junior grade) C. N. Berry, U.S.N.R., a former White House Map Room watch officer, and Francis J. Terry, U.S.N., assistant to Captain McCrea, Captain D. J. Callaghan, U.S.N., and Rear Admiral John R. Beardall, U.S.N., while they served as Naval Aide to President Roosevelt. The IOWA's armament consists of 157 guns: a main battery of nine 16-inch 50 caliber guns, in three 3-gun turrets; and a combined secondary and anti-aircraft battery of twenty 5-inch 38 caliber double-purpose guns, in twin mounts, nineteen 40 millimeter quads (total of 76 barrels), and fifty-two 20 millimeter guns. She carries two catapults and three observation

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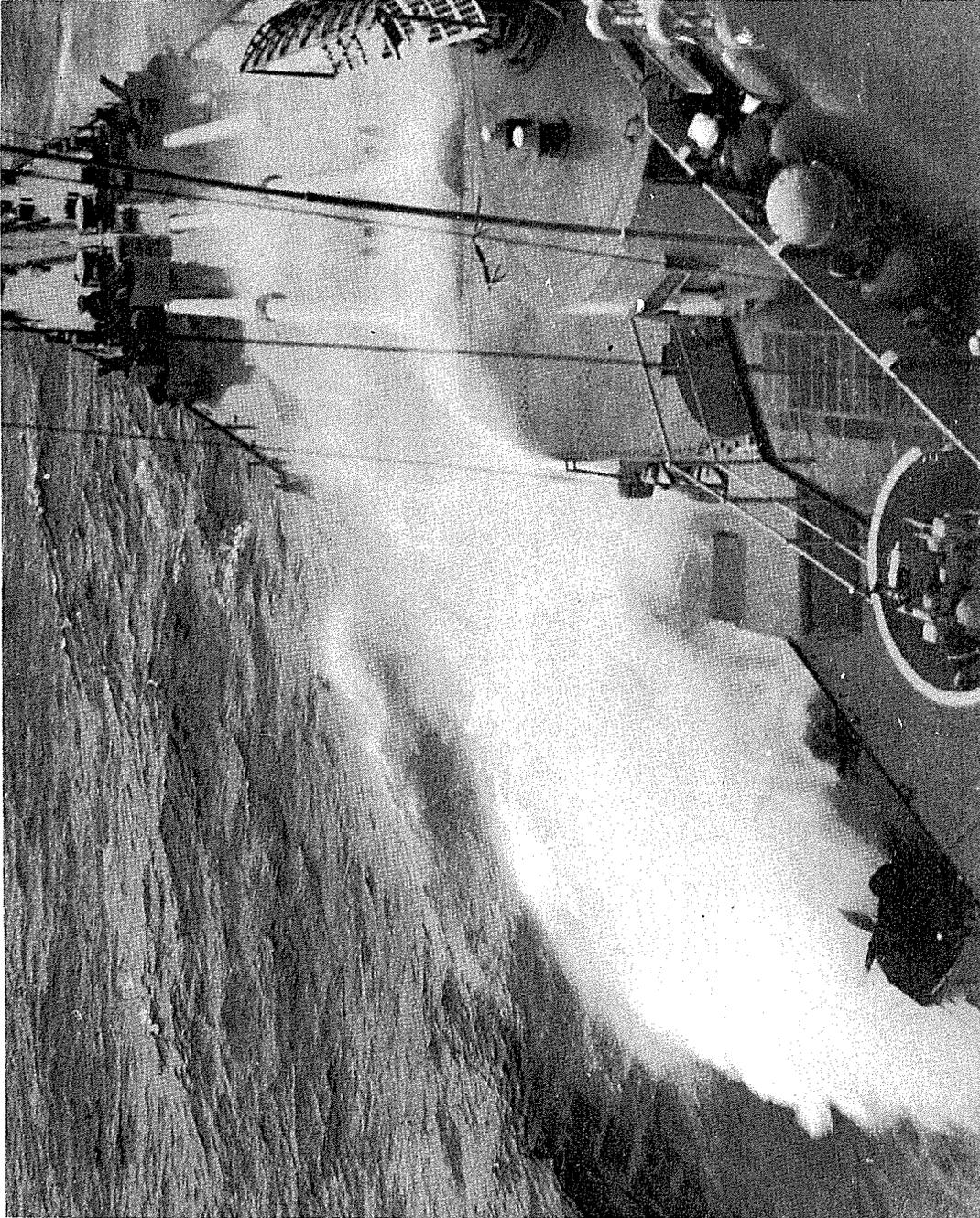
scout planes. Her engineering plant is a marvel of the very latest design and can develop 210,000 horsepower, sufficient power to drive the huge ship along at a maximum speed of 33.5 knots. To operate the IOWA and fully man her armament requires the services of 142 officers, 2,394 Navy enlisted men and 98 Marines.

The President occupied the Captain's Quarters while in the IOWA. Mr. Hopkins, Admirals Leahy, Brown and McIntire and General Watson were members of his mess. The other general and flag officer passengers were messed in the Cabin mess, which mess had been temporarily moved to the Flag Quarters. Captain McCrea lived in his sea cabin, on the navigating bridge, during the period the President occupied his quarters.

