



NAVY DAY, OCTOBER 27, 1945

“Happy
to
have
you
aboard”



With these traditional words of welcome aboard a naval vessel, I express to all of you who tread the decks of the MISSOURI the pleasure the entire ship's company feels as you visit our ship.

This floating symbol of victory, the site of the abject surrender of our Japanese foes, belongs to you, to all the people of the United States. She embodies the realization of our dreams, a world set free. She exemplifies the courage, imagination, determination, and faith of the American people.

Her massive strength has been used only in the cause of righteousness. It will never be unleashed in any other cause.

As you visit the MISSOURI I hope you will remember the brave men, living and dead, who won the victory. I hope that you will resolve, in the words of Lincoln, “THAT THESE DEAD SHALL NOT HAVE DIED IN VAIN”.

PRESIDENT TRUMAN CLOSELY ASSOCIATED WITH THE MISSOURI

From the date of her launching, 20 January 1944, up to the present, the MISSOURI has had many links with the President of the United States.

As the ship, destined to become the site of the Japanese surrender, slid down the ways at the Brooklyn Navy Yard, Harry S. Truman, then Senator from Missouri, was present while his daughter, Miss Mary Margaret Truman sponsored the vessel.



Five months later on 11 June 1944, Senator Truman spoke at her commissioning ceremonies. Shortly thereafter, John C. Truman, of Independence, Mo., a nephew of the then Senator, joined the ship's company as a seaman and has served aboard since.

The surrender of the Japanese aboard the ship on 2 September 1945 again linked the MISSOURI with Mr. Truman. But he was no longer Senator; he had become President of the United States and immediately upon the conclusion of the capitulation, went on the air to tell the American people of the victory.

His affection for the ship was apparent in his tone and pride echoed in his voice as he spoke of "a bit of America at anchor in Tokyo Bay".

Officers and men of the MISSOURI hope that the President's flag will fly above the ship as she participates in the Navy Day ceremonies in New York.

VICTORY THROUGH SEA POWER

Sea power, brilliantly developed and exploited to its fullest degree, won the Pacific War for the United States.

Japanese failure to understand the basic characteristics and application of sea power contributed in large measure to Nippon's crushing defeat.

Sea power as wielded by the United States overcame the enormous distances of the Pacific—the very distances which Japan's military and naval strategists believed would protect her. The advanced bases the enemy won and fortified, bases he thought would ward off American assaults on the homeland, became, through American use of sea power, death traps for his troops and labor battalions.

Very much a junior service, the Japanese Navy never succeeded in throwing off the restrictions which the Army imposed upon it. Japanese generals forced the Navy to serve as an adjunct of the Army—a glorified transport service to transport soldiers and supplies. Never permitted to develop independence of action, the Navy guarded sea lanes to the advanced Japanese positions, put ashore special landing parties in offensive operations, and protected "The Empire", the four main islands of Japan. Its role was basically defensive.

Sea power, first analyzed and expounded by an American, Mahan, means control of strategic areas through which any potential enemy must move to attack and through which his commerce must move if he is to survive. American naval leadership, schooled for two generations in Mahan's doctrines, was also imbued with the spirit which throbs through the Navy's Mission: "Seek out the enemy and destroy him."

Sea power, as taught by Mahan, required the seizure of bases from which ships and planes could control the sea lanes. This principle the Japanese had grasped and their basic strategy was developed on the classic law of naval warfare that no navy can operate effectively beyond the steaming radius of its ships.

The strike at Pearl Harbor was designed and succeeded in immobilizing the striking power of the American fleet until the Japanese had consolidated their positions on the mainland of Asia, conquered the Philippines, stretched down through the Dutch East Indies and New Guinea. With these advanced positions, plus the mandated islands of the Marianas and the Carolines, their bases on Marcus and Nampo Shoto, with Wake, taken from us, the Gilberts from the British, and with Ocean and Nauru the enemy was confident that by a combination of naval strength and land-based air power they had penned us up in the Central Pacific. They could proceed, they thought, to envelop Australia and India with little interference.

On the basis of certain traditional laws of naval warfare and some principles of sea power, it was a sound plan. But it failed because while the principle of power remains unchanged, the weapons and techniques of its application do not.

The Missourian

Navy Day, October 27, 1945

Official ship's paper, USS MISSOURI (BB63)

Captain Stuart S. Murray, USN
Commanding Officer

Commander A. F. Spring, USN
Executive Officer

Roland W. Faulk, USN
Paul L. O'Connor, USNR
Chaplains

G. J. Campbell, C. Prtr.
Printer

P. J. Ferrigno, PhoM 3/c
Photographer

The Missourian is published on board the USS Missouri in compliance with Articles E-7606, E-7602, E-7603, E-7604, BuPers Manual.

— o —

Admiral Nimitz and his advisors proceeded to cast aside many of the classic laws of naval war and developed a new system of the application of warfare—often called amphibious because it combines land and sea forces but more properly named tribious in that it welds land, air, and sea power into an invincible weapon.

Admiral Nimitz freed the fleet from the restrictions of time and space by developing the "floating supply line". No longer was a fleet or task force limited by the steaming radius of its ships. Tankers fuel ships at sea; munitions ships and food ships armed and fed the fleet far from home bases; floating repair facilities—docks and cranes and barges—made return to major bases for battle damage unnecessary.

The fleet could and did remain at sea in action against the enemy for weeks and months without putting in to a port.

