

IV. 1947 ~ Ambassadors to South America

1947: This was the first of the two occasions that the Deck Log for the USS Gyatt was not written in rhyme by the Officer of the Day at the start of the New Year.

On the 24th day of January the Gyatt, along with the anti-aircraft cruiser USS Fresno and the destroyers USS Gearing (DD-710), USS Greene (DD-711) and USS Bailey (DD-713), sailed south to represent the United States at the inauguration of the new Uruguayan President at Montevideo.

The ship stopped at Guantanamo Bay and Trinidad on the way south and crossed the equator on the 20th day of February. On that day, with the appropriate initiation ceremony pollywogs were changed into shellbacks. The Plan of the Day for the 20th day of February called for all pollywogs to be in the uniform of the day: for the crew; dungarees on backwards with one legging and watch cap pulled down over the ears. Officers and CPOs: Khakis or grays on backward and cap covers without frames. The previous day the 19th the "Royal Summons From Neptune Rex" was issued and read as follows:

To all Sailors, and to all Mermaids, Whales, Sea Serpents, Porpoises, Sharks, Dolphins, Eels, Skates, Suckers, Crabs, Lobsters; and all other living things under the sea. Greetings; Know ye by these present:

That his Royal Majesty and members of his Royal Court shall without unprecedented disgust, displeasure and reluctance board the United States Ship GYATT on Thursday the Twentieth day of February in the year of our Lord the One Thousand Nine Hundred and Forty Seventh in Latitude 00 Degrees – 00 Minutes 00 Seconds North, Longitude 37 Degrees – 00 Minutes – 00 Seconds West; the said visit being for the sole purpose to pass on and inspect said vessel and officers and crew and to determine their worthiness to become most envied, most exalted, and most honorable shellbacks.

Wherefore: His majesty therefore chargeth and demandeth that all Crummy, Dirty, Filthy, Miserable, Sinful, Slimy, Slinking and Vile Creatures known as Pollywogs humbly present themselves before the Royal Court on that day or suffer the displeasure of his Majesty.

Whereas: Be it further known that certain contemptible pollywogs whose names are scribed below have even now evoked the displeasure and wrath of his Royal Majesty and are therefore especially enjoined to appear before the Royal Court to show just cause why they should not be dealt with in a most agonizing, painful, sordid, and terrifying manner:

*Ensign E. L. Baer Ensign J. J. Dixon Ensign D. W. Haggerty
Ensign F. S. Johnson Ensign A. L. Jones Ensign J. E. Snyder*

*CQM R. L. Johnston CPHM T. C. Young CRM J. D. Musgrave
S2 N. Mauro RM2 C. F. Turk*

Given under my hand and seal this 19th day of February, 1947

Neptunus Rex, Ruler of the Raging Main

John R. Rodzay, a Boatswain Mate Chief, who had been “around the horn” a time or two was the Davy Jones Representative and Secretary to His Majesty. In light of the above Summons, Davy Jones issued a “Notice” to Ensign John E. Snyder, USN for the following offenses:

- (1) Painting serial numbers in shells of shellbacks.*
- (2) Disabling ships boats in order to deprive shellbacks of liberty.*
- (3) Putting rat guards on mooring lines thus preventing restricted shellbacks from sneaking ashore.*

A similar “Notice” was issued to RM2 Clarence F. Turk was for the following offenses:

- (1) Sending SOS for help to combat Royal Shellbacks.*
- (2) Claiming to have intercepted a message that this vessel not in Royal Domain.*
- (3) Impersonating a modal.*

Davy Jones issued extra watches to all polywogs, which in Ensign Snyder’s case were to be stood as follows:

To: Polywog Snyder, Ensign, USN.

You will present yourself on the forecastle at reveille in the following uniform: Foul Weather Gear.

You will provide yourself with a bucket of chipping hammers and a bucket of paint scrapers.

You will carry these buckets with you wherever you go.

You will accompany Mr. Jones in roaming about the ship.

You will be the hot shellman on Mr. Jones Gunnery team.