- 1:00 p.m. The President and members of his mess had lunch at 1:00 p.m., and spent a quiet afternoon.
- 6:30 p.m. Dinner. Captain McCrea was the only guest.
- 8:30 p.m. Movies in the President's quarters. Generals Marshall, Arnold and Somervell and Admiral King were guests for the movies that night and every other night of the passage.

Saturday, November 13th.
(At sea in IOWA).

- 12:06 a.m. The IOWA, in company with the destroyers U.S.S. COGSWELL (DD651) (Commander Destroyer Division One Hundred embarked therein), the U.S.S. YOUNG (DD580) and the U.S.S. WILLIAM D. PORTER (DD579), as Task Group 27.5 with Captain McCrea as Task Group Commander, departed Hampton Roads for Oran, Algeria (French North Africa). The IOWA was piloted out of the Hampton Roads area by Lieutenant Commander L. T. Stallings, U.S. Coast Guard Reserve, proceeding at various speeds and on various courses conforming to the swept channel.
- 2:08 a.m. The IOWA was stopped momentarily and the pilot left the ship.



The IOWA pushes aside a heavy sea.

ORIGINAL RETIRED FOR PRESERVATION

- 4:25 a.m. Task Group 27.5 went to standard speed of 25 knots.
- 5:15 a.m. Task Group 27.5 took departure from Buoy "X-5" and set base course of 105° (true).
- 5:22 a.m. Task Group 27.5 commenced zig-zagging in accordance with a standard Navy plan. Heavy following seas were running now but the IOWA rode them comfortably. The destroyers appeared to be finding it pretty hard going.

The seas continued to increase throughout the afternoon and for a while it was necessary to keep all hands off the top side. One man, R. Uriate (Seaman second class, U.S.N.) suffered slight bruises and a big scare when a wave coming over the main deck caught him and knocked him against a heavy object.

- 8:00 a.m. Our 8:00 a.m. position was:
Latitude 36°-38'-00" N.
Longitude 73°-22'-00" W.
Course - 105° (true).
Distance made good since departure from Hampton Roads, 65 miles.
Wind from 270°. force 6.
Temperature - 56° (wet bulb).
Sea - heavy swell.
Weather - slightly cloudy.

The IOWA steamed in Condition of Readiness Three, which required that one-third of her crew be on watch at battle stations at all times. At night the ship was darkened.

- 12:00 (noon) The President and his party lunched at 12:00 o'clock noon, and spent a quiet and restful afternoon despite the rough weather that prevailed.

Sunday, November 14th.
(At sea in IOWA)

- 1:00 a.m. All ship's clocks were set ahead one hour to conform to Zone Plus Three time.

8:00 a.m.

Position: Latitude 34°-16'00" N.

Longitude 62°-33'14" W.

Course - 105° (true).

Speed - 25 knots.

Distance made good since 8:00 a.m., Saturday,
553 miles.

Distance made good since departure, 618 miles.

Wind from 300°, force 6.

Temperature - 70°.

Sea - moderate swell.

Weather - slightly cloudy.

During the afternoon the IOWA exercised at air defense drill, simulating the repulse of an air attack from starboard. The President witnessed this exercise from the deck just outside his quarters (first superstructure deck, starboard side). Live ammunition was fired from a number of units of the ship's anti-aircraft battery (5-inch, 40 m.m. and 20 m.m. guns) to demonstrate for the Commander-in-Chief what a veritable curtain of fire a ship of this type can offer as a "greeting" for enemy planes bent on attacking.

While the IOWA was exercising at this anti-aircraft drill, and during the lull after one round of the series of firings, a moment of extreme tension was brought on by an unexpected explosion, of an underwater nature, in the vicinity of the ship. This explosion was followed by the terse announcement, "This is not a drill." All hands wondered, had we been attacked? This doubt was soon cleared when the WILLIAM D. PORTER, our anti-submarine screen to starboard, reported by visual dispatch that she had accidentally fired a torpedo in our direction. Fortunately the wake of the torpedo had been detected and reported by the IOWA's lookouts in time for the IOWA to maneuver and to avoid being hit. During this maneuvering, the IOWA, within the period of but a very few minutes, built up her speed to 31 knots. The torpedo passed approximately 1,200 yards astern of the IOWA, moving at an estimated speed of 46 knots and at an estimated depth of 16 feet. The WILLIAM D. PORTER explained the accidental firing as probably caused by moisture from previous rough seas grounding the electrical circuit from the firing pin through the impulse case and igniting the black powder impulse



The Captain and "Victory", the ship's mascot.

charge. An investigation of this incident was immediately ordered by Admiral King, the Commander in Chief, U.S. Fleet, who was a passenger in the IOWA at the time.

Had that torpedo hit the IOWA in the right spot with her passenger list of distinguished statesmen, military, naval and aerial strategists and planners, it could have had untold effect on the outcome of the war and the destiny of our country. The WILLIAM D. PORTER's ship's company presumably did not know who rode the IOWA.

During the afternoon Admiral McIntire and Lieutenant Commander Fox inspected the ship's medical department and witnessed several major operations.

Monday, November 15th.