Tradition said that carrier-based aircraft were no match for shore-based planes. The fast carrier task forces riddled this classic "principle". Ships' guns were no match for shore-based weapons according to traditional thinking. American ships gave the lie to this out-worn doctrine. Defended beaches could not be won without overwhelming losses. Yet in every operation from Guadalcanal to Okinawa the marines and soldiers, under the guns and planes of the fleet, destroyed enemy forces which greatly out-numbered them.

A new order of sea power came into being in the Pacific. Backed by the industrial might and genius of the United States and directed by daring and imaginative naval leaders, America developed such sea power as the world had never seen. Unaided by large forces of ground troops, through its skillful use of sea and air power it forced the surrender of an army of more than three million men, an event unprecedented in history.

Japanese sea power was never able to interfere with the line of ships which in the earliest days of the war we flung between the United States and Australia. The enemy could not cut off Hawaii and so little did he understand the proper use of a navy that he did not even try.

Even while we were licking our wounds at Pearl Harbor and our fleet was still out-numbered and out-gunned by the enemy, the Navy went on the prowl. Admiral Halsey struck at the Marshalls and the Gilberts early in '42; and then at Marcus and Wake. He ferried the Army planes to the coast of Japan for Doolittle's raid in April. These strikes, piddling as they may seem in the light of later events, were of vital importance. They kept the enemy on edge and off balance. He scurried to build up his defenses and used his Navy more and more for convoy and transport.

Behind an invisible wall which our then limited sea power extended across the blue waters of the Pacific, Americans were building new bases and strengthening and enlarging existing facilities to provide fuel dumps for ships and landing spots for combat and transport aircraft—Aitutaki, Borabora, Tongatabu, Canton, Christmas, Midway, Palmyra, French Frigate Shoals, Noumea, Espiritu Santo, Efate, Suva and Nandi in the Fijis, and Nanumea, Nukufeatu, and Funafuti in the Ellices.

The enemy's steady movements south and east received their first check in the Battle of the Coral Sea in the spring of '42 and shortly thereafter his too-long delayed offensive on Hawaii was smashed in the Battle of Midway. American sea power brought the Marines to Guadalcanal and while repeatedly threatened with destruction, finally established firm control of the Solomons in the famous night actions in the "Slot" north of Guadalcanal in November.

The defensive role ended with the Solomons campaign. Admiral Nimitz was ready to show the enemy what real sea power can do. With two directing staffs under Admirals Spruance and Halsey, he proceeded to give the enemy what boxers call "the one two". First the Fifth Fleet under Spruance would conduct a landing operation and then giving the enemy no time to recover, Admiral Halsey would take over and the Third Fleet would begin to scourge the Japanese. The enemy never knew (and neither did most Americans) that the ships were the same—*only the designation changed.*

Continued on page 10

KAMIKAZE ATTACKS ON THE MISSOURI

A sheered-off wing lying near a 5-inch gun mount, a machine gun driven through the barrel of a 40 mm gun, a charred body on the deck, hundreds of broken plane parts. . . .

These were the after-effects of the most determined Kamikaze attack made on the MISSOURI.

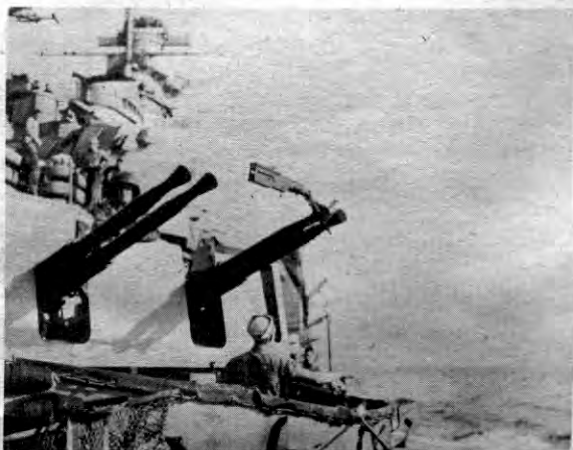
The suicide pilot who drove his Zeke on the ship on 11 April 1945 had hoped to damage or cripple the ship. But beyond a small fire started by gasoline the ship went unscathed. Not an officer or man was hurt.

The plane, attacking in the early afternoon at low level, was taken under fire by the ship's guns as he made his hara-kari run on the starboard quarter. With pilot riddled and probably killed by the terrific hail of bullets from the MISSOURI'S guns, the plane kept boring in until it crashed into the ship within a few feet of the AA gunners.



Not a man left his gun as the plane dove aboard. One wing sheered 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 put out by a party led by Lt. (jg) O. D. Scarborough, Junior Officer of the Deck.

Damage Control officers, quickly assessing possible hurt to the ship, found the main deck aft littered with fragments of the Zeke. A crushed remnant of the pilot's body, thrown clear of the wreckage and found lying on the deck, was given burial. The plane's machine gun was driven through the barrel of one of the ship's 40 mm guns, so strong had been the force of the impact.



Other Kamikazes, spurred by a desire to avenge the Yamato which had been sunk by planes from the Third Fleet, attacked the MISSOURI, but none other was able to penetrate the screen of fire which the ship's gunners threw up around her.

PERRY'S FLAG BROUGHT FROM U.S. NAVAL ACADEMY, ON DISPLAY AS JAPAN SURRENDERS

Prominently displayed at the surrender ceremonies was the flag flown by Commodore Matthew Calbraith Perry, U. S. Navy, on the occasion of his visit to Japan over ninety years ago. This flag was brought by air from the Naval Academy, Annapolis, Maryland to be displayed during the surrender ceremony.

