

TWO-O-NINE




A SHIP'S BIOGRAPHY

Published by

U. S. S. TAZEWELL APA 209

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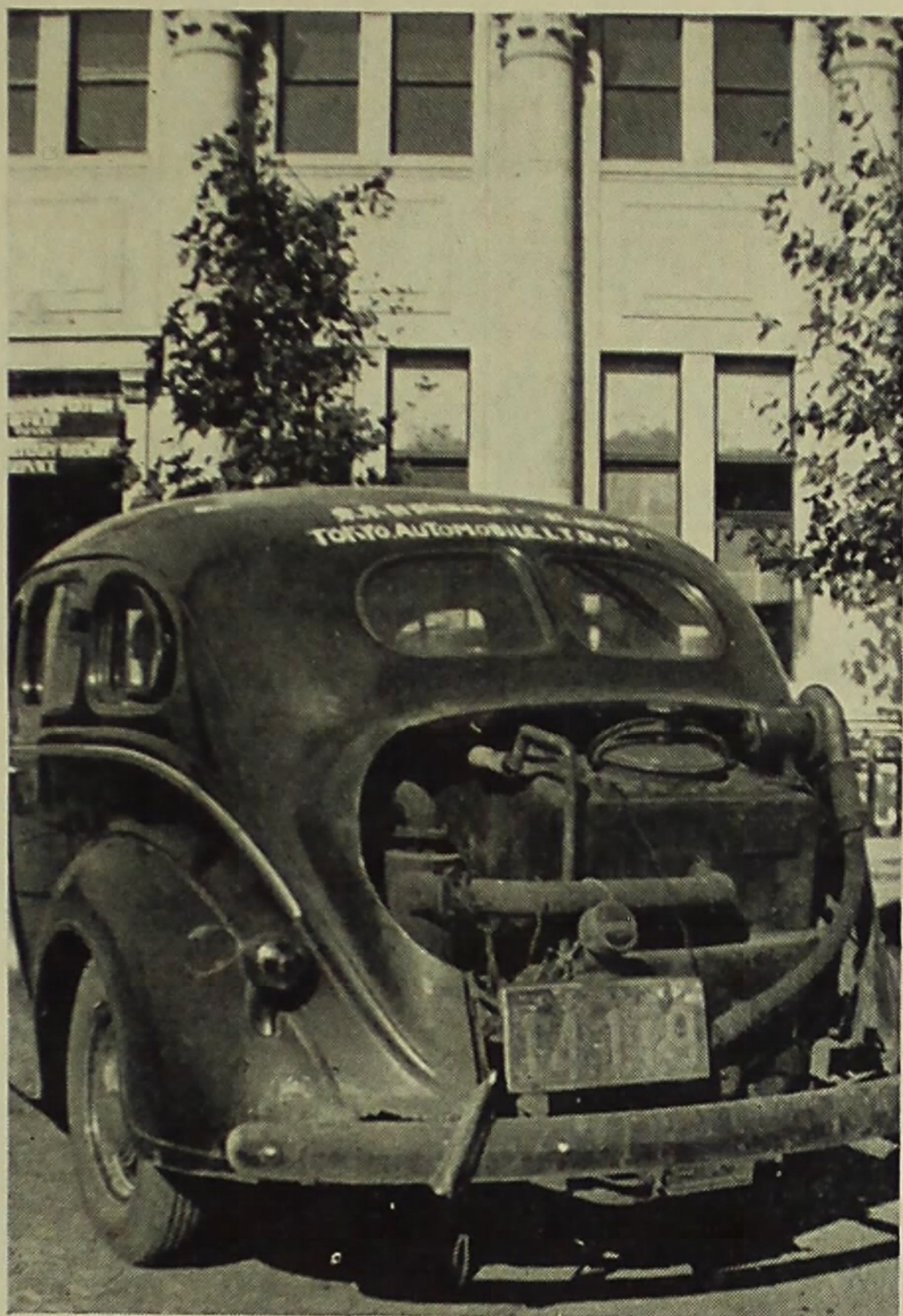
The distance between Tokyo and Yokohama, which is Tokyo's port, is about twenty miles and the area of devastation between the two cities runs a width of approximately three miles. This area was a conglomeration of factories, dwellings, public buildings, shrines and cemeteries. After seeing such congestion it is easily understood how a person could be born, live, die and be buried all within a space of a few acres. Land is the premium in Japan. This area is now just one great ash heap as a result of the Eighth Air Forces' relentless bombings. Only incendiary bombs were used here and this once vast industrial section is now reduced to heaps of junk.

An electric elevated train operates between Tokyo and Yokohama on the half hour, and appears to be very fast and modern; Navy personnel are not permitted to ride. The trolley system in Tokyo is very dilapidated, but never-the-less is in use daily with each car loaded to the steps.