(At sea in IOWA)

8:00 a.m. Position: Latitude 32°-11'-00" N.
Longitude 52°-30'-00" W.
Course - 105°(true).
Speed - 25 knots.
Distance made good since 8:00 a.m., Sunday,
546 miles.
Distance made good since departure, 1164 miles.
Wind from 345°, force 5.
Sea - slight sea, moderate swell.
Weather - slightly cloudy.

8:38 a.m. The United States destroyers HALL (DD583), with Commander Destroyer Squadron Fifty-One embarked therein, McCOMB (DD458) and HALLIGAN (DD584) were sighted standing toward our Task Group from the south.

9:00 a.m. Task Group 27.5 changed base course to the left to 093° (true).

9:05 a.m. The HALL, McCOMB and HALLIGAN reported for duty with Task Group 27.5.

9:15 a.m. The COGSWELL, YOUNG and WILLIAM D. PORTER dropped out of position as anti-submarine screen for the IOWA, having been relieved by the HALL, McCOMB and HALLIGAN. The COGSWELL, YOUNG and WILLIAM D. PORTER then left our company to proceed on duty assigned.

The Joint Chiefs of Staff and their planners met in the Flag Plot during the forenoon.

2:00 p.m. The Joint Chiefs of Staff (Admiral Leahy, General Marshall, Admiral King and General Arnold) met with the President in the President's cabin for discussions. This meeting adjourned at 3:30 p.m.

Except for the meeting with the Joint Chiefs of Staff, the President spent a quiet day. There were no guests for luncheon or dinner.

Tuesday, November 16th.
(At sea in IOWA)

1:00 a.m. All ship's clocks were set ahead one hour to conform to Zone Plus Two time.

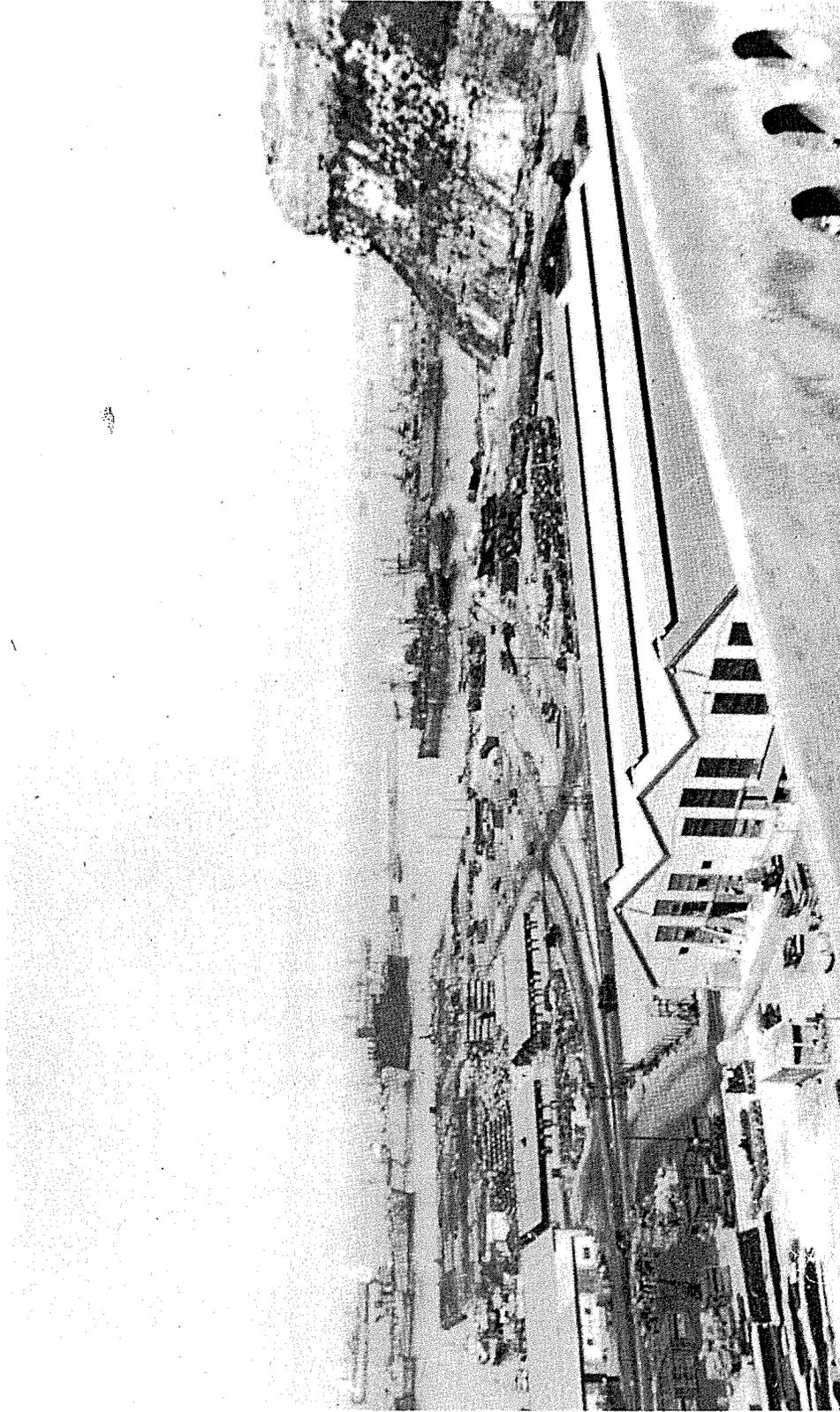
8:00 a.m. Position: Latitude 31°-40'-00" N.
Longitude 42°-22'-30" W.
Course - 093° (true)
Speed - 25 knots.
Distance made good since 8:00 a.m., Monday, 530 miles.
Distance made good since departure, 1694 miles.
Wind from 315°, force 4.
Temperature - 71°.
Sea - calm.
Weather - slightly cloudy.

