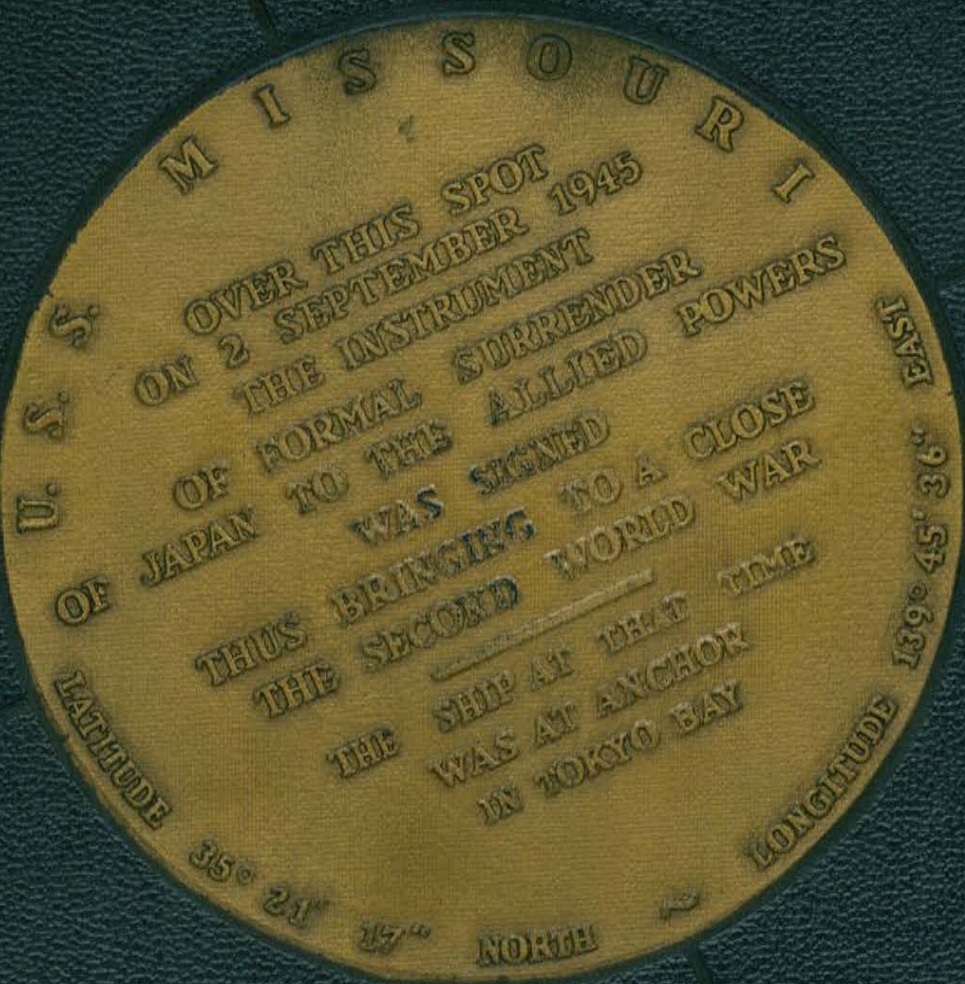
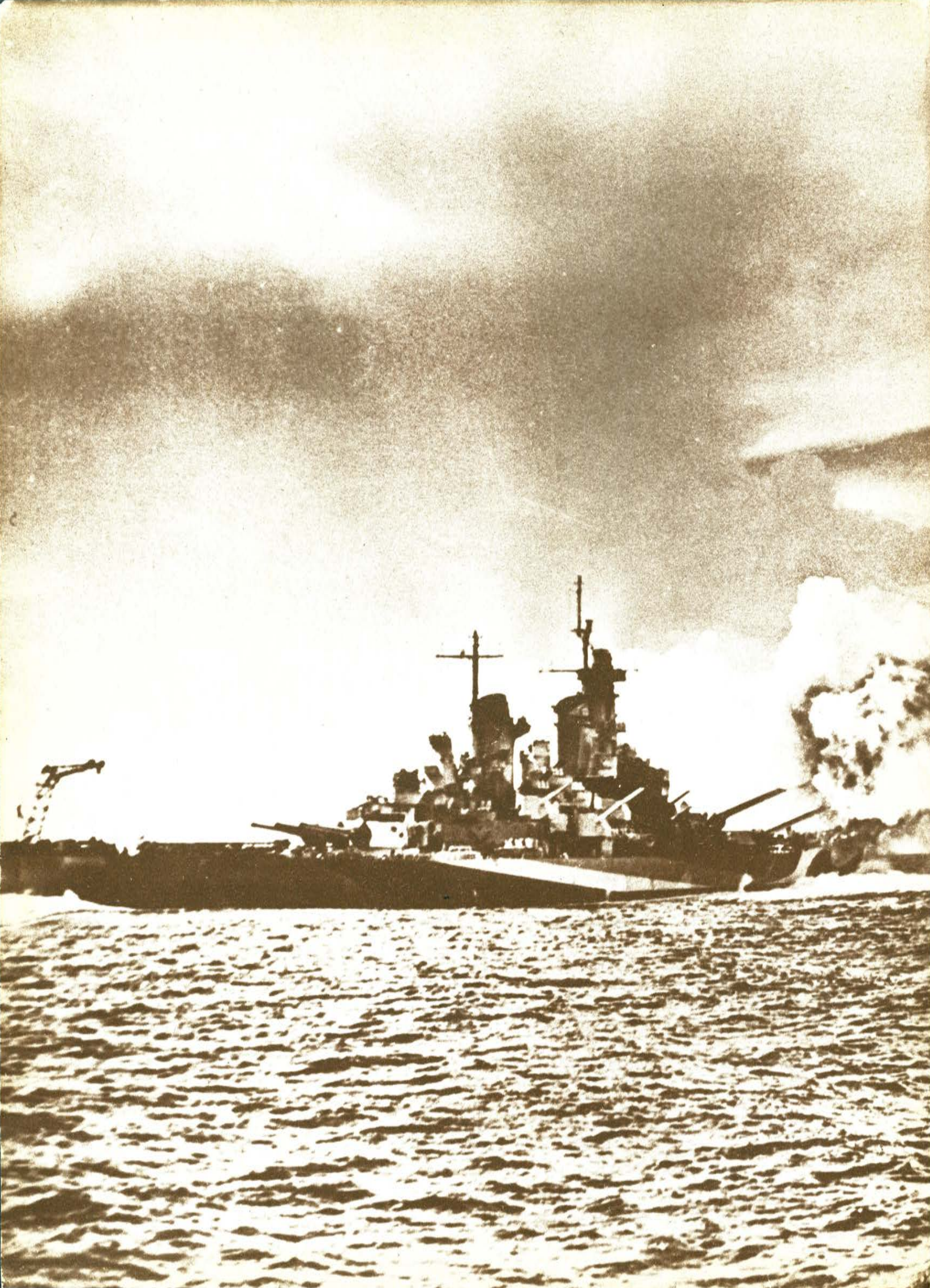




USS MISSOURI



Boulders
7.50





BANGOR
PUBLIC
LIBRARY
BANGOR ME.

Ex Libris . . .

NAME _____

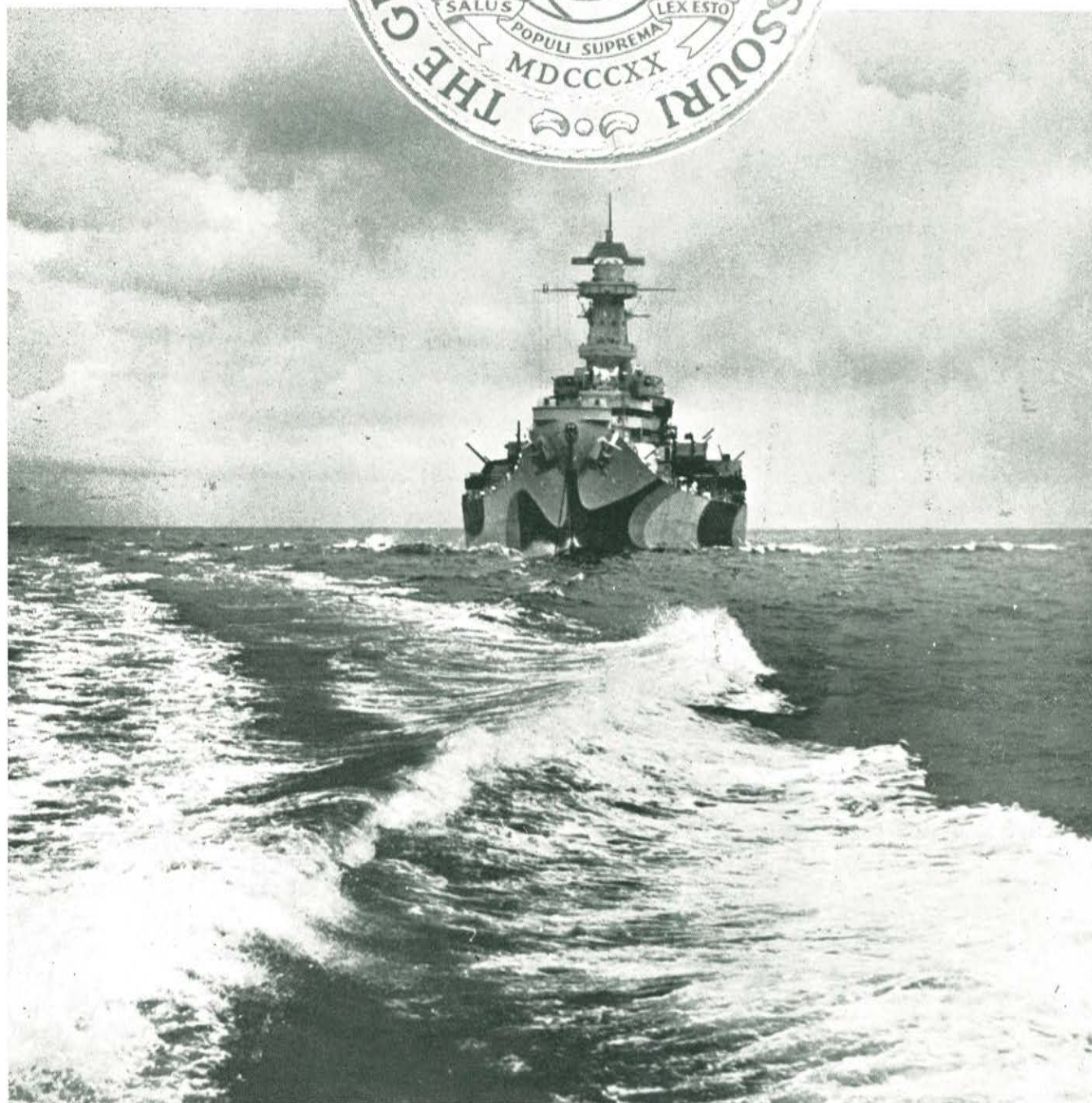
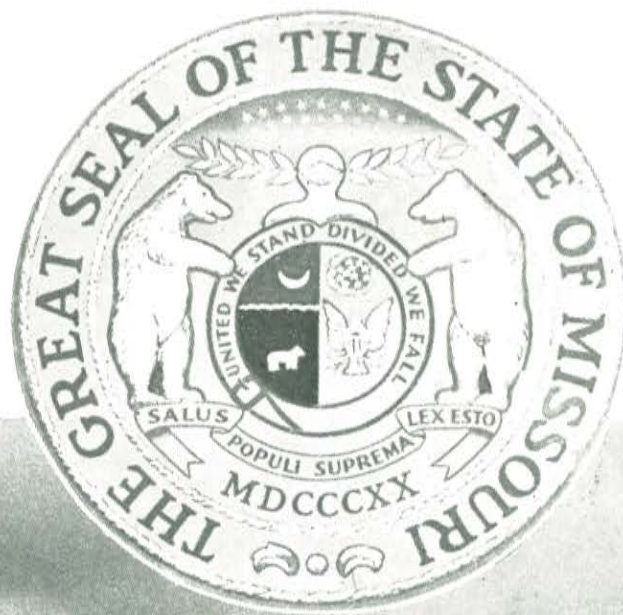
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PAVING
THE
WAY
FOR THE
FUTURE

The HISTORY of
U S S M I S S O U R I





J A N U A R Y 1 9 4 4 . . .

THE DEMOCRACIES have begun an inexorable march . . .

From ships of the United States Navy, which have been blasting, pounding, softening Japanese defenses, foot soldiers of the United States leap to the beaches of Roi and Kwajalein Islands in the Marshalls . . .

Allied troops, spearheaded by fighting Americans, capture Minturno, Italy, enter Cassino, establish Anzio-Nettuno beachhead south of Rome . . .

The Russians, grimly exultant, drive toward Rumania, penetrate deep into Pripet Marshes, smash beyond old borders of Poland, capture Leningrad . . .

To the homefront in the United States come revelations of Japanese atrocities against American and Filipino captives of Corregidor and Bataan . . .

A nation gasps as the horrors are described, then settles down intent on the job that lies ahead—a terrific job, with bombs, shells, bullets, whistling, screaming, blasting and roaring. All instruments are being tuned for the Overture to Victory . . .

East and West, the growing might of Allied offensives is being massed for the reconquest of the Philippines, the destruction of the Japanese Empire, the liberation of millions of men, women and children, conquered, tortured and oppressed by Hitler, the Bismarck of the Beer Halls; Mussolini, the Chin on the Balcony, and Hirohito, who peered down from his private heaven through bi-focals.

Ships, planes, munitions, men, food, are on the march from the Arsenal of Democracy.



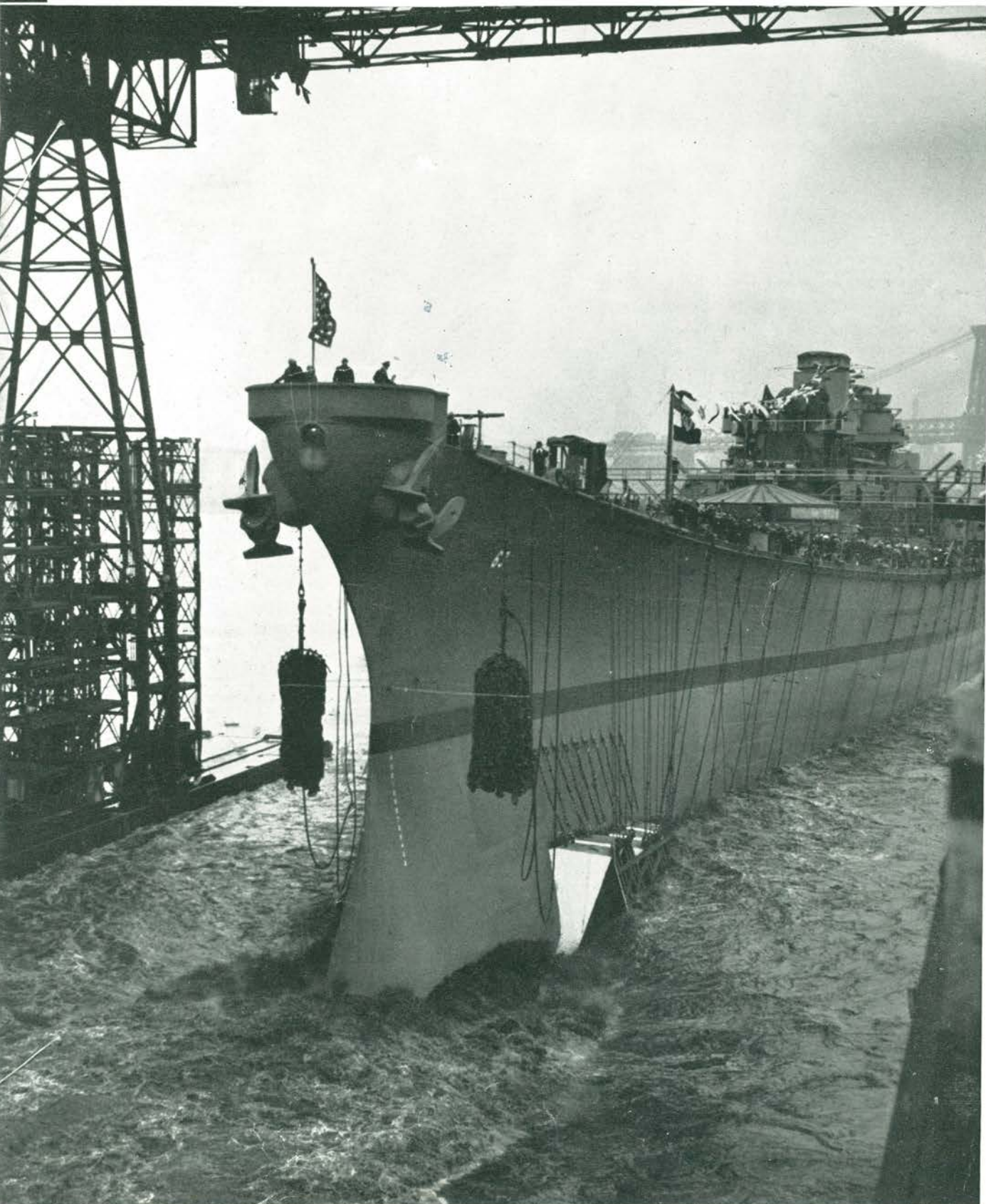


*M*iss Mary Margaret Truman
encouraged by her father . . .
the Senator Harry S. Truman

JANUARY 29, 1944 . . . Saturday

LEADEN SKIES have settled low over Brooklyn Navy Yard . . . Under that dark canopy an icy wind whips through the yards, its raw blasts nipping noses and watering eyes of 26,000 shivering persons gathered for the launching of one of the mightiest of all battlewagons—the *U.S.S. Missouri*.

A smooth-faced, graying man, overcoated, be-gloved, be-spectacled stands on a platform, talking into a microphone. Behind him are admirals, cabinet officials, leaders of government and its arms, listening intently. All of them, though, shift their eyes now and then to stare in awe at the masterpiece of shipbuilding science into which on this day is being breathed the spirit and soul of the nation whose security it is to defend by carrying the battle across dark waters of the globe to hidden holes where aggressors lurk.

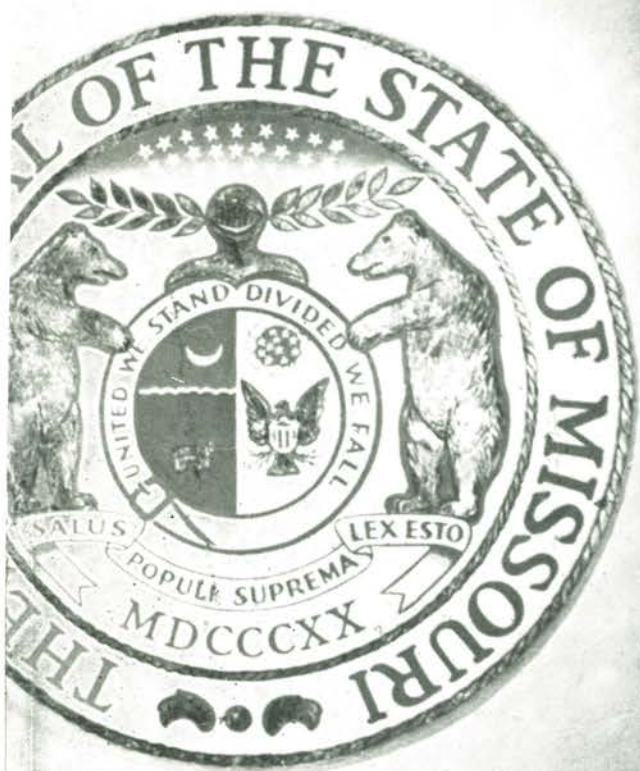


The *Missouri*
slides down
the ways

Captain William M. Callaghan, U.S.N.

The Missouri's
first Commanding Officer





THE smooth-faced, graying man, talking into the microphone is the orator of the day. The crowd likes him. He has an infectious smile. No one has realized it quite yet but of all the men in the United States today no better selection could have been made in the hunt for an official speaker for the launching of the *U.S.S. Missouri*.

This man was born in Missouri, his home has always been in Missouri, in the First World War he served as an artillery officer and then he returned to Missouri to become a judge and then to represent his home state in the United States Senate.

He is United States Senator Harry S. Truman, nationally known for the bang-up job he has done as head of the Senate committee investigating world war expenditures, the famous Truman committee. The job that committee has done is a tribute to this man who sparked its dartings here and there to plug up the rat holes of useless expenditures.

This has been a disconcerting day for the senator. His introduction to the sleek, powerful battleship that is to carry the name of his home state into the turbulent corners of a world at war has had little of the quiet, leisurely touch of an old home week. For one thing, the weather has been unfriendly. For another, tidal conditions have disarranged the program. At the last minute, those who have been squinting expertly at the elements have insisted that the time be advanced for the release of the ship at a moment when they know there'll be water there to float it and conditions favorable for the tugs to grab it and hold it. It's a big ship, there's a lot of War Bond money invested in it, it's badly needed in the Pacific—so, there must be no slip-up.

The senator is smilingly agreeable to all the hurry. He is forced to race through his speech at breakneck speed—with the breathless excitement, almost, of Winchell in a news broadcast. The senator has prepared a good speech. It's a big day for Missouri. He can't let down the folks back home. He has to squeeze in that speech, while skilled hands cope with the weather. He reads swiftly, but easily, with the polished effect of a trip-hammer news broadcaster.

Did you catch that line in his speech?

He said: "Big Mo, with batteries blazing, will sail into Tokyo Bay."

The crowd cheers. Tokyo is a major public worry at this moment.

The senator finishes in time; in plenty of time, in fact for his daughter, Miss Mary Margaret Truman, a bright, smiling typical American school-girl, to swing lustily with a bottle of champagne, as she sings out the



Commander Jacob Cooper, U. S. N.

The Missouri's first
Executive Officer



name of the new battle craft. The crowd cheers her success as the bottle pops, the champagne showers the prow of the vessel, as well as the pretty fur coat of Miss Margaret. The big ship stiffens, as though it were coming to attention and—there it goes!—inching, sliding, she's off into the waters of the East River!

The *U.S.S. Missouri* has been launched!

There rested the battleship *Missouri*, balanced and poised, on the waters that flow past Manhattan and Brooklyn. Just for a few moments, though, because there was no time to waste. She was to be commissioned as quickly as possible. Before taking her place in the United States battle fleet work had to be done.

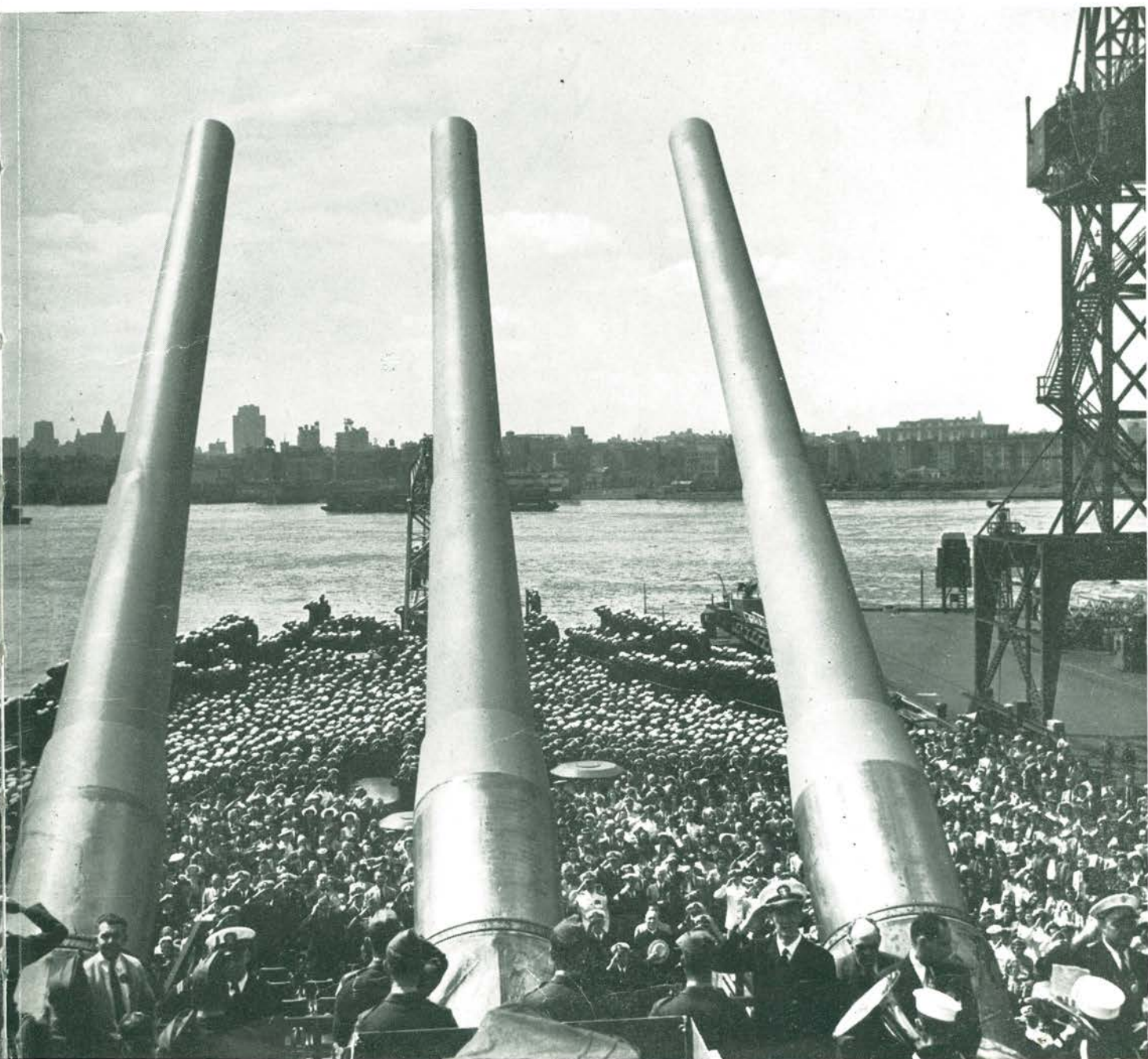
For five years—since 1939, when Hitler blitzkrieged helpless Poland with what he intended as a warning to any other nation in the world that cared to oppose his commands—the *U.S.S. Missouri* had been on the drawing boards and on the ways in the shipyard.

January 16, 1941, the keel had been laid.

Her trim steel body was being welded and riveted when the Japanese staged their sneak attack on Pearl Harbor, December 7, 1941.

And, now the launching!

The Commissioning Ceremonies,
held at the
Brooklyn Navy Yard

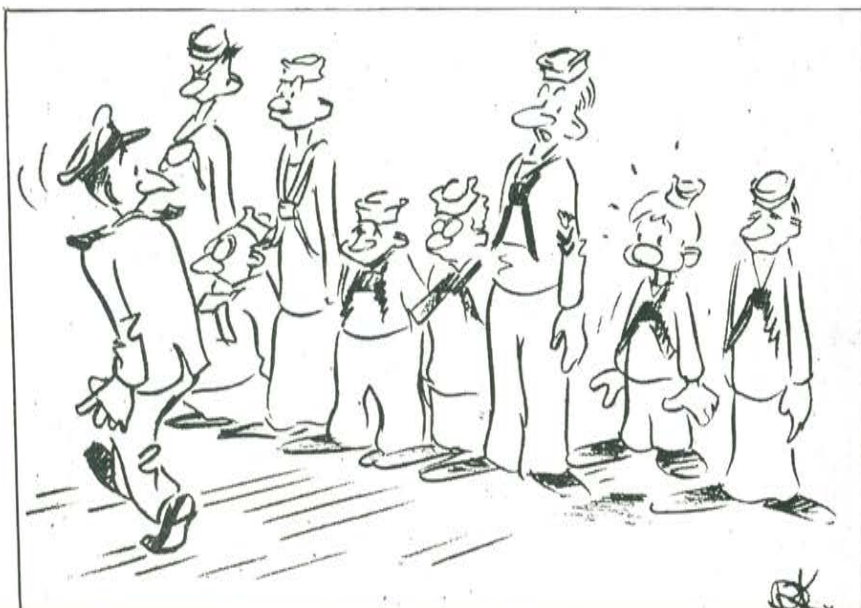




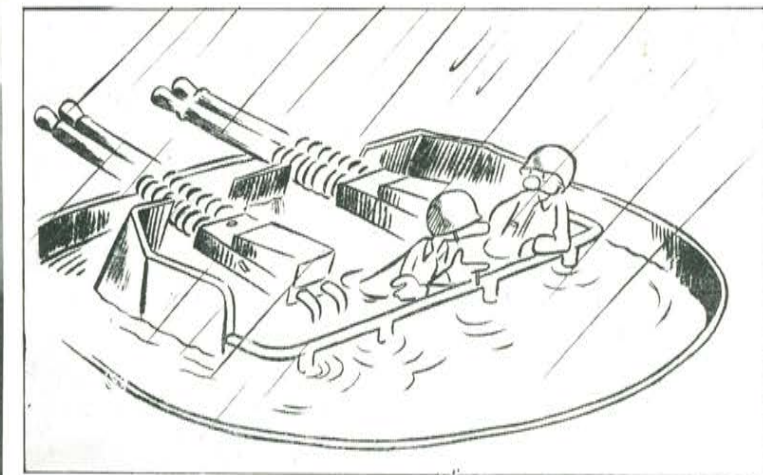
*A*mong the many visitors at commissioning ceremonies . . . were the WAVES

The WAVES seemed glad to be aboard





"BOSWELL REACTS TO CAPTAIN'S INSPECTION"



"ON OCCASIONS THERE WAS CONSIDERABLE RAIN"

*A*ll from the State of Missouri



*C*aptain Eddie Rickenbacker and other visitors
to the *Missouri* at commissioning



ASSEMBLING of the crew, building of ship's organization was begun immediately. Commander William S. Maxwell, who was to be the *Missouri's* chief engineer, handled early details of that work at the Navy Yard and Commander Jacob E. Cooper, who was to be executive officer, took charge of the pre-commissioning detail at the Naval Training Center, Newport, Rhode Island.

