



The skipper tells General Black to make himself at home

went on there. The waterfront was the worst damaged, while the city appeared more in need of repairs than in ruins. The massive architecture of the buildings and the art work were very impressive. The souvenir trade was in cameras and in trick-opening jewelry boxes. Every street vendor said that his father made his cameras, but all of the necklaces, bracelets, and brooches had the same design and setting — indicating that some Italians have very large families. Those who went to small shops away from the "main drag", Via Roma, were occasionally able to obtain some very good cameras at very reasonable prices.

The children of Naples were also an impressive sight. The streets were crowded with them — in gangs and singly. All of them wanted to sell or buy anything, and if they wanted some-

thing which wasn't for sale, they did their best to steal it. One of them came to the ship selling the Mediterranean issue of "Stars and Stripes" for the exorbitant sum of two cigarettes.

He said that he bought the papers for a nickel each and would sell the cigarettes for ten cents each, thus realizing a profit of \$7.50 on a \$2.50 investment. He did his figuring in American money and he really had it figured out. He said that he sold his cigarettes to German PW's who got their money by selling on the black market the loot which they pilfered from American trucks.

We left Naples on the 7th of October and arrived in Marseille on the 8th. Liberty in Marseille this time was much like the last except that the city had been cleaned up considerably and there were fewer GI's crowding the streets. We embarked 2071 passengers, (an overload of 420), and sailed for Norfolk on the 10th of October, arriving there on the 19th.

After unloading at Newport News, the ADMIRAL CAPPS moved to the Navy Yard for boiler cleaning, voyage repairs and alterations. Permission was obtained to remove all of the life rafts which were mounted on the sides of the hull, (since they were the ones which were being lost in the rough seas), and at the same time permission was obtained to remove all of the armament except two 20mm AA machine guns.

All of the repairs and alterations were completed by 3 November, 1945, and on that date, the ADMIRAL CAPPS sailed for Le Harve, France on her sixth voyage. Good weather was encountered for the first three days and then the wind shifted ahead and stayed there for the rest of the seven day trip, making