During the afternoon Lieutenants (junior grade) C. N. Berry, U.S.N.R. and F. J. Terry, U.S.N., called on the President to pay their respects.

2:51 p.m. The U.S.S. BLOCK ISLAND (escort aircraft carrier) and three screening destroyers were sighted bearing 105° (true), distant 30,000 yards. Planes from the BLOCK ISLAND furnished air coverage for Task Group 27.5 during the afternoon.

11:55 p.m. Task Group 27.5 crossed the 35th Meridian, West Longitude, and entered the European-African-Middle East Theatre of War.

Collection: Grace Tully Archive; Series: Grace Tully Papers
Box 7; Folder= Logs of the President's Trips: Africa and the Middle East (Cairo and Teheran Conferences), November-December, 1943



The harbor at Oran

ORIGINAL RETIRED FOR PRESERVATION

Wednesday, November 17th.
(At sea in IOWA)

1:00 a.m. All ship's clocks were set ahead one hour to conform to Zone Plus One time.

8:00 a.m. Position: Latitude, 31°-13'-30" N.
Longitude, 31°-55'-00" W.
Course - 093° (true).
Speed - 25 knots.
Distance made good since 8:00 a.m., Tuesday, 528 miles.
Distance made good since departure, 2202 miles.
Temperature 70°.
Sea - slight sea, moderate swell.
Weather - cloudy with rain squalls during the afternoon.

During the forenoon Admiral McIntire and Lieutenant Commander Fox attended a conference of the ship's medical and dental officers.

1:47 p.m. The United States destroyers ELLYSON (DD454), with Commander Destroyer Squadron Ten embarked therein), RODMAN (DD456) and EMMONS (DD457) joined Task Group 27.5 as anti-submarine screen for the IOWA. On being relieved, the HALL, McCOMB and HALLIGAN departed our company for duty assigned.

The President spent more than an hour on the flag bridge during the afternoon, seemingly enjoying the squally weather that prevailed during that particular time.

Air coverage during the forenoon and afternoon was furnished by fighter planes from the U.S.S. SANTEE (escort aircraft carrier), which was operating as a part of a task group about 25 miles to the northward of our line of advance.

5:31 p.m. The ELLYSON was called alongside and came under the IOWA's port quarter and an important and urgent despatch was passed to her by hand. She was then directed to leave our company temporarily to effect radio transmission of the message. This

ORIGINAL RETIRED FOR PRESERVATION

procedure was followed so that the use of her radio transmitter would not possibly disclose to the enemy the location of the main body of our task group. On completion of this task, the ELLYSON rejoined us.

Thursday, November 18th.

(At sea in IOWA)

1:00 a.m. Set all ship's clocks ahead one hour to conform to Zone Zero (Greenwich Meridian) time.

8:00 a.m. Position: Latitude, $32^{\circ}-52'-14''$ N.
Longitude, $21^{\circ}-41'-30''$ W.
Course - 074° (true).
Speed - 24 knots.
Wind from 090° , force 6.
Weather cloudy.
Sea - moderate.
Distance made good since 8:00 a.m., Wednesday, 534 miles.
Distance made good since departure, 2736 miles.

12:00 noon. Task Group changed standard speed to $26\frac{1}{2}$ knots.