Many strange methods of transportation are seen along the streets. The majority of trucks and automobiles are operated on charcoal burners. Cattle can be seen tugging at heavily loaded



cars. Men, women and children are seen pushing and pulling the same sort of loads and overgrown tricycles with a platform between the rear wheels are used for hauling. It is very common to see people attempting to salvage some



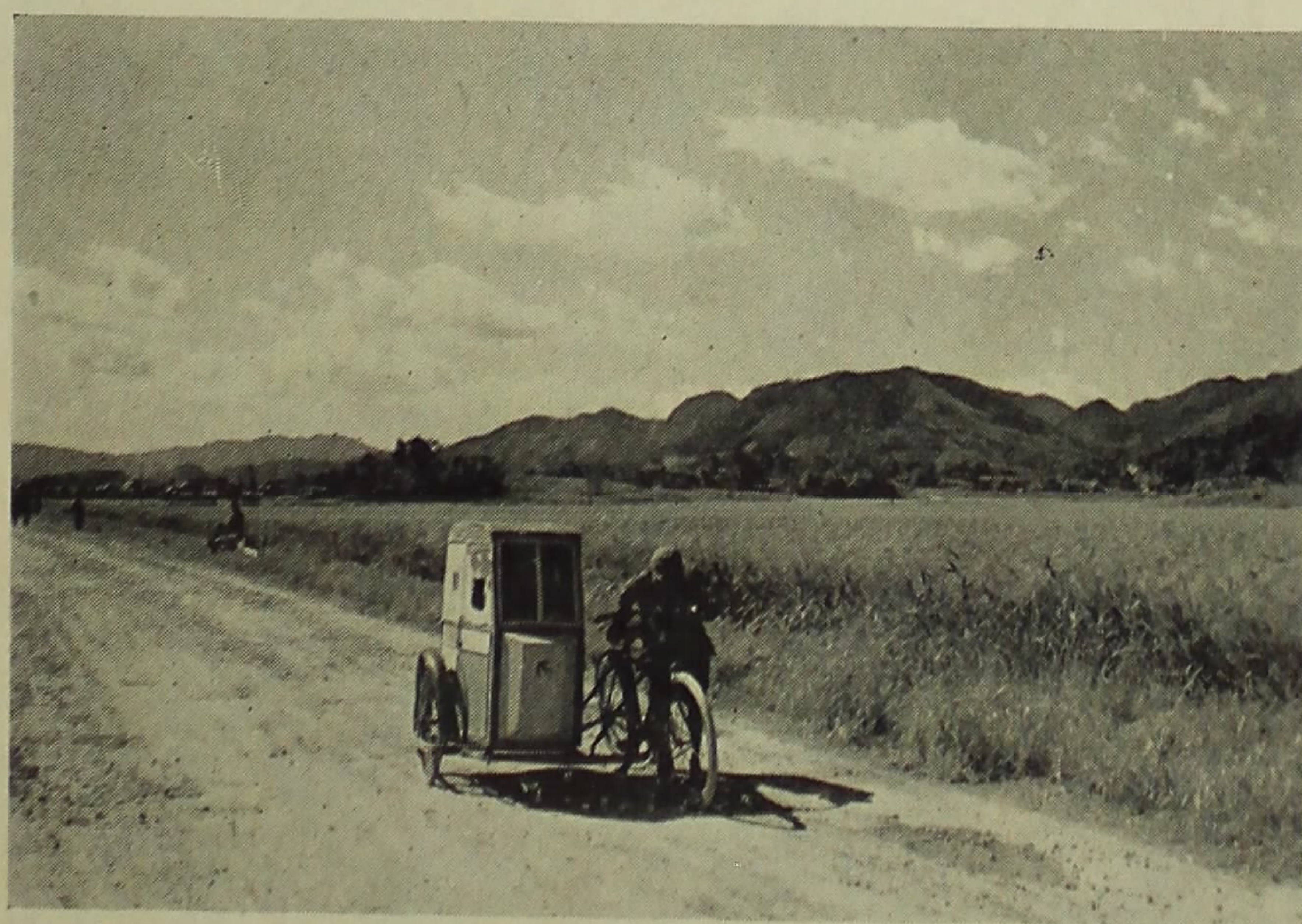
useful wreckage for building purposes, as thousands will be without shelter this winter. All over this devastated area small green patches of young gardens appear as the citizens fall back on the soil for sustenance.

The same scenes are repeated in and about Yokohama, a city before the war considered the world's greatest in silk exporting. Now the frame warehouses are gone and only the steel and solid concrete ones remain. Nearly all of the merchandise was destroyed in the fires, and it is difficult to find silk of any quantity or quality; most of the articles for sale have come from private homes. A great variety of purchases were made by the crew during our six days here. Among

the items bought were silks, works of art, china, opium pipes, fans, chop sticks and other souvenirs characteristic of Japan.

We left Tokyo Bay and Yokohama on October 20, 1945 and sailed south along the eastern coast of Honshu Island past Shikoku Island. Then we passed through Osumi (Van Diemen) Strait, northwest along the coast of Kyushu which is the southernmost of the Japanese home islands. We cruised past

Nagasaki and on up to Sasebo arriving on the twenty-third.