Commodore Perry had been entrusted, in 1852, with a letter from President Fillmore to the Emperor of Japan which had as its purpose the establishing of diplomatic and trade relations with Japan. The mission was one requiring astuteness and patience. Commodore Perry experienced many strange things, not the least of them 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 a representative of a great nation he 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 in order 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 U.S.S. MISSOURI just a few miles from the place where the first treaty was signed.

DESTROYER NICHOLAS DELIVERS FIRST JAPS TO MISSOURI

First contact between United States and Japanese officials was made aboard the MISSOURI.

Seven days before the surrender, the ship took aboard Japanese emissaries and pilots to obtain vital information on minefields and harbor conditions in Sagami Wan and Tokyo Bay.

Carrying Admiral William F. Halsey, commander of the Third Fleet, the ship sailed into Sagami Wan on 27 August where it rendezvoused with a Japanese destroyer carrying Nipponese naval officers and pilots.

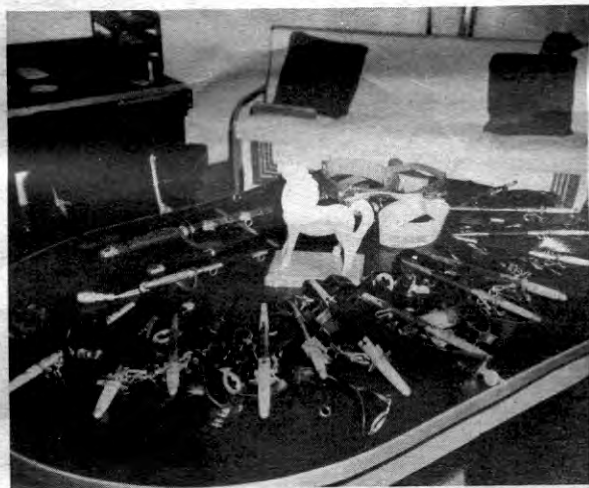


The USS NICHOLAS, a destroyer, moving ahead of the Flagship, took aboard 18 Japanese by small boat transfer. Over their bitter protests, the Japanese were relieved of their beloved samurai swords and daggers. The NICHOLAS then came alongside the MISSOURI and transferred the Japanese by boatswains chair.

Peering from the bridge, Admiral Halsey grinned as he watched their arrival and his smile grew wider as each glum-faced foe was swung aboard. He did not meet them but entrusted that duty to his Chief of Staff, Rear Admiral Carney. The Japanese, searched again by later Marine guards, were led to the ward room 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.

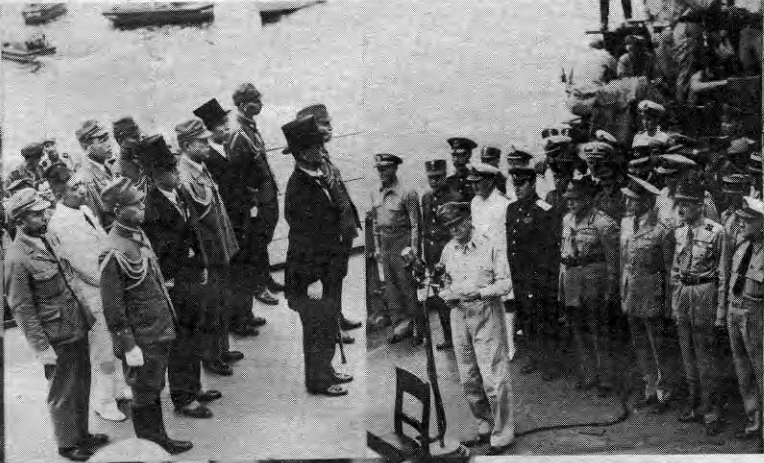


The information thus obtained proved so accurate after thorough checking and rechecking, that the Fleet was able to move on up into Tokyo Wan for the surrender ceremonies without incident.



One bit of promised drama was not, however, forthcoming—Admiral Halsey's long-desired ride on Hirohito's white horse. The silver-studded saddle, gift of the Reno (Nev.) Chamber of Commerce to the Admiral, was in waiting. The horse was doubtless in the royal mews. But there was no time and, as it later appeared from his own statement, the Admiral did not really want to ride that or any other horse.

His wish was expressed, however, through a display set up in his cabin. On a table, surrounded by the swords and daggers taken from the Japanese, a small statue of the horse was set—a symbol of the downfall of Nippon and her coming total disarmament.