All went well as the Gyatt crossed the Equator and the Captain issued only one order and that was to the Royal Barber. The Captain said to the Royal Barber: “go lightly when cutting the officers’ hair - they have to attend a number of diplomatic functions.” The Royal Barber responded: “Aye aye sir, we won’t take off much” and with that ran the clippers – just one track - down to the skin from the forehead to the back of the neck. Well – the haircuts did make for good conversation at the receptions. The ship anchored in Montevideo for a week (27 February to 6 March) participating in numerous events surrounding the new presidency and the officers attended diplomatic functions almost every night. The crew enjoyed the sights and sounds of this South American City and for naval history buffs - Montevideo is where the German battleship Graf Spee was scuttled.

One sailor, an electricians mate, remembered the trip to Montevideo very well and he recalls it very vividly. The young lady was beautiful – absolutely beautiful and as it was then and maybe still is he fell in love with her immediately – head over heels in love. We won't go into what happened following their get together – but he recalls that it cost him a brand new tailor-made uniform, his shoes, his socks, his skivvies and his white hat. He recalls waking up in the late hours of the evening and found the love of his life gone along with the aforementioned clothing. What the young sailor did not understand was that his wallet was still on the little stand near the bed and a pair of black lace panties were lying on the floor at the foot of the bed. The black lace panties was the only item of clothing left in the room and he had to get back to his ship set to depart later in the morning. As all sailors are aware there is nothing worse than having your ship leave port without you and it is infinitely worse to be left behind in a foreign port. The bed was without coverings and the only thing left for the sailor to wear was – the black lace panties – which he (from his appearance – later) struggled into and then - went forth and found a taxi. The taxi let the young sailor out at the head of the pier and the sailor walked the length of the pier in his new outfit and with his wallet in hand. As it is usually the case – or as it appears – all of his shipmates were topside (even though it was dark) cheering, clapping and whistling as the young sailor ran the length of the pier. Once aboard ship the sailor was advised by the Officer of the Deck that he “was out of uniform” and to get to his quarters and dawn the proper attire before reporting back to the quarterdeck. When he returned to the quarterdeck the sailor was placed on report. The sailor had Captain's Mast the next day and received ten hours of extra duty and twenty days restriction (to ship) for being out of uniform. The twenty-day restriction to ship must not have been immediate or run consecutively since the young sailor talks of “walking the straight and narrow” in Rio de Janeiro, the next port of call that was within a week of leaving Montevideo.

On the return voyage the ship made goodwill visits to Rio de Janeiro, Brazil and Port of Spain, Trinidad. One of the crew still recalls, very vividly, entering the harbor at Rio de Janeiro and seeing the gleaming white “Christ the Redeemer” statue that overlooks the harbor. The statue with arms outspread appears as though it is welcoming those that can see it. The statue sits atop Sugarloaf Mountain, the highest mountain in the area, and is almost one-half mile above sea level. The statute almost 100 feet high took almost ten years to erect and was completed in 1931 the same year that the Empire State Building was completed.

Sometime during the cruise the Chief Gunners Mate, Roy Parmalee, who along with the Chief Boatswain Mate Rodzay, were considered mentors to the young line officers aboard the Gyatt received a subpoena initiated by the FBI. Chief Parmalee had been an Ensign and skipper of a PT Boat during WWII and when his boat was sunk he and his crew swam to a nearby island. On the island he and his crew began inventorying government equipment that had been salvaged (so he thought). One of the items inventoried and signed for by Chief Parmalee was a gun used in a Chicago holdup and recovered by the police. Further investigations into the matter, by the FBI, resulted in the Chief being thoroughly investigated and repeatedly called to testify.

On the 21st of April the Gyatt left port for gunnery practice and spent the remainder of April and the months of May and June on reserve cruises. On one of the two-week summer training cruises, one of the reservists, a seaman recruit, making his first cruise was a high school junior named Raymond W. Stein. Since truth is stranger than fiction – Mr. Stein found himself back

aboard the Gyatt six years later, as an Ensign on his first assignment after graduating from the Naval Academy. At the end of the reserve cruises the Gyatt went to the Boston Naval Shipyard for a two-month overhaul. After the navy yard the ship departed for Norfolk and the Virginia Capes.