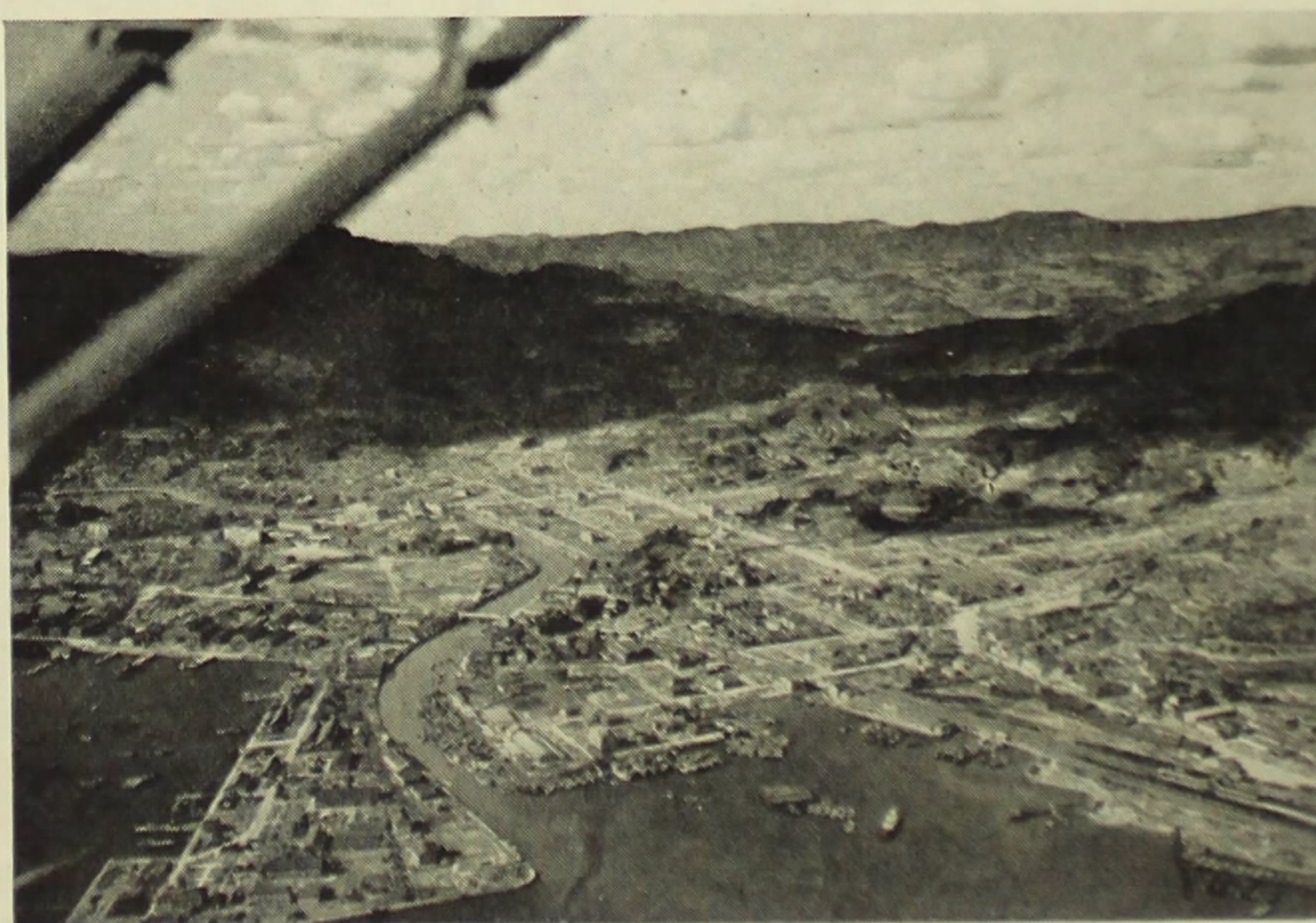
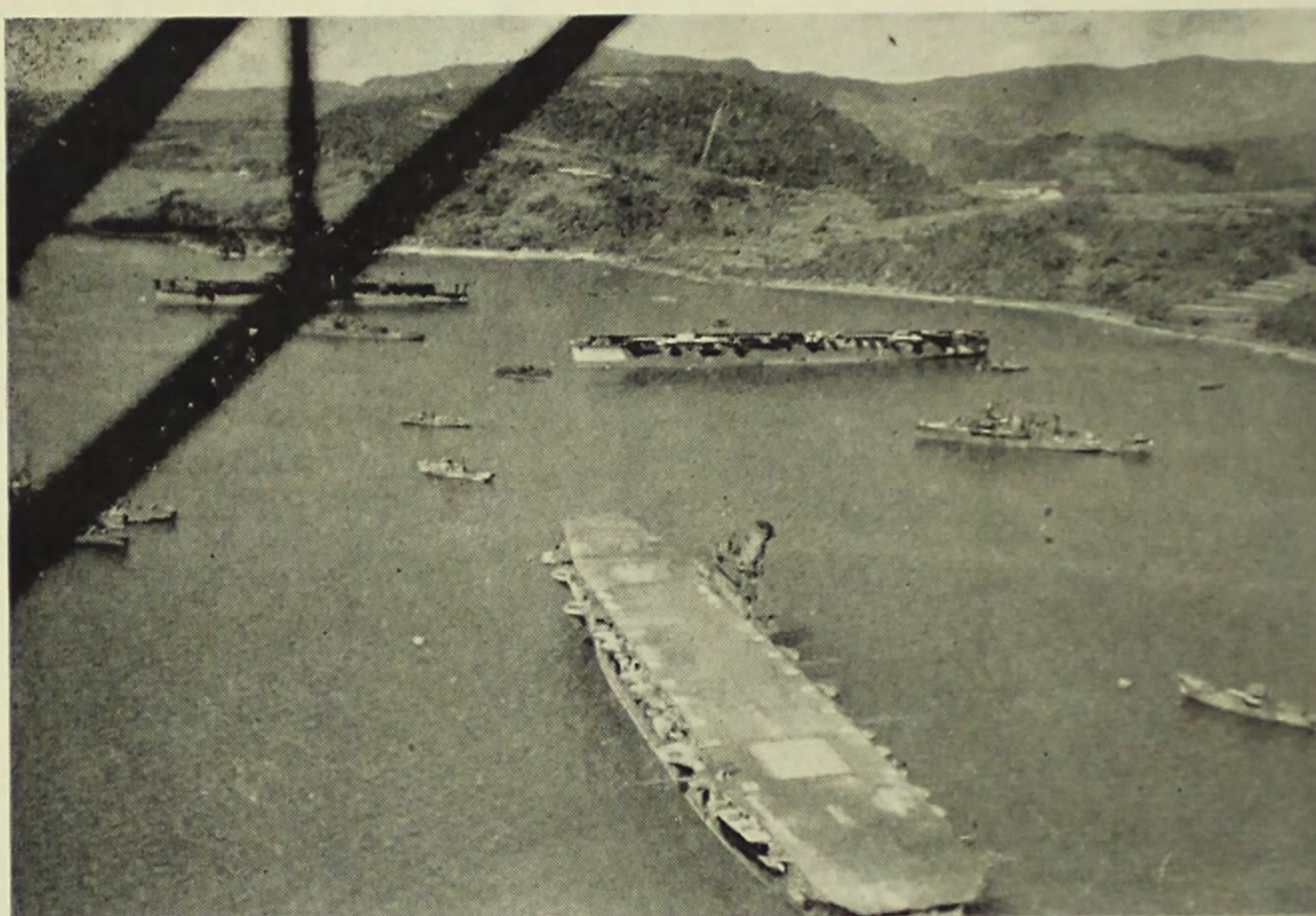
Here is located one of the Japanese Naval Academies which is still intact. It sets on about an eighteen acre tract containing approximately one hundred and twenty buildings which are now occupied by the Marines. Next to the academy is