Word had run through the whole of the United States Navy that the *Missouri* was to be a ship with a destiny. From 3,000 officers on duty in all parts of the world came anxious requests for assignment to duty aboard her.

At Newport, the major part of the crew was assembled, sent to various schools and trained for their posts on the new ship. Men who landed assignments to the *Missouri* worked doubly hard to secure their berths and soon the entire outfit had a 4.0 reputation.

Into New York, from the Pacific, came the *Missouri's* first skipper, Captain William McCombe Callaghan.

Choice of the commanding officer of this newest battleship of the United States Fleet was unique. In 1916, the first cruise that William McCombe Callaghan had ever made was as a Naval Academy midshipman on the earlier battleship *Missouri*, a vessel launched in 1901 and decommissioned in 1919 after service in World War I.

Like the old battlewagon on which, as a midshipman he had acquired his sea legs, Captain Callaghan had come a long way in 1944 when he arrived aboard the second *Missouri* of his career, a bigger and better *Missouri*, one to make the earlier *Missouri* look like an A-Model Ford. The new skipper entered into his new duties zestfully, the envy of many another Navy man who was longing to be aboard the Navy's largest ship in the world's greatest war.

The ship that had been launched in the closing days of January was commissioned June 11, 1944, with the weather this time a bit more cooperative for this second formal ceremony. The afternoon was warm and sunny when some 1,500 officers and men came to the Navy Yard from Newport. The rest of the crew already was on duty, handling the thousand and one jobs that prepare a battleship for commissioning.

Rear Admiral Monroe Kelly, Commandant of the Navy Yard, placed the ship in commission. Captain Callaghan read his orders and accepted delivery of the ship. The order was given: "Set the Watch."

Once more, the United States Fleet boasted a U.S.S. *Missouri*. And again Senator Truman was guest of honor at the ceremonies in which the pride of the Navy became the home of more than 2,500 officers and men.

Old hands and new hands were amazed at the size and completeness of their floating home. The *Missouri*, trimly streamlined, was 888 feet long and 108 feet in beam—just two feet narrower than the locks of the Panama Canal.

With officers and men aboard in numbers comparable to the population of a thriving town, this seagoing fort offered all the living facilities of a topnotch city. The men wasted no time examining all the nooks and corners of the ship that was to be their war residence.

The equipment of the *Missouri* was breathtaking.

Her bakeshop could produce 1,800 loaves of bread a day.

Her ice cream plant could, and did, turn out a thousand quarts a day.

Her laundry facilities handle comfortably the needs of more than 2,500 officers and men.

Her engineering plant of four main engines supplied power for all the ship's services, could move the huge 2000-ton main turrets with ease, and still have power to drive the ship at more than 30 knots.

From the paravane chains at the distinctively high clipper bow to the aircraft crane at the stern, the *Missouri* was the best the United States—or the world—could produce.

The speed of 30 knots plus to be maintained by the 45,000-ton vessel demanded a power plant dwarfing those of all earlier battleships that Uncle Sam once sent to sea. To handle that power plant, an engineering department of 500 men was organized.



AUGUST 3, 1944

Up Anchor and Away

... the *Missouri* moved out of the East River, down through the bay, past Sandy Hook and into the Atlantic for her trial run and shakedown. The mass of guns and machinery was being put to the test, as all new ships are, so the men worked and lived aboard her could know the power and the eccentricities of the ship that was to be their career and arms as well as their home. The first stage of that trial run was down the coast to Norfolk; then the vessel was taken out into the Atlantic and pointed south, to Puerto Rico and thence southeast to Trinidad. In mid-September, she moved back to Norfolk and New York. As every Navy man knows, during that shakedown every workable part of a ship is put to test; the officers and the crew learn the strength of the ship that has just come to them from the builders, so that when the vessel goes into active service there'll be no weaknesses found too late. The *Missouri* came through admirably. She lived up to all the claims of her designers and builders.

A message to the men from their skipper said:

"From now on it's up to the officers and men aboard to live up to the standards that the ship has set for them.

"The trials and the shakedown are over, the first chapter has been written. May the next chapter be written in steel against the Japs!"

With that spirit, the men of the *U.S.S. Missouri* moved their battlewagon out of New York again on November 10, for the voyage to her assignment in the Pacific.





*C*aptain's inspection



*F*or jobs well done,
there were special citations





The emphasis was on gunnery



Heroes are recognized and honored

*P*ublishing the "dope"





... *A*ll

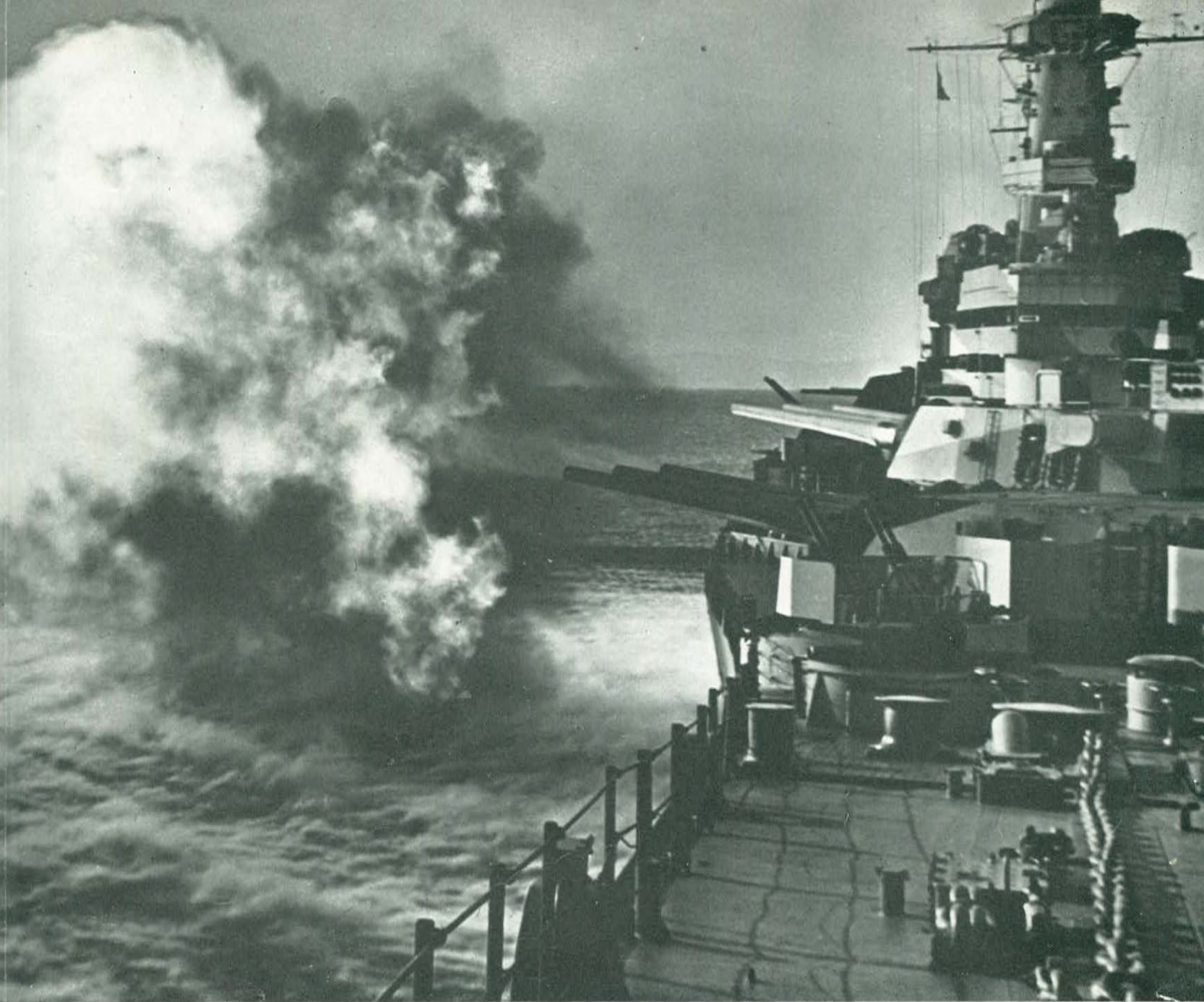


... *O*n

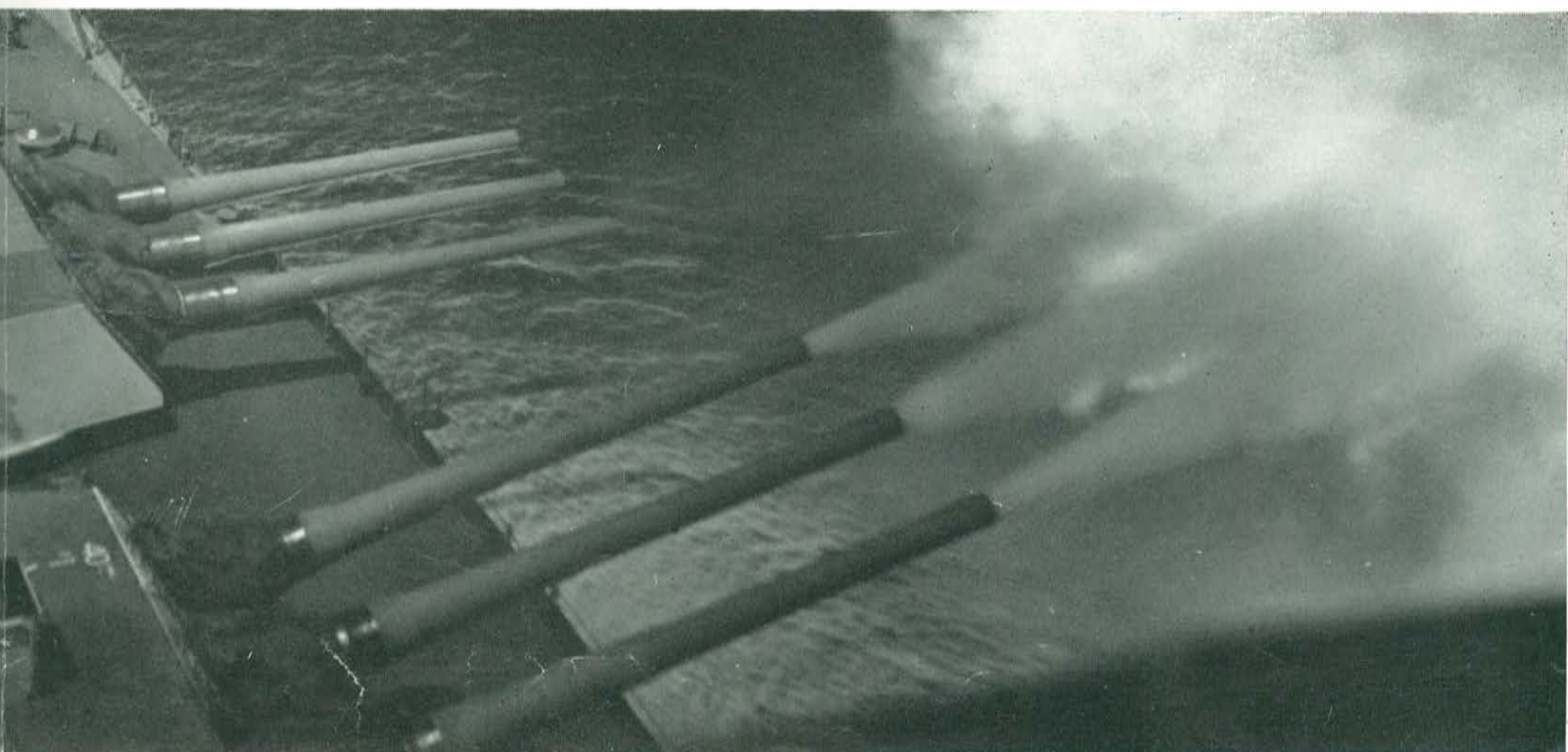


... *S*hakedown



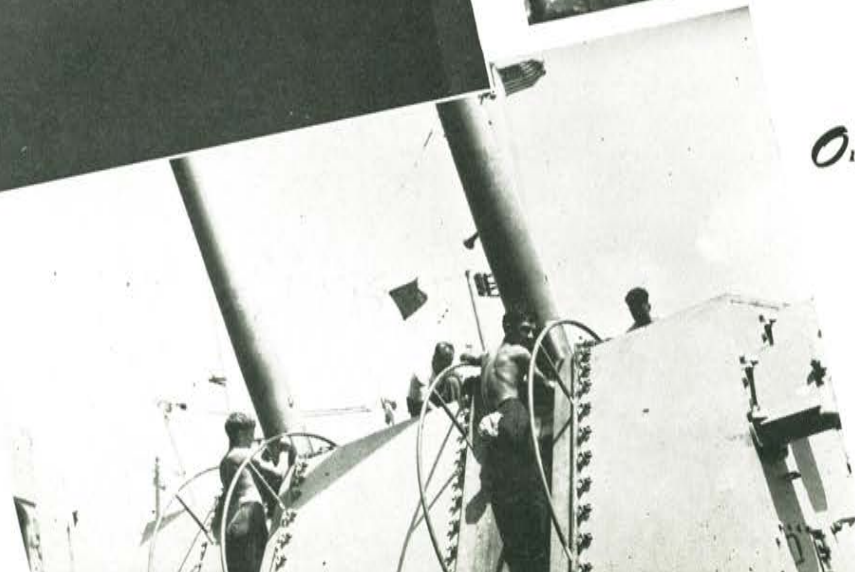


16" firing



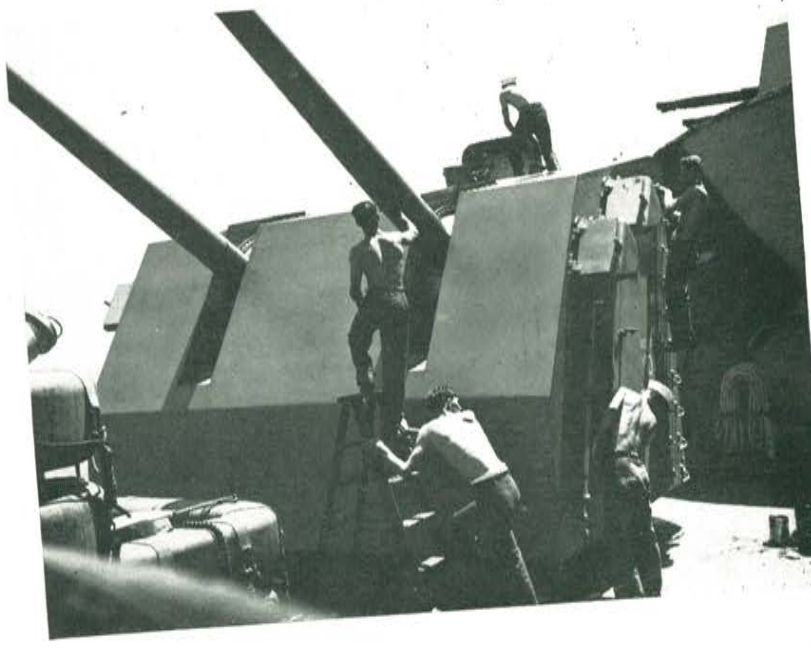


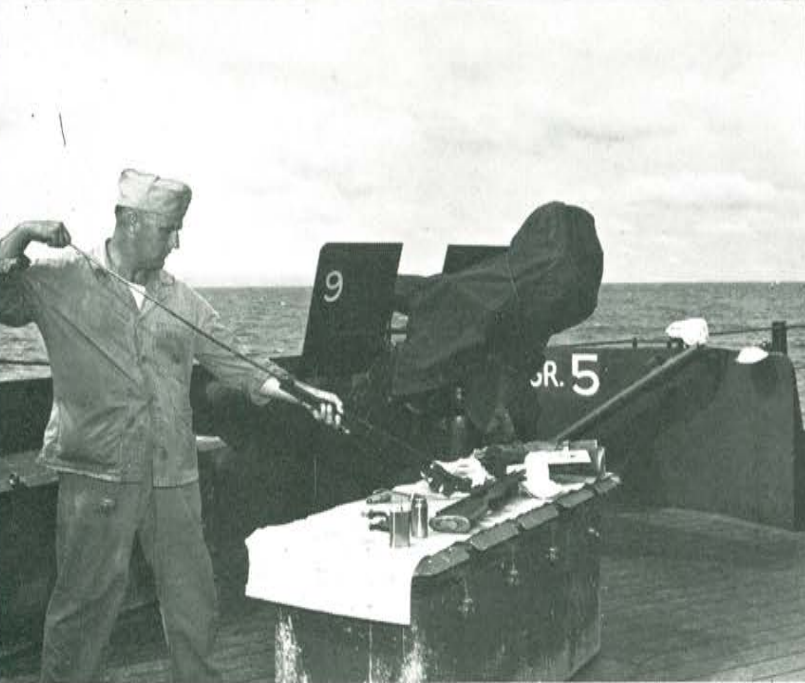
*O*n shakedown cruise





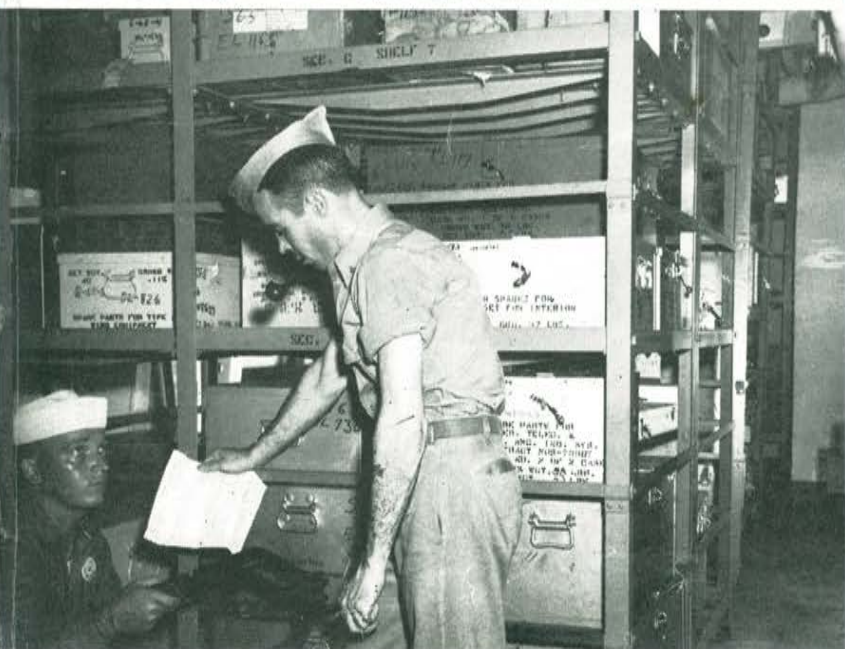
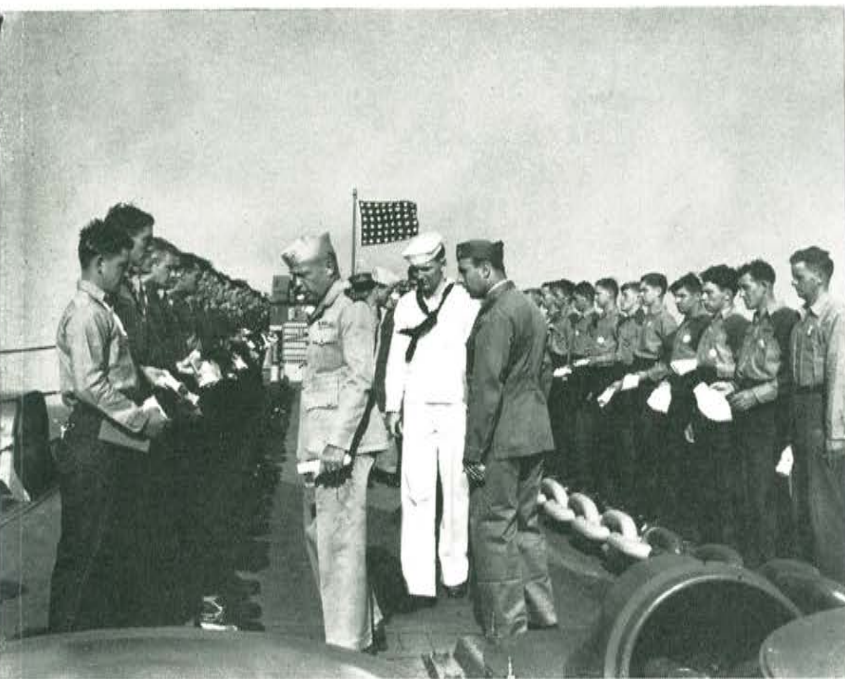
*M*aking up a battle wagon

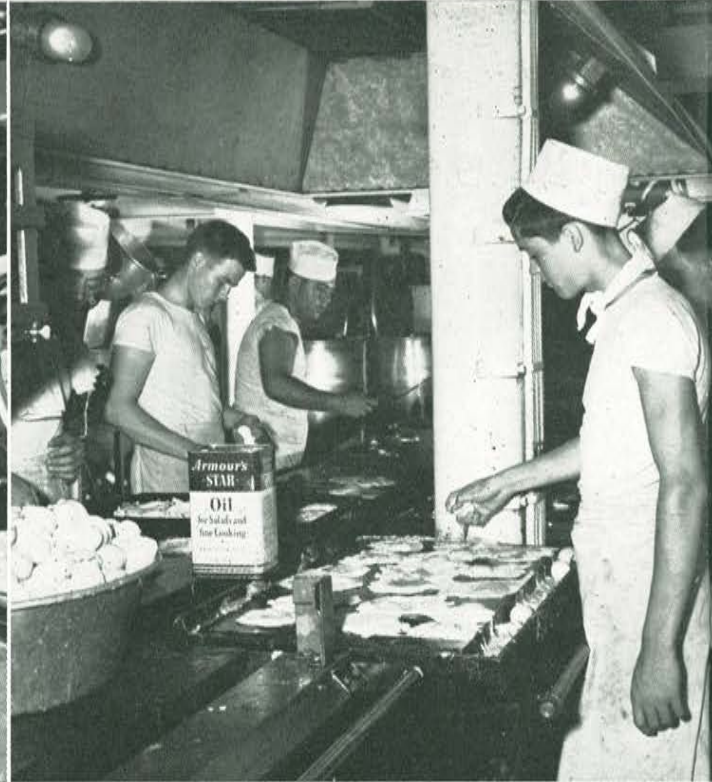


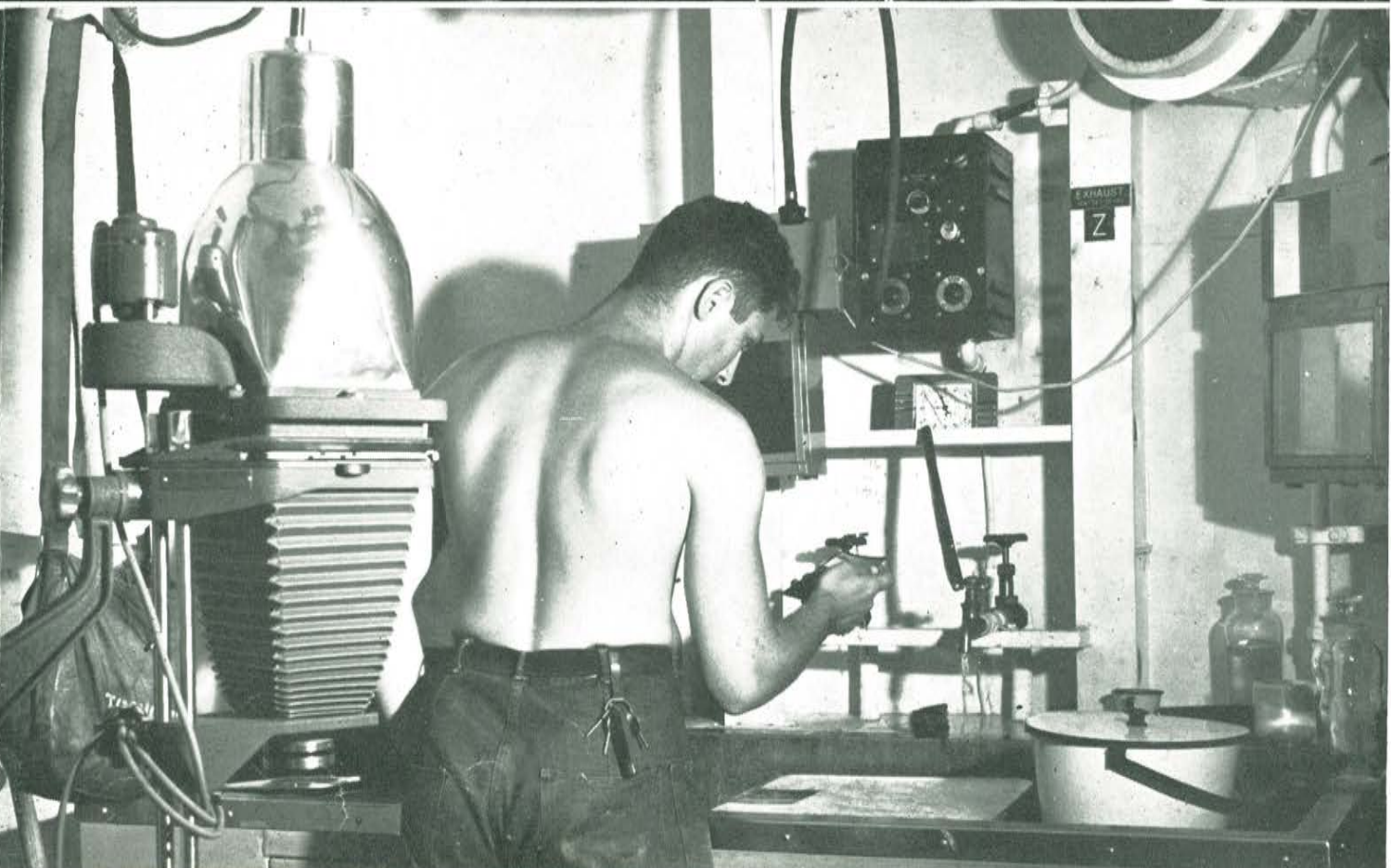
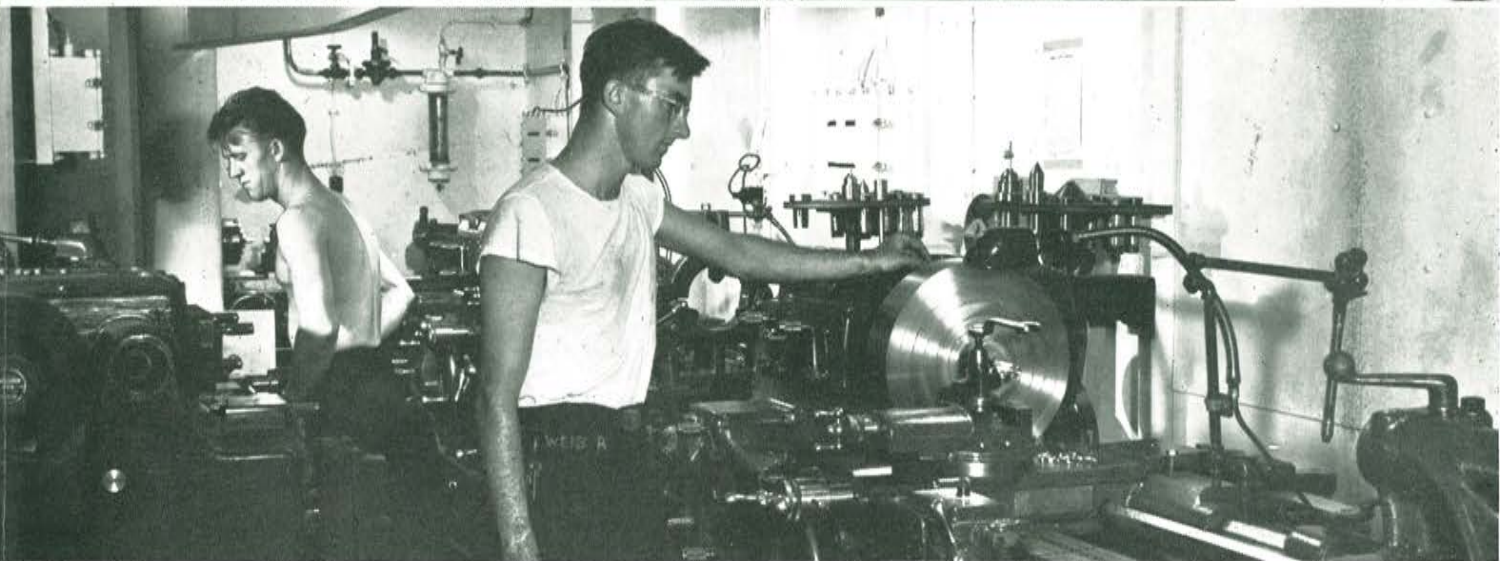
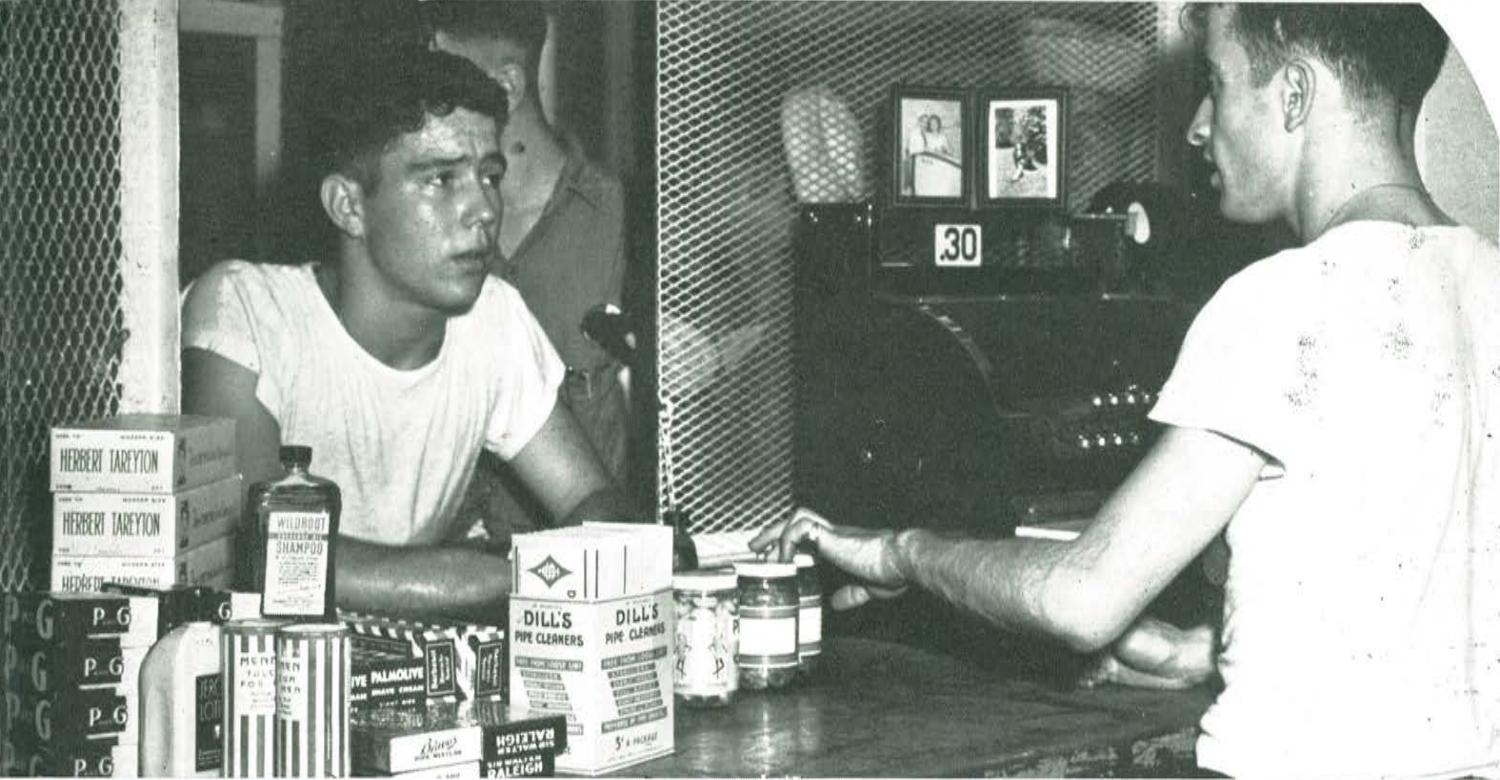