It was in Boston that a young seaman took advantage of an even younger seaman. The older seaman, one Carmine DiRienzo, took advantage of his younger shipmate, Joseph McCain. Both young men, who were from this part of the world, were returning to the ship from liberty. Both young men had a very good time and were crossing the gangplank to the ship when DiRienzo took out his "Liberty Card" and said to McCain, "I don't need this anymore" and tore the card into tiny pieces and dropped them into the drink. McCain, who walked with the ease of a sailor who had thoroughly enjoyed his liberty saw this and took out his card and did the same thing. When they got aboard ship McCain reported to the Officer of the Watch and failing to have a "Liberty Card" was placed on report. McCain turned to DiRienzo and looked at him with an expression that said, "that was dumb," meaning tearing up the liberty cards. But there was DiRienzo presenting his card to the Officer of the Watch. What McCain did not know was that DiRienzo had two liberty cards. McCain received a Captain's Mast and a couple of hours of extra duty for his action and DiRienzo had a good laugh. Paraphrasing an advertisement - the word on the Liberty Card should have been "don't come home without it."

While in Boston the Gyatt was in the Charleston Navy Yard for some repairs and the number one boiler was on line. As what seemed to be the case with the Gyatt when in port for repairs old hands left and new hands came aboard. If the new hands were topside sailors they were sent to fetch water lines and watch for mail buoys. The below deck sailors were sent to get things like a "bucket of steam." It so happened that one of the new hands was a boiler tender (BT) striker and he was assigned to the number one engine room where the first class BT asked him to fetch a bucket of steam so that number 2 boiler could be primed. The striker left the engine and went topside to get a bucket and detoured to the USS Bailey DD-713 tied alongside the Gyatt. What the BT1 did not know was that the Bailey was taking on dry ice to freeze a seal so that they could make a repair. Anyway the BT striker went to the truck and bummed a piece of the dry ice, which he placed in the bucket and then added some water, which began producing vapors that emanated from the bucket looking like steam. When the vapors were emanating from the bucket in a sufficient manner the BT striker returned to the engine room and handed the "bucket of steam" to the BT1 and asked him if he needed anymore help. The BT1, his jaw lower than a snake's belly, was speechless as he stared at this "bucket of steam." Needless to say the striker received no further harassing from those in the engine room and the BT1 was never allowed to forget the incident while he remained aboard the Gyatt.

It was October and the Gyatt operating out of Norfolk had a stopover in Baltimore to participate in festivities relating to Navy Day and Fort McHenry. While in Baltimore the ship was moored to one of the commercial piers near an old, well-worn warehouse and for additional entertainment had a contingent of striking longshoreman picketing. As usual the Gyatt posted sentries on the pier, one forward and one aft. All was quiet until a few moments during the change of watch when one of the sentries transferring his weapon had it go off, puncturing a hole in the sheeting that served as overhead protection. It could not have been more than thirty seconds from the end of the sound of the rifle firing that the area was surrounded by a multitude

of police and their vehicles. The explanations as to what happened were long and drawn out and the police finally satisfied with the descriptions retreated to their stations.

As usual when leaving port each seaman has a particular duty and Harold Bunker, just a little more than eighteen years of age was no exception. Harold's duty was to take one of the fenders used while moored to the pier to the O-1 where they were stored. Fenders are made out of a variety of things, such as tires and old lines, and are used as buffers between ships and/or piers. After being used for awhile the fenders, in addition to getting the dirt of another ship or from a pier, they become quite wet. What Harold used to do, to keep his uniform (either blues or whites when leaving or entering port) from getting heavily soiled, was secure a line to the fender throw it around a stanchion on the O-1 level, haul it to the O-1 level, secure the line and go to the O-1 level to roll the fender on deck and drag it to its location. The Second Division Junior Officer was observing Harold moving the fender to the O-1 level and advised him that he would show him a quick way to take care of this chore. Harold stepped aside as the young ensign moved in, grasped the fender, hoisted it to his shoulder and proceeded up the ladder with water dripping out of the fender onto the back of his dress blue uniform. Harold acknowledged that this was quicker but said he felt more comfortable doing it his way.

