The “Angel”

Helicopter shadow over Sasebo street
ALL work and no play on the LEYTE’S part was knocking hell out of the Ko-Reds, but we gave ground to another enemy—boredom. It was a pleasant loss though, our concession being a brief but pleasurable return to Sasebo.

In five days the LEYTE LADS had this ex-Japanese naval stronghold pretty well cased. They knew for instance, how to say Papa-san and Mama-san; where lay Blackmarket Row; that each Son of Nippon is born with a built in giggle; and all in all, that a guy could pitch a good liberty.
SASEBO AS SEEN BY OUR EGGBEATER

Leyte Motorboat—Best in the East!

Fleet Landing

The PX, Sasebo River and

Grand Central
SASEBO is situated on the southernmost of the four main Japanese islands, Kyushu. Nearby is Kyushu's largest port, Nagasaki, which had the unenviable honor of being the recipient of the third A Bomb.

Sasebo was headquarters of the Third Japanese Naval district during World War II and still is a major Naval Base.

The harbor is situated at the foot hills of the Dyushu Range of mountains which extend from north to south on the island. The city was devastated somewhat during the war, but has been mostly rebuilt. The outlying districts of Sasebo comprise many small towns and villages in which are some of the famous hot springs of Japan. Before the war the district was a must for sightseers, as it is composed of many beautiful and inspiring peaks and valleys.

Sasebo harbor was frequented by Dutch and Spanish trading ships in the 16th century. Through this the Japanese were able to come in contact with the first phases of Western learning. The European ideas of medicine, botany and military arts were recorded in Nagasaki as early as the 16th century. It was here that St. Francis Xavier first introduced Christianity into Japan.
OUR visit to Sasebo came to an abrupt halt on November 5. Scuttlebutt about a speedy return to
the States via Suez to complete a round the world cruise proved to be wishful thinking.

Toward the end of October the Chinese bigwigs decided to push some 100,000 volunteers (?) into
the fray to regain the loss of prestige (and manpower) their fellow Communists had suffered.
American and R.O.K. troops met stubborn resistance. Chinese Reds borrowed the tactics of Genghis
Khan’s Mongol hordes by making fanatic night cavalry charges. Our outnumbered troops fell back.
Air power was badly needed for close support, and to knock down the Yalu Bridges to slow the
Chinese troops and supplies.

So at dawn Sunday, November 5, back to sea went the LEYTE.
SPENT fifty-two days before Christmas at sea so CTF77 sent us a belated Christmas gift in the form of a return to Sasebo.

December 26 found Blackmarket Alley prospering despite 364 shopping days left till Christmas. The Japanese souvenir trade, tho sadly spotty in quality, had a great variety, and a sudden flow of rice paper boxes started streaming over the bow. But shopping (let's face it!) lagged far in arrears of the order of the stay, namely, recreation. The Shangri-La, Batan, Kasbah, and other homes of the taxi dance made, to be sure, a bundle. There were 52 days at sea behind, days and nights minus wine or women. Hence, we made the town and some of its outskirts that sprawl on the hills running down the valley to Sasebo.
Who can forget the Kasbah Chorus Cuties?

Judo Exhibition at the Club Lorraine

Beauty and the Beast at the Kasbah Cabaret

Japanese Army sends us with Tokyo Boogie

Another act in our Hangar Deck Varieties

Sasebo version of the Copacabana
Down Robber's Row  

Usual first liberty stop, the PX  

Silk Pajamas for the little woman  

Dolls for the kids  

Binoculars—cheap at a third the price  

And Pearls at a paltry price
Making Points with the small fry

Kyushu Cowboys

Service de luxe by the Sasebo Taxi Company

Sasebo is framed by rugged mountains

Around the bend.