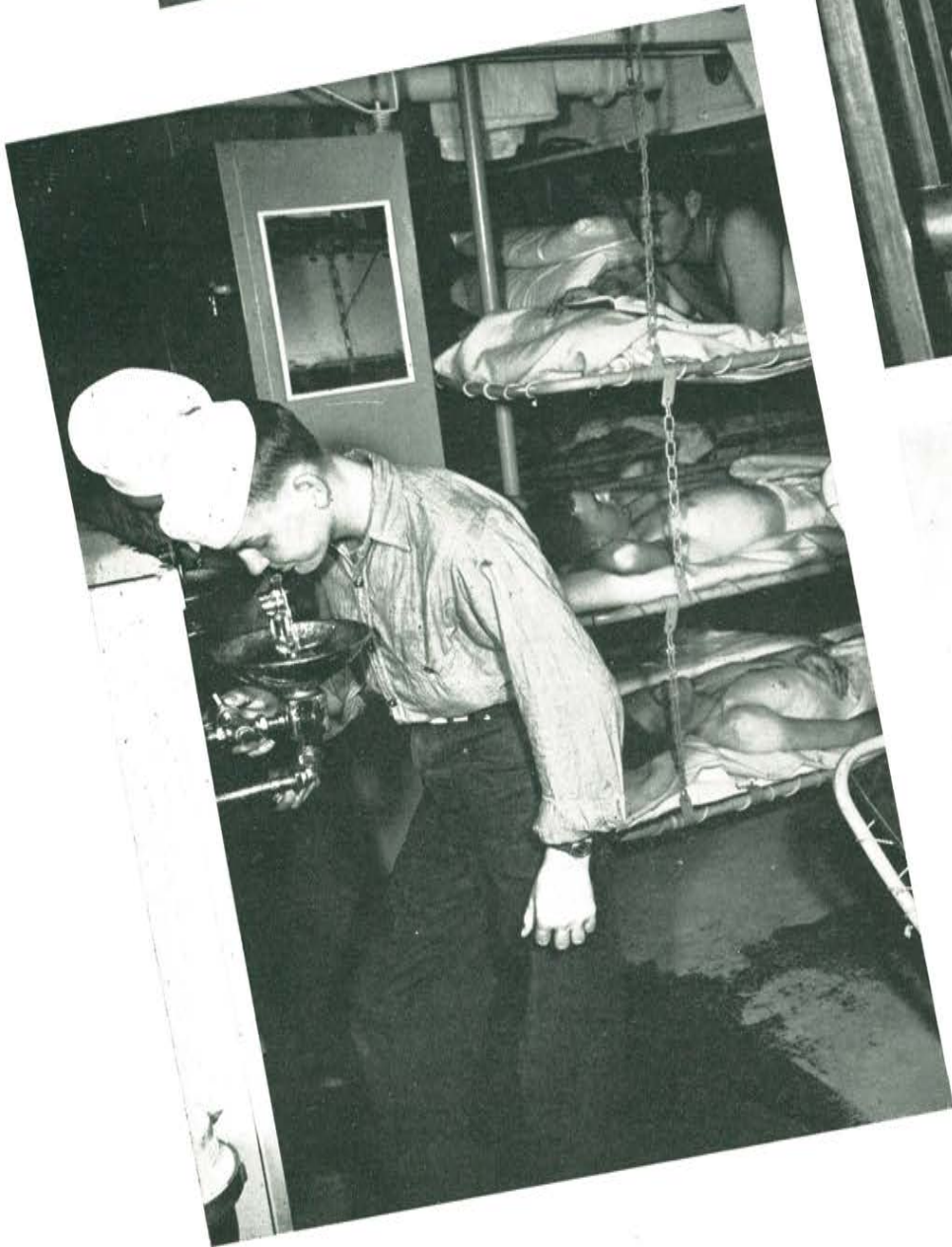
P prize money for gunnery excellence



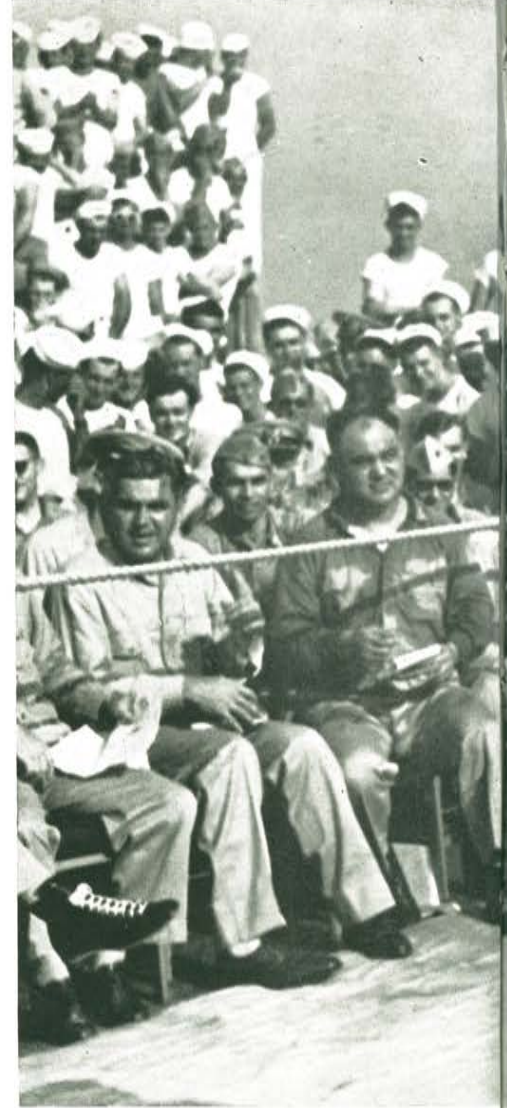


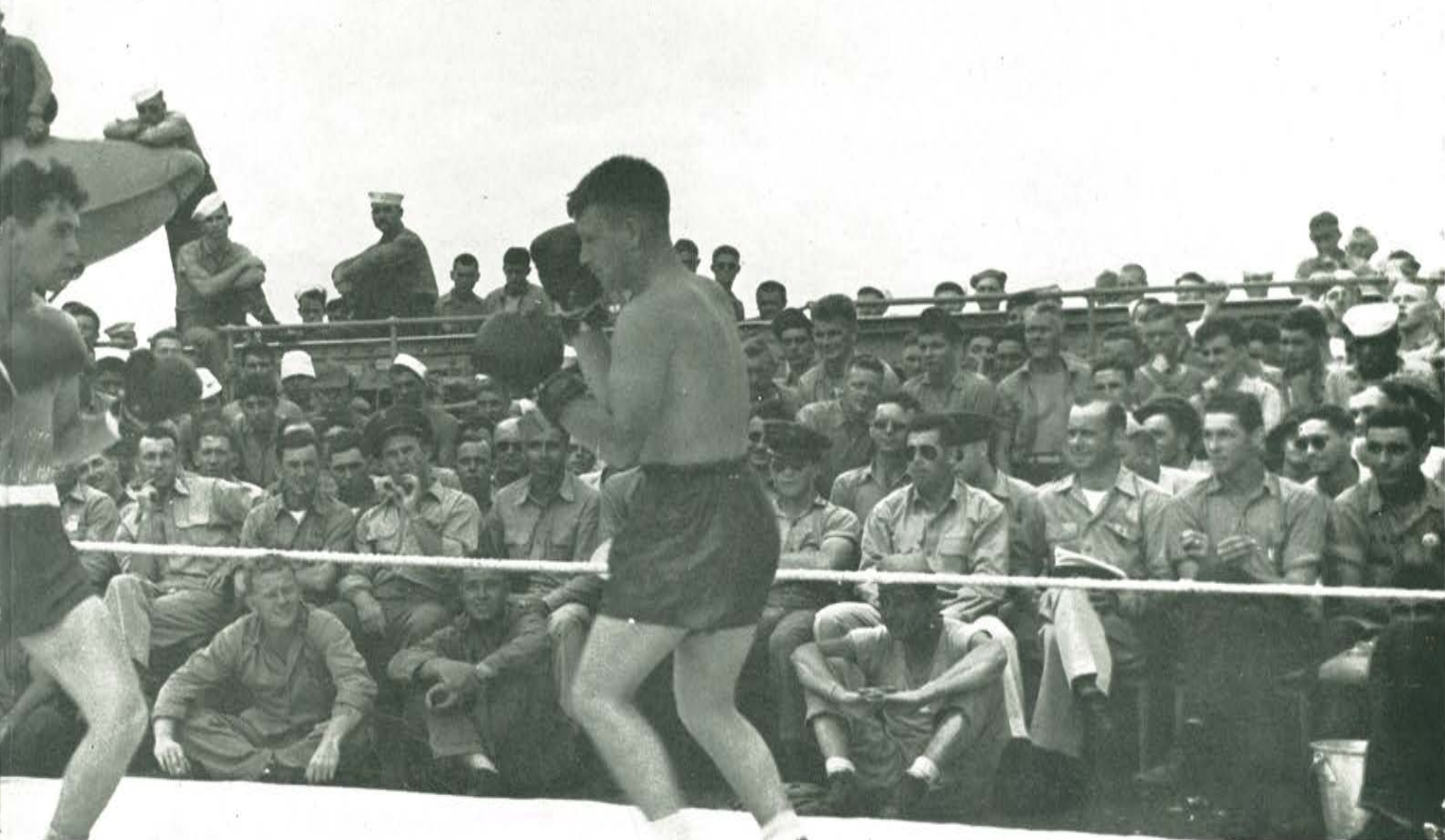








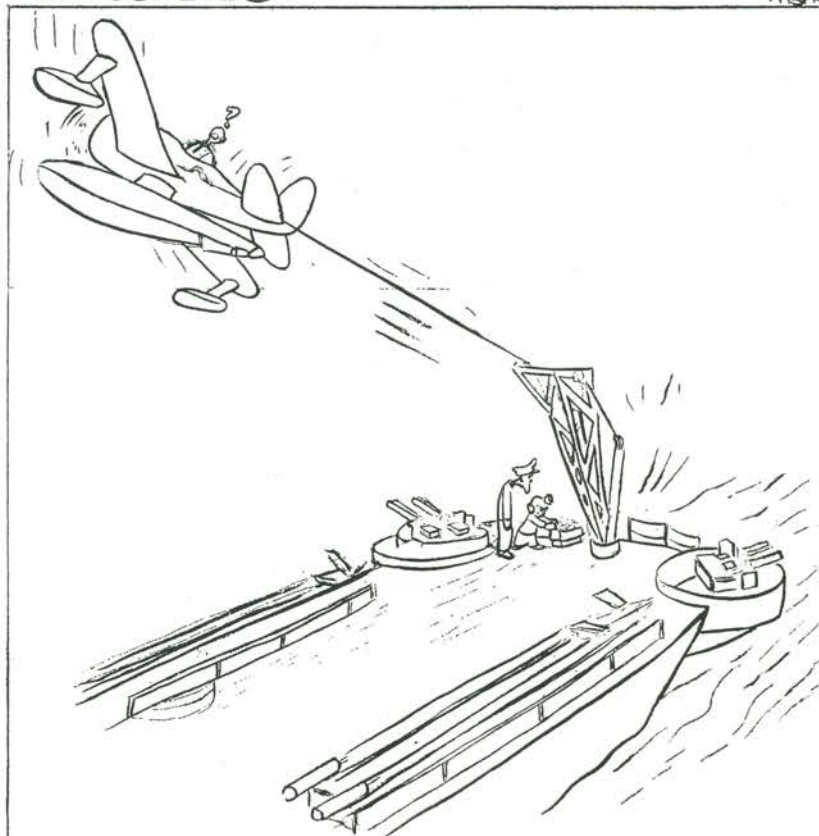




Smokers



BOSWELL WAS ALREADY TO "BEAR A HAND"
WHEN "EXPERTS' ASSISTANCE WAS NEEDED"



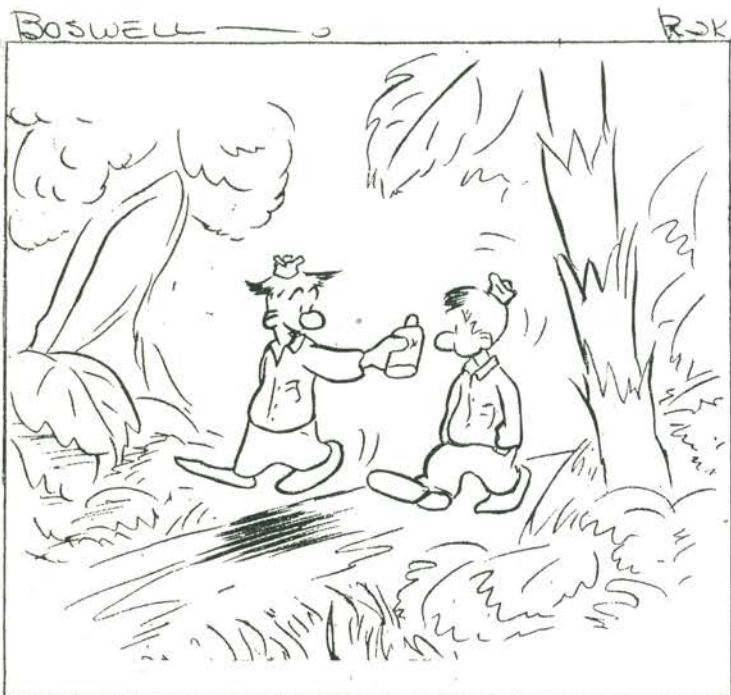
BOSWELL, CONTRIBUTES TO THE SITUATION IN TYPICAL BOSWELL FASHION



WATCH-STANDING CAUSED "MINOR DIFFICULTIES" TO NEW RECRUITS



"BOSWELL, STOP HOLDING YOUR BREATH"



"YOU KNOW BOSWELL, THIS NATIVE WHISKEY MAKES YOU FEEL JUST LIKE YOU WAS WALKING ON AIR"



7he man who made 'em laugh!
Fireman 1/c R. F. Kennealy, cartoonist

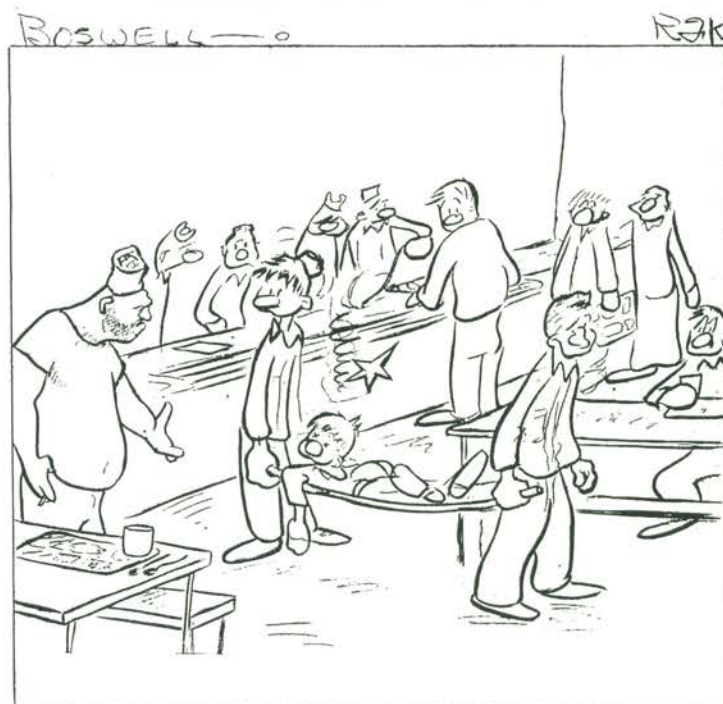
"...AND IF ANYBODY ASKS, TELL 'EM YA ATE TOO MUCH OF THIS DELICIOUS, NOURISHING, TANTALIZING CHOW WE SERVE HERE. I GOT ME REPUTATION TO THINK ABOUT, YA KNOW"



"I HEARD THAT HE WAS GOING TO BE TRIED AS A 'WAR CRIMINAL' "



"I WANT ONE OF THEM WHAT-DO-YOU-CALL-'EM GADGETS WITH A HICKIE ON THE END WHICH FITS ON THEM THINGS BY THE BOILERS. IT'S BETTER ABOUT SO BIG AND ALMOST THAT LONG. YOU GOT 'EM IN THERE SOMEWHERE. YOU KNOW WHAT I MEAN"





"Missouri's number one hillbilly"



ON THAT long run down to the Canal and then up the west coast to San Francisco; the *Missouri's* gunnery department worked at the job of perfecting the fine showing they had made in the shakedown.

Commander Louis T. Malone, gunnery officer, was no believer in easy-going optimism. Said he: "The crews have done some remarkable firing. But each man has to keep on the job. There are 101 things to do to keep those bullets dropping on the target and if one man lets down the effectiveness slumps. When we see our guns hit every Jap target they're supposed to hit, then we'll be satisfied. Not till then!"

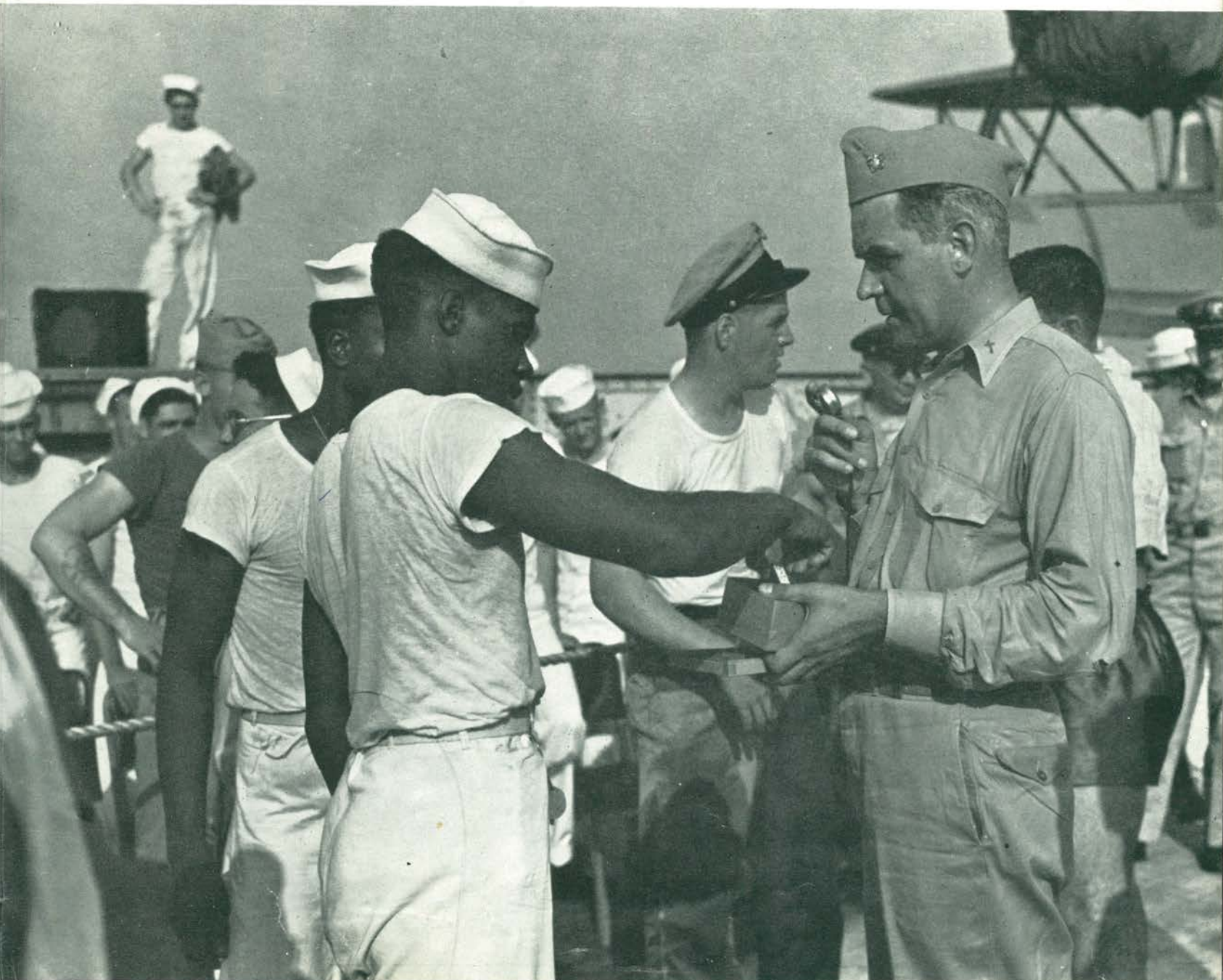
The thought was pounded into the crews, day and night, that without big guns there wouldn't be any *Missouri* or any other battleship. Commander Malone's job was to see that the guns shoot straight and often after they have been lugged to spots where they'll do the most good.

On the *Missouri*, gunnery was, of necessity, the Number One department in personnel. About 60 per cent of the ship's company were attached to gunnery. Under battle conditions, 500 to 700 additional sailors help to man guns, pass powder and ammunition and otherwise lend a hand to speed the *Missouri's* bullets toward enemy targets.

Commander Malone, the gunnery boss was a peppery Irishman, a 1927 Naval Academy graduate, who learned gunnery on many ships, taught the subject at the fire control school in Washington, and had practiced it against Japs as gunnery officer of the battleship *Alabama*. He had a deep respect for the tools of his profession and vehement distaste for carelessness or slovenliness towards guns or ammunitions.

He pounded the thought into his men: "A gunner must be experienced and competent and it's a good idea if he's a little cocky, too, BUT—he must never get overconfident or careless. Then he's asking trouble for himself and his shipmates."

Chaplain Boslet
presenting prizes
at smoker



Commander H. V. Bird, 1933 Naval Academy graduate, the *Missouri's* assistant gunnery officer, wore proof of his experience in a citation ribbon won while he was gunnery officer of the Service Force, Atlantic Fleet. His specialty was the five-inch guns, which he handled for eight years aboard the *Colorado*, a new destroyer and other ships. His greatest satisfaction as the *U.S.S. Missouri* steamed toward the Pacific war zone was that four of the five E awards for gunnery efficiency held by *Missouri* gunners were on five-inch mounts, Numbers 1, 3, 8 and 10.

The fifth E award was held in Turret 3 of the Main Battery of 16-inch guns, and much of the credit for this was being tossed back and forth between Lt. Robert Matusek, Turret 3 officer, and Lt. Comdr. Heber Player, Main Battery officer. Lt. Comdr. Player was

a football man at the Naval Academy, Class of 1937.

Fourth on the gunnery team was another athlete, Lt. Comdr. Joseph C. Rintelen, Jr. Burly Joe Rintelen, a Naval Reservist, was ship's wrestling officer, but his big job aboard the *Missouri* was handling the 20- and 40-MM antiaircraft machine guns of which he was in charge. In civilian life he had been successively a mill superintendent and a mineralogy professor (and wrestling coach) at Carnegie Tech and Duke. He was the only man aboard with a doctor of philosophy degree. He went into the Navy early in 1942.



... *M*usic



Fifth top gunnery man was Lt. Comdr. James C. Bidwell, 1939 Naval Academy graduate, fire control officer, whose job it was to see that few eggs were wasted before they landed on the target.

With these men drilling excellent gun crews, the ship's company had confidence that the *Missouri* would come through admirably in any test of the fighting job that lay ahead.

The men learned that a salvo of armor-piercing shells from the nine 16-inch guns of the *Missouri* was equivalent to nine Ford automobiles being hurled into the air at a speed of 200 miles an hour, thundering along several miles, and then hitting a target 20 miles away and setting off a ton of explosive.