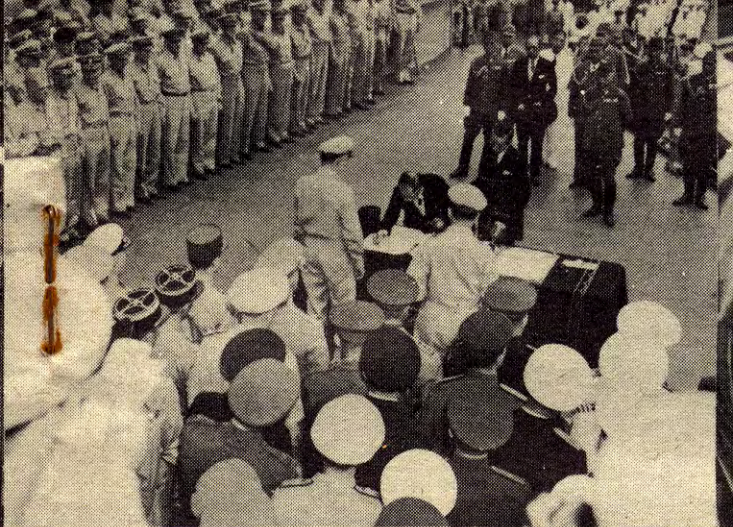
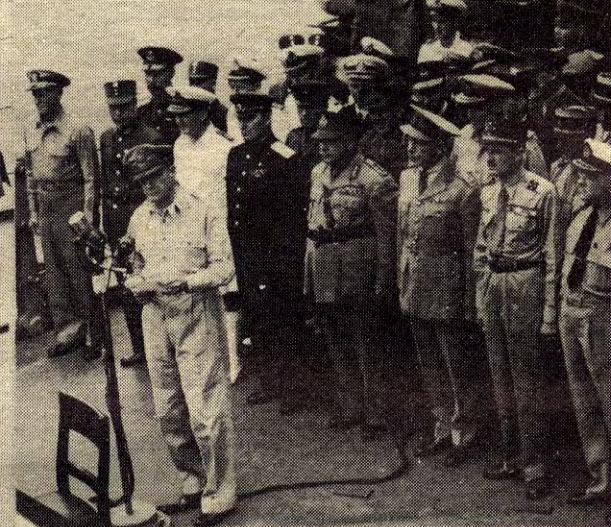


SURRENDER

From left to right (top row) Gen. MacArthur opens the ceremony, escorted by Fleet Admiral Nimitz and Admiral W. F. Halsey. 3. Gen. MacArthur opens the ceremony. 4. Gen. MacArthur signs for the Allies. 5. Gen. MacArthur signs for the Allies. 6. Gen. MacArthur for Allies. 7. Admiral Nimitz signs for the United States. 8. Admiral Nimitz signs for the United States. 9. Admiral Nimitz signs for the United States. 10. Admiral Nimitz signs for the United States. 11. Admiral Nimitz signs for the United States. 12. Admiral Nimitz signs for the United States. 13. Admiral Nimitz signs for the United States. 14. Admiral Nimitz signs for the United States. 15. Admiral Nimitz signs for the United States. 16. Japanese delegation signs for the Japanese Empire.

Bottom: 11. Col. L. M. Slemmon signs for the United States. 12. General Jacques LeClerc signs for the Netherlands. 13. General Helfrich signs for the Netherlands. 14. General Isitt signs for New Zealand. 15. General Isitt signs for New Zealand. 16. Japanese delegation signs for the Japanese Empire.



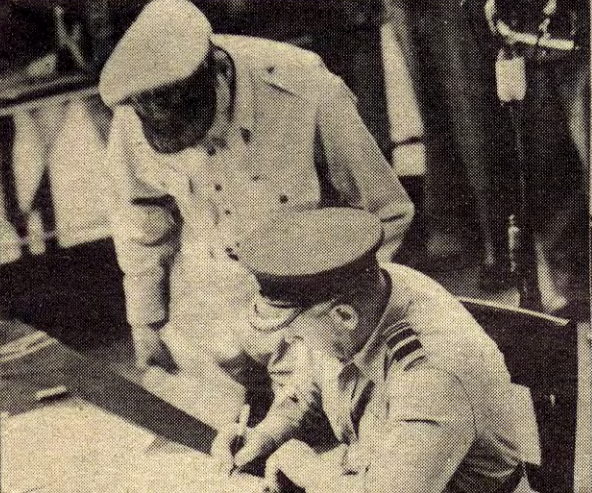
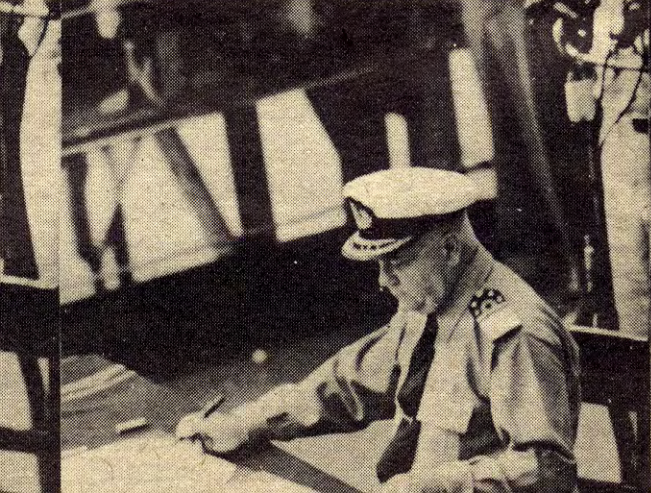
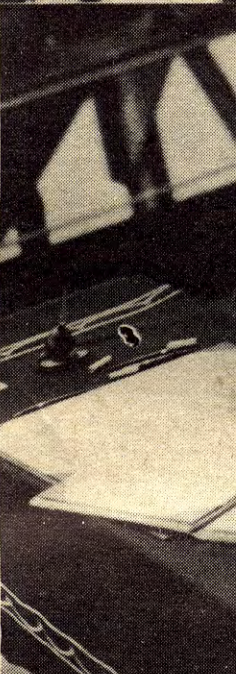


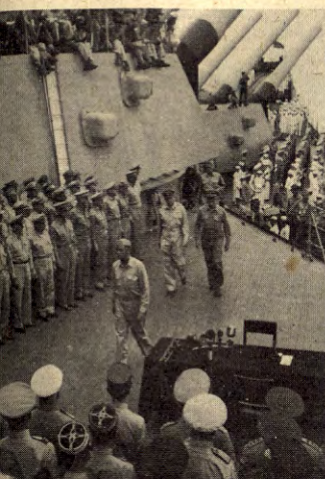
SURRENDER CEREMONIES

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.



