



*The Nazis left this ship behind when they returned to Germany.*

French shops offered perfume, hand-made figurines, silk scarfs and other souvenirs—all at their price, which was prohibitive at the Navy rate of exchange for French money. Marseille has a bad reputation even in France, and our opinion of it wasn't much higher than its reputation.

We sailed from Marseille on 11 September with 3,296 Army passengers bound back to Norfolk. This was an overload of 722 passengers so that they had to sleep in shifts on the bunks during the day and on the decks in the passageways at night. Fortunately we didn't have any rough weather or it would have been extremely uncomfortable for those without assigned bunks. They were happy enough to get home to bear this small discomfort for nine days.

We arrived in Norfolk on the 20th of September, stayed five days to load stores and passengers, and then went off on another trip, this time to Naples and Marseille with a load of 2786 Italian Service troops. This was a real confusion drill which could well be called, "The Battle of the Public Address System." The Italians furnished "interpreters" (who could hardly speak English) to stand watch on the bridge and make all announcements for the passengers in Italian. By the time the trip was over the crew had heard all the standard announcements so many times that they could have made them themselves. "Attenzione, Attenzione, sei due i sei tre a la Mena."

We arrived in Naples on 5 October, having averaged 18.7 knots. The loss of speed was due mostly to having to slow



*Mt. Vesuvius in a quiet mood*