

After a rather rough trip, we threaded our way through busy Hong Kong Harbor to assume duty as SOPA ADMIN. Our duties in this capacity were varied. We provided a twelve man permanent shore patrol which was necessary due to the many military personnel in Hong Kong on R & R.

On the ship at anchor in the harbor we arranged tug boat service, harbor pilots, anchorage facilities, water taxis and saw to it that mail and supplies were delivered to the visiting Navy ships.

We were all kept quite busy and stood Port and Starboard Duty sections, keeping half of the crew on duty at all times.

Clear skies and warm weather prevailed during our stay which made it enjoyable for the camera bugs and sightseers.

There was plenty to do and see in Hong Kong and the "night life" was lively.

We had our ship painted from stem to stern by Mary Soo and her workers and when we pulled out at the end of our two weeks, the ship looked beautiful.

Our next patrol once again found us as Naval Gunfire Ship. We fired our gun 890 times in 18 separate missions making this our busiest patrol.

On the 10th of December we were relieved by CGC TANEY and headed for our second visit to Bangkok.

We moored closer to the mouth of the river this time, some 20 miles from the city. However we were met by our old taxi cab drivers and transportation was no problem. Most of the crew returned to favorite spots, found on the first visit and wasted no time in quenching that salt air thirst. The second visit was as enjoyable as the first and also as the first, too short.

Our next patrol proved perhaps to be the roughest one, not in terms of work, but because it covered the Christmas and New Years Holidays and naturally at this time we wished more than ever to be with our families and loved ones.

The commissary department did what it could to make Christmas Day at sea enjoyable and Chief Wright and his boys really prepared a beautiful and delicious Christmas Dinner.

The Morale Committee did its bit for New Years Eve by putting on a "Reno Night" which almost proved disastrous for the Morale Fund.

The patrol drug on, and when we were relieved we headed for Kaoshiung and some "bad luck".

We had to switch into our blues in Kaoshiung as the weather was quite cool.

Our brief stay here was cut even shorter as a routine check of number two boiler uncovered cracked and deteriorated tubes. We were ordered to Subic Bay for emergency repairs.

Running on one boiler it took us four days to reach Subic Bay. Where we remained for 18 days of frustrating repairs. Finally everything was put back together and checked out OK and we got underway for what we believed to be our last patrol.