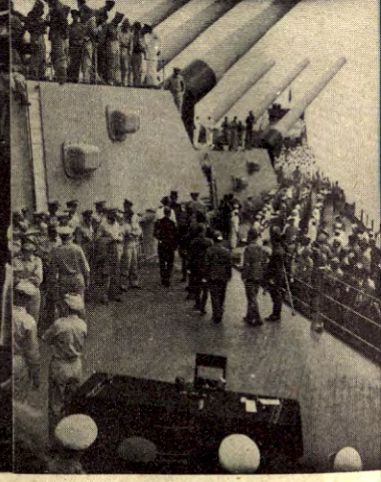
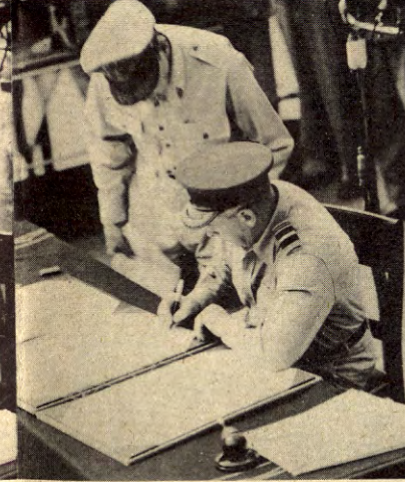
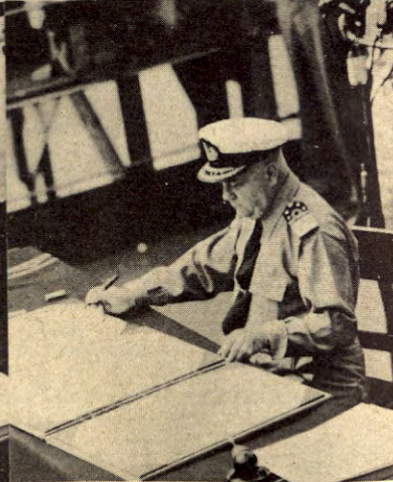
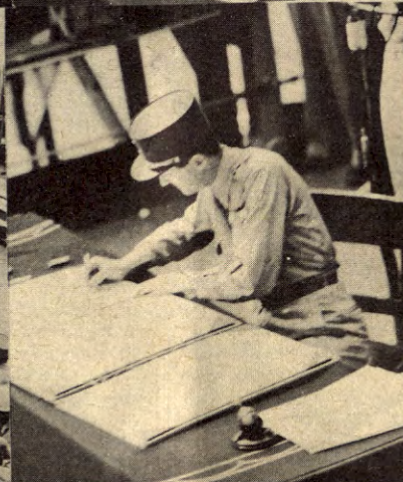


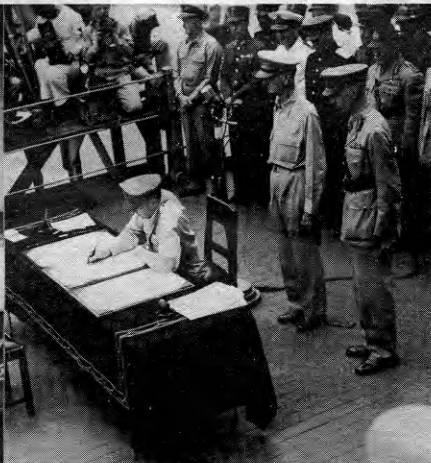
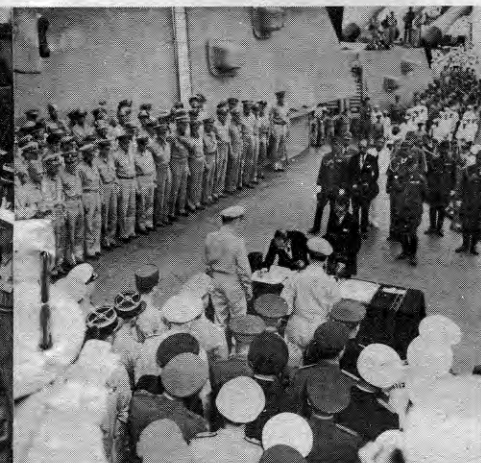
SURRENDER CEREMONIES

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.



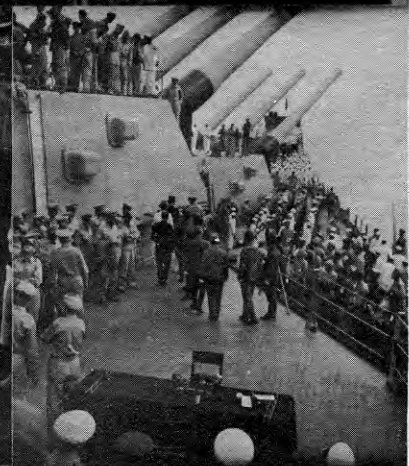
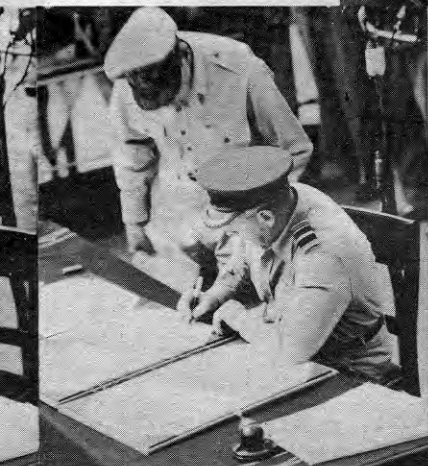


