



*The mess deck looked like this on the night the Japs surrendered*

came there with open arms and gladly accepted their money in exchange for liquor, beer, alligator bags, silk stockings, wrist watches, and all kinds of souvenirs. As we pulled out that evening, sick bay was heavily laden with sleeping men, and four of the crew were left behind because the shore patrol was unable to find them before sailing time.

Our next port was Norfolk, Virginia where we tied up at the Navy Shipyard on the 4th of August. What was intended to be a ten day availability period lengthened into twenty-one days, and what started out to be "voyage repairs" turned into major alterations with the removal of the 1.1" AA mounts and their replacement with 40mm dual mounts. In the meantime Japan surrendered and the plans for our going back to the

Pacific changed. We now entered the ferry service between Norfolk and European ports.

Our first trip in the Atlantic began on the first day of September. We sailed for Marseille and had a smooth trip eastward, averaging 20.5 knots, arriving on 9 September. There we saw what had happened when the port changed from French to German and back to French again. There were sunken ships in every entrance (except one which had been cleared out), and along all of the piers. The piers and waterfront facilities were still mostly in ruins and a large section of the city just off the waterfront was in ruins from the American bombing.

Liberty in Marseille was a new experience for everybody. Probably the main attraction was sight-seeing, with the cathedral Notre Dame de la Garde the most visited place. The



*Passing the Rock of Gibraltar to starboard*