In late October the Gyatt was the ship designated to visit Wilmington, North Carolina for their Navy Day period (October 24th through October 28th). On the eve of Navy Day the Mayor and the citizens of the city of Wilmington gave a banquet. Commander Tellefesen, the Captain, and the officers of the Gyatt were guests of the city. In addition, Rear Admiral E. W. Lynch was a guest and the principal speaker. The Admiral's talk was on guided missiles and he said "use of the guided missile such as the "flying stovepipe" being developed at Camp Davis, will not become an effective weapon of war for at least ten years. Until we have a really good guided missile, the Navy and the Army will have to rely on the airplane. So far there is no such thing as a guided missile. It's just a dream in the minds of the military inventors." It is ironic that the Gyatt, the visiting ship, almost ten years later (December - 1956) was to be the first destroyer to be classified as a "Guided Missile Destroyer" and was originally designated DDG-712 and eventually, because of performance designated DDG-1.

After the Navy Day celebration the Gyatt departed Wilmington and returned to Norfolk participating in training operations and taking on depth charges prior to leaving the United States to join the Sixth Fleet in Europe on the 10th of November.

Upon returning to Norfolk, from Wilmington, the Gyatt along with the Gearing (DD-710) and the Greene (DD-711) moored to the CE (Convoy Escort) Piers and were to be joined by the Bailey (DD-713), but alas it had rammed the aircraft carrier, Leyte. After hull repairs and on the way to join the Sixth Fleet, along with the Gyatt and the ships of Desron 4, the Bailey rammed a tanker during refueling operations. You have to wonder if the Bailey was jinxed.

The crossing of the Atlantic, to join the Sixth Fleet, was made during a hurricane and although the ships were about 250 miles south of the storm center the high seas made the crossing difficult. The ship encountered winds in the 30 to 35 knot range with gusts to 60 knots, the seas were generally 20 to 40 feet high and the rolls averaged 45 degrees. Ship speed, during the storm, varied from a low of five to a high of fifteen knots. On the portside of the ship where the

deck meets the bulkhead, the ship experienced a number of broken welds. The seas were merciless and buckets were lashed in all undercover areas for regurgitated food that imparted its own stomach-wrenching aroma that continued the cycle. The fifth day at sea brought more tragedy to the ships of Desron Four when the USS Greene (DD 711) lost a man overboard and a squadron search was unable to recover him.

It was on this crossing of the Atlantic that a young Ensign caught the Captain's eye. It was the mid-watch (midnight to four AM) and the Ensign was taking his turn on the bridge as the officer on watch. He was joined by the usual complement of enlisted men and as usual they were consuming copious amounts of coffee. The mid-watch is generally a slow-watch and the large volumes of coffee and the minimal movement causes rapid straining of the bladder. This is no problem for the enlisted man – but the officer on watch cannot leave the bridge without the captain's permission. It is customary on a warship once the captain goes to sleep he is not to be disturbed unless there is a "dire" emergency. The watch was more than half over when a young Ensign felt that he needed immediate relief from the coffee strain placed upon his body and his situation fell into the "dire" emergency status. The Ensign summoned the Messenger of the Watch, Seaman Villerael – who hailed from Fort Worth, Texas, to wake the Captain, who was asleep in his bridge cabin. The Ensign, through the Messenger of the Watch, requested a relief so that he could go to the head and obtain some personal relief. Villerael was quite fearful of waking the Captain and making the Ensign's request – but orders are orders.

It is understood that the Captain Tellefsen could be a profane individual – not vulgarly profane just Navy profane. Anyway - Villerael shook the Captain gently and when the Captain appeared to be awake, Villerael explained the Ensign's need to be relieved. The Captain, roused from a fitful sleep, took great umbrage at being awakened by the young Ensign's blankety-blank bladder and continued his "navy" profanity tirade that could be heard by the bridge watch, for the next five minutes. As the Captain raved – roared and sputtered, Villerael caught the words "Tell him to use a G—Damn bucket." Villerael backed out of the Captain's cabin as quietly and as quickly as possible and advised the Ensign of what the Captain said and then scurried to the galley, where he obtained an empty gallon can from the cook, allowing that it might be used in place of a bucket.

The Ensign, being an officer and a gentleman, went aft of the pilothouse and yielded to nature as he obtained relief from his predicament; he then returned to the pilothouse and offered the use of the bucket to the others on watch - but they elected to decline. The Ensign departed the pilothouse and headed aft so that he could rid himself of his container and its contents. The Ensign tossed the container and its contents over the side – but alas – it was the windward side. The clutter of the container on the deck below could not soften the profanity that emerged from the lips of the young Ensign who was drenched with the contents of the container. When the somber young officer returned to the pilothouse he was greeted by a few snickers that turned to giggles and then to laughter as everyone, including the Ensign, discussed the woes of throwing things into the wind.