one of the Japanese Government buildings, presumably of the military, since it is surrounded by a display of various types of arms and munitions. This building is in very good condition and is also being used by the occupation forces.

Sasebo was known as a naval base and ship building center and the remains of eight drydocks with their huge cranes can still be seen. Like the rest of the important cities, Sasebo suffered terrific incendiary bombings. The entire business and industrial portions of the city are gone. Hundreds of Geisha Girls perished in one fire that swept through that section of the city. However, the residential districts lie up on the hillsides leading back from the beach, and suffered little or no damage.

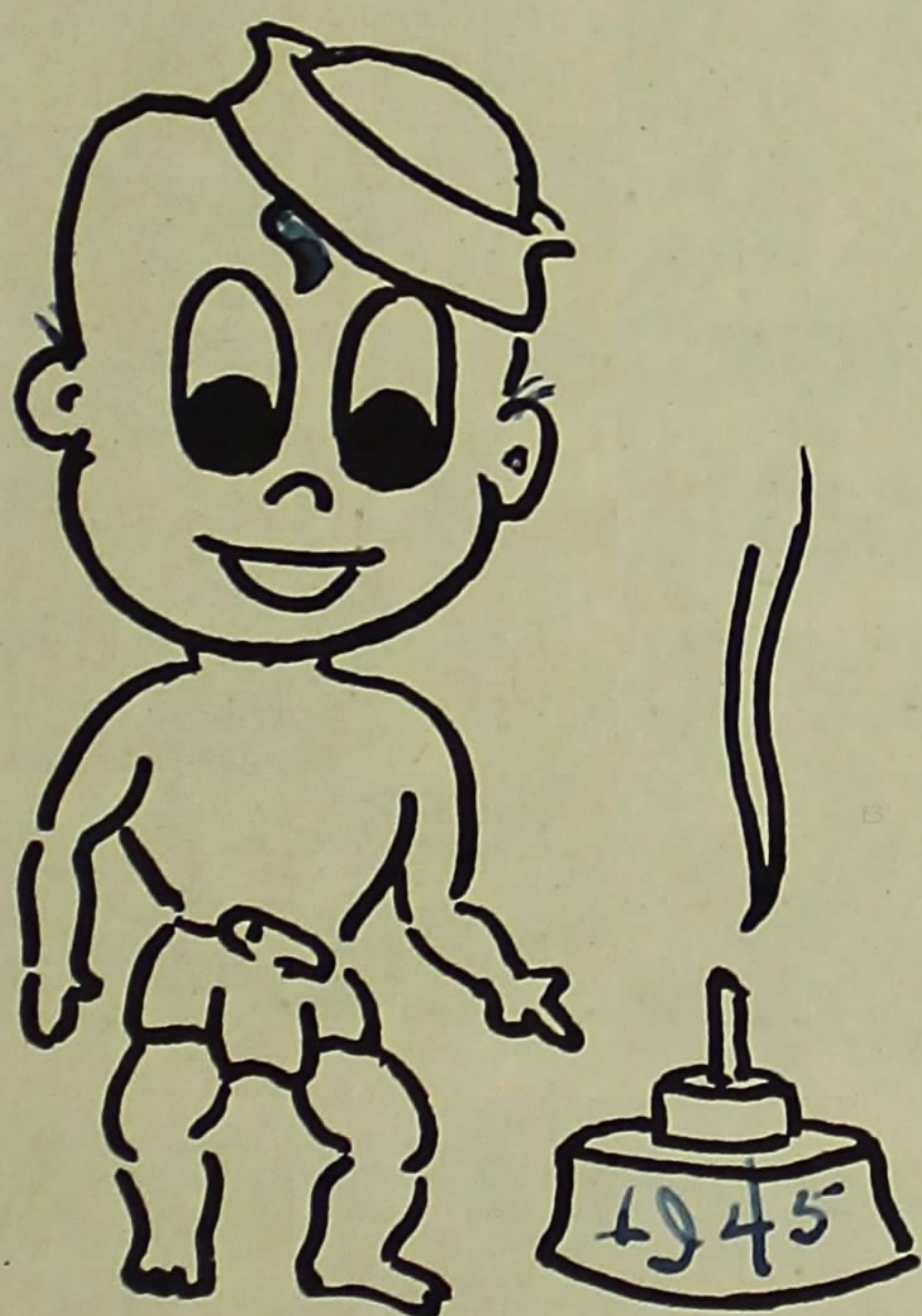
There is an electric railway system here which connects Sasebo with Nagasaki. The same methods of transportation are to be seen here as mentioned before. This part of the island is very rugged and hilly. All of the fields are terraced along the hillsides, producing the chief crops of sweet potatoes, soy beans and rice.

