

during shakedown), too much strain had been placed on the main propulsion motion and that the pole pieces had been pulled out of shape to such an extent that they would have to be replaced. There were several other desirable alterations and necessary repairs, which would have warranted an availability period, but because of the large number of ships in the San Francisco harbor at the time, it was deemed necessary to repair only the motions. Thirty-five days elapsed before the ADMIRAL CAPPS was ready to sail again.

This was regarded by many as the best in-port period of any that we ever had. Being close in to town made liberty very convenient as well as enjoyable. It was there that we "got" our first dock. It was about 0730 one morning, when the marine officer had the gangway, that the bollards and cleats on the pier began to pull out, one by one, and the ship drifted out into the slip. The marine officer didn't know what to do so he did nothing—that greatly reducing the amount of confusion which is customarily present at such operations. The day's duty officer ordered the anchor dropped to hold us in our displaced position and then lowered a boat to carry lines back to the dock. These lines were then used to sweep us into the dock.

We were ready to sail again on 5 February, loaded with 3219 passengers bound for New Guinea. Our first stop was Finschhafen, British New Guinea. We entered the harbor, received orders to go to Hollandia, turned around and departed. If you call that an in-port turn around, that was our intent. We now thought that we were getting into the war zone. There were japs all around us—they were all starving and hadn't fought back for months but they were still japs. We thought that there



*Troops Relax on the way to New Guinea*



*Entering the harbor at Hollandia, New Guinea*