The ship finally arrived in Gibraltar on the 20th day of November on what was the usual ten-day crossing period, but to some seemed forever. While in Gibraltar the Gyatt served as the fleet liberty boat to Tangiers. Tangiers, an international city, is on the north coast of Morocco in

northern Africa and had been under rule of the Portuguese, the British and the Moors at one time or another. This city of questionable activity was an excellent liberty port but time ashore was limited even though liberty was given to alternating watches (port and starboard) because of the two-hour trip in each direction. The liberty day in a foreign port was generally eight to ten hours on week days and twelve hours on weekends. With the two-hour trip from Gibraltar to Tangiers and the same two hours for a return trip liberty ashore was set at four hours and the typical eight-hours of freedom in a foreign land was completed. The twelve or so miles of calm waters between Gibraltar and Tangiers could have been calm and romantic if one had a date or the love of their life with them, but – alas, it was not that way. Acting as a liberty boat ended up creating a few problems for the Gyatt, the quick starts and stops created steam leaks that plagued the ship for months.

One of the souvenirs prized by the crew, when in Morocco, were the Fezzes worn by the male inhabitants. The Fez was usually red and looked like a truncated cone with a tassel on top. About the only time you see them in the states is during a parade with Shriners. Anyway, most of the crew bought two Fezzes – one for shipping home and one for ship use – it got so bad aboard the Gyatt at one time that the Captain put out the word that an enlisted man's uniform required a white hat and only a white hat and a red hat would get him put on report.

It should be mentioned, and now is as good a time as any, that in the first ten years of the Gyatt's life the young men that reported aboard for their first sea duty were in, what is commonly referred to as "culture shock" when they hit a foreign port for the first time. Whether the port is in the Caribbean, South America, Africa or Europe the farm boy or the small town boy were awed by what they saw. From the mid forties to the mid fifties radio was the thing, television was in its infancy and were out of sight in price. In 1950, a 13-inch black and white TV was 389 dollars and the average yearly wage was about three thousand dollars and if you were lucky you could get two stations – if your antenna was set properly.

The enjoyable color movies were musicals - song and dance; virtually all others were in black and white. At the end of a western the good cowboy – always in a white hat – usually kissed his horse. In 1953, the movie "From Here to Eternity" won an Oscar – but the scene with Burt Lancaster and Deborah Kerr kissing on the beach in their bathing suits with waves rolling over the top of them was almost cut because of sexual inferences. Movies did not use four letter words and everything gory was left to one's imagination. So when a country or small town boy came across the sights and smells of countries other than the United States he was overwhelmed as he may have been in some of the areas of the big cities within the United States.

The ship left Gibraltar on the morning of the 26th day of November and arrived in Bone, Algeria on the 28th of November. Bone, now known as Annaba, was also a good liberty port but because of the large number ships, which seemed to be taking a Thanksgiving Day respite, only ten percent of the crew was able to get liberty at any one time. Bone is where the CIC group was to have their coffee cups replaced. The CIC cups were destroyed during the storm encountered while crossing the Atlantic just two weeks prior to arriving in Bone. Larry Scallons, a quiet unassuming lad from a small Texas town, was chosen to acquire the replacement cups. But alas, Larry, not being able to find suitable cups, happened to partake of the beverages of the area and enjoying them so much (like the story of the three bears) drank it all up – the money that is.

Larry was chagrined with his deed and it didn't help that it took a while before his cohorts forgave his actions.

It was in Bone that two seamen remember their Thanksgiving Day meal. The two seamen were in a punt, a small boat that was kept on the O-1 level, painting the water line and were not aware of the hour as they pulled themselves and their painting gear along the water line. It was mid afternoon when their stomachs told them they hadn't eaten. The seamen pulled themselves along the side of the ship to the gangway, came aboard, pulled the punt aboard and headed to the mess hall. When they reached the chow line they found the cooks and mess hall detail cleaning up. The two seamen stared in disbelief at the paltry pieces of ham floating in one of the serving trays, along with some mashed potatoes, some bread and some ice cream. Gone was the turkey, the sweet potatoes and the pumpkin pie – none left – the two disheartened sailors ate the ham, some mashed potatoes and some ice cream and returned to their punt and the water line – hoping that they would do better on coming holidays.