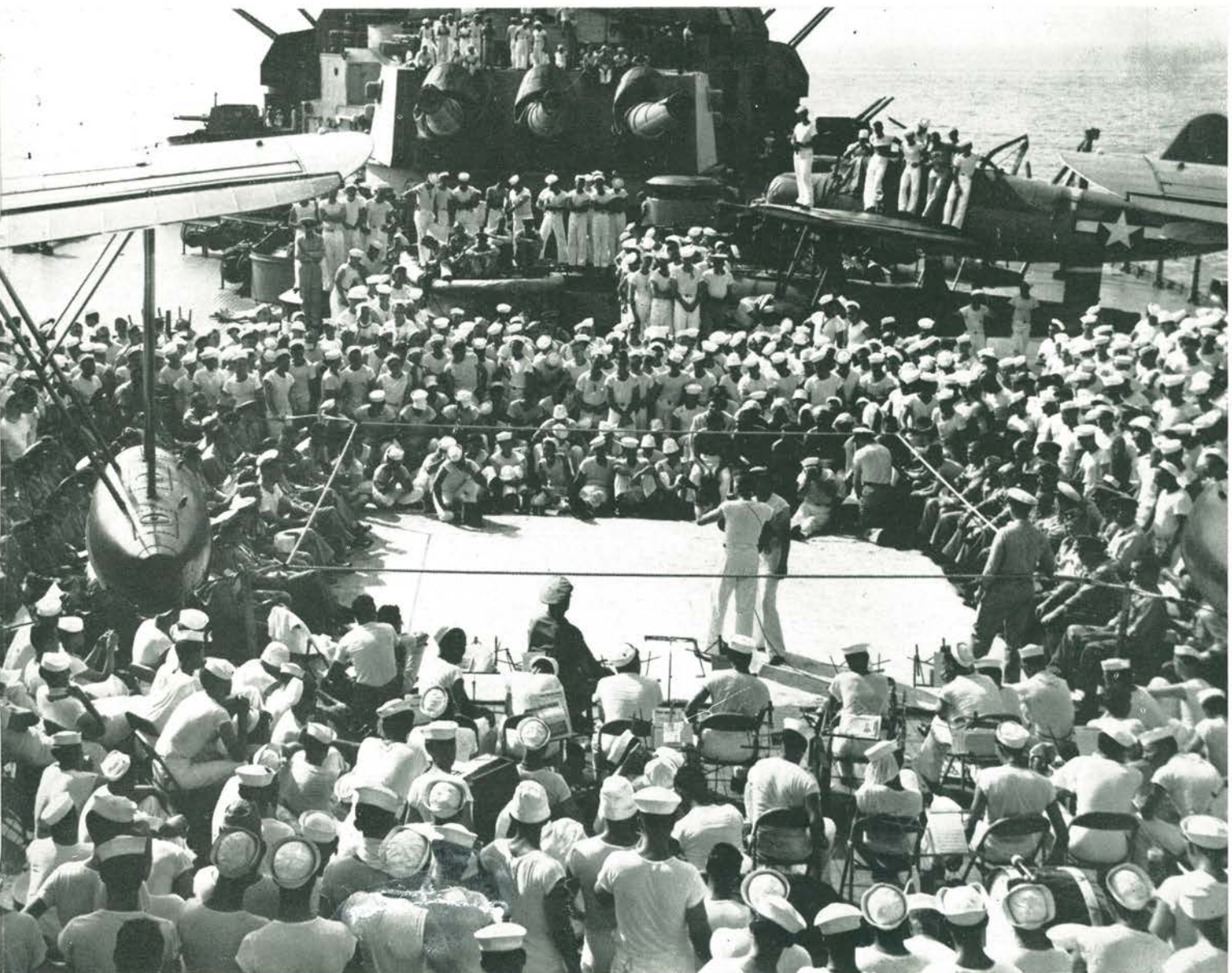
The gunnery department's job was to deliver the nine Ford automobiles—or their equivalent in weight—smack at the right destination. A difficult job, when it is considered that the *Missouri* might be steaming at 30 knots an hour in a high sea and the target might be doing the same!

To find the range, bearing, speed and other data about a target is a complicated job but the *Missouri's* gunnery officers knew how to operate their instruments and the men they were commanding knew these jobs, too.

Besides those huge main batteries, the *Missouri's* secondary batteries of five-inch gun required similar plotting and directing devices. These five-inch guns were meant originally for use against surface targets but the all-out fighting in World War II required that they serve a double purpose—they were mounted as anti-aircraft defenses as well. In addition, the ship bristled with anti-aircraft 20 and 40 millimeters.

The ship's gunnery department was clicking like a well-ordered ship's clock when the big vessel nosed its way into San Francisco bay in early December of the year of its launching. At that port, it was groomed for its trip westward into the Pacific. Christmas mail was loaded aboard, and as the expectant crew counted the sacks it looked as though every man aboard would average about three Christmas packages. Where they would be when Santa Claus passed those packages out to them, the crew could only speculate.

... and *R*ecreation





CHRISTMAS DAY 1944 and . . .

NEW YEARS DAY 1945

OFFICERS AND MEN of the *Missouri* were getting the breaks. The fleet operations schedule brought the ship into Pearl Harbor on Christmas Eve, 1944.

Thousands of bluejackets at the Hawaii base hailed the arrival of the *Missouri*, not only as a new, powerful addition to naval strength in the Pacific but, more gratefully, they hailed the *Missouri* as Santa Claus. By way of demonstrating that the Navy at war does everything possible to rush mail to bluejackets away from home, the *Missouri* and the Fleet Postoffice at San Francisco collaborated as the big battlewagon was about to lift

*L*aunching aircraft





*C*overing aircraft

anchor. Some 1,600 sacks of late holiday mail, destined for men at Hawaii, was piled in the postoffice at San Francisco. All cargo vessels were overloaded, so the Fleet Postoffice asked the *Missouri* to lend a hand. The 1,600 sacks were loaded aboard the battleship in short order and delivered at their destination early Christmas morning.

For the *Missouri's* officers and men, Christmas dinner from soup to nuts, with a special Christmas souvenir menu printed in holiday colors, wound up a formal celebration, which had started with the distribution of gifts and then merged into solemn religious services.

As the New Year dawned, the *Missouri* was less than a year old, computing its age from the launching date, less than seven months old, computing from the date of its commissioning.

She had taken her place with the greatest fleet in American naval history, fitting comfortably and confidently into a group of vessels that bore proud battle records. The ship was new but old, experienced heads operated her.

Her "brave and skilled men," in the words of Admiral Nimitz, could "look forward to the new year, assured that it will see new and more powerful blows dealt the enemy and that it will bring us closer to victory and peace."

7aking plane aboard



JANUARY 1 - 13, 1945 . . .

THE BATTLESHIP MISSOURI's sights were set on Tokyo . . . New Year's Day drew to an end with the big vessel on her maiden plunge into the battle areas of the Pacific, driving ahead with her fleet unit . . .

The United States Navy was wearing down the Jap defenses . . .

American land forces were being convoyed into the Philippines . . .

December 15, General MacArthur's troops had been landed at Mindoro.

January 9, the people of the United States sat with ears glued to their radios, as the story came through of the landing on Luzon in Lingayen Gulf, the United States Navy depositing the United States Army forces on the very same beaches the Japs had used in December, 1941 . . .



*C*hristmas mail from the Navy in Pearl Harbor



The Missouri on her way to the war

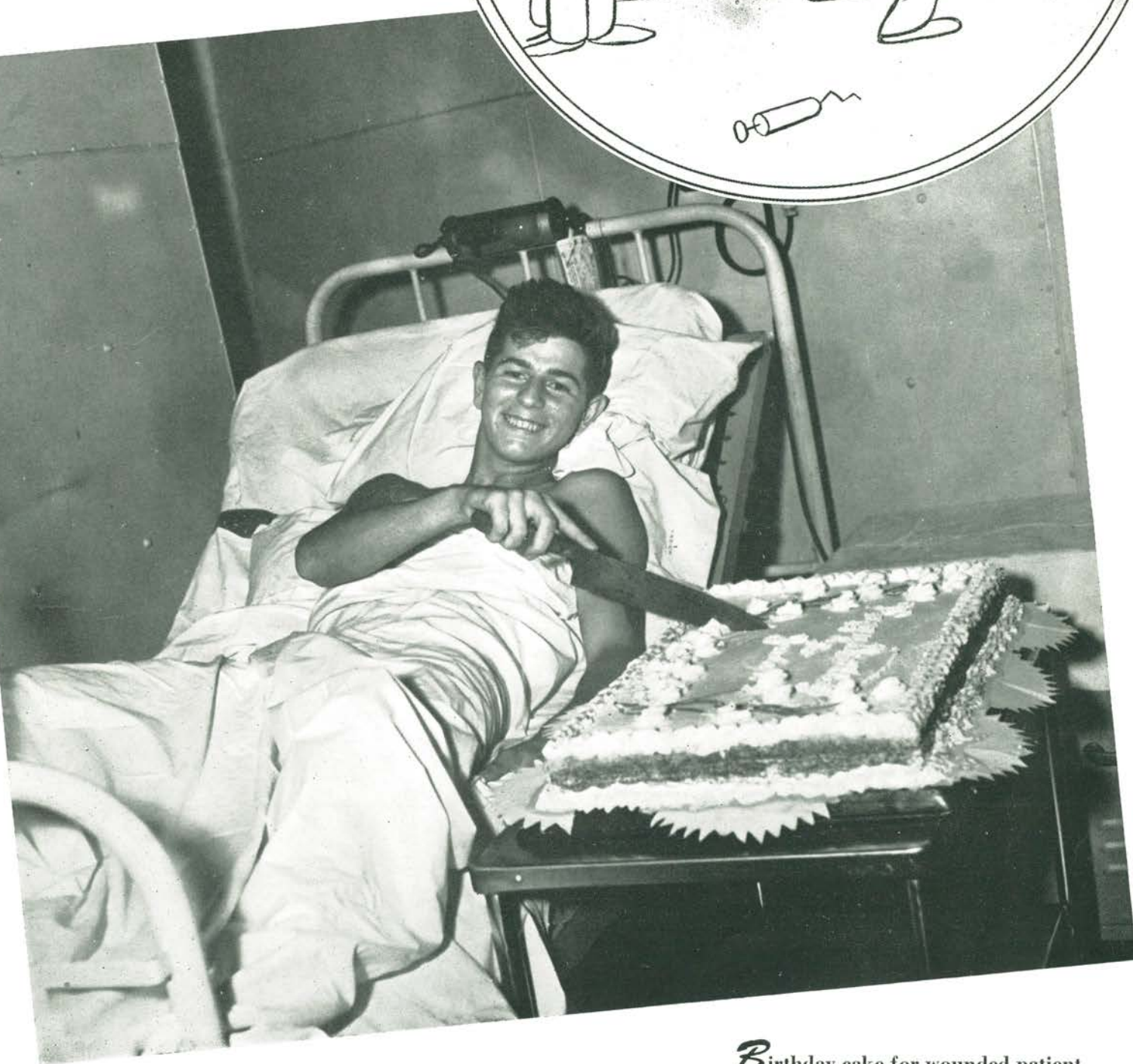


Leaving San Francisco Golden Gate



*D*octor Barnes at work

THE MEDICAL DEPARTMENT,
BOSWELL ON THE LOOSE

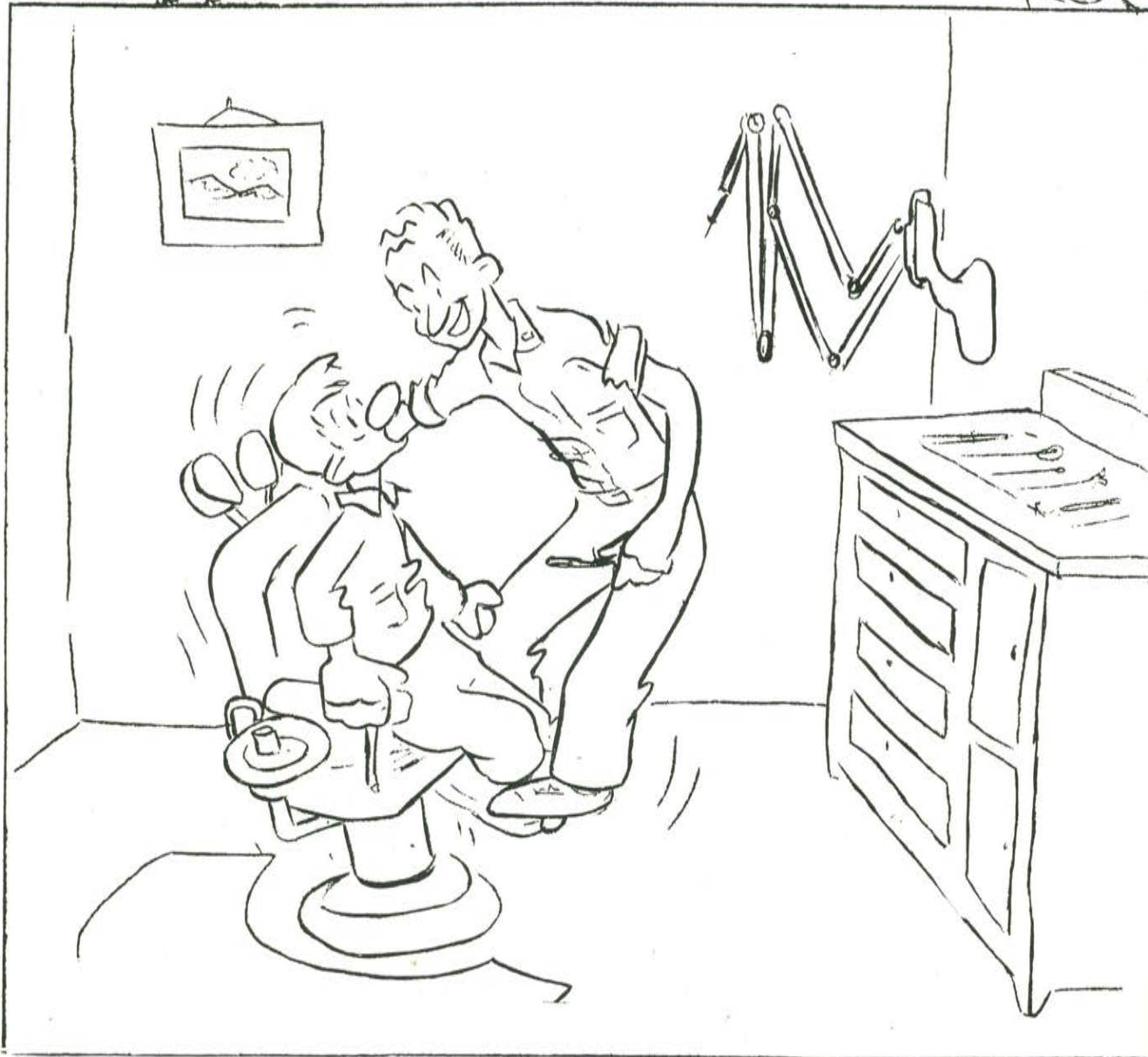


*B*irthday cake for wounded patient

...*G*etting well in sick bay

BOSWELL — 0

125



BOSWELL MEETS THE DENTIST

... *D*ental work

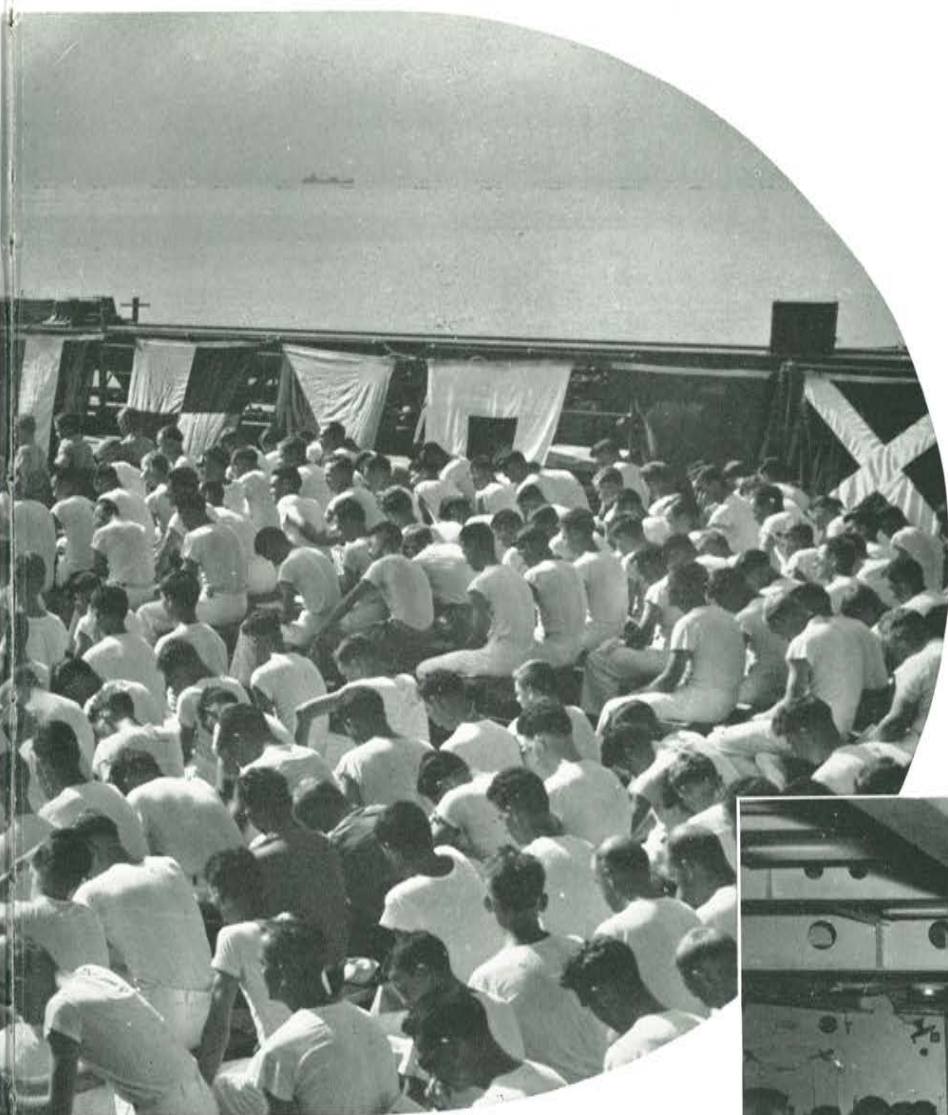




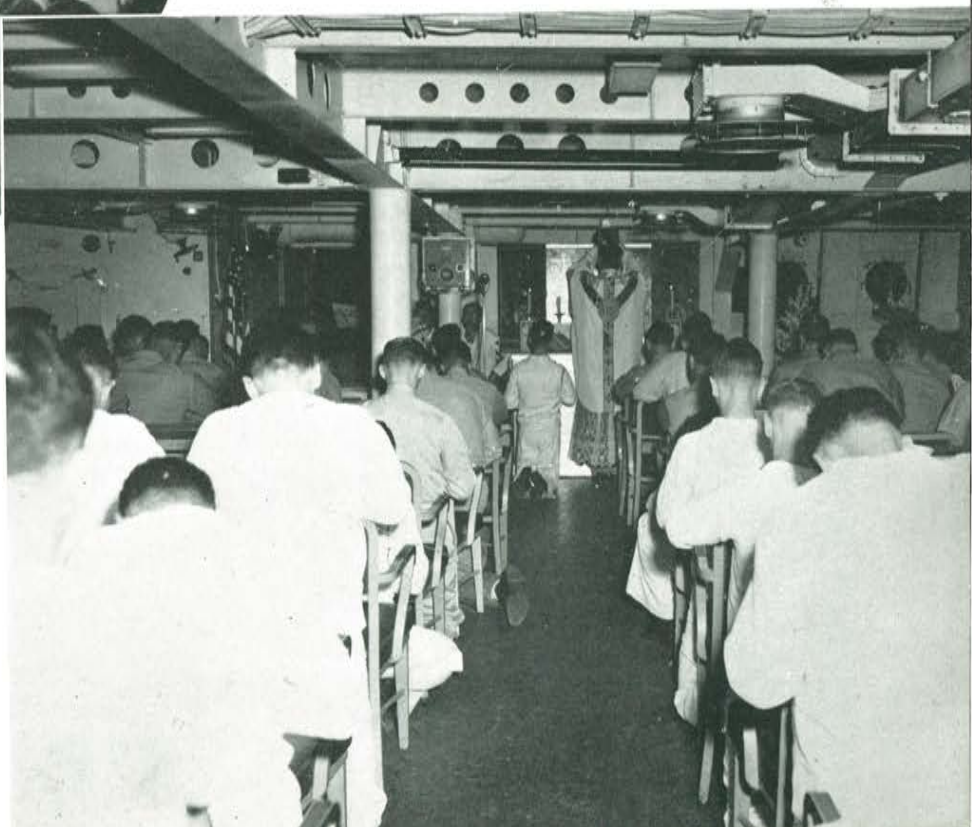


*M*ass was regularly a part of the . . .

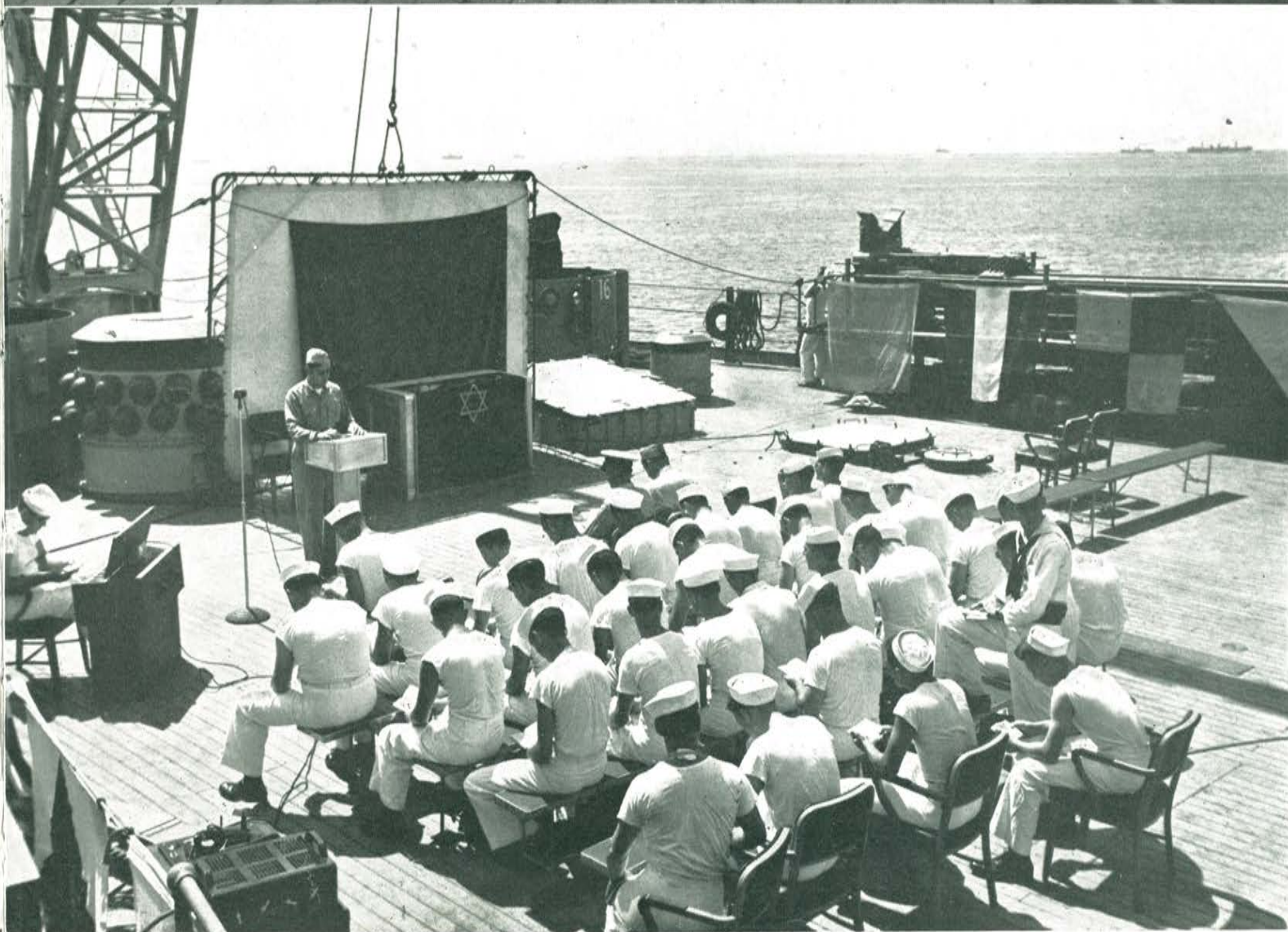
*P*rotestant Divine Worship



... ship life









U. S. Marine Detachment



A broadcaster said:

"As General MacArthur says, the Jap attacks have been against our naval formations and these attacks have been desperate and frustrated... The convoy stretched for 70 miles and was the longest convoy in naval history..."

The Navy was pounding, blasting, driving back the Japs...

The battleship *Missouri* was driving steadily ahead through the waters of the Pacific to her first scheduled destination in the war zone—Ulithi, an island east by southeast from Leyte...

The *Missouri* was off to test her mettle against the Japs and take her part in the fighting Navy which was closing in to wind up once and for all Japan's war of aggression.

The officers and men on the *Missouri* were on their way into the fight, with some excellent advice from their skipper.

Captain Callaghan, as they were about to move westward from Pearl Harbor, told them: "The ensuing days and months will not all be spent in fighting. There will be many long hours of watchful waiting."

As the vessel moved ahead, Senator Truman was inaugurated as vice-president of the United States. In the crew of the *Missouri* was the new vice-president's nephew, Seaman 2c John C. Truman, quartermaster striker, whose home was in Independence, Mo. "Uncle Harry will make a very good vice-president," said Seaman Truman, "His record is assurance of that."

Gedunks were sold by the thousands





Commander Louis T. Malone,
the *Missouri's* second executive officer,
also commander of regiment
that occupied Yokosuka . . .
known as the "Malone Marauders"



CAPTAIN CALLAGHAN's forecast that watchful waiting would be a difficult part of the job that lay ahead of the *Missouri* proved correct.

Not until February 19th, was the *Missouri* destined to see her first action. At this time, while driving through the waters off Iwo Jima as a part of Task Force 58, the ship's first kill was made.

On the evening of that day—at 1944, as Navy time has it—several small groups of Jap planes were detected by the radar. The anti-aircraft battery swung into the alert.

The bogies continued to close in—"Air Defense" was sounded!

One of the Jap planes headed for the *Missouri*—the gunnery crew worked a good solution on the rapidly closing Jap. The ship opened fire and almost immediately the target, tentatively identified as a HELEN, burst into flames.

That was the first kill for the *Missouri*. All hands were proud.

Good tracking, good shooting—and, as the gunnery crew admitted itself, perhaps a little luck—earned for the *Missouri* the reputation as a straight-shooting ship. Commander Malone's intensive work with his men had borne fruit.

The next chance for the *Missouri* to test its shooting ability came March 18. The battleship was still a part of Task Force 58, which was making its first air strikes against the airfields of Kyushu, in what was to be a forerunner of the Okinawa operation.

Bogies, or Jap air squadrons, working as units or separately, were being reported frequently in the vicinity of the Task Force. The first closed into visual range of the *Missouri* at 0741 on March 18. A single Jap plane, believed to be a ZEKE, suddenly dived out of the clouds from the direction of the sun and dropped a bomb on a carrier just off the *Missouri's* port beam. "Air Defense," was immediately sounded. Everyone stood by, knowing that something else was due to appear out of the skies.

It came—the *Missouri's* first tilt with a Jap Kamikaze, that type of suicide pilot peculiar to the Japs.

At 0805, almost twenty minutes after the first bomb had been dropped on the carrier, the *Missouri*, along with other ships, opened fire on a NICK. The solution was excellent, another feather in the hat of the gunnery crews. The Jap plane burst into flames.

The men on the *Missouri* watched their Kamikaze quarry with rapt interest. Everyone was amazed to find that this plane, completely afire and apparently almost completely out of control, veered and swerved in its plunge in one last, determined effort to crash on to the deck of one of the carriers. It missed and plunged roaring into the ocean.

Twice again that morning, *Missouri* gunners opened fire on bandits. The second was splashed by shot from the *Missouri*. Bogey business continued in the afternoon and at 1316 a plane dove in and dropped a bomb near one of the carriers. As it rose, it was splashed by *Missouri* gunfire. Fire was opened on another plane in a few minutes at a range of 2,500 yards and it was splashed just off the *Missouri's* starboard beam. The instrument solution on this one was excellent and the *Missouri* claimed another kill. During the afternoon bogies were visible off in the sky but none closed within shooting range.

March 24, the ship was scheduled for its first bombardment of enemy territory. It was the beginning of the Okinawa campaign.

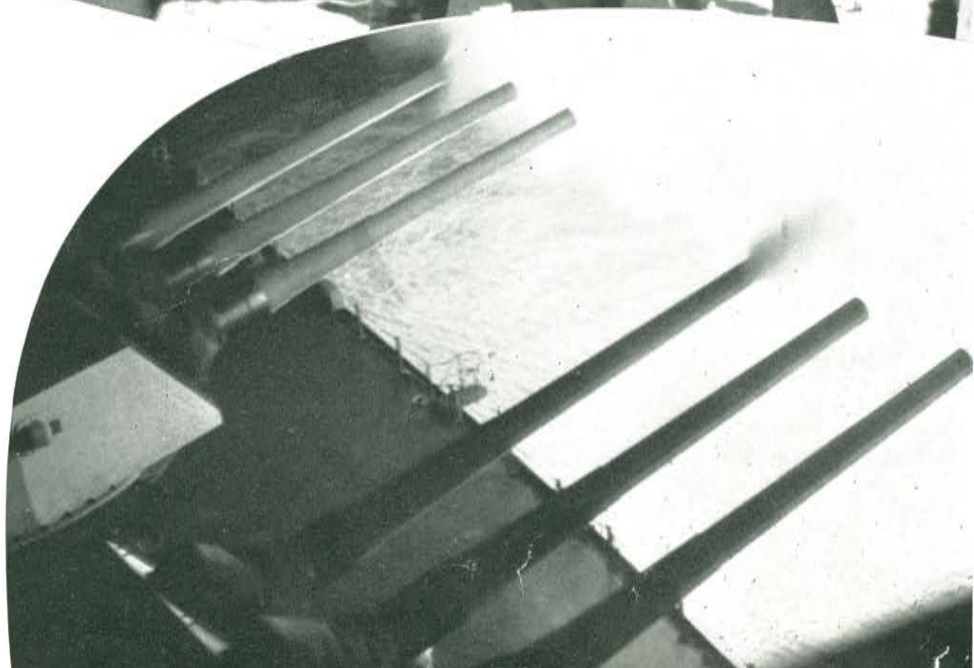
The battleships New Jersey and the Wisconsin moved in early in the morning to fill out the bombardment group and behind screening destroyers these three ships moved in toward the southwestern coast of the Jap-held island.

