THE CUBA FAMILY ARCHIVES FOR SOUTHERN JEWISH HISTORY AT THE BREMAN MUSEUM

Mss 387, Gordon Family Papers

Box 6, File 4

U.S.S. Missouri, 1945

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Welcome aboard.

You feel at home.

You've been with your family, our station, our duties, our ship, our quarters, and our mess halls.

Today we want you to see for yourself, to enjoy the quarters and our mess halls.

We welcome you today. You've had a hearty welcome. All of us officers.

To the families who are our...

WELCOME ABOARD

29 October 1945
FAMILY DAY
U.S.S. MISSOURI

As far as possible the ship has been opened up today for your inspection. You are welcome to visit any part of the ship from the second deck to the 05 level.

Families of the crew will visit the crew's berthing spaces and mess halls; families of the chief petty officers will visit the chief's quarters and mess hall; families of the officers will visit the officer's cabins and wardroom.

#1 Engine Room and #4 Fire Room will be open for gentlemen desiring to inspect our engineering plant. Please go down the hatch in frame 132 and up the hatch in frame 149 in order to facilitate the routing.

NOON MEAL

100¢ ---- 123¢

MENU

CHILLED TOMATO JUICE WITH SLICED LEMON

MISSOURI CHICKEN SALAD

POTATO SALAD

SALTINE CRACKERS ** CHEESE SPREAD

PICKLES ** CELERY HEARTS ** OLIVES

SPICE CAKE WITH MAPLE ICING

BREAD**BUTTER

HOT CHOCOLATE

All four mess lines will be open for the crew and their families.
"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".
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 distance necessary to make Japanese naval strategists believe would protect her. The advanced bases the enemy won and fortified, bases he thought would guard his line of retreat, on the homelander, 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 advanced bases the enemy won and fortified, bases he thought would ward off American assaults on them. It was a sound plan. But it failed because while Japan had grasped and their basic strategy was developed on the combination of naval strength and land-based air power they had penned us up in the Central and the Dutch East Indies and New Guinea. With the four main bases of the Marianas and the Carolines, their bases on Marcus and Nampo Shoto, with Wake, taken from the Japanese, the Third Fleet Staff so that every phase of the 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. The surrender ceremonies could not have been carried off with more grace, more magnanimity.

Among the most important personages present at the surrender ceremonies was President Harry S. Truman, who had been a member of the Missouri's commissioning crew when she was launched on 2 September 1945.

He spoke of the Missouri's role in the Second World War and of the importance of maintaining a strong navy for the future.

"The Missouri was a symbol of our nation's strength and resolve during the war," he said. "She was a symbol of the dedication and sacrifice of all those who served in the navy."

"At the same time," he continued, "she was a symbol of the importance of maintaining a strong navy for the future. The Missouri was a symbol of the strength and determination of the United States of America."

Truman went on to speak of the importance of maintaining a strong navy for the future, emphasizing the need for continued investment in naval infrastructure and personnel training.

"As we look to the future," he said, "we must remember the lessons of the past. We must ensure that our navy is strong and well-equipped to face any challenge that may come our way."

"The Missouri was a symbol of that strength," he concluded. "She was a symbol of the determination of the United States to be a leader in the world of tomorrow."
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 in the Philippines 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

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The mere list of the campaigns shows how American seapower, the brilliantly organized tribiious 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. Tanks, trucks, munitions ships and food ships armed and led 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.

American seapower brought the Marines to Guadalcanal and 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 world what American seapower could do. While he had two directing staffs under Admirals Spruance and Halsey, he proceeded to give the enemy what boxers call "the one-two". Fleet under Spruance would conduct a landing operation and then the Fifth Fleet under Halsey would conduct a lashing operation. The enemy could not out-number Americans, not even try. Admiral Halsey struck at the Marshalls and the Gilberts early in December, and at Makin and Wake. He ferried the Army planes to the coast of Japan for Doolittle's raid in April. These strikes, paddling 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 water 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—Atuaitu, Bora- bora, Tongatapu, Canton, Christmas, Midway, Palmyra, French Frigate Shoals, Nourmea, Espiritu Santo, Efate, Suva and Nandi in the Fijis, and Nanumea, Nukufetau, and Funafuti in the Ellice Islands.

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.

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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 on 10 April 1945. 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 ship's guns, the plane kept boring in until it crashed into 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, a charred body on the deck, and was put down by the ship's gunners.

Not a man was hurt. The airplane, 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 ship's guns, the plane kept boring in until it crashed into 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, a charred body on the deck, and was put down by the ship's gunners.

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

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.

Missouri's aircraft, including during the surrender ceremony. 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 entranced, in 1853, with the letter from President Fillmore to the Emperor of Japan which had as its purpose the establishing of diplomatic and trade relations. Commodore Perry had been entranced, in 1853, with the letter from President Fillmore to the Emperor of Japan which had as its purpose the establishing of diplomatic and trade relations with the ship. 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 insulted, the ship's officers, attending a representative of a great nation, he was shoved sprawling back into his boat by a soldier at the gateway 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 treaty was signed.

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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 Japanese 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.

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SURRENDER CEREMONIES