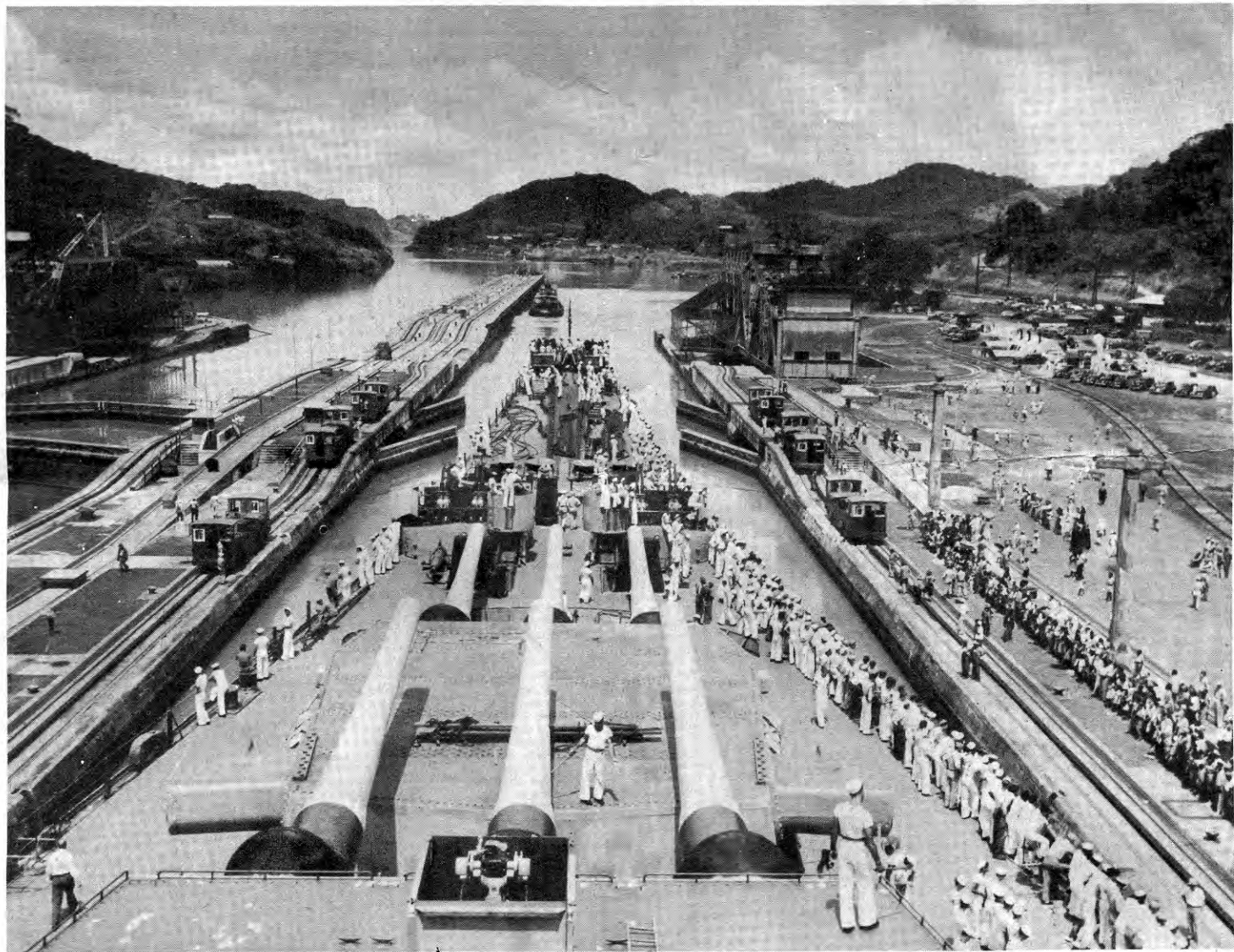
R CEREMONIES

(top) 1. General MacArthur
et Admiral Chester W. Nimitz
alsey. 2. Japanese Delegation.
ns Ceremonies. 4. Mr. Mamon
pan's Government. 5. General
the Japanese Military Forces,
Allied Powers.

Nimitz for U.S.A. 8. Gen. Hsu
9. Admiral Sir Bruce Fraser
Gen. Sir Thomas Blamey for

Moore Cosgrave for Canada.
Clerk for France. 13. Admiral
lanes. 14. Air Vice Marshall
. 15. Gen. MacArthur closes
e depart.





COAST TO COAST IN NINE HOURS AND TWENTY MINUTES

Coast to coast in nine hours and 20 minutes. That's the time it took the MISSOURI to transit the Panama Canal on 13 October 1945 on her historic voyage back to the East Coast.

The Flagship began to move up the channel from Balboa at 0701 Saturday and reached sea level on the Atlantic side of the Isthmus of Panama at 1621.

Carrying Rear Admiral John R. Beardall, Commandant of the Fifteenth Naval District, high ranking officers of the Army, and distinguished visitors from our Latin American neighbor countries, the MISSOURI made the transit with minimum difficulty.

