The

U.S.S.

SOUTH DAKOTA

BB 57

Ship's Party
November 28, 1945

Municipal Auditorium
Long Beach, California
TO THE
OFFICERS, GUESTS
AND THE
SHIP’S COMPANY

We are proud of this ship. And we are proud of every man who has served aboard her, for each has done his part faithfully and well in the war just ended. This program is, as the party is, a tribute to the ship and the crew that has fought her so well. In the pages that follow we have attempted a short story and historical record of the famous fighting SOUTH DAKOTA. We want this to be a permanent souvenir and remembrance of the ship. The party tonight will, we hope, provide an equally lasting remembrance for the crew of this ship. We hope the result will be as great as our plans have tried to make it! But THIS IS YOUR PARTY, so HAVE A GOOD TIME—it’s all paid for!

THE ENTERTAINMENT COMMITTEE.
CAPTAIN C. R. TODD, U. S. N.
Commanding Officer

∗ ∗ ∗

COMMANDER C. F. STILLMAN, U. S. N.
Executive Officer

∗ ∗ ∗

Entertainment Committee
COMDR. HARTWELL
LT. COMDR. HILL
LIEUT. HADLEY
LIEUT. RHODELANDER
LIEUT. (J.G.) PIERCE
ENSIGN YORK
ENSIGN TURNER
ENSIGN NUENDORFER
ENSIGN HAMMER
U. S. S. SOUTH DAKOTA

THE STORY

This is the story of the South Dakota.

She was built by the New York Ship Building Company in Camden, New Jersey, across the river from the historic city of Philadelphia. Here, as early as December, 1941, some of the present crew began to report, as part of the precommissioning detail. Not until March 20, 1942, however, was the ship officially accepted by the U. S. Navy, and her commission pennant proudly broken from aloft. Under the command of Captain Thomas L. Gatch, and spurred on by the necessities of war, the ship strove desperately to become ready for sea and battle. With about two-thirds of the crew just out of "Boot Camp" and completely inexperienced, this was no easy job. However, after much hard work, the "SoDak" finally put to sea in June, and was able to start for the Pacific and the war zone by late August, 1942.

Our passage through the Panama Canal was marked by much grinding and groaning, as these new battleships can just squeeze through the locks with inches to spare. But after trading a little paint for some concrete off the locks, we entered the wide Pacific, and headed for TONGA, our first stop. Here misfortune awaited us, for we ran afoul of an uncharted coral pinnacle, (later called South Dakota Rock!) and were sent north to Pearl for repairs. This proved our gain rather than loss, as we were able to supplement our topside AA fire power, which later stood us in good stead. We left there around the 1st of October, and arrived off Nomoea just in time to partake in the famed BATTLE OF SANTA CRUZ. There on October 15th, we were repaired for the arduous months of intensive training and were able to help write a decisive chapter in both the war and the then much discussed battleship versus air power question. While shooting down our 32 planes, however, we took one bomb, which wounded Captain Gatch and put two guns of Turret Two out of commission. After a short rest in port we headed for "The Slot," where on the night of November 14th and 15th we helped stop the Jap threat to Guadalcanal, in the THIRD BATTLE OF SAVO ISLAND. We were officially credited with three Jap cruisers in this engagement, but our own damage was great, and we were sent back to New York for repairs, arriving there December 17, 1942.
After a pleasant stay in the Big City, we started out again in March, 1943, this time headed for the North Atlantic. With short stops in Argentia and Iceland, we finally joined with the main body of the British Home Fleet off the ORKNEY Islands. Here we helped act as a cork, bottling up the German battleship TIRPITZ until July, 1943, when we headed back for the States.

This time, we had ten days in Norfolk before once more heading West. Our arrival in the Pacific War Zone seemed to be the signal for the beginning of the offensive, for we were thrown into the GILBERT Operation and the MARSHALL ISLAND Operation in quick succession. Then came raids on TRUK, HOLLANDIA, and the BOMBARDMENT of PONAPE in rapid fire order. And when we thought a rest was due, the MARIANAS Operation opened before us in all its intensity. Here again we were unfortunate, and received another bomb hit during the famous Battle of the PHILIPPINE SEA. The old ship needed a rest anyway, so we were sent back to Bremerton in July, 1944, where everyone enjoyed a much needed repair and recreation period.