For the first time, the *Missouri's* virgin 16-inch guns were to be used in something more than trial target practice. This was to be real target practice, with the Japanese stronghold on the receiving end. The guns fired at extreme range and no opposition was encountered. The crew was disappointed over its inability to assess accurately the damage the shells had done but accepted the disappointment in good spirit, realizing that this was just the beginning of some real action.

Five days later, March 29th, while continuing strikes on the Kyushu area, the formation was bothered by several bogies. In early afternoon, bogies were reported southwest of the group and condition one was set. Shortly after 1400 a bogey was detected only 12 miles away and closing in fast. Two of the combat Air Patrol planes got on the bogey's tail and followed him down



*M*OG-MOG at Ulithi Lagoon



through the clouds as he dove on the formation. Ships of the group opened fire and the bogey was splashed. During this action a 20 MM cartridge, without exploding, passed through the stomach of Seaman Second Class J. J. Ganas. He was the *Missouri's* only casualty that day.

Then, two weeks later, on April 11, came the most determined Kamikaze attack the *Missouri* was to encounter.

The Jap drove in out of the skies, flying low, aimed straight for the starboard quarter of the battleship. It was early afternoon.

The *Missouri's* guns had picked him up and had riddled his plane, probably killing the pilot as he kept the plane headed straight for the target on which he was to make the supreme sacrifice for his emperor. The *Missouri* kept up a murderous hail of fire but the Jap plane bore in straight ahead.

Through the curtain of fire the *Missouri* gunners blasted at him, the Jap succeeded in coming until he crashed into the ship within a few feet of the anti-aircraft battery on the starboard quarter at the main deck level.

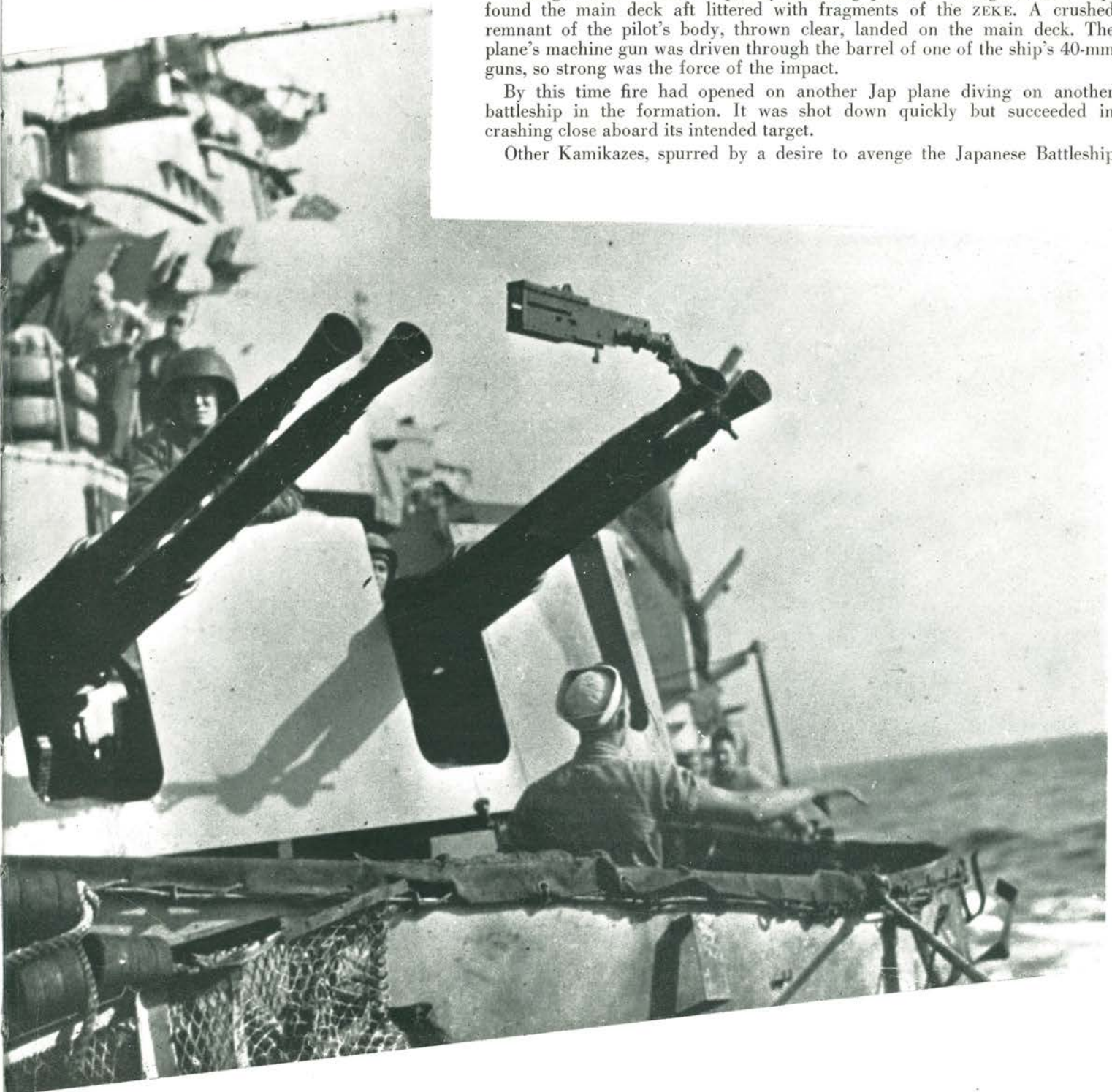
Not one of the *Missouri's* gunners left his gun as the plane drove aboard. One wing of the plane was shorn off and flew forward, landing inboard of 5-inch gun mount No. 3 where the gasoline from the shattered wing burst into flame. Clouds of smoke and fumes were sucked into the fire room by the main ventilation intake nearby, but the fire was quickly extinguished by a party led by Lt. (j.g.) O. D. Scarborough, Junior Officer of the Deck.

Damage Control officers, quickly assessing possible damage to the ship, found the main deck aft littered with fragments of the ZEKE. A crushed remnant of the pilot's body, thrown clear, landed on the main deck. The plane's machine gun was driven through the barrel of one of the ship's 40-mm guns, so strong was the force of the impact.

By this time fire had opened on another Jap plane diving on another battleship in the formation. It was shot down quickly but succeeded in crashing close aboard its intended target.

Other Kamikazes, spurred by a desire to avenge the Japanese Battleship

*J*ap machine gun pierces barrel of
Missouri's 40mm gun that
helped bring him down





Yamato which had been sunk by planes from the Task Force, attacked the *Missouri*, but none was able to penetrate the screen of fire which the ship's gunners threw up around her.

Then, the 16th of April, 1945!

The "fightingest" day of all the *Missouri's* war days!

More than 12 solid hours of sparring with Jap planes!

Okinawa was the issue of the day. The Americans were determined to capture the island. Their bombers needed it as a hop-off point for the efficient destruction of Tokyo.

The Japs just about this time decided to defend Okinawa, at all hazards. They began throwing all the fight they had into the defense of this island. They were playing their last cards in an abortive attempt to stem the tide of the inexorable advance of the Americans.

The day started early for the *Missouri* and the other craft patrolling the waters off Okinawa.

At 0038, a group of Jap planes approached the formation of naval vessels of which the *Missouri* was a unit.

Destroyers, together with Combat Air Patrol screening the edges of the American ship formation, turned the enemy planes away. The Japs retreated before the heavy screen the destroyers shot up and veered off, disappearing to the northwest. At 0132, the clear signal was given.

Then more reports of Jap planes came at 0756 and the guns of the anti-aircraft batteries were hurriedly manned again.

From then until 1136, six raids were picked up by the radar but none closed in. Those were anxious hours of watching and waiting.

At 1303 a group of planes was picked up about 75 miles away, headed straight for the formation. They were quickly identified as a suicide squadron and at 1326 "Air Defense" was sounded.

Guns of the *Missouri* opened fire on a low-flying ZEKE at a distance of about 6,000 yards and hits were obtained almost immediately. The plane withstood the direct hits for about thirty seconds and then burst into flames, crashing close aboard one of the carriers.

Two minutes later, *Missouri* guns opened fire on a second ZEKE, also coming in low and fast from the north. Again the guns were trained directly on the target. Shot from the ship raked the plane but the Jap Kamikaze pilot aboard bore directly down in a definite attempt to die crashing into the battleship. The wing of the plane clipped the crane on the fantail before the ZEKE crashed a short distance astern and exploded violently. Debris was thrown aboard the ship but only minor damage was sustained.

At 1335, the anti-aircraft guns were swung toward a Jap plane diving toward the ship from the port quarter. More direct hits and the plane burst into flames, passing over the ship at about 300 feet and crashing into the water at the starboard bow.

Almost immediately after that, two planes came in high and dove on the carrier on the *Missouri's* port beam. One crashed her; the other was splashed.

At 1514, *Missouri* guns started roaring at two planes closing in on the formation from the north. Hits were plentiful but one plane crashed forward of a carrier and the other close aboard one of the destroyers.

Guns roared again in a few minutes at another plane. No hits were observed but the plane passed astern of the ship and disappeared over the horizon.

Then came a few hours respite. A checkup aboard showed two men, A. J. Palermo, Seaman First Class and D. J. Guiliano, Seaman First Class, had been wounded by shrapnel. They were the only casualties of the early day's work.

Off and on throughout the rest of the day, Jap formations would be detected approaching from various directions but none closed in with the *Missouri*. However, throughout the day until approximately 2200 the anti-aircraft men stood at air defense. In the last 30 minutes of this tense day, guns fired on two planes but neither closed in with the ship after the fire was opened. That was the end of a busy day, the busiest of all days for the *Missouri*, insofar as nerve strain and the hazards of air duels can be listed.

April 29th dawned with the *Missouri's* Task Group already in the anti-aircraft cruising formation ready for whatever might come. The morning was uneventful, just as many days were uneventful if only a few bogies sighted here and there, but keeping their distance. In late afternoon—at 1737—came an air attack with a low-flying ZEKE moving in astern of the formation and

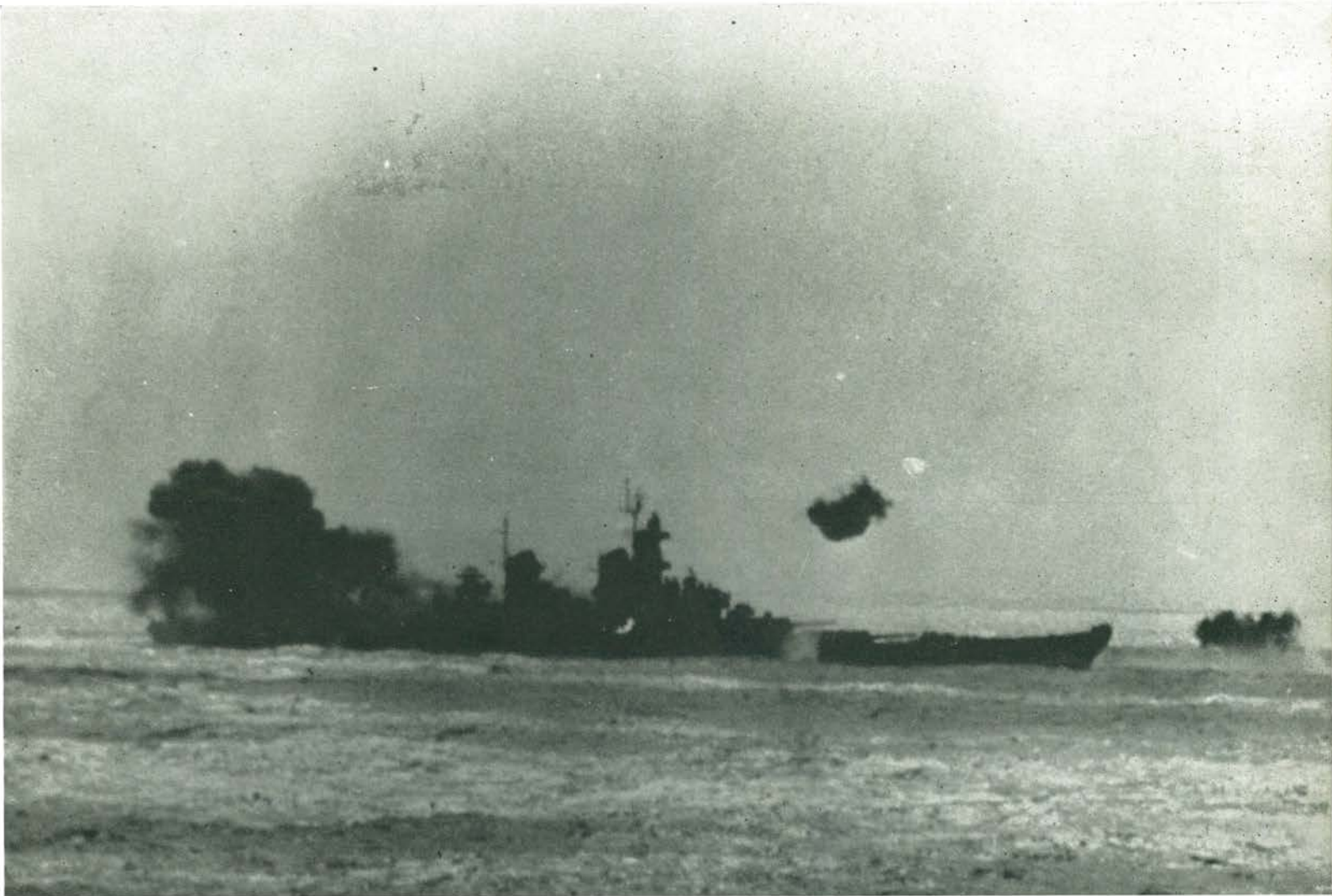


falling under gunfire. It splashed without causing any damage but meanwhile two of the picket destroyers had been crashed by suicide planes. At 2000 the all clear signal sounded. No one knew at the time that this brush in the air on that April 29th was to be the last shot the *Missouri* would take at a Jap plane until the dying gasps of the Nipponese in their feeble last struggle three months later.

A new commanding officer came aboard the *Missouri* on May 14th, 1945. Captain Callaghan who had brought the ship into the Pacific and carried it through its first encounters with the Japs was being promoted. His successor was a former classmate at the Naval Academy, Captain Stuart Shadrick Murray, USN.

Before Captain Callaghan read his orders aloud, he repeated some of the remarks he had made when the ship was commissioned in the presence of Senator and then Vice President and now on this May 14, President of the United States Harry S. Truman, Commander-in-Chief of the Armed Forces.

Captain Callaghan told the men: "Be loyal to God, who created you; to your parents, who bore and raised you; to your wives, children and sweethearts who love you; and to your country, which gave you the opportunity to pursue happiness in liberty. As I said then, I humbly repeat now, that no man can administer this ship without the help of your skill, intelligence and loyalty in pursuing our common responsibility. You have fulfilled your parts in action against the enemy. You should be proud of what you have accomplished. I am. This ship will have an important part in any future action in this area. I know you will give the same loyal service to your new Commanding Officer as you gave to me."



7 The *Missouri* afire following Kamikaze attack



Funeral for Jap Kamikaze pilot

THE NEW C.O. came to the *Missouri* from the Naval Academy where he was commandant of midshipmen since the fall of '43. Before that in World War II he served in the Philippines and in Australia. Nearly all his sea duty had been in submarines and all of it was in the Pacific theater. He holds the Legion of Merit and has a commendation from the Secretary of the Navy, as well as the P. I. Defense Medal.

Other shifts had been made in the officer personnel. Lt. Commdr. Rintelen, machine gunnery officer, had been returned to the Bureau of Ordnance. Commander Louis T. Malone had been made executive officer. Commander R. W. Faulk had been made senior chaplain. Lieut. C. A. Robinson had been moved in as chaplain. Commander H. V. Bird succeeded Commander Malone as gunnery officer and the new assistant gunnery officer was Lt. Comdr. Heber (Butch) Player, former Massachusetts main battery officer, while the new air defense officer was Lt. Comdr. James Bidwell, brought in from the USS North Carolina. Commander B. N. Ahl (MC) had taken on the duties of senior medical officer.

Atop all these changes, however, came a most notable gain in dignity for the young battleship.

On the 18th of May 1945, the *Missouri* became the fighting flagship of Admiral William F. Halsey, USN, commander of the Third Fleet.

To the average American newspaper reader Admiral Halsey was "Bull" Halsey, the fighting type of admiral that all Americans loved. His publicized desire to ride up the main street of Tokyo on Hirohito's white horse brought roars of admiration from a nation that liked to know that its fighting jobs were being handled by men like Admiral Halsey. For three and a half years, Admiral Halsey had fought in practically all the major sea battles of the Pacific war. To the Japanese, his name was synonymous with United States Naval Power.

Left to right
Admiral Rawlins,
Royal Navy
Admiral Halsey
Admiral McCain





Seamanship and the handling of line

When the Japs attacked Pearl Harbor, Admiral Halsey was at sea with his carrier force and for weeks he exercised the sole defensive patrol of the United States in the mid-Pacific waters.

In the first offensive action of the war in the Central Pacific he led a task force on February 1, 1942, against the Marshall and Gilbert Islands and scored a notable victory. For this action he received the Distinguished Service Medal.

Then followed Admiral Halsey's participation in some of the vital offensive actions of the war. In March, 1942, his task force struck Wake and Marcus Islands and launched Major "Jimmy" Doolittle's bombing raid on Tokyo a month later. Appointed Commander, South Pacific Force and South Pacific Area, he directed the Battle of Santa Cruz and on November 13-15, forces under his command routed the Japs in the Battle of Guadalcanal. Three days later, President Roosevelt appointed him a full Admiral.

Next in his career of cowing the Japs were the successful battles in which Admiral Halsey, in command of Naval, Marine and Army ground and Air Forces, invaded the central and northern Solomons to bring the South Pacific campaign to a successful conclusion in the spring of 1944. He was awarded a gold star in lieu of a second Distinguished Service Medal by the War Department.

August 27, 1944, as Commander Third Fleet and Commander Western Pacific Task Forces, Admiral Halsey left a trail of ruin and destruction among the enemy in the Palaus, Philippines, Formosa, Okinawa and the South China Sea. Greater loss was inflicted by the Third Fleet upon the Japanese than any fleet of any country in history has ever inflicted upon an enemy.

In the five months ending January 21, 1945, Admiral Halsey's warships and planes destroyed 7,315 enemy aircraft, sank 90 warships and 573 merchant vessels for a combined total of more than a million tons of shipping.

That was the man who selected the *Missouri* to be his flagship on May 18, 1945—an honor for the new battleship that was proving its value in sea fighting.

When the four star flag of the fighting admiral was hoisted aboard the *Missouri*, the ship led the Third Fleet out of Guam to put the Navy's finishing

touches on the Okinawa campaign. On the afternoon of May 27th, the ship got underway from the Hagushi anchorage off Okinawa to give the Japs a taste of the 16-inch guns. This was to be part of the continuous bombardment the Nips on southern Okinawa had been taking for two months. Here was a chance to take a direct part in helping to crack the enemy's Naha-Shuri-Yonabaru line. For fifty minutes that afternoon the *Missouri's* 16-inch guns took various targets on the southwestern coast of Okinawa and subjected all to heavy bombardment. The Japs offered no opposition. The *Missouri* then moved off to join Task Force 58.

The next month or so was spent in the vicinity of Leyte and then, on the 15th of July, the *Missouri* moved north to scourge the coast of Japan at a spot where she was to meet her sister ships, the battlewagons Wisconsin and Iowa and a number of screening destroyers.

Admiral Halsey lead his bombardment fleet into action against the city of Muroran on the island of Hokkaido—the second bombardment the Japs had felt on their sacred home islands in two days, although it was the first bombardment in which the flagship participated on the home land of Hirohito.

By 0930 that morning the group was squared on the bombardment course just off the Jap mainland.

At 0935, the Japs, toughened though they were to monsoons and other varieties of inclement weather, felt something new in a shower of 16-inch shells that lasted for fifty minutes.

The Nihon Steel Works and the Wanishi Iron Works were the targets for this local shower.

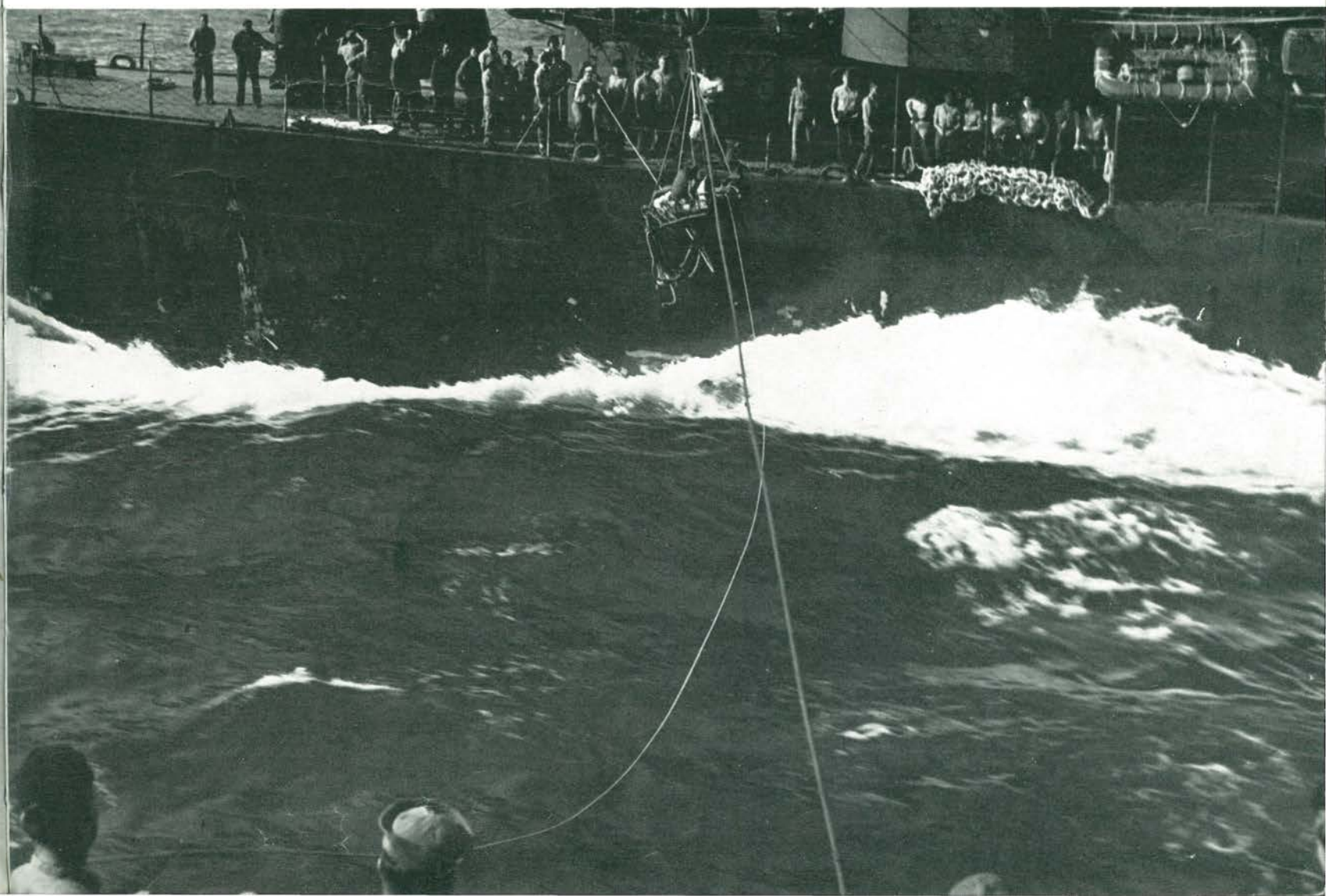
Again, much to the surprise of the Americans, no opposition was met and the retirement to rejoin Task Force 38 was without incident.

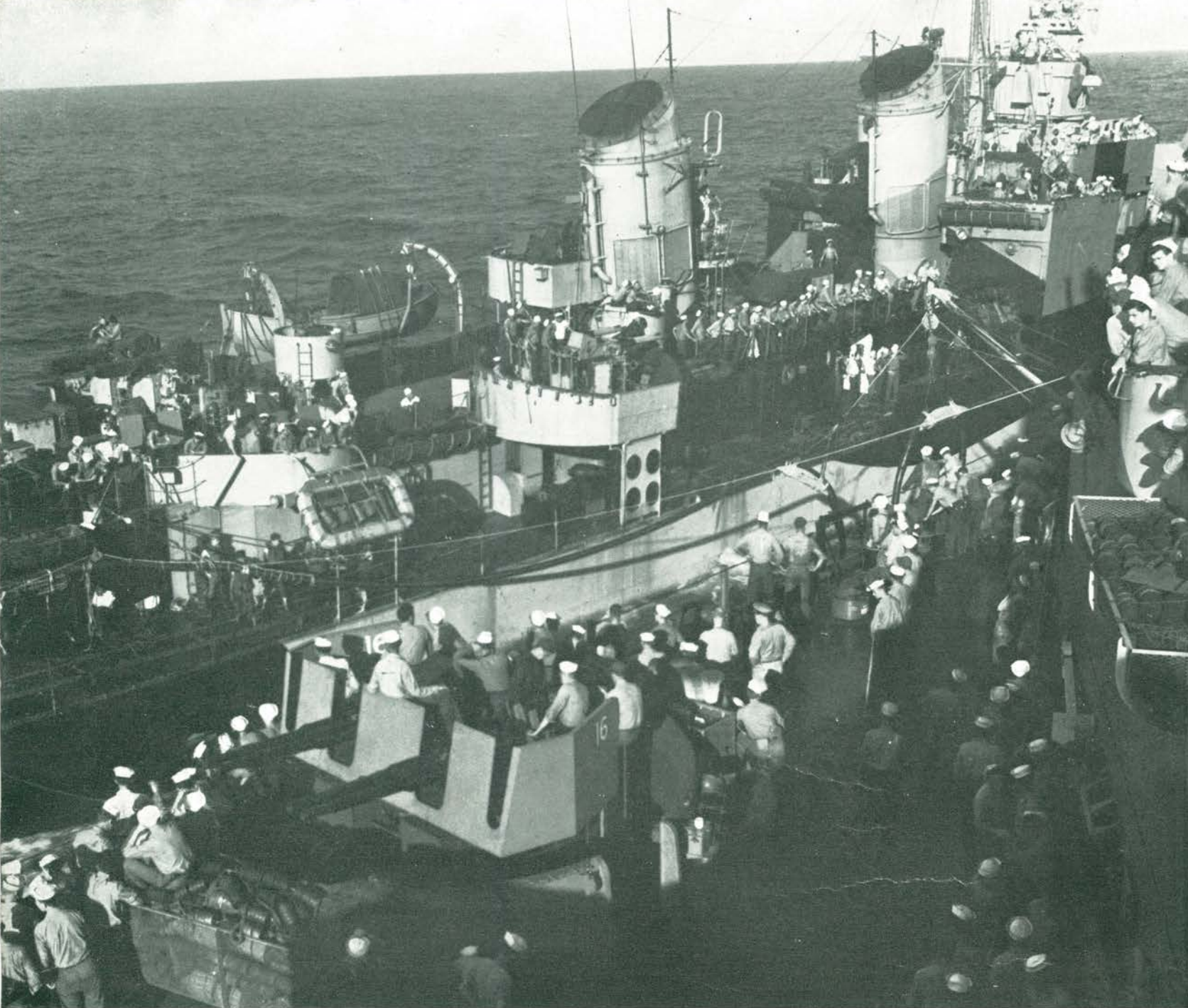
This little sortie against the Japanese home grounds merely served to strengthen Admiral Halsey's convictions that the Japs were licked.

Two days later the same force moved in to bombard industrial targets at Hitachi, only 60 miles from Tokyo.

The results were the same—no opposition.

7ransferring wounded men
from destroyer—note blood
plasma operation in use on the
stretcher during transfer





Fueling a destroyer at sea
almost an every-day occurrence

In all types of daring offensive warfare some opposition is expected from the enemy and during the afternoon of July 17th, the Admiral and other fleet officers certainly expected that, this time at least, the Japs would try some form of retaliation.

The target area was reached about 2300 and as the navigational position was checked, the guns trained, and the range to the target determined, all hands were alert for any type of enemy action. The weather was exceptionally poor with low visibility and a steady rain.

At 2315, word was given to commence firing and the big guns of the *Missouri* again spoke sharply to the Japs, letting them know in what certainly was no confidential whisper that the United States Navy was right there along the Jap coast, there to stay and to destroy any remnants of will the Japs might have about resisting the inexorable advance of the American Forces.

The bombardment continued for the usual fifty minutes and although the radar screens spotted numerous bogies off in the distance, none came near the *Missouri* or any of the other ships in the group.

The Americans noted quickly that if the Japs were willing to take an attack like this lying down, then the Nips were through with the war.

Then came August 9th . . . the day before the Japanese government made its first peace overtures.

The *Missouri* took its last shot that day at a Jap plane—not a very good shot, but good enough, a shot of the type the average hunter will talk about over the cocktails when he returns to the lodge for supper at night.

