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*The*

U. S. S.  
SOUTH DAKOTA

BB 57

*Ship's Party  
November 28, 1945*

*Municipal Auditorium  
Long Beach, California*

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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

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COMMANDER C. F. STILLMAN, U. S. N.  
EXECUTIVE OFFICER

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ENTERTAINMENT COMMITTEE  
COMDR. HARTWELL  
LT. COMDR. HILL  
LIEUT. HADLEY  
LIEUT. RHODELANDER  
LIEUT. (J.G.) PIERCE  
ENSIGN YORK  
ENSIGN TURNER  
ENSIGN NUENDORFER  
ENSIGN HAMMER

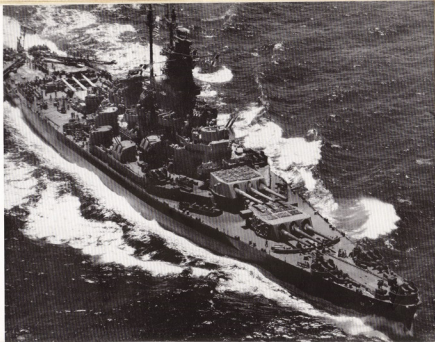
## THE STORY

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 Nomuea just in time to partake in the famed BATTLE OF SANTA CRUZ. There on October 15th, we were repaid 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.

USS  
SOUTH  
DAKOTA



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 Argentina 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 GARRETT GIRLS . . . . . *Boogie Woogie*  
2—AUL GORDON . . . . . *Fan on Wheels*  
3—MILLER AND JEAN . . . . . *Sophisticated Comedy*  
4—GORGEOUS GARRETT GIRLS . . . . . *Oriental Routine*  
5—SERGE FLASH . . . . . *America's Foremost Juggler*  
6—VERNON AND DRAPER . . . . . *Musical Comedy Stars*  
7—GORGEOUS GARRETT GIRLS . . . . . *Rhumba*

BOBBY VERNON  
*Master of Ceremonies*

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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 RECORD

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;
- (3) Commander Battleship Squadron TWO, Vice Admiral W. A. LEE, JR., U. S. Navy—November, 1944 to June, 1945 and Rear Admiral J. F. SHAFROTH, U. S. Navy—June to August, 1945;
- (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. EUHLINGER, 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 Japaneset surrendered.

# EVENTS IN THE LIFE OF THE SOUTH DAKOTA

	DATES
Transited the Panama Canal; reported to the Commander-in-Chief, Pacific Fleet for duty.	Aug. 21, 1942
Battle of SANTA CRUZ:	
The SOUTH DAKOTA suffered a five-hundred pound bomb hit, but was credited with destroying thirty-two enemy planes in a single engagement, which remains a record throughout the war.	Oct. 26, 1942
Third battle of SAVO ISLAND	Nov. 14-15, 1942
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 Repairs, New York, New York.	Dec. 1942 to Feb. 1943
Operations with the British Fleet in the North Atlantic, Arctic Ocean, and North Sea off Norway, Spitzbergen, Iceland, Greenland, and Bear Island. No engagements were fought during this period.	June to July 1943
Gilbert Islands Landings and Occupation.	Nov. 19, 1943
Bombardment of Nauru Island	Dec. 8, 1943
Marshall Islands Landings and Occupation	Jan. 29, 1944
Bombardment of Roi and Namur Islands	Jan. 30, 1944
Strikes on Truk Islands	Feb. 16-17, 1944
Strikes on Guam, Saipan and Tinian Islands	Feb. 22, 1944
Strikes on Palau, Yap and Woleai Islands	March 30, 1944
Hollandia, New Guinea Landings and Occupation	
Strikes on Truk Islands	April 21-22, 1944
Bombardment of Ponape Island	April 29, 1944
Strikes on Guam, Saipan and Tinian Islands	May 1, 1944
Bombardment of Saipan	June 11, 1944
1st Battle of the Philippine Sea. (Damage by a 500 pound bomb hit.)	June 12, 1944
Air Strike on Jap Fleet	June 19, 1944
Strikes on Pagan and nearby Islands	June 20, 1944
Navy Yard Overhaul, Navy Yard Puget Sound	June 21, 1944
Strikes on Okinawa	July and Aug. 1944
Strikes on Luzon	Oct. 10, 1944
Strikes on Formosa	Oct. 11, 1944
	Oct. 12, 1944

Invasion of the Philippines (Leyte)	Oct. 20, 1944
Operated with Fast Carrier Force in Third Fleet Supporting the Leyte and Mindoro operations, including the 2nd Battle of the Philippine Sea.	Oct. 20 to Dec. 14, 1944
Operated with Fast Carrier Task Force in Third Fleet Support of Luzon landings and Occupation.	Jan. 5-22, 1945
Operated with Fast Carrier Task Force in Fifth Fleet Support of Iwo Jima landings and occupation.	Feb. 16 to March 1, 1945
Operated with Fast Carrier Task Force in Fifth Fleet Support of Okinawa landings and occupation. Bombarded Okinawa on March 24th and April 19th.	March 18 to May 10, 1945
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 Hammamatsu, 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.	July 10 to Aug. 15, 1945
	Aug. 15, 1945
	Aug. 27, 1945
	Aug. 29, 1945
	Sept. 2, 1945
	Sept. 5, 1945

## FACTS AND FIGURES

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 Bormardments.....	9
Total miles steamed	
Philadelphia to Tokyo.....	246,970