A stanchion was knocked down on the starboard side; another was bent almost to the deck. Chips of concrete were scraped off the walls of the towering lock chambers. But the four pilots who had the ship in charge—Captains Majelton, Hearn, Redman, and Saunders — snaked the "Mighty Mo" through the Big Ditch in short order.

Three tugs helped maneuver the ship into the entrance to the first flight of locks, the Miraflores at 0801. There the raising of the ship to the level of Miraflores Lake was halted briefly while the guests came aboard.

Full honors were provided as Rear Admiral and Mrs. Beardall, Lt. Gen. G. H. Brett, Commanding General of the Caribbean Defense Command and Panama Canal Department, twelve other generals, other Army officers, the Venezuelan and Peruvian ambassadors to Panama, and Panama Canal officials came aboard. Many of the guests were accompanied by their wives and children. Thousands of residents of the Canal Zone lined the lock to cheer the ship as she moved through.

At 0925 the ship left the locks and sailed into Miraflores Lake, reaching the Pedro Miguel locks at 1008. There most of the visitors left the ship while shouting and cheering spectators hailed the MISSOURI from the banks. Hundreds of sailors' white hats sailed ashore to be eagerly grabbed by the hundreds of small boys and girls in the throng.

As the MISSOURI left the locks at 1102, a tug took her bow line to help her negotiate the winding course of the canal through Gaillard (Culebra) Cut. While an Army officer at the loud speaker related facts of interest about the canal, the ship's company eagerly scanned the shores for the alligators and iguana lizards reported to frequent them.

All hands marveled at the sheer determination and courage required to dig and blast the passage through the saddle of rock which once connected Contractors' Hill on the left with Gold Hill on the

right. At Gamboa, where the massive cranes and dredges used to keep the canal clear of steadily accumulating silt and rock slides lay at anchor, the tug cast off and the MISSOURI slid along smoothly into Gatun Lake.

Visibility vanished in a short, fierce rain squall which cleared by 1437 when the ship entered the Gatun locks, the last set. Here again a huge crowd had been patiently waiting for the ship's arrival and cheered, waved, and skylarked as she went down, down, down the 85-foot descent to sea level. Scores had bunches of bananas and threw them aboard in exchange for white hats. Girls wrapped messages around magazines and tossed them to grinning sailors on the weather decks.

At 1621 the MISSOURI finished her transit of the canal proper and entered Limon Bay at 1655. Twenty minutes later the pilots left the ship and Captain Murray took over her direction for the last leg on the "Long Voyage Home". The breakwater at the entrance to the bay was cleared at 1742 and at 1829 the Ship's Log reports the ship on a course for Hampton Roads, Virginia, with Colon fading in the distance, 21 miles astern.

The MISSOURI had a foretaste of what to expect in New York on Friday when thousands of visitors swarmed down to Pier 18 at Balboa to visit the ship.

Among the 35 special guests were: Dr. Ricardo Alfaro, Panamanian Minister of Foreign Affairs and members of his family; Walter Donnelly, Charge d'Affaires, U. S. Embassy, and his family; and 14 members of the Mexican delegation to the Inter-American Congress of Lawyers including Jose Ortiz Tirado and Hernando Hilario Medina, magistrates of the Supreme Court of Mexico.

But while these distinguished visitors were being guided through the ship by officer escorts, thousands of Americans and Panamanians rushed to board the MISSOURI. From the main deck to sky control the visitors—men, women, boys, and girls—walked, ran, and scampered over the Flagship. Many hundreds more were regretfully turned away when it became necessary to close the ship to visitors.

Denied admittance, they continued to line the pier and gape in wonder at the massive battlewagon, eagerly pointing out to each other the big rifles and bristling AA guns and speculating on the purpose of the detecting and pointing equipment of the ship.

While Panamanians were visiting the ship, her officers and crew were repaying the courtesy by visiting in Panama. Shops and stores, bars, and night clubs, the cathedrals and churches, the parks and public buildings received a friendly, although hasty call from the ship's company. As a result hundreds of mothers, sisters, wives, and sweethearts will be the proud owners of alligator bags, perfume, dresses, and linen, souvenirs of the MISSOURI's one-day visit to the canal.

CHIEF BOATSWAIN SOON TO COMPLETE THIRTY YEARS' SERVICE IN NAVY

Veteran member of a veteran crew is Chief Boatswain Edward H. Wootan, USN, who will complete 30 years of service on 10 December 1945.

Duty on 16 naval vessels and service as a member of the armed guard of two merchant ships in World War I have given Mr. Wootan a wide experience in all types and conditions of maritime service.



Born in DeFuniak Springs, Florida, in 1898, he enlisted in the Navy at Atlanta, Georgia, on 10 December 1915. He moved up through the enlisted grades and was appointed Boatswain on 6 September 1924. Six years later he was commissioned Chief Boatswain, USN.

Through his long experience with men and ships, Chief Boatswain Wootan has brought to the MISSOURI the "savvy", the "know how" which has made his service to his ship and country of the highest order.

As he retires to a well-earned rest in December to settle down to civilian living with his wife and baby daughter, every officer and man aboard the MISSOURI wishes for him only the best that life has to offer.

VICTORY THROUGH SEA POWER

Continued from page 3

The mere list of the campaigns shows how American seapower, the brilliantly organized tribulous operations, rolled up Japanese positions like a carpet leaving many formerly important bases crammed with Japanese troops untouched to "wither on the vine". In chronological order the campaigns run as follows: Gilberts, Marshalls, Marianas, Palau, Iwo Jima, and Okinawa.