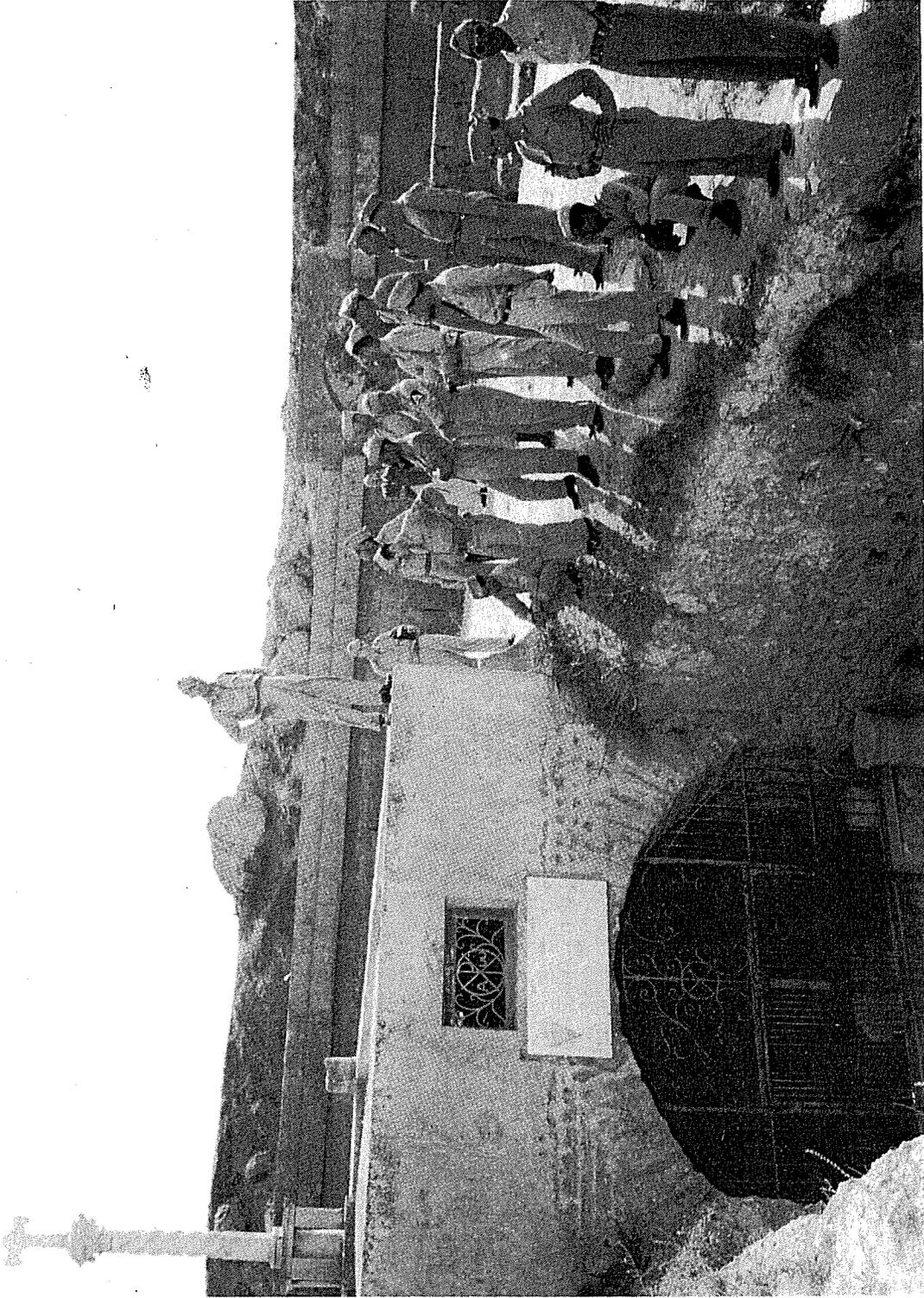
1:59 p.m. Task Group changed base course to 087° (true).

Friday, November 19th.

(At sea in IOWA)

3:00 a.m. Task Group changed base course to 095° (true).

8:00 a.m. Position: Latitude, $33^{\circ}-58'-00''$ N.
Longitude, $10^{\circ}-06'-00''$ W.
Course - 095° (true).
Speed - 25 knots.
Wind from 360° , force 6.
Sea - moderate swells.
Distance made good since 8:00 a.m., Thursday, 579 miles.
Distance made good since departure, 3315 miles.



Yanks at the ruins of Old Carthage

ORIGINAL RETIRED FOR PRESERVATION

- 10:24 a.m. Sighted Task Group consisting of the light cruiser U.S.S. BROOKLYN, U.S. destroyers TRIPPE and EDISON and British destroyers TROWBRIDGE, TYRIAN and TEASER, standing toward our Task Group.
- 10:44 a.m. IOWA Task Group changed base course to 090° (true).
- 10:52 a.m. IOWA Task Group (27.5) joined the BROOKLYN Task Group, and on orders of Rear Admiral L. A. Davidson, U.S.N., Commander of the Combined Task Group, assumed base course of BROOKLYN Task Group, 045° (true).
- 1:30 p.m. Set all ship's clocks ahead one hour to conform to Zone Minus One time.
- 2:00 p.m. The Joint Chiefs of Staff met with the President. This meeting adjourned at 5:10 p.m.
- 6:21 p.m. All ships of the combined Task Group went to "General Quarters" in readiness for possible enemy air or submarine attack.
- 7:20 p.m. Combined Task Group increased speed to 27 knots.
- 7:49 p.m. Combined Task Group entered swept channel leading through the Straits of Gibraltar.
- 9:11 p.m. Combined Task Group entered Straits of Gibraltar. ELLYSON, RODMAN and EMMONS left our company to proceed to Gibraltar.
- 9:34 p.m. After passing through Straits of Gibraltar our Task Group cruised at various speeds and on various courses throughout the night, adjusted so as to facilitate our arrival at Oran at daybreak the following day - Saturday, November 20th. IOWA now in the Mediterranean Sea.