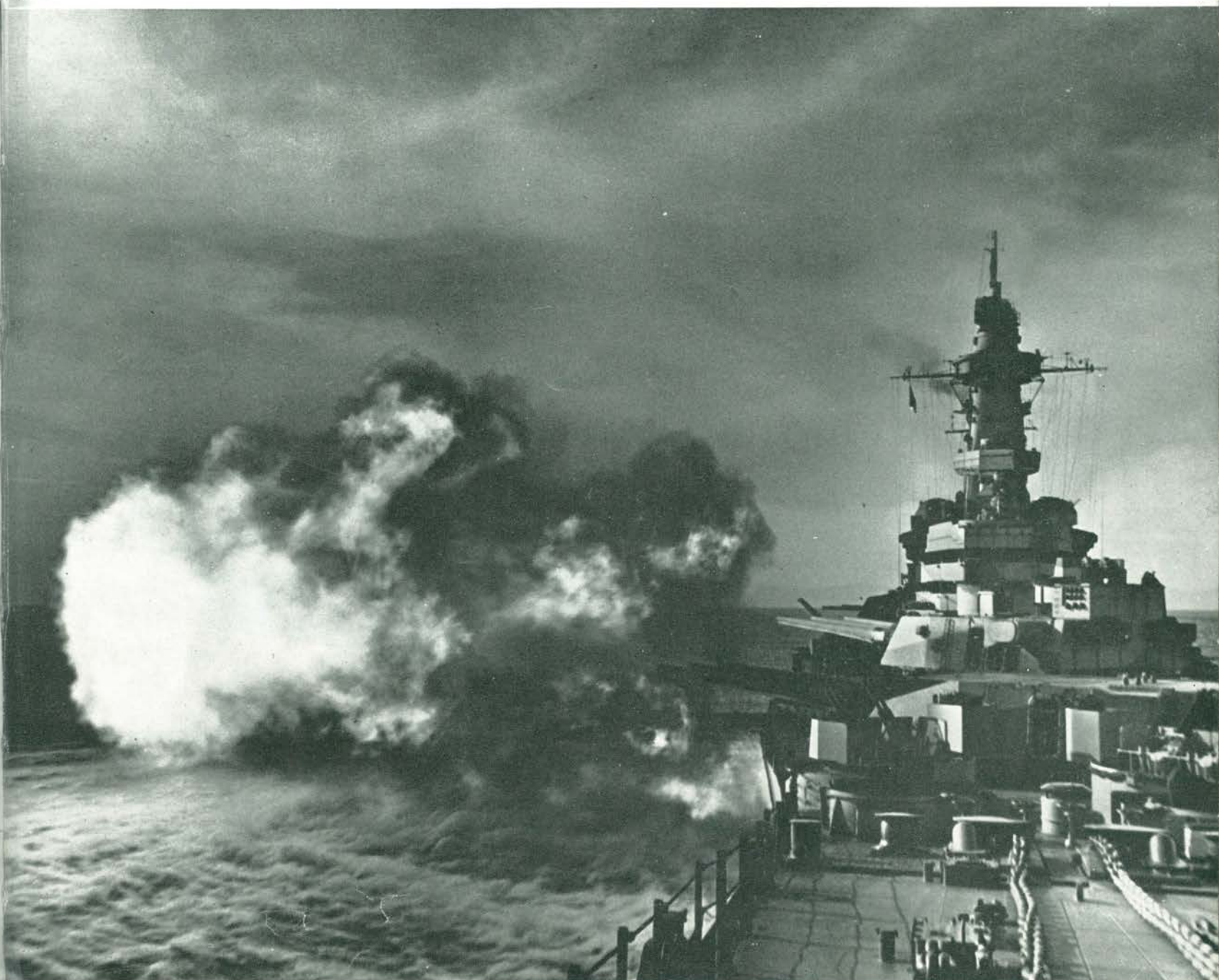
Around 1500 of that day, it was reported that one of the picket destroyers had been crash-dived by a Jap plane and, as bogies were picked up and closing in, "Air Defense" was sounded. At 1600 a GRACE was sighted coming in fast. The *Missouri's* gunfire met it at once. The *Missouri's* position in the center of the formation prevented its gunnery crews from having much of a shot. However, the 40 MM did succeed in getting one good shot burst. With all ships firing, the plane was splashed close aboard one of the carriers.

A few days later the war ended and, as the editors of the MISSOURIAN, the ship's newspaper, told the ship's company: "The *Missouri's* prime reason in being . . . to protect our ships and to destroy the enemy . . . had been fulfilled in a manner of which all hands could be proud.

The MISSOURIAN editor continued:

"Although all the fighting and destruction of Japs in the *Missouri's* wartime life had taken only eleven days, many were the long days and hours when the

"*M*ain Battery Salvo"





*J*apanese emissaries are searched



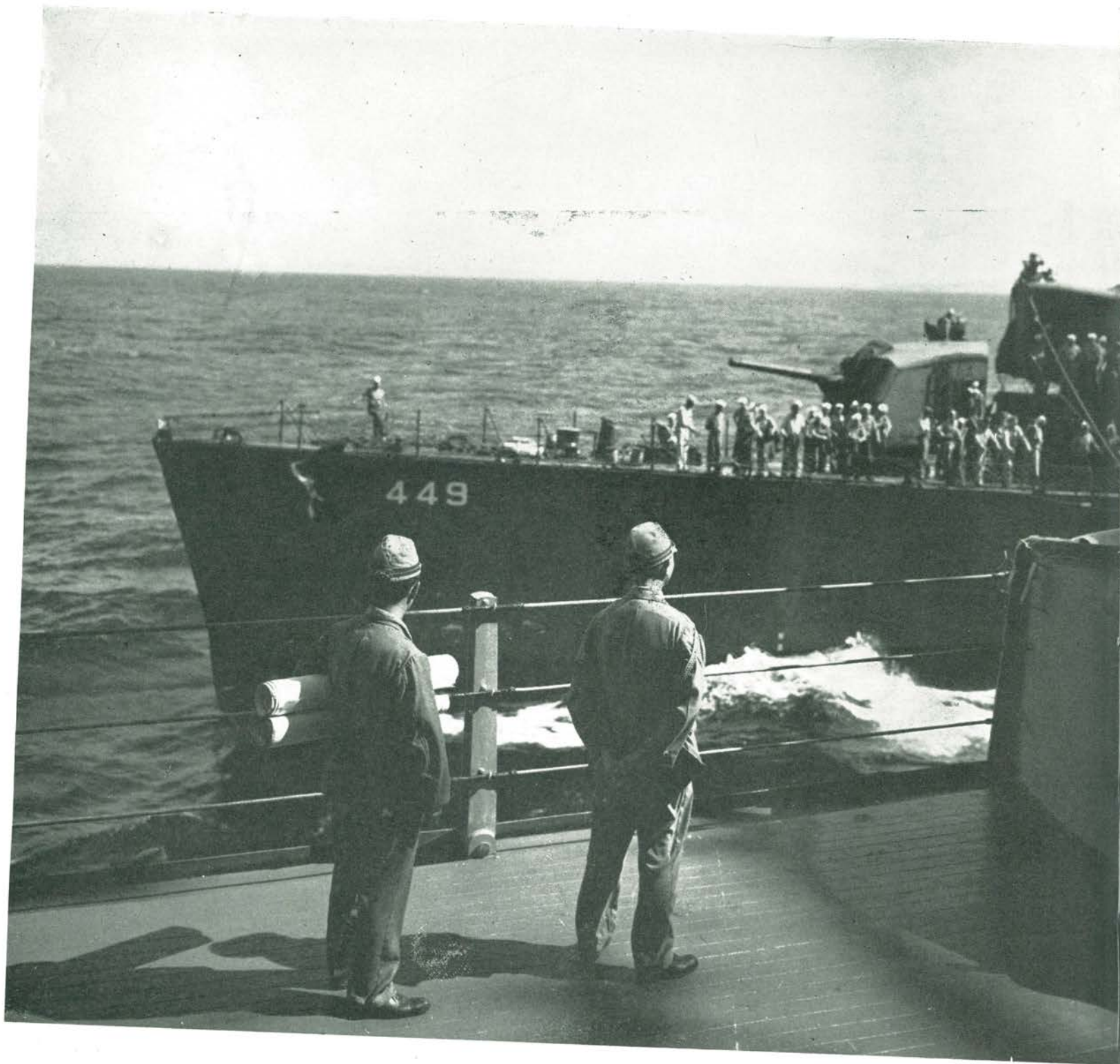
*S*enior Japanese emissary



*J*apanese emissary mounts the gallery closely guarded



*A*rms removed from Japanese emissaries



*J*apanese emissaries aboard the *Missouri* to furnish
information concerning mine fields and harbor defenses . . .
the *Missouri* was then steaming toward Sagami Wan



*W*aiting to be interviewed



7hird fleet staff receive information from Japanese



*J*apanese explain layout
of Yohosuka base



7ransferring men and equipment of Third Fleet Landing Force

guns were manned and the watchful wait was kept. The days of fighting are the ones that will be remembered longest and talked of most often, but in many respects serving by merely standing and waiting was the most difficult part."

Japan's surrender was sudden.

Her steady collapse had been manifest in her lack of zest for fighting but her capitulation came sooner than the Allied Powers expected.

The United States Navy alone had been pounding at the home defenses of Japan and the United States fighting men comprised the only military force available for the landing on Japanese soil.

It became necessary, therefore, in the organization of occupation troops, to prepare a Third Fleet Landing Force. Its duty would be to move ashore in advance of the main fleet's entry into Tokyo Bay and occupy and hold the Yokosuka Naval Base, just inside Tokyo Bay.

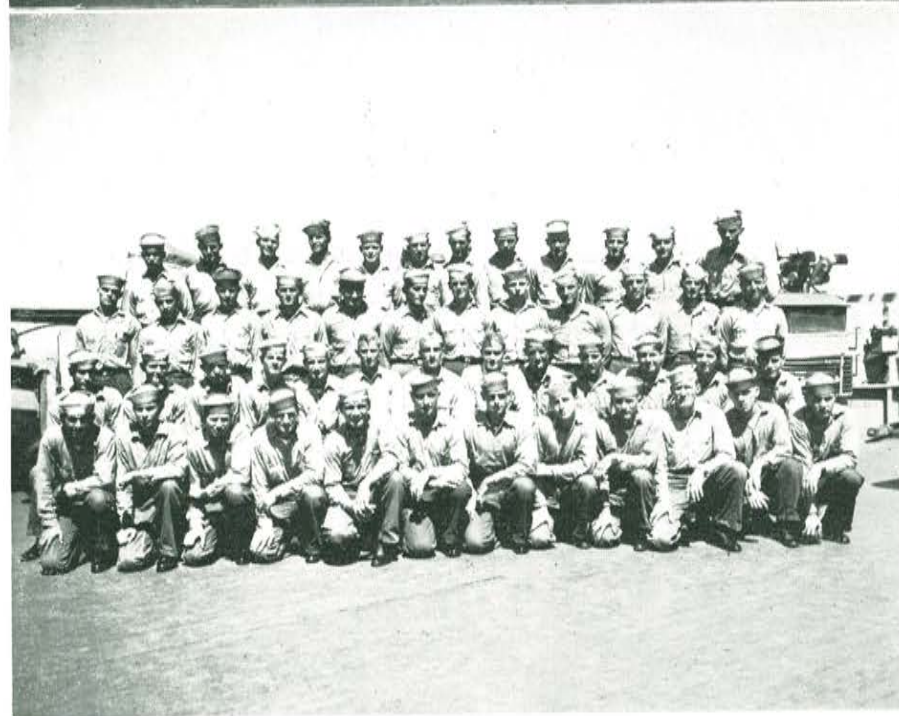
A regiment of bluejackets was organized hurriedly by Commander Malone, executive officer of the *Missouri*, who was to serve as commanding officer of the regiment. The *Missouri*, itself, was directed to form a Navy Company for the landing force as well as to furnish officers for the Regimental and Battalion Staffs.

From the *Missouri's* crew were picked 176 men and Lt. Comdr. R. J. Matusek, USNR, was designated commander of this company from the

***A*t anchor**
in Sagami Wan . . .
Fujiama in background



7hird Rifle Platoon



Second Rifle Platoon



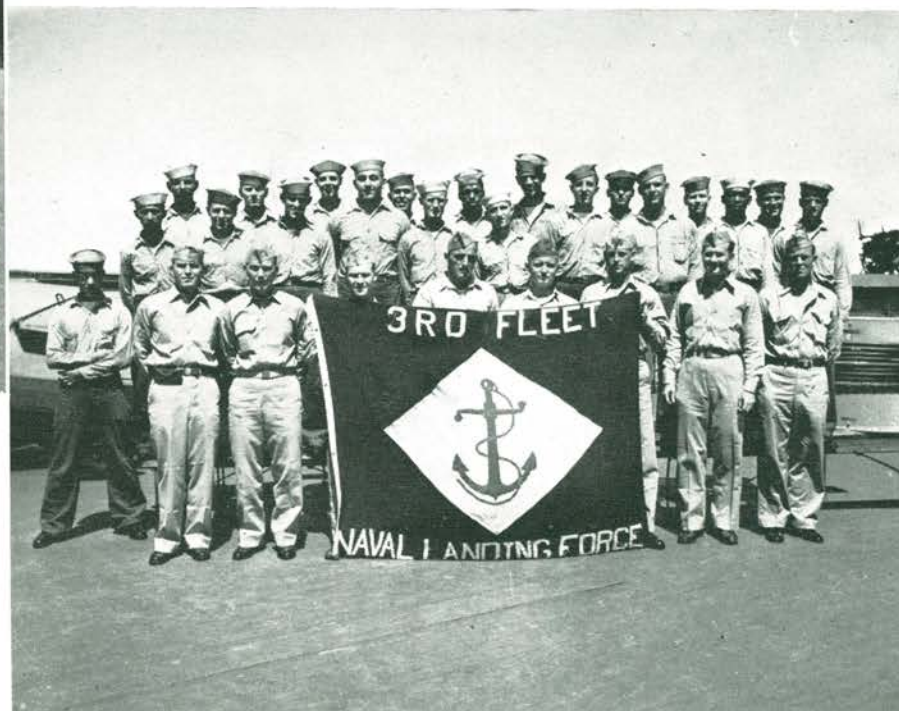
*C*ommander P. C. Strombaek

M I S S
L A N D I N G



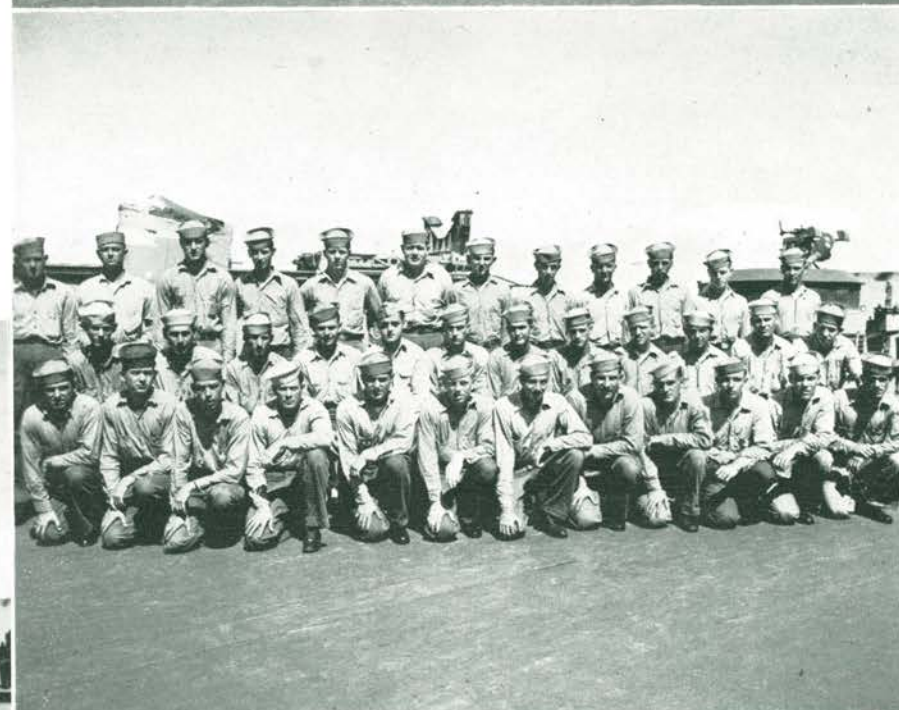


*B*attalion and Company Headquarters Group



and Ordnance Disposal Group

OUR G FORCE



*F*irst Rifle Platoon





Missouri photographer on the deck of the *Nogato* at Yokosuka naval base, Tokyo Bay . . . note Jap score of U. S. planes shot down

Missouri. Not one of the bluejackets had been trained as infantry men or as Marines but they leaped to the task willingly to prepare for the historic landings that were to be made. Close order drills, lectures on the use of arms and other subjects were the order of the day every day for these men. Gear had to be assembled and checked.

On August 20, the USS *Iowa* came alongside to receive by whip transfer the Navy Company from the *Missouri* and also, members of the Regimental and Battalion Staffs. In one hour and nineteen minutes, more than two hundred men and ten tons of gear were transferred while these two mighty ships of war steamed along on parallel courses less than a hundred feet apart. Later in the day a second ship-to-ship transfer was made when the party moved from the USS *Iowa* to the USS *Monitor*, an LSV which was to be the home, school and drill ground until H-Hour of D-Day.

By noon of August 21, the bulk of the Navy Regiment, which soon came to be known with respect as "Malone's Marauders," was aboard the *Monitor*, with infantry companies from Wisconsin, South Dakota, Alabama, Massachusetts, and Indiana. Companies from the *Missouri* and Wisconsin formed the Fourth Battalion.

The days aboard the *Monitor* were spent in drill and more drill. The Third Fleet Landing Force was to occupy, guard and patrol the Navy Yard area.

On the morning of August 30th, word was passed to move ashore to an area in the Yokosuka Base, designated as "Green Beach." The landing force would move ashore in four waves, seven minutes apart, with the *Missouri* Company landing in the first two waves. Moving on schedule over the sides of the ship into landing boats and loaded down with full equipment, the Third Fleet Landing Force handled themselves like veterans doing an old and familiar job. It had been thought that a full Marine regiment of experienced assault troops would lead the way ashore and be dug in when the impromptu occupation troops arrived. But, instead of finding a full regiment of Marine assault troops dug in ashore, it was soon discovered that only one battalion had landed.

"Malone's Marauders," however, poured ashore like old veterans.

They found no opposition from the Japanese.

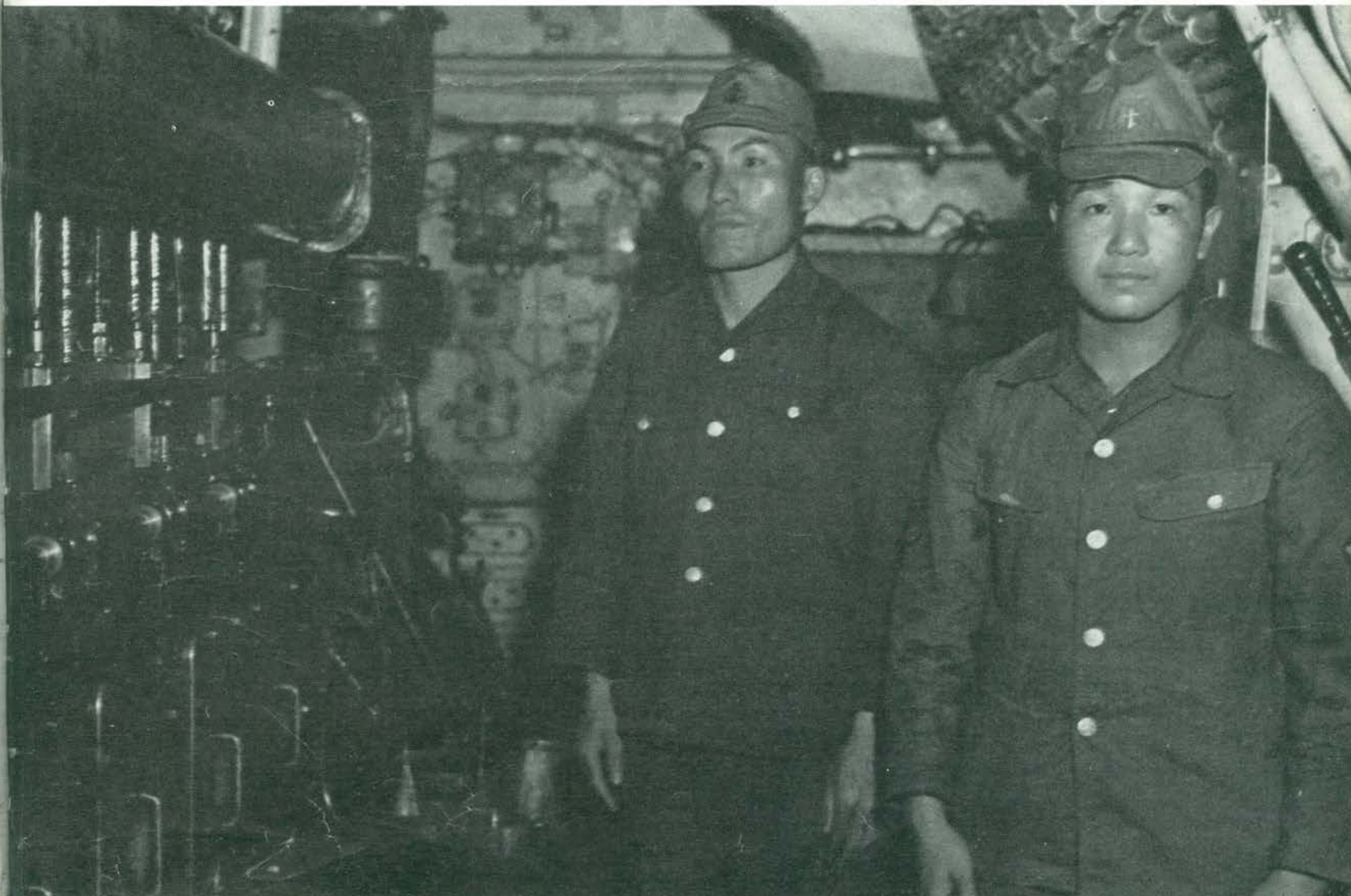
There had been some speculation as to the attitude the Japanese would show toward these occupation troops but worries that another Jap trick was being planned were soon dispelled.

The Third Fleet Landing Force moved to the assigned bivouac area which was the Japanese Gunnery School about a half mile from "Green Beach." The most vivid impression "Malone's Marauders" remember today of that landing was the stifling odors of decaying sewage and decaying fish in the garbage dumps. Lt. Comdr. T. Scott (MC) USNR, of the *Missouri*, the Regimental Surgeon, soon had the area disinfected and the garbage disposed of.

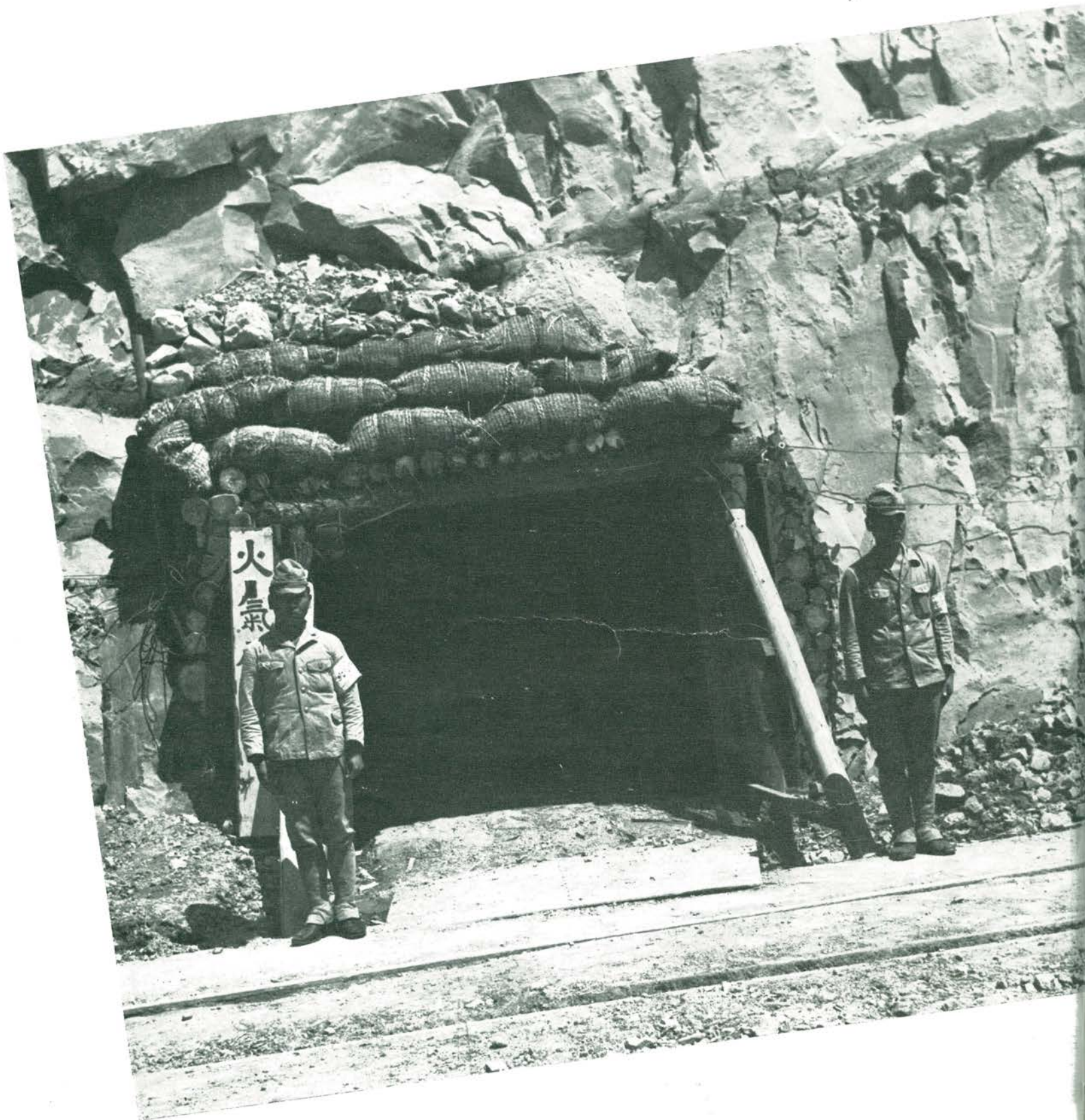
The *Missouri* Company was assigned the top floor in the Gunnery School Barracks. Although the barracks were quite clean, a good Navy field day was held to make it truly ship-shape. Enlisted personnel slept in hammocks while the officers slept on tables without the comfort of mattresses which the medical officers ordered to be removed. The use of all Japanese water and food was prohibited; all food and water for the landing party being limited to what could be hauled ashore.

In carrying out assigned duties, the Landing Force was organized into sentry watches, in addition to the supply of working parties and guards in the "Green Beach" area. Japanese munition dumps were guarded. At the entrance of every cave and tunnels in the hills guards were placed. Nucleus crews were placed aboard Japanese ships in the harbor. The watches were long and the weather terrible for the first three days. By the night of the third day, however, Pay Clerk E. Odom, USN, of the *Missouri*, had established himself ashore and had set up "ODOM'S STEW PLACE," an open air cafeteria which specialized in hot coffee and C rations. "Odom's Stew Palace" was the brightest spot of the occupation base, a fine example of the ingenuity of the American bluejacket properly supervised by a competent officer.

*J*apanese engine room Coln Nogato



The *Missouri* was in the dead center of the wind-up of this war. Aboard the *Missouri*, first contact was made between United States and Japanese officials. Seven days before the surrender ceremonies, the *Missouri* took aboard Japanese emissaries and pilots to obtain vital information on minefields and harbor conditions in Sagami Wan and Tokyo Bay, where the United States ships were to enter.



Japanese at entrance to tunnel—Yokosuka Naval Base

Carrying Admiral Halsey, the flagship of the Third Fleet, sailed into Sagami Wan on August 27 for a rendezvous with a Japanese destroyer carrying Nipponese naval officers and pilots.