Liberty expired at 1630 on the fleet landing and after a thirty minute ride in a P-Boat, the liberty party was back aboard the ship.





An Anniversary Dinner was all prepared and the hungry crew lined up ready to be served. The following menu was heartily enjoyed by each and every man, climaxing the first year on the "Good Ship *Tazewell*".



M E N U

Mixed Nuts	Cigars
Roast Tom Turkey	
Raisin Dressing and Giblet Gravy	
Mashed Sweet Potatoes	Buttered Asparagus
Mixed Pickles	Cranberry Sauce
Ripe and Green Olives	
Chocolate Layer Cake	Strawberry Ice Cream
Hot Parker House Rolls and Butter	
Coca Cola	Hot Tea

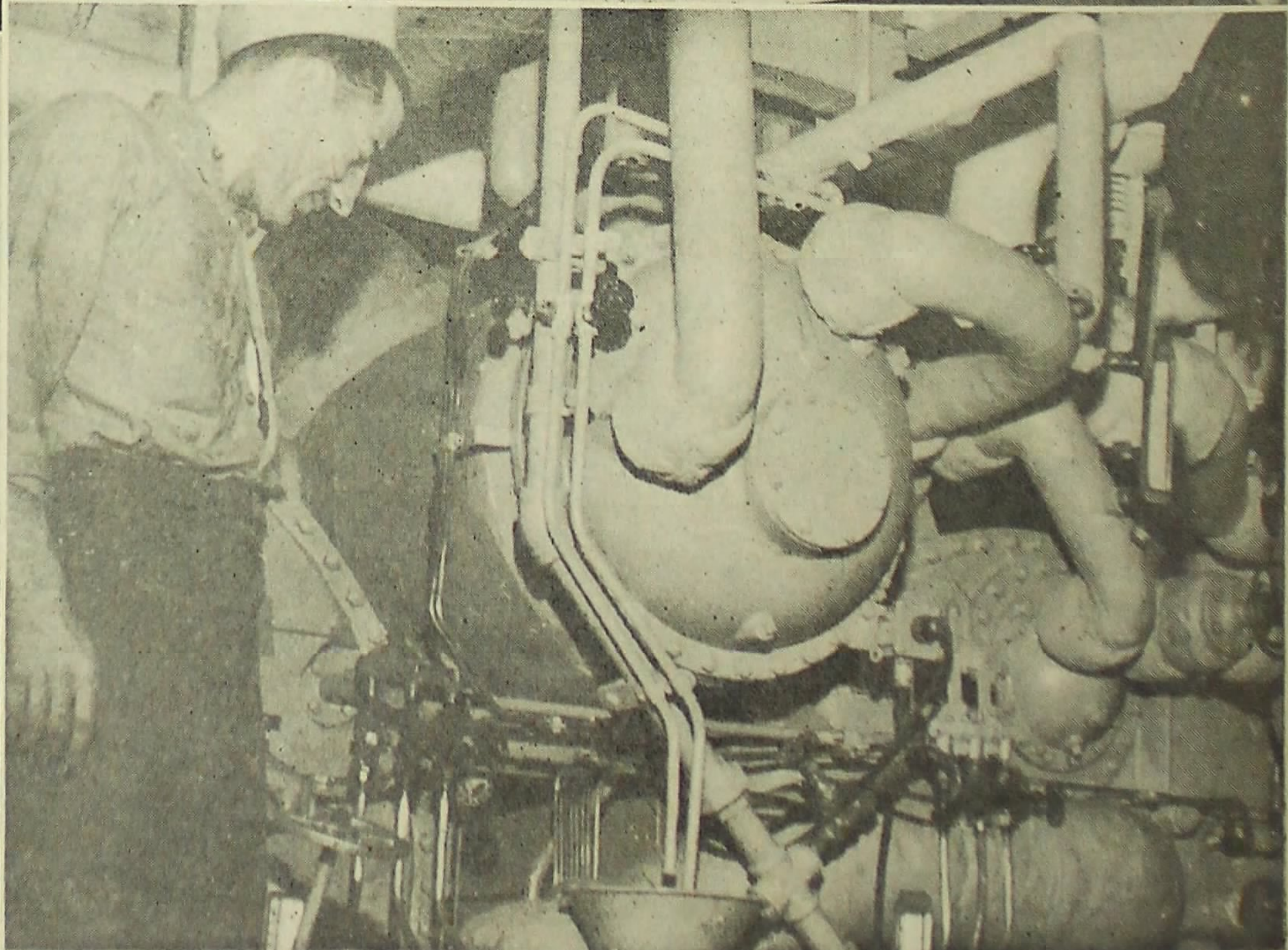
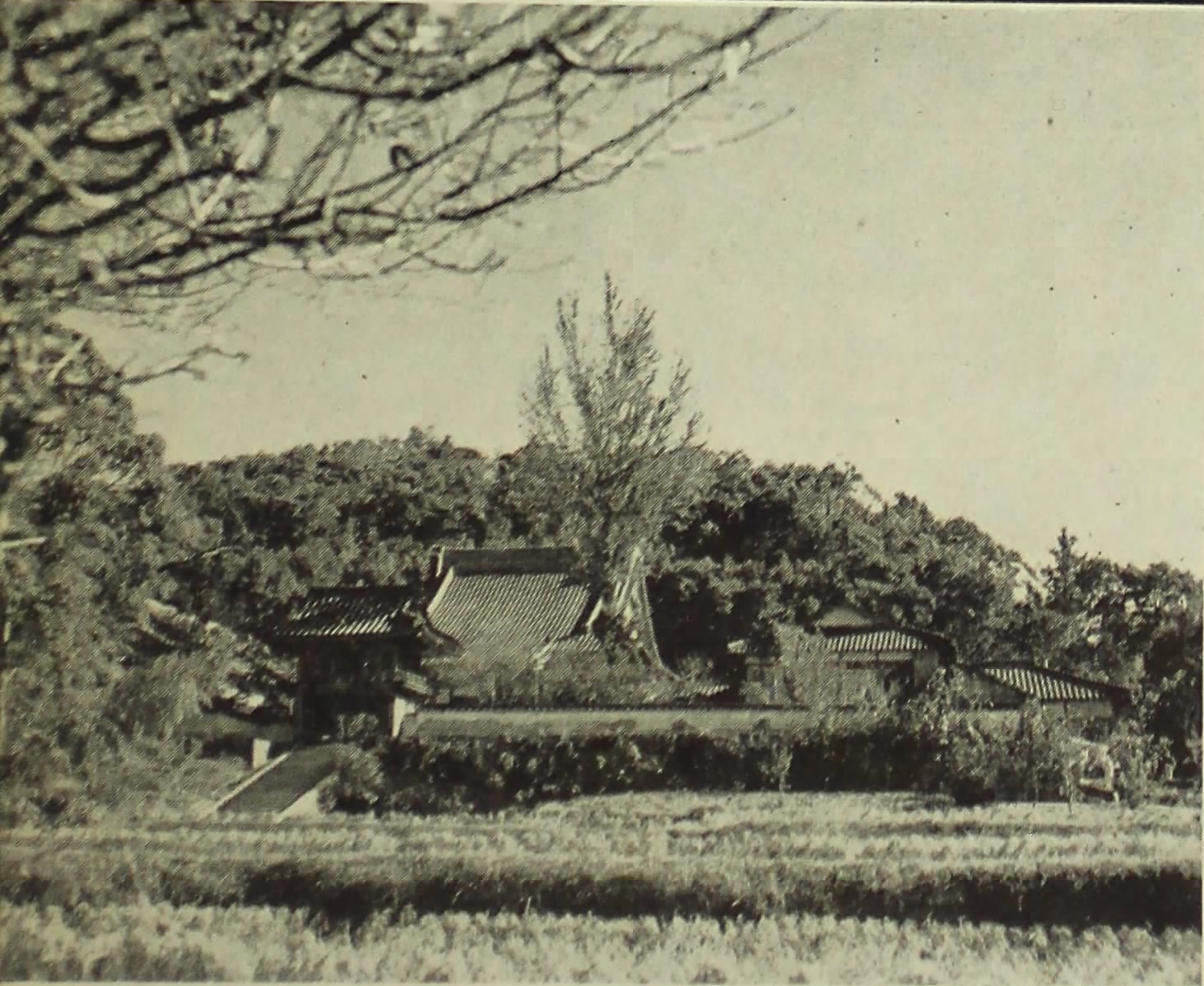
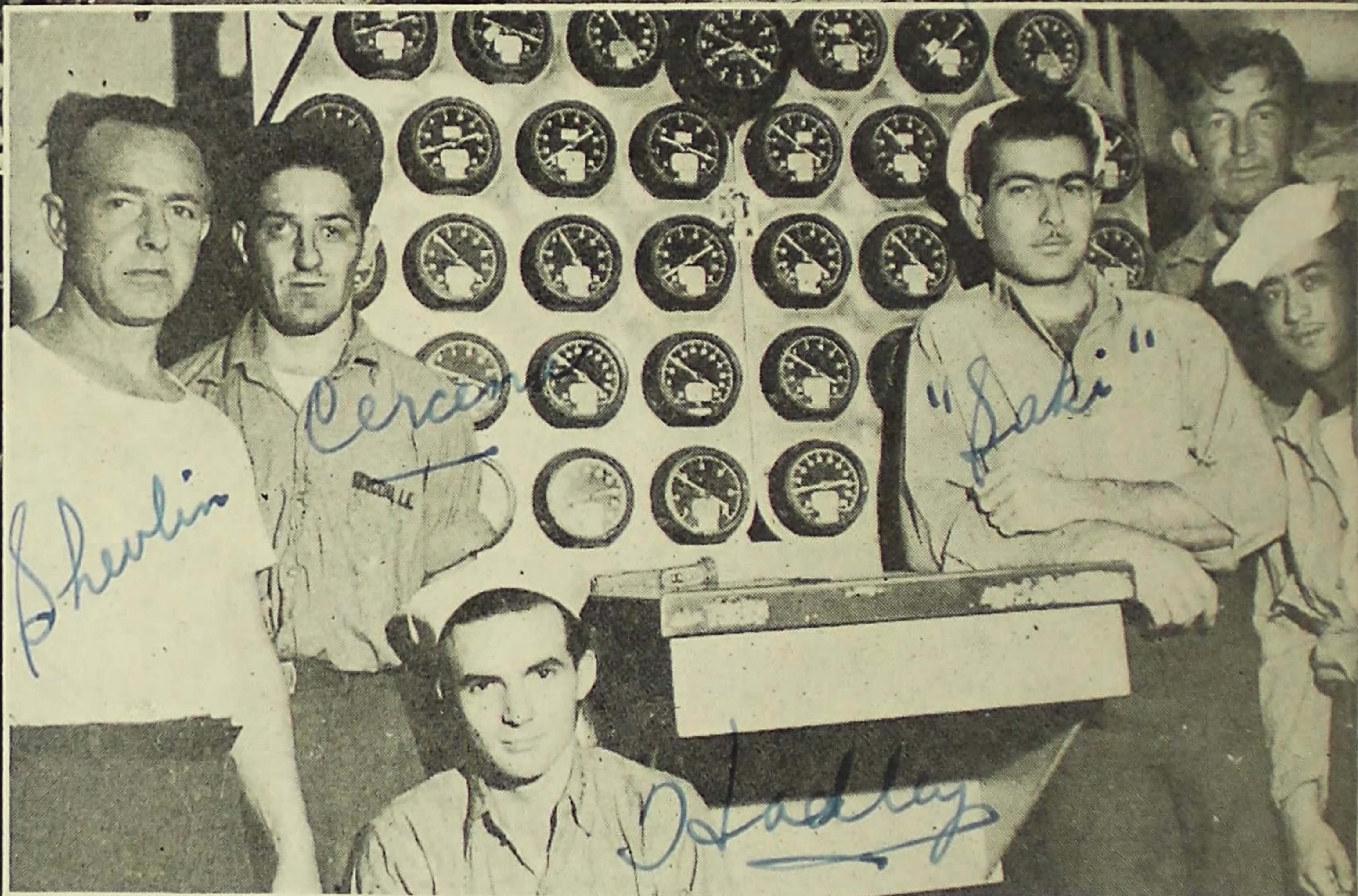
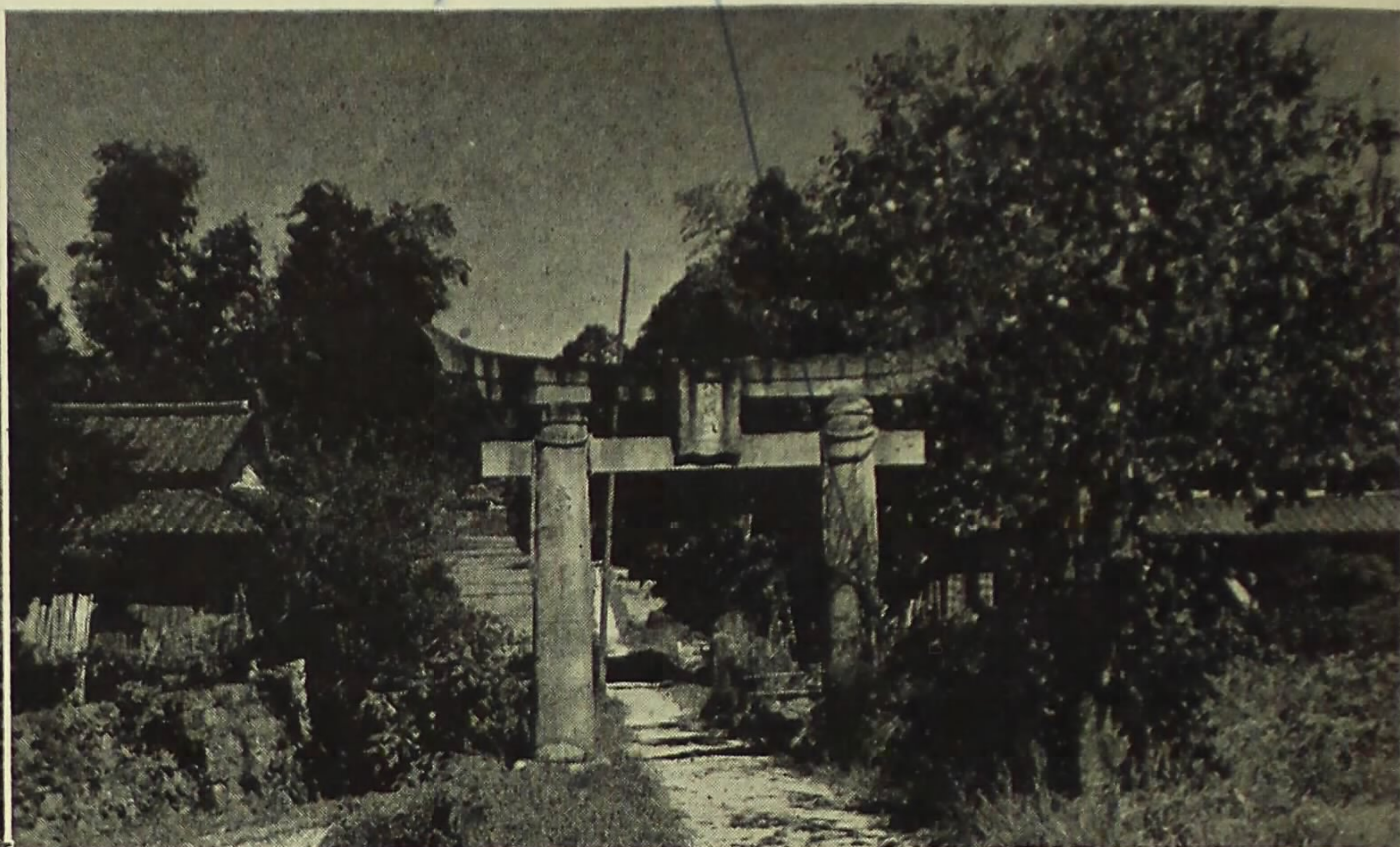
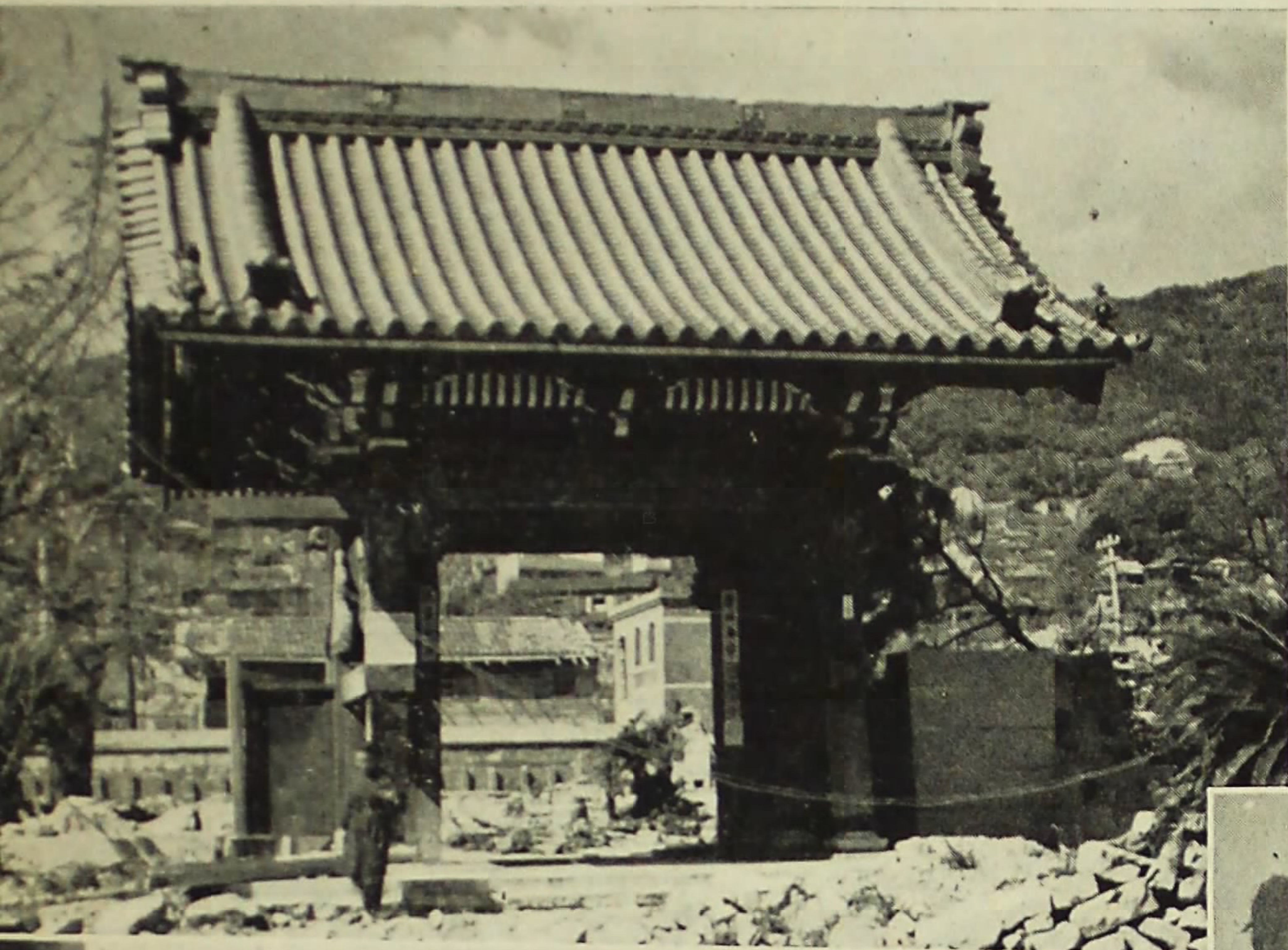
The foregoing narrative of the ship's travels has been written and compiled by the following persons:

*From San Francisco to San Pedro Bay....*Leslie H. Levinson, PhM3/c
*From San Pedro Bay to San Francisco....*Robert W. Burgess, SK3/c
*From San Francisco to Yokohama.....*James R. Reed, PhM2/c
*From Yokohama to Sasebo.....*John C. Givens, S1/c



TOP—WASHING SWEET POTATOES—by DeeJay.
 CENTER—AGRICULTURE—KYUSHU—by DeeJay.
 BOTTOM—RESIDENTIAL SECTION—SASEBO—by DeeJay.

TOP—JAP DEMOBILIZATION—by DeeJay.
 CENTER—STREET SCENE—SASEBO—by DeeJay.
 BOTTOM—HOUSE BOATS IN YOKOHAMA



TOP—SHRINE AT SASEBO—by DeeJay.
CENTER—SIGNAL BRIDGE—by J. D. Roots.
BOTTOM—ONE OF THE BETTER HOMES—by DeeJay.

TOP—SHRINE ON KYUSHU—by DeeJay.
CENTER—EVAPORATOR MEN ON DUTY
BOTTOM—EVAPORATORS

(Editor's Note: The photographs, "by DeeJay", were taken and presented to the *Two-O-Nine* by Donald J. Messinger, Bowmansville, N. Y. All portraits and division pictures were by J. Dickson Roots, Pittsfield, Mass.)