Saturday, November 20th.
(At Oran and Tunis)

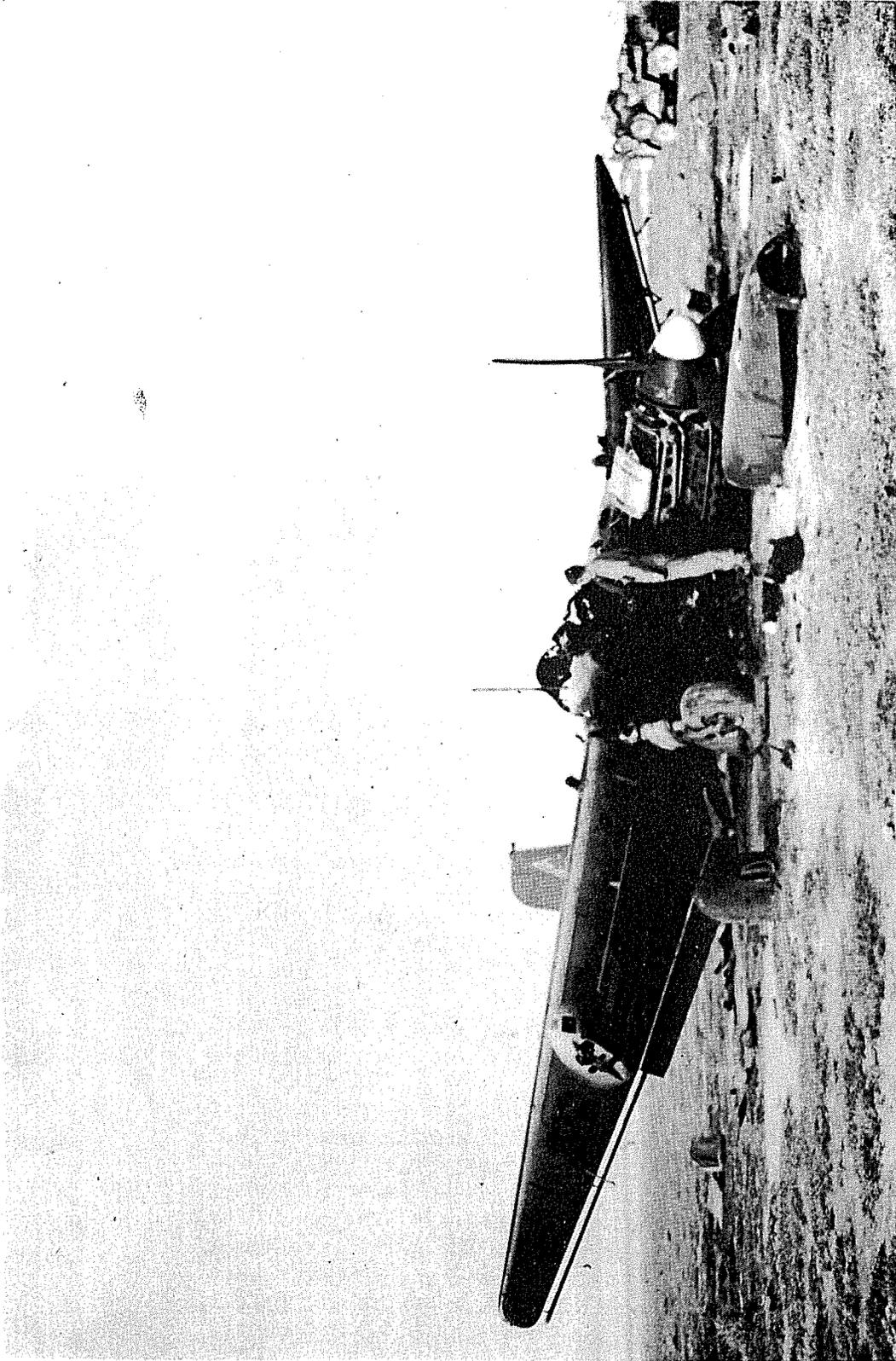
- 7:15 a.m. The IOWA arrived at Oran, Algeria (on the Barbary Coast of French North Africa). The BROOKLYN and other escorting ships left our company at the outer harbor to proceed on duty assigned. The IOWA proceeded to the naval anchorage at Mers el Kebir (the "Great Harbor"), about six miles to the westward of Oran, and, at 8:09 a.m., anchored there. Distance made good since 8:00 a.m., Friday, 491 miles. Total distance, Hampton Roads, Virginia to Oran, Algeria, via our route, 3806 miles.

We found it quite cool at Oran (temperature 50°). Snowcaps were in evidence in the nearby ranges of the Atlases. The weather was clear and bright. This was special "Roosevelt weather", we were told, as for the past few days the weather at Oran had been anything but good.

- 8:36 a.m. The President entered the IOWA's motor whaleboat, which was in the port davits and lowered to main deck level; the boat was then lowered into the water; and the President left the IOWA for the shore.

- 8:55 a.m. The President disembarked from the motor whaleboat at Mers el Kebir landing. He was greeted here by his sons, Colonel Elliot Roosevelt, A.U.S., and Lieutenant Franklin D. Roosevelt, Jr., U.S.N.R., and General Eisenhower, Admiral Cunningham (British Commander in Chief, Mediterranean), Vice Admiral Hewitt, (Commander U.S. Naval Forces, Northwest African Waters), Brigadier General A. R. Wilson (Commanding General Mediterranean Base Section, U.S. Army Forces), and Commodore Yates (Commandant of the U.S. Naval Operating Base, Oran). Major DeWitt Greer, U.S.A. and Mr. Michael F. Reilly, who had preceded us to Africa by air, joined the President's party here.