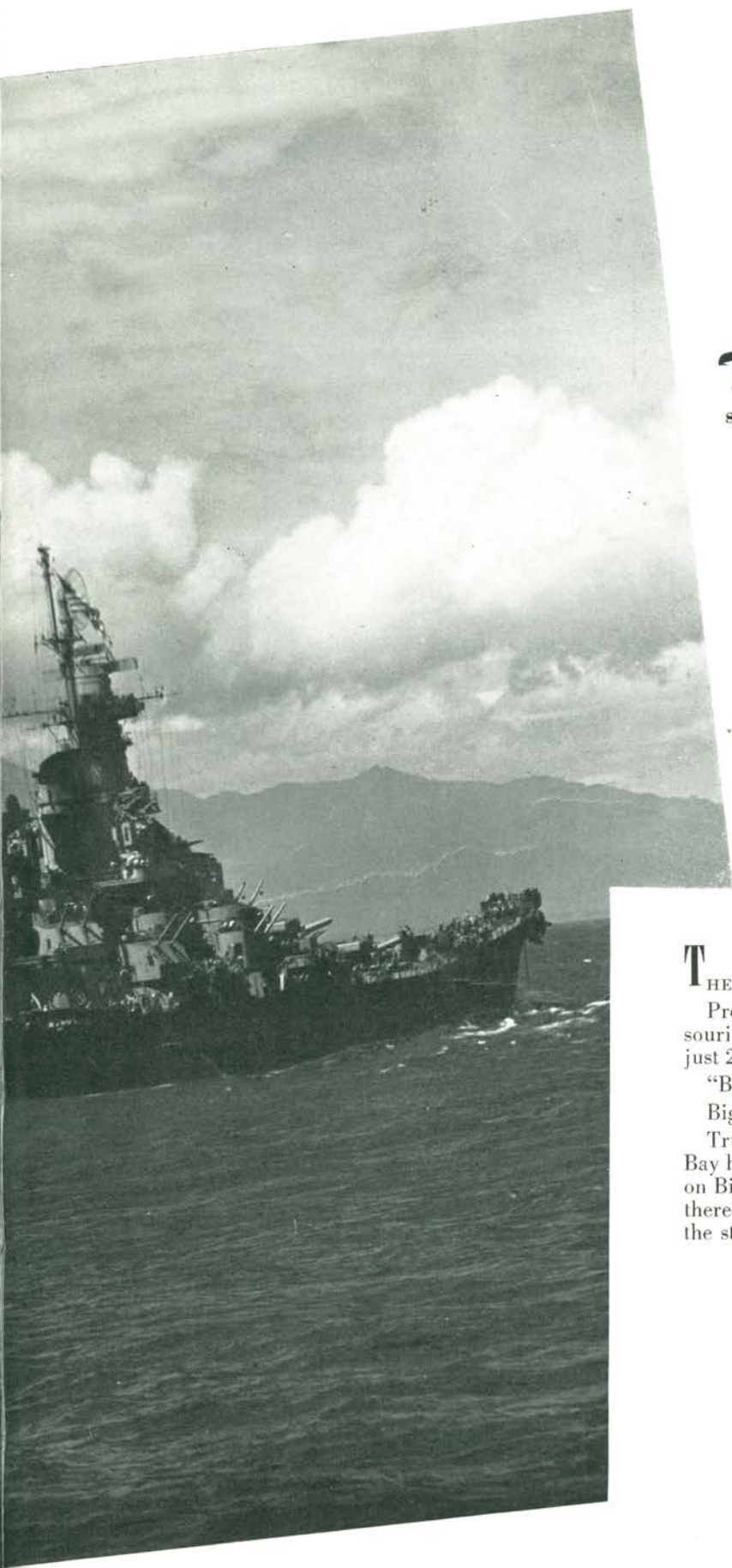
The *U.S.S. Nicholas*, a destroyer, moving ahead of the flagship, took aboard eighteen Japanese by small boat transfer. Over their bitter protests, the Japanese were relieved of their beloved samurai swords and daggers. The *Nicholas* then moved alongside the *Missouri* and transferred the Japanese by boatswains chair.

Peering from the bridge, Admiral Halsey grinned as he watched their arrival and his smile grew wider as each glum-faced Jap was swung aboard. The Admiral did not meet the visitors but entrusted that duty to his Chief of Staff, Rear Admiral Carney. The Japanese, searched again by Marine Guards, were led to the Captain's cabin where they were rigorously cross-examined by Rear Admiral Carney and other staff officers. Charts of Sagami and Tokyo Wan, as well as other Japanese waters, were scrutinized and the enemy called upon to specify the location of his minefields. The information thus obtained proved accurate, after thorough checking and re-checking. The Fleet was able to move into Tokyo Bay for the surrender ceremonies without incident.

*J*apanese naval officers







The *Missouri* leads the way into Japanese home waters . . .
seen here entering Sagami Wan

THE MISSOURI had its destiny to fulfill.

President Truman, when he was a United States Senator from Missouri delivering the oration of the day at the launching of the *Missouri* just 20 months before had predicted:

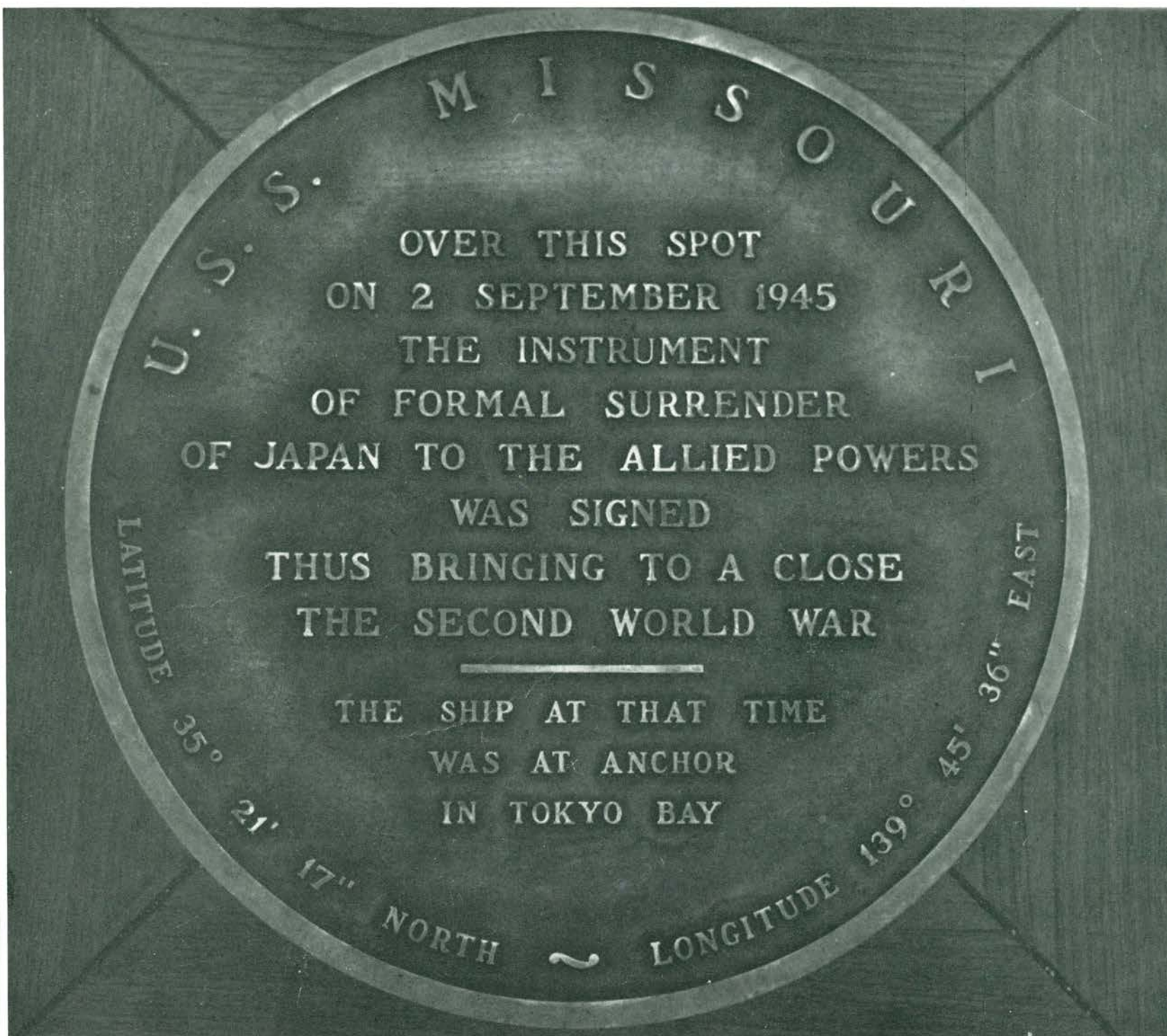
"Big Mo, with batteries blazing, will sail into Tokyo Bay."

Big Mo accomplished her mission.

True, her batteries were not blazing on that day she sailed into Tokyo Bay but there was no need. The Japs were whipped. The blazing batteries on Big Mo had helped bring about a peaceful entry into Tokyo Bay and there—Big Mo not only took the center of the stage, but Big Mo was the stage.



THE SURRENDER CEREMONIES...



WHEN MR. MAMORU SHIGEMITSU, foreign minister of Japan, wearing a top hat almost as tall as his parchment-like self, stepped forward to affix his signature to the Instrument of Surrender on September 2, 1945, the fighting between Japan and the Allied Nations was formally ended.

This historic scene was staged on the deck of the battleship *Missouri*, in Tokyo Bay. Never in all the history of the United States Navy had such an event taken place aboard a ship of war.

The whole world heard the ceremony via radio.

The world's top newspaper correspondents and photographers were there to carry news and pictures of the event around the globe which had known nothing but war for a number of years. The name *Missouri* became a word on everyone's tongue.

Time and the scientific development of new engines of war, of course, some



The Japanese delegation

day will make the trim *USS Missouri* of today obsolete, ready to be dismantled. But that deck of the *Missouri*, upon which was staged this final surrender of an Axis power, will always have value as a museum piece, in America, at least.

There, in Tokyo Bay, on the deck of the *Missouri*, the crushed and disappointed Japs were signing the peace their bombastic war lords once had predicted would be signed in the White House at Washington.

It was a notable scene.

On the morning of September 2, Admiral of the Fleet Chester W. Nimitz, USN, arrived on board at 0802 with his staff. High ranking Army and Navy officers began coming aboard shortly after 0800. Generals Stillwell, Krueger, Hodges, Spaatz, Kenney, Doolittle and Eichelberger were among the Army leaders present. Perhaps the most notable figure of all was General Jonathan M. Wainwright, who carried the fight at Corregidor to its bitter conclusion in 1942 and was released shortly after the Japanese gave up the fight, shortly before the Instrument of Surrender was to be signed. He had spent three years in a Japanese prisoner of war camp, three years of stoic suffering.

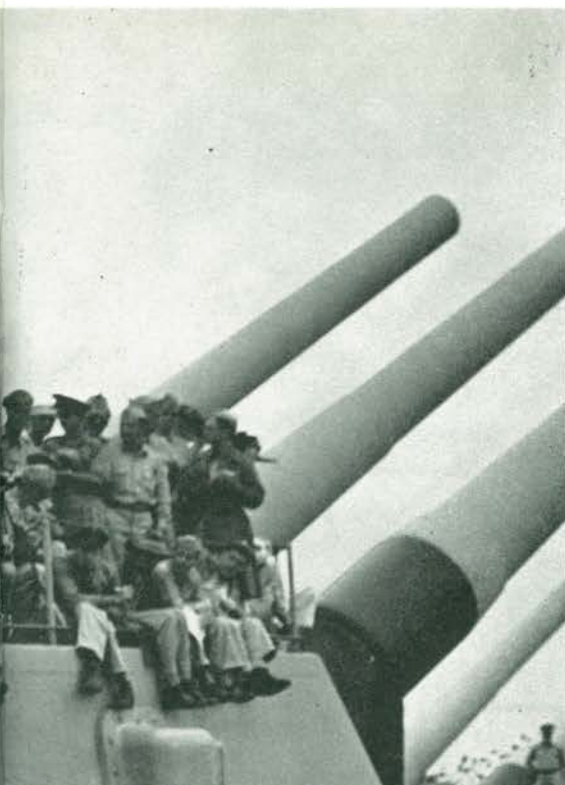
The Navy was represented by men who had made history—Admirals Halsey, Turner, Towers, McCain, Lockwood, Sherman and others. Lieutenant General Geiger represented the United States Marine Corps.

At 0830 representatives of the Allied Powers began coming aboard. The Republic of China was represented by General Hsu Yung-Chang; the United Kingdom by Admiral Sir Bruce Fraser, GCB, KBE; the Union of Soviet Socialist Republics by Lieutenant General Kuzma Nikola evish Derevyanko; the Commonwealth of Australia by General Sir Thomas Blamey; the Dominion of Canada by Colonel L. Moore Cosgrave; the Republic of France by General Jacques LeClerc; the Commonwealth of New Zealand by Air Vice Marshal Isitt; the United Kingdom of the Netherlands by Admiral Helfrich.

Scores of photographers swarmed over the ship, placing themselves to shoot this historic occasion from all angles.

Japanese representatives face their conquerors





The gallery deck on the starboard side of the ship was the stage.

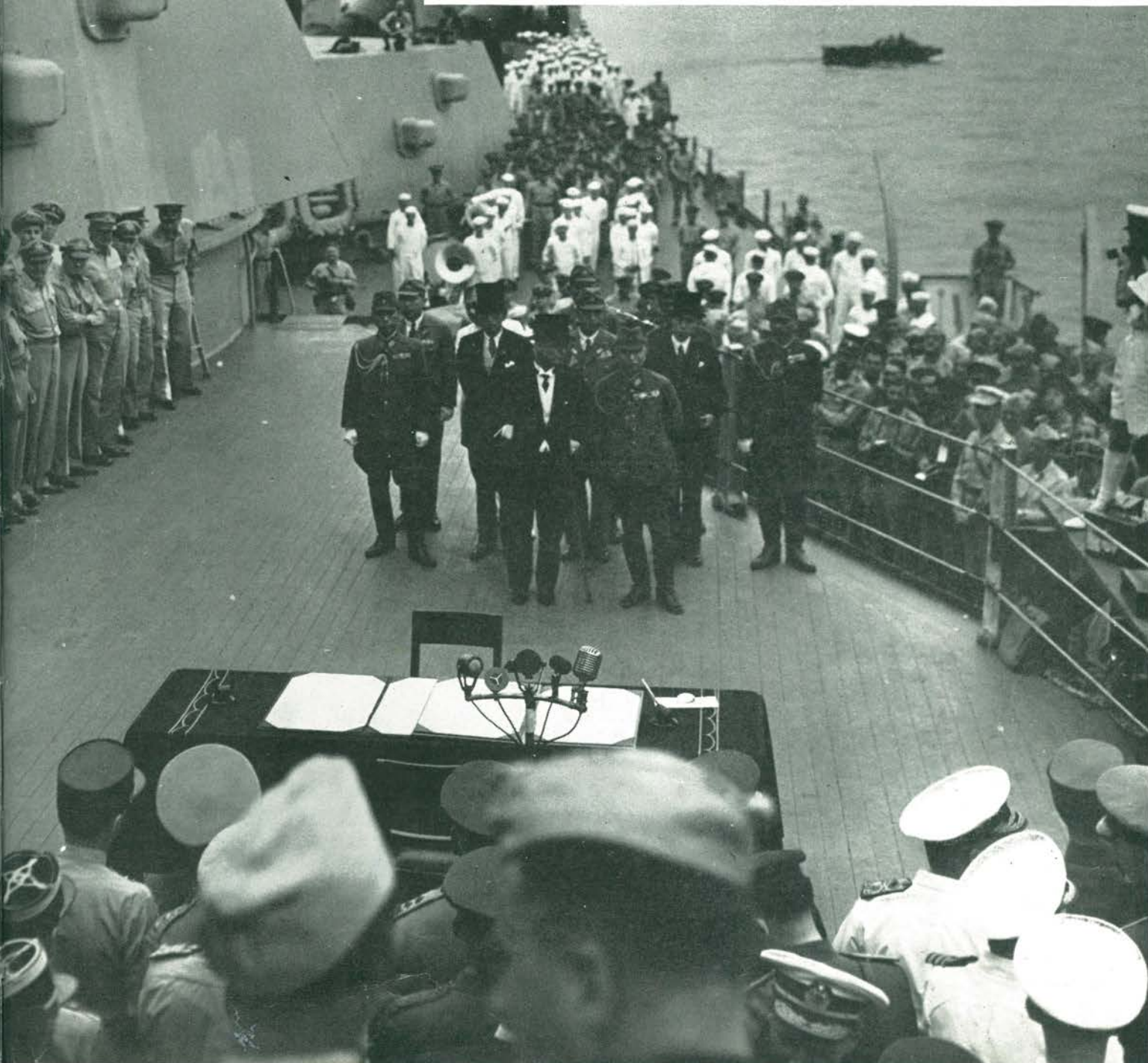
Representatives of the Allied Powers were grouped facing forward with senior representatives in the front row backed up by their juniors, with Admiral Nimitz outboard. American Army and Navy officers were facing outboard in several lines from alongside turret Two and aft.

A few minutes before 0900 General Douglas MacArthur, Supreme Commander for the Allied Powers, arrived aboard. He was brought aboard from a destroyer which came alongside to port, where he was met by Admiral Nimitz, Admiral Halsey and Captain Murray. General MacArthur proceeded to Admiral Halsey's cabin for a short conference with Admiral Nimitz and Admiral Halsey.

At 0855 a *Missouri* boat brought the Japanese delegation to the gangway. The Japanese party consisted of Foreign Minister Shigemitsu, General Yoshijiro Umezo, Chief of Staff, Japanese Army Headquarters; Katsuo Okazaki, Director General, Central Liaison Office; Shunichi Kase, Director Number One Government Information Bureau; Lieutenant General Shuichi Miyakazi, representing Army General Headquarters; Major General Yatsuji Nagai, Army Staff; Rear Admiral Tadasaki Tomioko, representing Naval General Headquarters; Rear Admiral Ichiro Yokovama, Navy Headquarters, and Captain Katsuo Shiba, Navy Headquarters.

It was not possible for all the men of the *Missouri* to actually view the ceremony, the necessity for orderliness befitting the solemnity and dignity of such a world-important event having been impressed upon them.

Even so, the moving picture cameras and the newspaper still shots showed



Foreign Minister Shigemitsu
signs surrender for Japan





the ceremony staged in a setting that was typically American. Every spot on the *Missouri* that offered a vantage point for a bluejacket spectator was occupied. The huge battlewagon was outlined with clean, typical American men; all of them a bit eager to see all the famous persons of whom they had heard and read.

It was early morning on the *Missouri* in Tokyo Bay; it was early evening back in the homes of America where every radio was the focal point of family ears tuned in to catch the world broadcast of the event.

The world was hearing about the battleship *Missouri*, the most highly publicized since the days of the old melodrama: "Hurrah, boys, here comes the battleship Oregon!" And the world was listening. The end of the war with Japan gave the average American civilian far more satisfaction than had the end of the war in Europe. The American heart was in the European struggle; but the sneak attack on Pearl Harbor by the Japs had made this event seem as though a stain had been wiped off the national escutcheon.

The bluejackets aboard the *Missouri* wisecracked, out of the corners of their mouths in true American spirit, as they watched the undersized Nipponese statesmen and military figures who had given a vitamin-fed nation so much trouble over the last four years. These interested spectators were sitting on guns and gun carriages on higher decks; some were high up in the superstructure, as though they were getting a press box view of a football game. The whole ceremony, however, guided by the man of detached habits, who is General MacArthur, went along smoothly, quietly, efficiently, all in the best of taste.

The Japanese delegation mounted the gallery deck and took positions facing aft towards the assembly of representatives of the Allied Powers. The military figures were in their peculiarly-fitting Japanese uniforms; the political leaders and the Japanese propagandists and newspaper correspondents in shiny top hats, scuffed frock morning coats and striped trousers. Their faces were masked in that inscrutable Oriental camouflage for the emotions.

Promptly at 0900, General Douglas MacArthur came from Admiral Halsey's cabin on the *Missouri* and took his position in front of the battery of microphones, through which this drama was to be heard in Washington, London, Paris, Berlin, Rome, in all the cities, towns, hamlets and farmhouses of the world wherever there was a radio.

One of the microphones picked up the General's speech and carried it throughout the ship so that any member of the *Missouri* crew unable to view the ceremony could hear as much as possible at their stations throughout the monster floating city.

General MacArthur spoke briefly, unemotionally, describing the importance of the event in its bearing on an end to a war that sprawled over the vast reaches of the Pacific. He wasted little time, as no general or admiral does, on bombastic theory. He described the military situation and let it go at that.

At the conclusion of his speech, General MacArthur requested the representatives of Japan to advance and sign the documents which were spread on a green, cloth-covered mess table. A highly-polished table from *H.M.S. King George V*, which had been brought aboard to use for this purpose, was not used because it was too small to support the two large duplications of the Articles of Surrender.

Let's borrow a paragraph from the transcript of Merrill Mueller's NBC broadcast from the deck of the *USS Missouri* on that eventful day in Tokyo Bay:

"Mr Mamoru Shigemitsu, Foreign Minister of the Japanese Government, is stepping forward to sit down at the table and sign the Instrument of Surrender. His will be the first signature on behalf of Japan, surrendering all Japanese armed forces and committing the Japanese people to obey all orders of the Supreme Commander, General MacArthur, through the office of the Japanese Emperor. Shigemitsu limps. He has a wooden leg, incidentally. He is dressed in the formal attire of the Foreign Office. He came aboard just a few minutes ago. There's a question about Shigemitsu here, since he was in the war cabinet and recently was put into the peace cabinet of the Japanese Government. He might be examined later as a war criminal, although that point can be brought up later. . . . Here comes Mr. Shigemitsu, General MacArthur. General MacArthur is standing behind the microphones over which he has just talked. He is waiting; here comes Mr. Shigemitsu now. . . . Mr. Shigemitsu has signed the American copy; he is now signing the Japanese copy. . . ."

That's a sample of the way the story was carried move by move by the broadcasters to every radio station in the world. The world sat with its ear



cupped intently. This was the first time the average citizen had been able to sit in on the details of a war. In previous wars there had been no radio and the newspaper stories were not so carefully read. But this event on the *Missouri* was handled in a manner that made every War Bond buyer feel that he was sitting in personally as one of the participants in a world event brought about by his own individual effort.

General MacArthur then announced he would sign for the Allied Powers collectively after which each representative would sign for his country. The General requested that General Jonathan M. Wainwright, together with General A. E. Percival, Commanding the British garrison at Singapore when it fell, stand behind him as he signed. The first pen which General MacArthur used in affixing his signature was given to General Wainwright while the second pen was given to General Percival.

After General MacArthur had signed, he invited the representatives of the various Allied Nations to sign. Admiral Nimitz then signed for the United States, followed by the Chinese, British, Russian, Australian, Canadian, French, New Zealand and Netherlands representatives.

When all had signed, General MacArthur announced that it was his purpose

*A*dmiral Nimitz signs for U.S.

to see to it that the terms of surrender were carried out.

Then he announced:

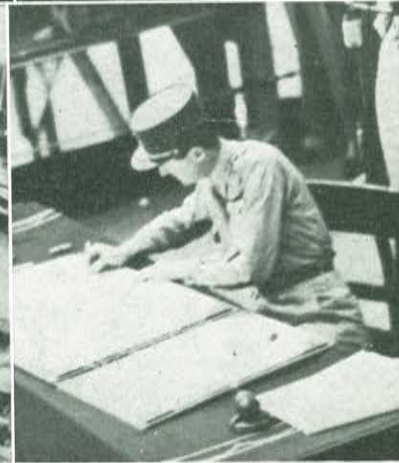
"The ceremonies are completed!"

The Japanese then stepped forward to receive their copy of the surrender documents, whereupon it was discovered that there was some irregularity in the signatures. A representative of General MacArthur's headquarters made certain corrections with his pen. The Japanese then accepted the document and left the ship to be returned to the destroyer which would return them to the shore.

One of the busiest spots on the *Missouri* that day was the Ship's Post Office. A special cancellation stamp, to be used only on that day, kept the five-man

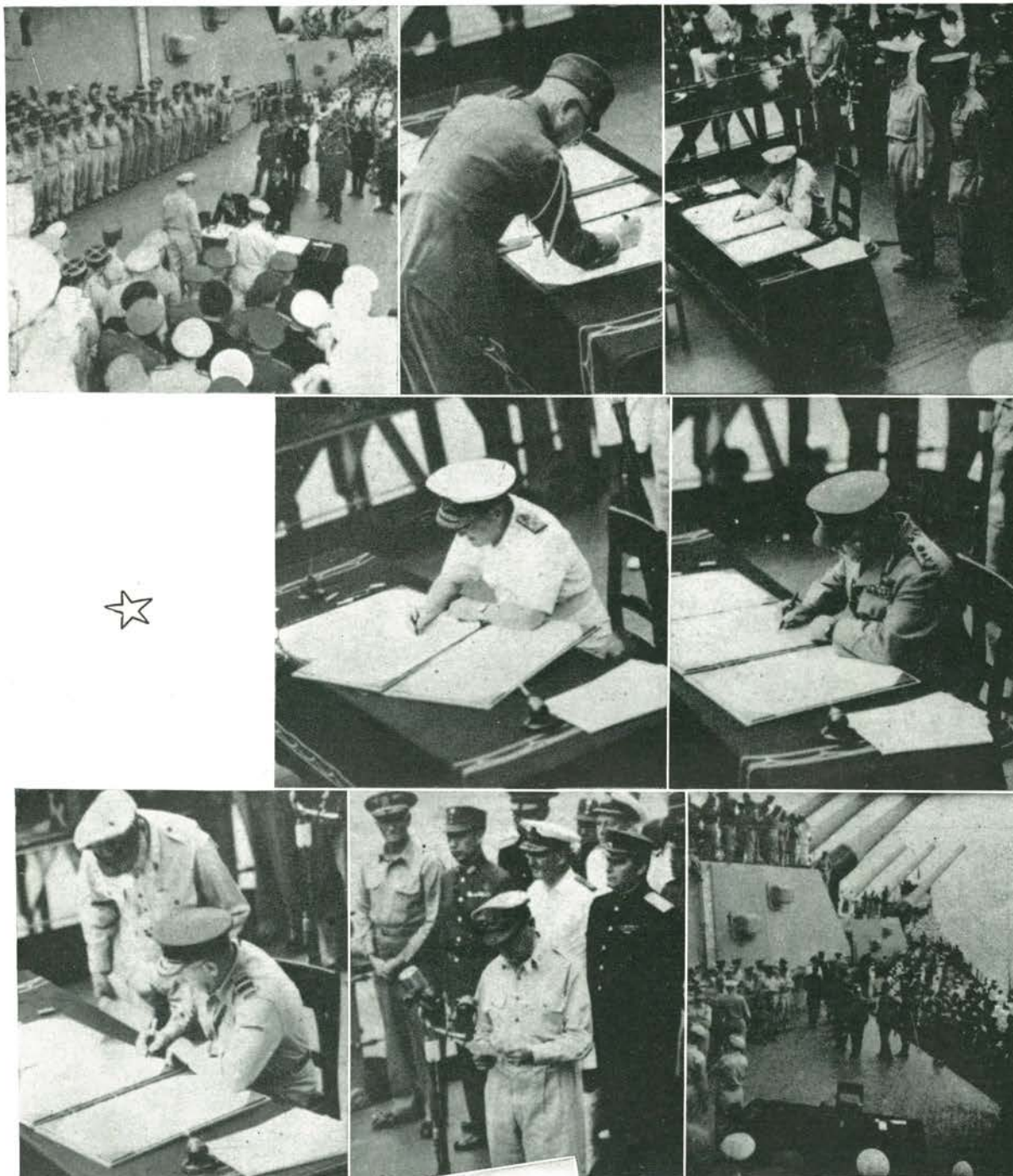
*J*apanese delegation departs





Allied representatives sign





SURRENDER CEREMONIES

From left to right (top) 1. General MacArthur arrives, escorted by Fleet Admiral Chester W. Nimitz and Admiral W. F. Halsey. 2. Japanese Delegation. 3. Gen. MacArthur Opens Ceremonies. 4. Mr. Mamon Shigemitsu signs for Japan's Government. 5. General Yoshijiro Umezo for the Japanese Military Forces. 6. Gen. MacArthur for Allied Powers. Center: 7. Admiral Nimitz for U.S.A. 8. Gen. Hsu Yung-Chang for China. 9. Admiral Sir Bruce Fraser for Great Britain. 10. Gen. Sir Thomas Blamey for Australia. Bottom: 11. Col. L. Moore Cosgrave for Canada. 12. General Jacques LeClerc for France. 13. Admiral Helfrich for the Netherlands. 14. Air Vice Marshall Isitt for New Zealand. 15. Gen. MacArthur closes ceremonies. 16. Japanese depart.



The press covers the surrender of Japan



crew of the Post Office close to the mail room stamping, according to an estimate, some 15,000 pieces of mail.

Designed and executed by Donald G. Drodgy, CSF, the stamp bore the words: "USS *Missouri*, Tokyo Bay, Japanese Formal Surrender," and the date. Each member of the *Missouri's* crew was allowed to write five letters to be stamped with this special cancellation. Most of the men took advantage of the offer. The stamp had to be affixed by hand and it was a credit to the Post Office Crew that the final cancellation on all letters was done prior to the deadline which was midnight, 2 September 1945.

Another busy spot was the print shop. Although the preparation for the surrender ceremonies involved all hands aboard, some certain sections were called upon for special extra efforts. One of the chief desires of all persons attending the ceremony was to have some souvenir or symbol of the ceremony. Under the acting Executive Officer, Commander H. B. Lyon, USN, a card bearing the signatures of representatives of the United States attesting to the presence of an individual was devised.

The cards were printed on card board in two colors with the lettering printed in black over a representation of the rising sun, printed in red. The cards were inscribed with the words: "Certifying to the presence of (individual's name) at the formal surrender of the Japanese Forces to the Allied Powers."

The cards bore the signatures of Captain Murray, General MacArthur, Admiral Nimitz and Admiral Halsey.