Within a few days the Gyatt headed for Marsaxlokk, located in the southeast area of the Isle of Malta. While enroute to Marsaxlokk a British frigate challenged the ship; remember that this was during the time of the "Exodus" and the British, who still controlled Palestine, challenged many of the ships in the Mediterranean. On the 5th day of December the Gyatt anchored at Sliema also on the Isle of Malta and directly across from the Grand Harbour. This city along with the whole island was the target of heavy bombing during World War II and during these times the citizens lived in the many caves located on the island. On this cruise of the Mediterranean as with most cruises during the ship's first ten years the Gyatt visited many ports without the ships of Desron Four or the Sixth Fleet. Travel in the Mediterranean area during this cruise always seemed to draw an escort. These were the early days of the Cold War and Communism in Europe and tension was everywhere.

On the 9th day of December the 712 dropped anchor in Naples, Italy and shifted to auxiliary power. As the crew left their docking stations they surveyed the harbor and were left speechless at the many masts that stood as lone sentries over the sunken ships left from the World War II bombings. It was only twenty minutes after the anchor was dropped that the carrier Midway hoisted the signal for "Prepare to Get Underway" and within ten minutes the signal was executed. All hands aboard the Gyatt were scrambling – the deck crews trying to take in the anchor and the engine personnel trying to get a head of steam after losing all vacuums in the main condensers. As usual the crew got underway in a timely fashion. The whole Sixth Fleet departed Naples behind the Midway – one ship following the other as they headed for the open waters of the Mediterranean. For the next five days all ships supported the Midway while it was conducting air operations over communist uprisings throughout Italy. After the fifth day the Gyatt went to Genoa, Italy for another display of the American flag and spent a few days before returning to Naples on the 18th day of December. The ship was in Naples for only a few hours before being directed to Pireaus, Greece, the Port of Athens.

Athens the home of the Acropolis was built almost 450 years before the birth of Christ. The Acropolis with the Parthenon, Temple of Athena – goddess of Wisdom, sits atop the mountain overlooking Athens. The Parthenon with its magnificent shattered columns that belied the elegant beauty and noble design. The Parthenon where, in the opinion of some, civilization

began almost 2500 years ago. The Parthenon, the home of Plato and Socrates. If you love art you have to admire the Parthenon. If you are a builder and aware of the time in which the Parthenon was built; as well as, the place where it was built you have to love it. The columns, over thirty feet in height and made of marble, were erected in lengths of roughly five feet and were so aligned that they looked continuous – the beams and lintels had carvings at perceived connecting points that looked like pins – the Parthenon took nine years to build and was completed in 438 BC.

The Gyatt arrived in Pireaus on the 20th day of December and remained until the 30th day of December. During this period some of the crew observed a liberty ship off loading livestock being off loaded. The livestock - cattle, sheep and mules were a small part of the Marshall Plan or European Recovery Plan instituted earlier in the year. Between the Germans, during World War II and the Greeks trying to survey during and after the war Greece was almost devoid of livestock. The crew spent Christmas at Pireaus and mail from home made the holiday stay tolerable. Civil war had broken out in Greece and time ashore was controlled by the ship's searchlight. If a beam of light, coming from the vicinity of the ship, was seen bouncing off the clouds by those ashore they were to return to the ship immediately. France was the only country that liberty was actually curtailed by that beam of light. During this lengthy stay the crew became acquainted with the Greek liquor Ouzo, which came in a wide range of qualities and strengths. It was understood that a contingent of British soldiers who had indulged in some of the lesser qualities of Ouzo had experienced blindness and death. While in port an electrical striker was stricken with a severe asthma attack and our number one medical man HMC Winter was able to get assistance from a doctor on a cruiser.