The President entered a waiting motor car and departed Mers el Kebir immediately for the La Senia airport. Riding in the car with him were General Eisenhower and the President's sons Elliot and Franklin Jr. La Senia airport is about 50 miles distant from Mers el Kebir and the route thereto winds along mostly steep and snake-like roads, passing through a number of native



One of the many wrecked German aircraft
on the ground near Tunis

villages and skirting Lake Sebra D'Oran.

10:25 a.m.

The President arrived at La Senia airport, left his automobile and embarked in his plane at once. The plane, a Douglas C-54 transport (#950) was manned by the following pilots and crew, who, with this same plane handled the President on all his air travels about North Africa and the Middle East on this particular expedition:

Pilot	-	Major Otis F. Bryan, A.U.S.
Co-pilot	-	First Lieut. R. F. Brown, A.U.S.
Navigator	-	First Lieut. G. Cushing, A.U.S.
Flight Engineer	-	Second Lieut. R. Darst, A.U.S.
Radio Officer	-	Second Lieut. F. Wardlow, A.U.S.
Steward	-	Second Lieut. Sanford Fox, A.U.S.

10:40 a.m.

The President's plane departed La Senia airport for Tunis. In the President's plane were: The President, Franklin D. Jr., Mr. Hopkins, General Eisenhower, Admiral Leahy, General Watson, Admiral Brown, Admiral McIntire, Lieutenant (jg) Rigdon, Secret Service Agents Reilly, Spaman and Fredericks, and Steward Prettyman.

Our route to Tunis followed the North African coast line. We were joined by a fighter-plane escort at Delys and had such escort from there on to Tunis. Because of the strong headwinds and cross-winds encountered, we found the trip rather bumpy.

2:03 p.m.

The President's plane arrived at El Aouina airport, 12 miles northeast of Tunis. Air distance traveled Oran to Tunis, 653 miles.

The very first thing noticed at El Aouina was the vast number of wrecked German aircraft still on the ground in this vicinity.

Colonel Elliot Roosevelt, who had flown in his own plane from Oran, was on hand at El Aouina to meet his father.

2:20 p.m.

The President disembarked and left the airport for Guest Villa No. 1 (appropriately called the "White House" by those on duty here) in Carthage. We were told that this villa had been used by the German commander during their occupation of Tunisia. It is now being used by General Eisenhower whenever he visits Tunis, and was turned over to the President

by General Eisenhower for his personal use. The President rode in General Eisenhower's official car with the General and his sons, Elliot and Franklin D. Jr. Enroute to his villa the President stopped to view the ruins of Old Carthage (The Lions Den and the Amphitheatre). The "White House" villa is situated right on the shore of the Gulf of Tunis. Cape Bon can be seen in the distance across the Gulf.

Sergeant Robert Hopkins, U.S.A., joined his father and the President's party here. He is on duty at the front in Italy with the Fifth Army, and is a Signal Corps photographer. While he was with the President's party he served as official photographer.

Major George H. Durno, A.U.S., also joined the President's party here, and served as Press Relations Officer. Major Durno had come from Washington by air and was on hand when we arrived.

During the afternoon Colonel E. D. Cook, U.S.A., Deputy Chief of Staff, Commander Northwest African Air Force, presented the President with a piece of metal from the fuselage of a German bomber that had just recently been shot down over Italy.

As soon as he had settled down in his quarters, the President summoned Lieutenant Rigdon and he worked on official mail that had been delivered to us on our arrival at Oran. There were no legislative bills in this particular mail pouch. The President worked for two hours with this mail, clearing it up completely.

5:00 p.m.

The President left his villa for La Marsa airfield where, from a jeep, he inspected Colonel Elliot Roosevelt's air squadron (Northwest African Photo Reconnaissance Wing), which is comprised of approximately 6,000 Allied airmen (U.S., British and French). The American component is the 90th Wing Reconnaissance Squadron. Approximately 2,800 of the 6,000 were present for the inspection. The President then returned directly to his villa.



Wrecked German equipment on a battlefield
near Tunis

8:00 p.m.

Dinner at the President's villa with Miss Kay Somersby (General Eisenhower's chauffeur) and Miss Nancy Gatch (Red Cross worker and daughter of Rear Admiral T. L. Gatch, U.S.N.), who were guests of Franklin, Jr., and Elliot, Admiral Leahy, General Eisenhower, General Spaatz, Air Chief Marshal Arthur Tedder, Franklin, Jr., and Robert Hopkins.

After dinner the President talked for some time with General Eisenhower. Before retiring, the President announced that he would delay his scheduled departure from Tunis from 6:00 a.m., Sunday, until 10:30 p.m., Sunday. It had been explained to the President that it was the usual practice hereabouts to depart at that late hour on flights to Cairo. The night flight eliminated the need for fighter escort and was considered safer and more comfortable for the President.

Sunday, November 21st.
(At Tunis)

There were no callers during the forenoon.

12:00 noon.

