



*Our pier at Le Havre*

it rather uncomfortable with wind up to 25 knots. She encountered her first mine in the channel leading to Le Havre harbor. It was a horned type mine which had broken loose from its cable due to the rough water in the bay. It was sighted—about 200 yards dead ahead—in time to turn the ship to starboard and clear it by 25 yards on the port side.

The turn-around in Le Havre was the quickest of all for a full load of troops. 4329 passengers were embarked in less than 24 hours and the ADMIRAL CAPPS was on her way back to Norfolk on the afternoon of 11th of November. Anyone who thought the weather was rough on the eastward crossing remembered it as a very pleasant trip when he finished the westward crossing. This trip from Le Havre to Norfolk can be marked

down as the roughest of all for the ADMIRAL CAPPS. Everything was well for the first day, but between 2000 of the 12th and 1900 of the 13th the barometer dropped from 30.14" to 28.87" and the wind on the port beam rose from 15 knots to 35 knots. Then the wind hauled across the bow to starboard. Those who know their weather can tell that we passed righty close to the center of what the weather central termed a vigorous depression. As soon as the wind shifted ahead we had to slow down in order to keep the ship in one piece, but the sea calmed down enough to go back up to standard early in the next morning. This didn't last long however. Early in the morning of the 16th the seas slowed us down again—this time to a mere 9 knots—for several hours. We didn't get back up to cruising speed again for a day and a half. The last two days of the trip were bearable and the ADMIRAL CAPPS arrived



*The city of Le Havre killed by Allied bombs*