It was after Christmas; in fact it was two nights before the ship was to leave Pireaus and head to Thessalonika. Two of the snipes had gone to the Ritz Bar and Hotel in Athens to pass the time and enjoy some company with the ladies. The Ritz was a hotel amenable to American sailors and made rooms available to sailors on an hourly or a daily basis – whatever was the most convenient. Well it seems that one of the young ladies, who the two snipes new very, very well, wanted to go to Thessalonika. The two snipes said “no problem” and proceeded to make all the arrangements for this to happen. It was the night before departure – very late the night before departure – in fact it was after lights out. One of the snipes distracted the fantail watch while the other helped the young lady over the starboard side screw guard. The young lady was rushed down the after hatch to the after steering ram room where a mattress, pillow and blanket had been previously placed for her convenience. The two enterprising snipes asked her if she was interested in making some money and she responded in the affirmative. The two entrepreneurs rented the young lady's services - to whoever was interested – for the sum of ten dollars per encounter. The entrepreneurs shared the ten dollars evenly with the young lady advising that they would pay for food and other things out of their half – food was detoured from the mess deck to the ram room. Anyway – the only expense paid by the entrepreneurs was the five dollars given to the owner of a small boat who rowed the young lady ashore the night the ship anchored in Thessalonika. The two snipes gave the young lady eighty dollars for her endeavors and had enough to enjoy liberty in Thessalonika and later Italy.

On the short run to Thessalonika, Greece, also known as Salonika the ship encountered a mine floating on the surface of the Mediterranean. A group of our marksmen tried in vain to hit one

of the mine's bobbing protrusions with rifles but it wasn't until GMC Sims got a crew on one of the 40 millimeter guns that the mine was dispatched to the bottom of the sea without inflicting damage. The USS Douglas H. Fox (DD-779) was not as fortunate as the Gyatt; the Fox struck one the mines and in a short time its stern was awash. The Fox lost most of the men housed astern and our crew observed it being towed. The port and starboard lookouts became ever more vigilant in their duties as searchers of the sea for anomalies.

The civil war was closer in Salonika as evidenced by the sounds of rifle fire in the nearby hills. When the hands went on liberty they were directed to go ashore in nothing less than parties of two. The Captain of the USS Bailey, who it appeared had elected to go ashore alone, and not heed the advice of traveling in-groups of two or more, was almost captured by his taxi driver. The Captain, a resourceful individual, was fortunate enough to overcome the taxi driver and escape. It is understood that being the Captain, as being the head of a mega-project, a company, a corporation, is lonely duty but one always has a least one friend or confidant in his duty area. The Gyatt and the Bailey celebrated the coming of 1948 in Salonika.

In 1947, those in the construction business applauded Congress for passing the Taft-Hartley Act, which restricted labor and some of its activities. England celebrated the wedding of future Queen Elizabeth II to Philip Mountbatten, Duke of Edinburgh. This union was to present the world with a series of marriages made for television. The Dead Sea Scrolls dating to the 1st century were found. Thor Heyerdahl sailed a raft from Peru to Polynesia in 101 days to prove prehistoric immigration was possible. An Englishman set the land speed record at 395 miles per hour. More than a million veterans were enrolled in college under the "GI Bill of Rights." Willie Odom flew around the world in seventy-three hours; he averaged 335 miles per hour and beat the previous record by 114 hours. Chuck Yeager, of the United States, became the first pilot to break the sound barrier flying a Bell X-1 rocket plane.

The Academy Award for best picture was given to "Gentlemen's Agreement." Other excellent movies included the Christmas movie "Miracle on 34th Street, The Farmers Daughter, A Double Life and Black Narcissus." Al Jolson's "Anniversary Song" was one of the best songs in 1947 and was joined by Perry Como's "When You Were Sweet Sixteen," Ted Weems' "Heartaches," Count Basie's "Open the Door Richard" and Tex Beneke's "Across the Alley from the Alamo." Other songs included: "Papa Won't You Dance With Me, Almost Like Being in Love and I'll Dance at Your Wedding."

Jackie Robinson joined the Brooklyn Dodgers and was the first black ball player to play major league baseball and the New York Yankees beat the Brooklyn Dodgers in seven games. The Chicago Cardinals, later to become the Saint Louis Cardinals and then the Arizona Cardinals beat the Philadelphia Eagles 28 to 21 to win the NFL championship. The Cleveland Browns continued winning in the AFL. The Philadelphia Warriors beat the Chicago Stags four games to one to win the first NBA championship. Rocky Graziano was the middleweight champion of the world and Joe Louis was the heavyweight champion.