The President left his villa, together with General Eisenhower, General Watson, Admiral Brown, Admiral McIntire, to make an automobile tour of the Medjez el Bab and Tebourba battlefields. Three trucks loaded with armed U.S.A. military policemen were in the convoy, one ahead of the President's car and two astern of his car. Eight MP's mounted on motorcycles led the convoy and cleared our route of all other traffic. We skirted the city of Tunis to the north, passing along in front of the palace of the Bey of Tunis and by some of the ruins of the Roman Aqueduct, and then continued on to the rolling plains of the battlefields areas. General Eisenhower rode with the President and described to him what a bitter fight it had been at Medjez el Bab and at Tebourba and how the Allied break through, first at Medjez el Bab and subsequently at Tebourba, had brought about almost immediate German collapse and had given us complete control of this entire area.

1:25 p.m.

The party stopped near Medjez el Bab for a picnic lunch. Immediately we halted, a cordon of armed MP's was thrown around the party while we lunched. While stopped here Admiral Brown found a native horseshoe on the ground beside the President's car. He, Admiral Brown, and General Eisenhower posed for photographs holding the horseshoe beside the President's car.

After lunch, the party proceeded on through Tebourba and back to Tunis to complete the circuit.

The entire party was very conscious of how recently this world-deciding battle of Tunisia had been fought and were amazed to find how few scars had been left on the countryside. Few buildings showed serious damage. This was due, we were told, to precision bombing. The best example of precision bombing was to be seen in the port area of Tunis. This particular section was almost completely demolished, while buildings outside the port area -- in some cases just one block away -- were apparently untouched.

Already the people of this area have returned to normal country lives. The farms are very well cared for. Numerous shepherds and their flocks were observed. Presumably these flocks were hidden in the hills and back country during the German occupation.

The roads are generally good. There were some rough spots which had been caused by bombs, land mines and artillery fire.

The many Arabs noted were clothed in their picturesque garb -- red turbans and flowing gowns. The French natives were clothed in normal Western dress. Some farmers wore turbans and costumes like the ancient Turks.

It was noted that plowing was being done by various means -- by horse, by oxen, and, in one instance, by mechanized equipment.

A number of other things of interest were also noted, such as:



Hill 609 (in the center background)

Burned-out tanks (American and German) and other vehicles, still on battlefield where destroyed.

Tank traps and tank barriers still on battlefields. Operational air fields, from which planes were operating to enemy territory on tactical missions.

Blown-up German ammunition dumps.

Uncleared land-mine fields. These had been marked and roped-off.

Defensive positions still standing. Many fox holes observed.

French military and French Red Cross convoys on the move eastward. The Red Cross convoy, it was observed, was staffed entirely by French women.

Hill 609, the scene of perhaps the heaviest concentration of artillery fire in this war to date.

A flight of 51 medium bombers (United States Army Air Force) returning from a tactical mission over the European Continent. Some of the "V's" were not complete, indicating that this particular flight suffered combat losses.

Vast supplies of our ammunition and bombs stored along the highways and in the fields. It was widely spread so as to minimize loss and damage in case of an enemy raid.

A large salvage dump filled with burned-out tanks and other vehicles. This was near Medjez el Bab.

A number of military cemeteries -- one American and several German. All appeared very well kept.

An Arab tribe on the move with their camel caravan headed for greener lands we were told. We also saw a number of camel herds grazing in the distant fields.

- 3:45 p.m. We arrived back at the President's villa. No mishaps or untoward incidents occasioned the tour.
- 8:00 p.m. Dinner at the President's villa. The President had as his guests: Elliot, Franklin, Jr., Admiral Leahy, Admiral Brown, Admiral McIntire and General Watson.
- 10:10 p.m. The President and his party left the President's villa, by auto, for El Aouina airport to embark for Cairo.

10:40 p.m.

The President's plane departed El Aouina airport (Tunis) for Cairo. Passengers in the President's plane were: The President, Mr. Hopkins, Admiral Leahy, Admiral Brown, Admiral McIntire, General Watson, Lieut-Comdr. Fox, Secret Service Agents Reilly, Spaman and Fredericks and Steward Prettyman. This plane had two sleeping berths, so the President and Mr. Hopkins turned in soon after their departure from Tunis.

Except for Admiral Leahy, the Joint Chiefs of Staff party had proceeded on to Cairo earlier in the day.

Lieutenant Franklin D. Roosevelt, Jr., U.S.N.R., left his father at the El Aouina airport, to proceed and rejoin his ship at Gibraltar. The MAYRANT had been damaged by enemy bombers at Palermo and was due to leave Gibraltar soon for a U.S. Navy Yard for repairs.

Monday, November 22nd.

(Enroute Tunis to Cairo, and at Cairo)

9:35 a.m.

The President's plane landed at Cairo West airport (a Royal Air Force field). This was some two and one-half hours after plane number two of our party had arrived from Tunis, and the late arrival caused some concern at the field as to the President's safety. Two different groups of fighter-planes had been at appointed rendezvous at the scheduled times but each failed to make contact and eventually had to return to their base for refueling. The President's plane, it developed, had detoured southward as far as latitude 28°-00'-00" north and had then turned northward and followed the course of the River Nile up to Cairo. This route took them over the Sphinx and the Pyramids.

The air distance from Tunis to Cairo, over the route flown by the President's plane, was 1851 miles.