The print shop also turned out a limited number of post cards, the limit being because of the shortage of materials. These were popular as souvenirs among the visitors that day. The post cards bore on the address side a picture of the magnificent saddle presented to Admiral Halsey by the Reno, Nevada, Chamber of Commerce, and on the reverse side: "Greetings from Tokyo Bay," with a picture of the *Missouri* at sea.

Prominently displayed at the surrender ceremonies was the flag flown by Commodore Matthew Galbraith Perry, U. S. Navy, on the occasion of his visit to Japan more than ninety years before this event staged on the *Missouri*. The flag had been brought by air from the United States Naval Academy, Annapolis, Maryland, especially for display at these ceremonies in 1945.

Commodore Perry had been entrusted in 1852 with a letter from President Fillmore to the Emperor of Japan, which had as its purpose the establishment of diplomatic relations between the United States and Japan. The mission was one requiring cool diplomacy, an astute approach and patience with the Japanese mind, which is almost unfathomable to the Occidental. Commodore Perry had some strange experiences. One, for instance, was when, in waiving a point of precedence, he went to the Japanese ship anchored near his flagship and, instead of being met with the usual honors befitting the Naval and diplomatic representative of a great nation, was shoved sprawling back into his boat by a soldier at the gangway of the Japanese ship.

He did succeed in delivering the President's letter, although the Japanese had ordered him to go to Nagasaki instead of Yedo, where the safe delivery was made. He returned again in 1854, bringing with him more ships to make a stronger show of force and concluded at Yokohama the treaty which inaugurated a new chapter in the history of Japan—a chapter which was concluded on board the *USS Missouri* just a few miles from the place where the first treaty was signed.

The *Missouri's* personnel, officers and men, were responsible for the precision with which the surrender ceremonies were handled. The ship, itself, fresh from the rough usage that is natural when a war is being fought, had to be prepared for the big event, and as is customary, field day was held for days in advance. Paint was scraped off and fresh paint added where needed, platforms were built and scores of other small, but necessary, details handled. The band and the Marine Guard of Honor were rehearsed so that their evolutions would proceed with clock-like precision. Officer Escorts for all visiting dignitaries were instructed in their duties, under the direction of Commander H. V. Bird, USN. A complete schedule had to be worked out with the Third Fleet Staff so that every phase of the ceremony would be perfectly timed. The operations of small boats was no small part of the ceremony.

The success of the efforts of the *Missouri's* personnel was recognized in the congratulatory message of Admiral Nimitz who praised the efficiency with which the entire day's proceedings were carried off. To all hands went a: "WELL DONE!"



SEPTEMBER 6, 1945 . . .

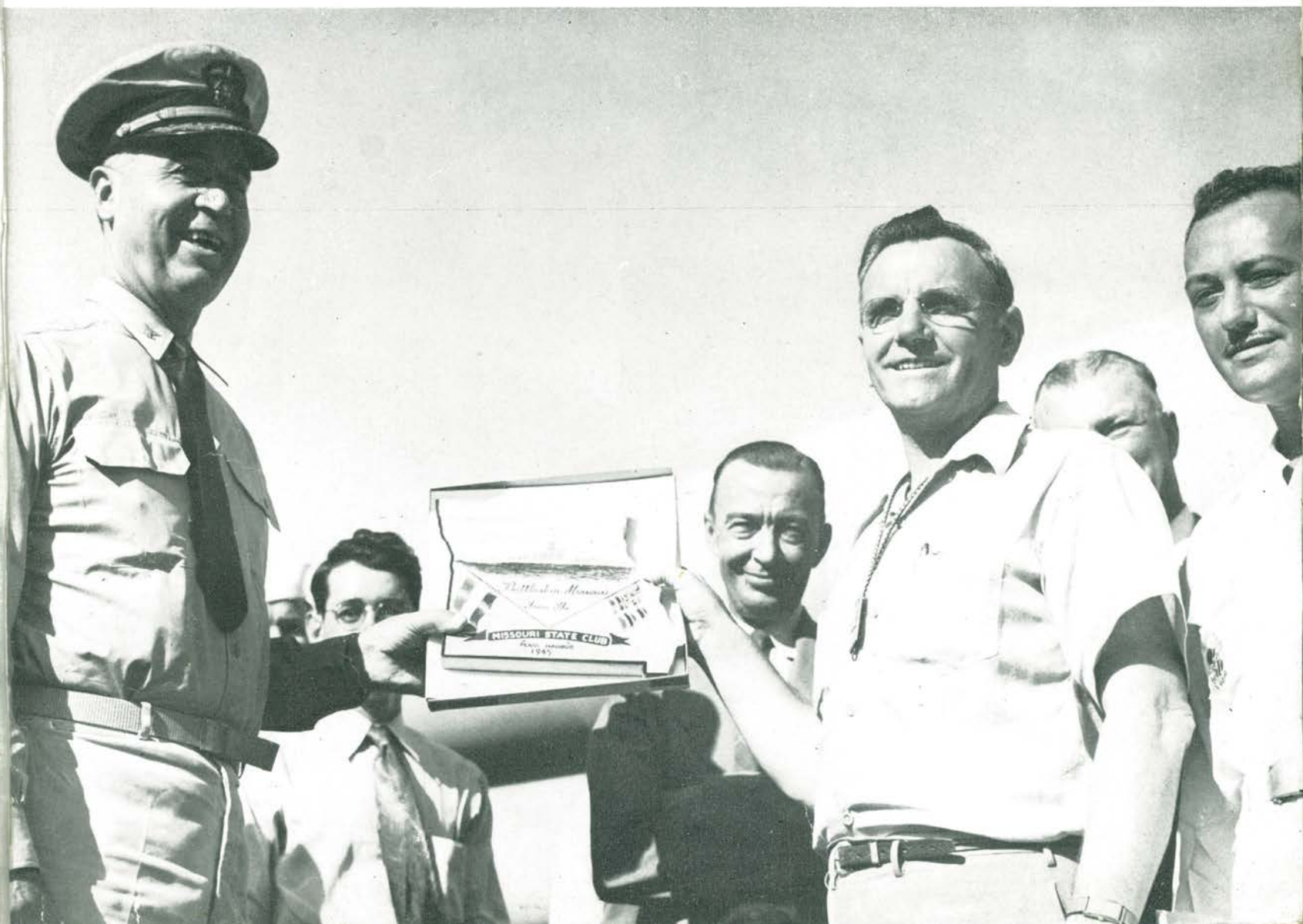
... FOUR DAYS after the historic ceremonies, the *Missouri* lifted anchor and moved majestically out of Tokyo Bay—a famous ship, in the ending of the war and the establishment of peace.

A ship less than two years old!

The journey was down to Guam, thence eastward to Hawaii, where it paused for several days at that famous spot in the Pacific where the whole trouble had started.

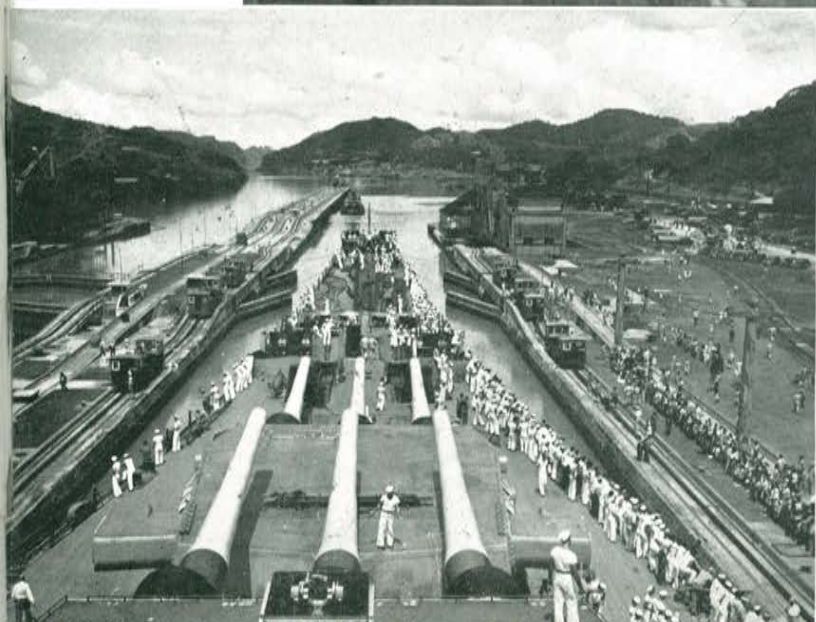
At Honolulu, Admiral Nimitz entertained his friends of the Naval Forces and of the islands, at a reception on September 23, aboard the *Missouri*. At that reception, Admiral Nimitz presented a third gold star to Admiral Halsey, in lieu of the fourth Distinguished Service Medal. This presentation occurred on the very spot aboard the ship, where less than a month before, Japan had signed the formal articles of surrender.

*A*t Pearl Harbor, Captain Murray receives a plaque from the Missourians employed at Pearl Harbor

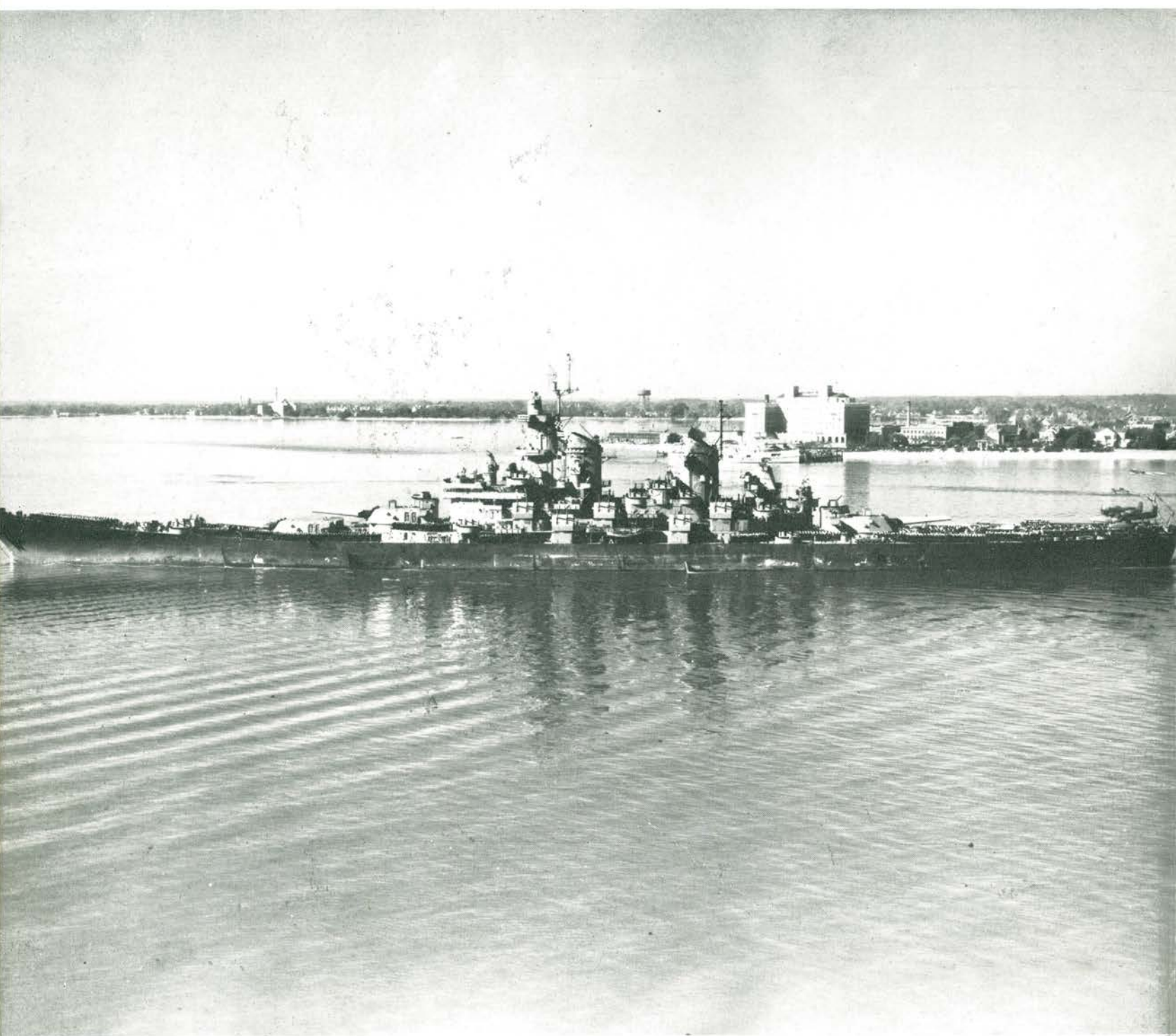


*H*omeward bound . . . the Canal





7 through the Panama Canal



Missouri Hits First Port

The mighty battleship *Missouri* is shown as she passed the Hotel Chamberlain off Hampton Roads enroute to Pier 5 at the Naval Operating Base, Norfolk, Virginia on Thursday afternoon, October 18. The *Missouri*, stopping here for supplies before shoving off to New York and Navy Day, was welcomed amid a tumultuous celebration by all naval vessels present. She brought back 603 passengers from the Pacific.

THE MISSOURI made her second transit of the Panama Canal en route to her starting point, New York. This second transit was not made in all the hush-hush of war time. Great crowds gathered to see the now famous ship—a mere beginning though of the crowds that were to gather to walk the decks and touch the spot on which fighting with Japan was ended.

On 18 October a tumultuous welcome was given the *Missouri* at the Naval Operating Base, Norfolk, Virginia. A stop was made for replenishment and preparation for Navy Day observance which was to come in New York. A bronze plaque was installed in the surrender deck which was to be the focal

*C*rowds of welcoming visitors
at Norfolk





*A*t anchor with New York in background





The President of the United States,
Harry S. Truman,
boards the *Missouri*
Navy Day, 1945





*P*resident Truman signs a guest book
on the table used at the surrender ceremonies



*T*he President leaves the Captain's cabin



7he President views the plaque at the spot
where the Japanese surrendered



*A*dmiral Leahy . . . President Truman . . . Captain Murray



*A*dmiral Jonas Ingram and President Truman



*T*he President leaving the ship



The crowds were tremendous in New York



Commodore A. F. Spring, Missouri's Third Executive Officer,
points to surrender plaque for benefit of visitor

TO ART SPRING,
WITH ADMIRATION
AND SYMPATHY
FOR HIS TOUGH
JOB AS NURSE MAID
TO THE "MISSOURI"

RUBE GOLDBERG
NOV. 16
1945



*A*dmiral Ingram greets
Governor Thomas E. Dewey of New York
and Mrs. Dewey



*C*aptain Murray bids farewell to officers and men of the *Missouri* as he is relieved by Captain R. H. Hillenkoetter, U.S.N.

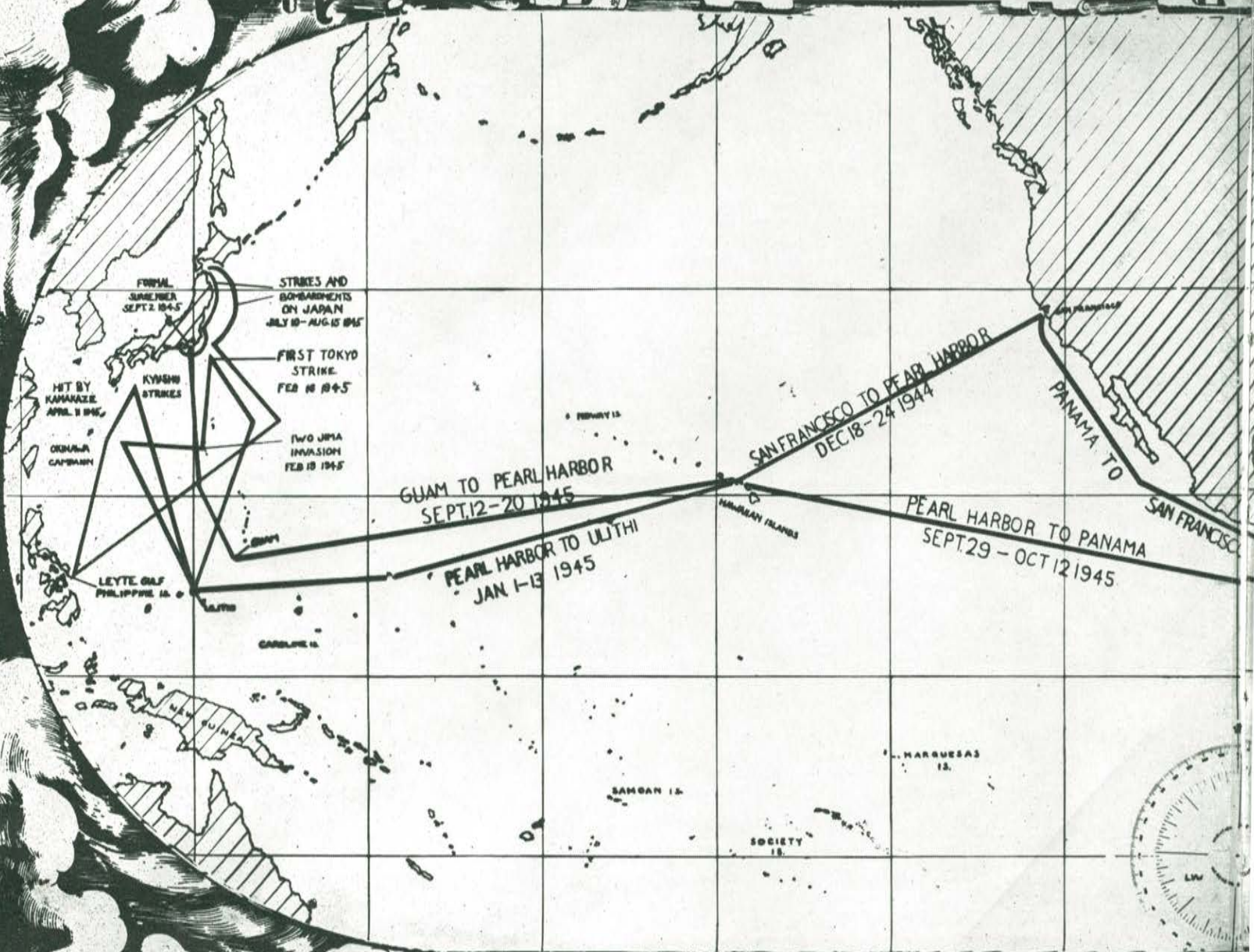


*S*anta Claus and his able assistants . . . Christms party 1945, Navy Yard, New York

*M*any compartments were beautifully decorated for Christmas

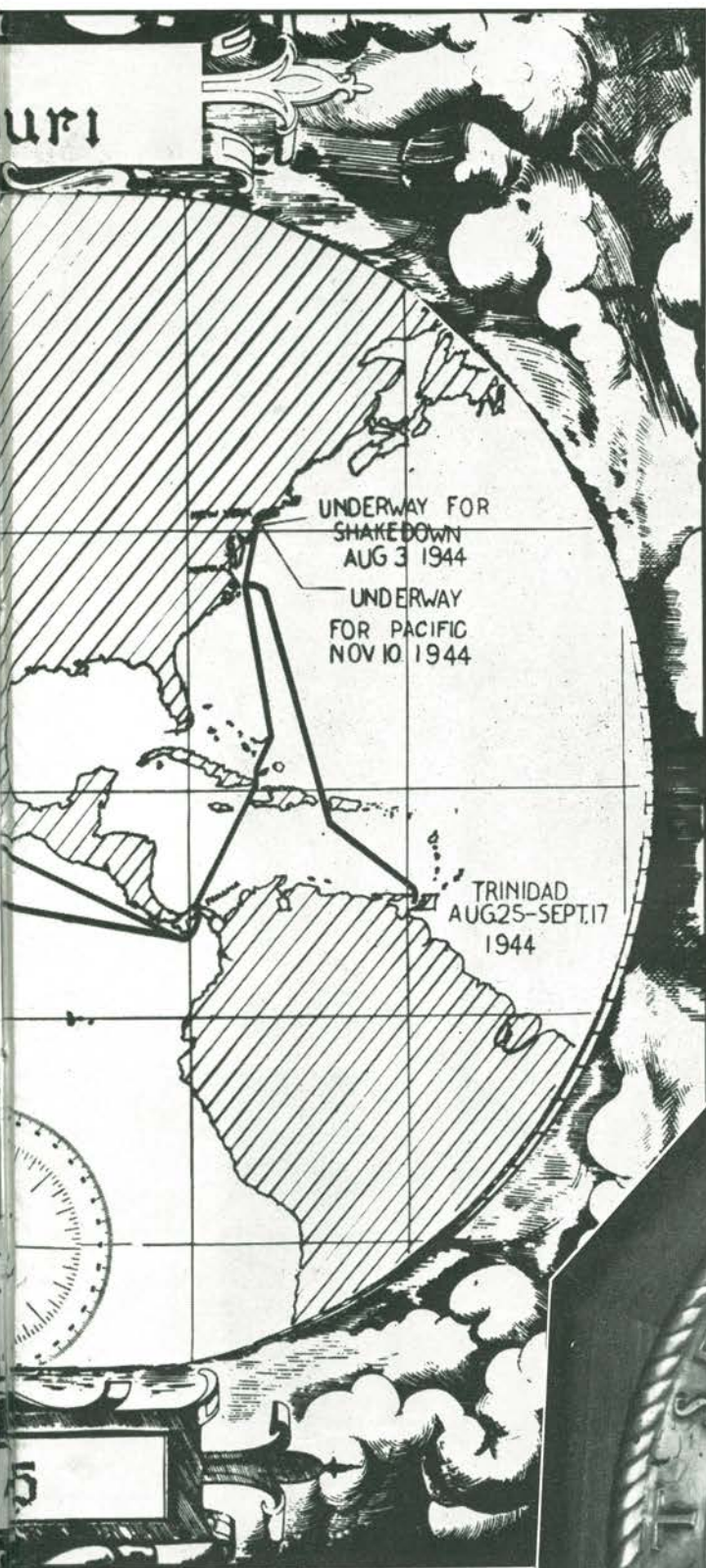


The Voyages Of The Missc



June 11, 1944 To October 27, 1944





The great seal of the State of Missouri,
presented to the ship
on behalf of the miners of Missouri
by the Saint Joseph Lead Company





*C*aptain R. H. Hillenkoetter, U.S.N., the Third Commanding Officer

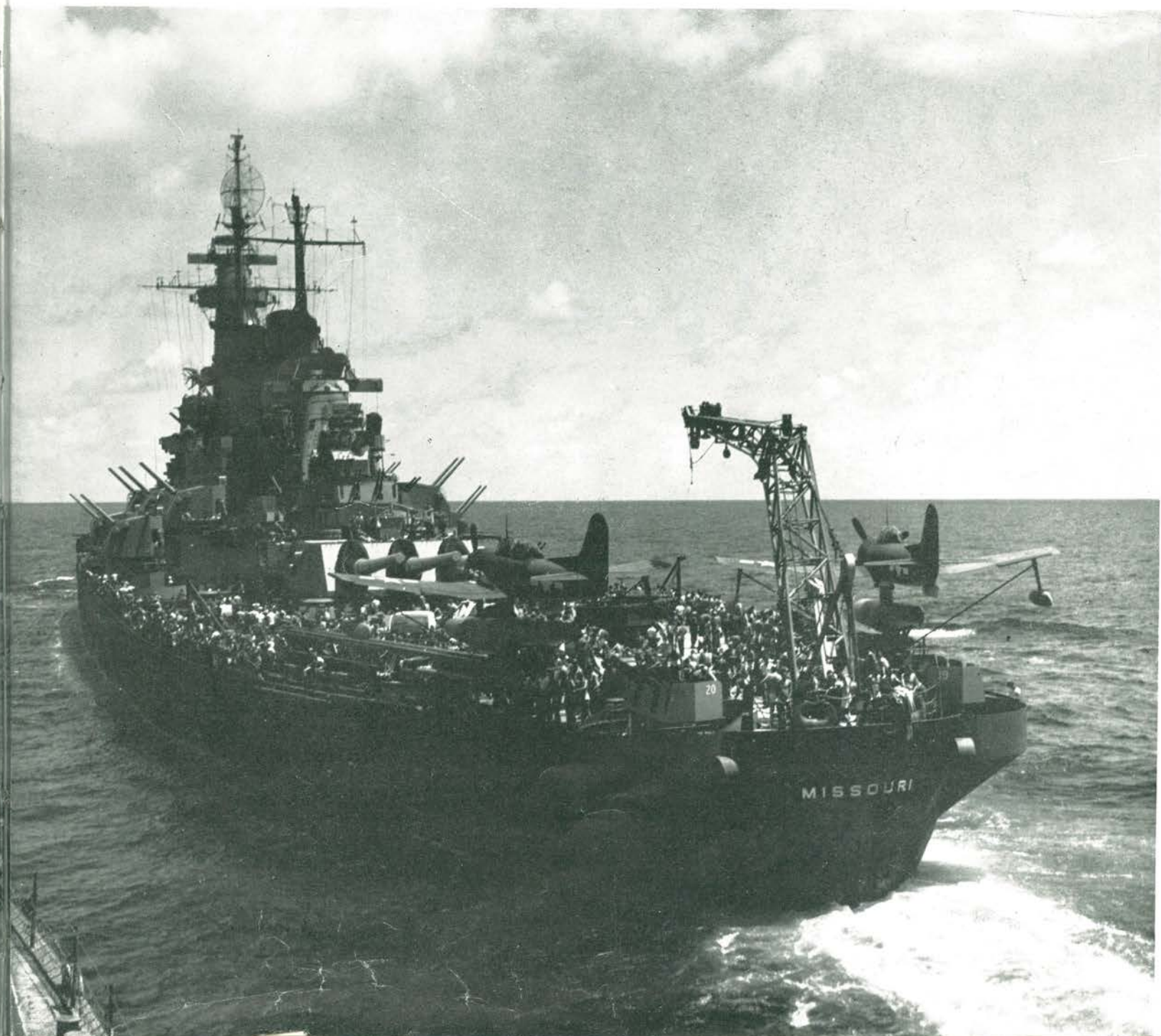


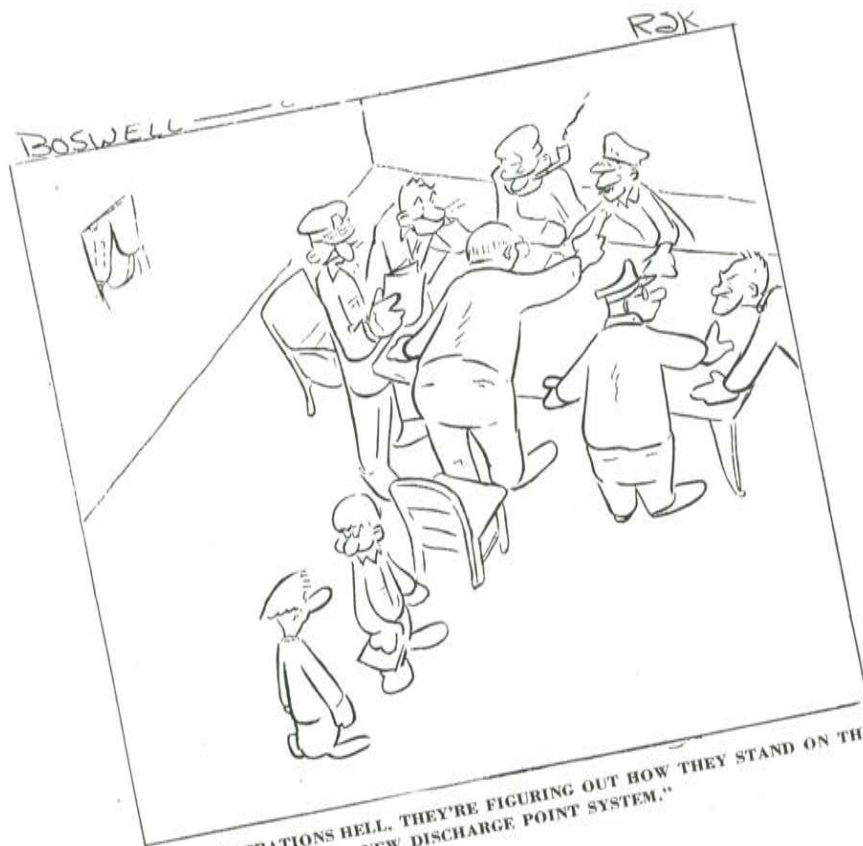
point of all visitors to the *Missouri* in all the future of the ship. . . . The ship was cleaned, and made ready for the great display which was to come.

Having entered New York harbor, the *Missouri* began to play host to many visitors before Navy Day, October 27th, but on Navy Day itself the ship was reserved for a special visitor and his party. The special visitor was President Harry S. Truman who had been at the launching and the commissioning and whose interest in the *Missouri* has always been evident. Accompanying him were Governor of New York Thomas E. Dewey, Governor Walter Edge of New Jersey, Secretary of the Navy James V. Forrestal, Mayor LaGuardia of New York and other distinguished citizens.

The *Missouri* continued to play host to the hundreds of thousands of visitors until November 6th. When we closed off our gangways to the general public we had seen a total of 720,000 people on board in 12 days—never before had the public evinced so much interest in a ship. On November 6th Captain R. H. Hillenkoetter relieved Captain Stuart S. Murray as Commanding Officer and the *Missouri* began preparations for a career in peace. . .

7he *Missouri* sails on





U.S. Navy
T.O.P.