With twenty days leave under our belts, we returned a third time to the Pacific war zone in September, arriving in time to partake in the PHILIPPINES Campaign and the landings at LEYTE GULF. This was followed by more strikes on the PHILIPPINES, FORMOSA, and a foray into the SOUTH CHINA SEA. Then came the IWO JIMA Campaign and the landings on OKINAWA, where we bombarded twice. With the securing of OKINAWA, we started our strikes on the Jap Mainland, in June of this year. We bombarded at KAMAISHI, where we fired the first salvo at the Jap Mainland, then at HAMMAMATSU, then again at KAMAISHI. The continuous strikes against Japanese industry and the advent of the atomic bomb brought a sudden end to hostilities and we steamed into Tokyo Bay on August 29, 1945, with other portions of the famed Third Fleet, to accept the official Japanese surrender. This was the moment we had all fought and prayed for, and it was with a feeling of satisfaction that we watched American sea and air power assemble in the shadow of Fujiyama.

And so, well done, old girl! Now as the old SOUTH DAKOTA you can settle to more peaceful times, resting secure in the knowledge of a job completed!

And so this party——!
ENTERTAINMENT

1—GORGEous GARRi GIRLS  Boogie Woogie
2—AUL GORDON  Fun on Wheels
3—MILLER AND JEAN  Sophisticated Comedy
4—GORGEous GARRi GIRLS  Oriental Routine
5—SERGE FLASH  America's Foremost Juggler
6—VERNON AND DRAPER  Musical Comedy Stars
7—GORGEous GARRi GIRLS  Rhumba

BOBBY VERNON
Master of Ceremonies

---

BEN LASKY
AND HIS
AUGMENTED ORCHESTRA
WITH
PAT KAY
VOCALIST
BOMBARDMENT OF KAMAISHI

This ship had the privilege of being the first American battleship to shell the coast of the Japanese Mainland. The picture above shows this first salvo fired at 12:10-49, on 14 July, 1945 at the steel works located at Kamaishi, Honshu Island.
The U. S. S. SOUTH DAKOTA, commanded by Capt. C. R. TODD, U. S. Navy, has had a most colorful career throughout the war. It has operated in both oceans, steaming a quarter of a million miles in carrying out its varied assignments.

The SOUTH DAKOTA has served as the flagship of the following commands:

1. Commander Battleship Division SIX, Rear Admiral W. A. LEE, JR.—Aug. to Nov., 1942;
2. Commander Battleship Division NINE, Rear Admiral OLAF HUSTVEDT, U. S. Navy—April to August, 1943 and Rear Admiral E. W. HANSON, U. S. Navy—August, 1943 to November, 1944;
4. Commander-in-Chief Pacific Fleet, Fleet Admiral C. W. NIMITZ, U. S. Navy in August and September, 1945, during surrender ceremonies in TOKYO BAY; and
5. Commander THIRD Fleet, Admiral W. F. HALSEY, U. S. Navy—September, 1945 up to the present.

The following officers have commanded the SOUTH DAKOTA: Rear Admiral T. L. GATCH, U. S. Navy, now Judge Advocate General of the Navy; Rear Admiral L. D. McCORMICK, U. S. Navy, Commander Battleship Division Three; Rear Admiral A. E. SMITH, U. S. Navy, now Commander Service Squadron Ten; Rear Admiral R. A. RIGGS, U. S. Navy, now Commander Cruiser Division Twelve; Commodore C. B. MOMSEN, U. S. Navy, now attached to the staff of ComInCh; and Captain E. P. FORRESTEL, Captain A. E. EULINGER, U. S. Navy, now Ordnance Planning Officer at Puget Sound Navy Yard, commanded the SOUTH DAKOTA while Rear Admiral GATCH was recovering from wounds received in battle. Captain UEHLINGER was then serving regularly as Executive Officer. Twice Commander C. F. STILLMAN, U. S. Navy has commanded the SOUTH DAKOTA. Commander STILLMAN is the present Executive Officer of the SOUTH DAKOTA, but exigencies of operations have made it necessary for him to assume command when commanding officers were detached without immediate regular reliefs.

The keel of the SOUTH DAKOTA was laid at the New York Shipbuilding Corporation, Camden, New Jersey, on 5 July, 1939. She was launched on 7 June, 1941 and was placed in commission at the Philadelphia Navy Yard on 20 March, 1942. On 4 June, 1942 the SOUTH DAKOTA got underway for her first trial runs; completing her shakedown cruise and post trial repairs she got underway for her first War Cruise on 16 August, 1942, just three years before the Japanese surrendered.
EVENTS IN THE LIFE OF
THE SOUTH DAKOTA

Transited the Panama Canal; reported to the
Commander-in-Chief, Pacific Fleet for duty.