While Nimitz was thrusting his long arms across the Central Pacific, General MacArthur moved up from Australia to New Guinea, and on to the Philippines—months ahead of his schedule because the fleet had made it impossible for the enemy to bring aid to his forces in those areas.

Sea power shut off all Japanese efforts to provision their by-passed bases. Sea power crushed every effort to interfere with the onward march of American forces. The Nipponese desperate and ill-managed attempt to halt the invasion of the Marianas was smashed by Admirals Spruance and Mitscher in the Battle of the Philippines Sea.

The enemy's last major effort—the three-pronged attack on the American fleet and transports lying off Leyte—culminated in the virtual loss of his fleet as Kinkaid, Oldendorf, and Halsey sank battleships, carriers, cruisers, and destroyers in air and surface engagements.

The remnants of the fleet were so heavily bombed by carrier aircraft in the closing days of the war that only one capital ship—a light cruiser, was operational when capitulation came.

No discussion of sea power would be complete without a tribute to the United States submarines. The daring commanders and crews of these vessels, so quiet and modest about their successes, played a vital role in bringing Japan to her knees. Carrying the attack into the inner waters of Japan, they terrified and astounded the enemy by their ubiquity and resourcefulness.

More than one-third of all Japanese tonnage, commercial and combatant, destroyed, was sunk by the submariners. Here again Americans had demonstrated that they fully understood how to handle the weapons of true sea power.

It was entirely fitting that when the capitulation of Japan came, it was signed upon the deck of the USS MISSOURI—an American warship—and that an American Admiral signed for the United States.

For it was sea power, colossal in size and strength, masterfully directed and superbly utilized, which freed Asia and the world from the threat of Japanese tyranny.

"RIG FOR CHURCH"

CHAPLAIN ROLAND W. FAULK

Any portrayal of the life of the men aboard the MISSOURI would be incomplete without reference to the place accorded religion. From the day of commissioning, when the blessings of God were invoked on the ship, throughout all the days of combat and long and monotonous cruises, the men of the MISSOURI have enjoyed one of the blessings of liberty—the right to worship God. The MISSOURI has carried, since commissioning, both Protestant and Catholic chaplains. Although many services of worship have been interrupted or postponed because of battle conditions, the services when held have always been well attended. Rarely has it been necessary to call off church services even though services were sometimes held at odd hours. During the Iwo Jima and Okinawa campaigns and the later bombardment periods, Church services have been held. Men of Jewish faith have regularly held services of worship on Friday evenings, and even though no rabbi was aboard to lead the services, these men have carried on in the tradition of their fathers, using the prayers and hymns of Israel.

A custom which has been popular with the men of the MISSOURI has been that of Evening Prayer each evening at sundown when the ship is at sea. Alternating daily between the chaplains on board, the word is passed over the loud speakers: "Stand by for evening prayer!" Throughout the ship men of all faiths bow reverently for a moment while the chaplain leads a brief prayer. Through all the days of fighting and cruising this moment of prayer at the close of the day has brought encouragement and hope to the men of the MISSOURI. The words of the Psalmist have a deeper meaning now than ever before: "They that go down to the sea in ships, that do business in great waters; these see the works of the Lord and his wonders in the deep!"

PRAYER AT THE SURRENDER CEREMONIES

Eternal God, Father of all living, we offer our sincere prayer of Thanksgiving to Thee on this day which we now dedicate to peace among the nations, remembering another Sabbath Day that was desecrated by the beginning of this brutal war. We are thankful that those who have loved peace have been rewarded with victory over those who have loved war. May it ever be so!

On this day of deliverance we pray for those who through long years have been imprisoned, destitute, sick and forsaken. Heal their bodies and their spirits, O God, for their wounds are grievous and deep. May the scars which they bear remind

us that victory is not without cost and peace is not without price. May we never forget those who have paid the cost of our victory and peace.

On this day of surrender we turn hopefully from war to peace, from destroying to building, from killing to saving. But peace without justice we know is hopeless and justice without mercy Thou wilt surely despise. Help us therefore, O God, to do justice and to love mercy and to walk humbly before Thee.

We pray for Thy servant, the President of the United States, and for the leaders of all lands that they may be endowed with wisdom sufficient for their great tasks. Grant unto all the peoples of the earth knowledge of Thee, with courage and faith to abide within the shelter of Thy sovereign law. Amen.

SIDELIGHT ON SURRENDER

Perhaps the most dramatic aspect of the entire surrender ceremonies lay in the fact that men who for years had been driven and beaten by Japanese guards were permitted to witness the abject surrender of the government and people that had imprisoned them. Heading the list of those present was General Jonathan M. Wainwright, the great leader of Bataan and Corregidor, whose brave leadership in the tragic early days of the war gave the United States time to prepare for fighting.

MISSOURI GETS A "WELL DONE"

Although the MISSOURI played host to many world-famous and distinguished men, the ceremonies could not have been carried off with precision had it not been for the contribution made by MISSOURI personnel, officers and men. The ship itself 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 built and a host of other things done to make ready. The Band and 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 surrender was perfectly timed. The operation of small boats was no small part of the day's activities.

The success of the efforts of the personnel of the MISSOURI was revealed in the congratulatory messages from General MacArthur and Admiral Nimitz who praised the efficiency with which the entire day's proceedings were carried off. To all hands went "A Well Done."

