

departed 24 hours later with orders to proceed to Eniwetok, Marshall Islands for further onward routing. We arrived at Eniwetok in the morning of 20 May and upon entering the harbor were ordered to go alongside the tanker S. S. MARICOSA for fueling. The MARICOSA was quite a bit smaller than the ADMIRAL CAPP'S and with a strong wind blowing on the first attempt to tie up, the tanker's anchor dragged and we had to cast off and try again. On the second attempt the anchor dragged again but in addition, some damage was inflicted on the tanker's boat davit, liferafts, and running light so that it was decided not to make a third try. In the afternoon the tanker, S. S. SPARROWS POINT came alongside the ADMIRAL CAPP'S. This time the damage



*Sharpening our eye before leaving Pearl Harbor*



*Eniwetok on the starboard bow*

was inflicted on the ADMIRAL CAPP'S life rafts and accommodation ladders but the fueling was finally completed.

We lay at anchor in Eniwetok until June 5th. Judging from the news reports at that time, the battle for Okinawa was not going as it had been planned—necessitating a delay in the arrival of units such as the bombardment groups which were to operate from the island rather than over it. It was also significant that the ADMIRAL CAPP'S sailed on one and one-half hours' notice the day following the first good news indicating the capture of the Naha airdrome. In the meantime we were sweltering in the sun and