Battle of SANTA CRUZ:
The SOUTH DAKOTA suffered a five-hun-
dred pound bomb hit, but was credited with
destroying thirty-two enemy planes in a
single engagement, which remains a record
throughout the war.

Third battle of SAVO ISLAND
The SOUTH DAKOTA suffered forty-two
major caliber shell hits but in return sank
three enemy cruisers and inflicted damage on
other enemy ships in the melee.

Navy Yard Overhaul for Battle Damage Re-
pairs, New York, New York.

Operations with the British Fleet in the North
Atlantic, Arctic Ocean, and North Sea off
Norway, Spitchenlager, Iceland, Greenland,
and Bear Island. No engagements were
fought during this period.

Gilbert Islands Landings and Occupation.

Bombardment of Nauru Island

Marshall Islands Landings and Occupation

Bombardment of Roi and Namur Islands

 Strikes on Truk Islands

 Strikes on Guam, Saipan and Tinian Islands

 Strikes on Palau, Yap and Woleai Islands

Hollandia, New Guinea Landings and Occupa-
tion

 Strikes on Truk Islands

Bombardment of Ponape Island

 Strikes on Guam, Saipan and Tinian Islands

Bombardment of Saipan

1st Battle of the Philippine Sea. (Damage by a
500 pound bomb hit.)

Air Strike on Jap Fleet

 Strikes on Pagan and nearby Islands

Navy Yard Overhaul, Navy Yard Puget Sound

 Strikes on Okinawa

 Strikes on Luzon

 Strikes on Formosa

DATES
Aug. 21, 1942
Oct. 26, 1942
Nov. 14-15, 1942
Dec. 1942 to
Feb. 1943
June to July 1943
Nov. 19, 1943
Dec. 8, 1943
Jan. 29, 1944
Jan. 30, 1944
Feb. 16-17, 1944
Feb. 22, 1944
March 30, 1944
April 21-22, 1944
April 29, 1944
May 1, 1944
June 11, 1944
June 12, 1944
June 19, 1944
June 20, 1944
June 21, 1944
July and Aug. 1944
Oct. 10, 1944
Oct. 11, 1944
Oct. 12, 1944
Invasion of the Philippines (Leyte)
Operated with Fast Carrier Force in Third Fleet
Supporting the Leyte and Mindoro operations, including the 2nd Battle of the Philippine Sea.
Operated with Fast Carrier Task Force in Third Fleet Support of Luzon landings and Occupation.
Operated with Fast Carrier Task Force in Fifth Fleet Support of Iwo Jima landings and occupation.
Operated with Fast Carrier Task Force in Fifth Fleet Support of Okinawa landings and occupation. Bombarded Okinawa on March 24th and April 19th.
Operated with Fast Carrier Task Force in final Operation of the War—with the Third Fleet. The SOUTH DAKOTA fired the first major caliber projectiles on the Japanese Home Islands in commencing the Bombardment of Kamaishi, Honshu on July 14. Also Bombarded Yamashita, Honshu on the night of July 29-30 and bombarded Kamaishi a second time on August 9. Received orders at 0638 to cease offensive operations—Japan had capitulated. Entered the land of the “Setting Sun” and dropped anchor in “SAGAMI WAN” at 1418. Proceeded to and anchored in Tokyo Bay at 1016. Commander-in-Chief of the Pacific Fleet, Fleet Admiral C. W. Nimitz, U. S. Navy, broke his flag in SOUTH DAKOTA. Peace Treaty signed on board the U. S. S. MISSOURI in TOKYO Bay. Admiral W. F. Halsey, Commander THIRD Fleet, broke his flag in SOUTH DAKOTA.

FA C T S  A N D  F I G U R E S
Total Battle Stars Rated up to and including Okinawa..............................13
Total Number of ships sunk..........................................................3
Total times across the Equator (Approximately)..................................30
Total times across the Arctic Circle.................................................2
Total times across the international date line....................................30
Total number of Planes shot down..................................................64
Total Number of Bombardments......................................................9
Total miles steamed
Philadelphia to Tokyo.................................................................246,970