

tended to draw them together. They could sleep on watch miss or be late to quarters and nothing was ever said. They could mess up watchstanding duties and not be disciplined. I remember walking into boiler casualty conditions as the previous watch stander walked right off from a steambound feed pump. No body cared until I screwed something up. We had a faulty feed system and had to transfer feed water manually as a float valve did not do its job. My POIC did not have the ability or ambition to show us how to set it up. So if a guy was on watch and an emergency took him away from that job for an emergency or an order and water was wasted as the lower feed tank overflowed he had a discipline problem. A float valve was designed into the system to avoid this situation, which came up frequently enough, considering breaking out firefighting gear for smoked clutches. Orders for reports from main controll and all. The chiefs would piss if you didn't answer up to the intra-space phone and would piss if you did and left the valve open and lost water. Anybody could enter the BT Flats unobserved as the valve was behind the boiler and fuck you up. I supposedly dumped some water a couple times and was given a mandate to never let it happen again or be punished. I found the valve open a couple of times and knew I did not do it.

We spent a few weeks in march sailing around the sea of Japan. and really got cooled off after the P.I. It was things as usual and all the coastline looked similar, be it Okinawa or Korea. In Korea we watched as the Koreans had trouble with two of their landing ships in Operation Team Spirit. The governor of Korea sent us all a key chain token of esteem for that. One ship breeched and stuck itself on the beach. Another just plain sank itself, something about water tight doors. So as a unit I guess the Barbour Coutny did something dangerous, we never got stuck though. We had an extra day of turmoil trying to help out the Koreans who had fould things up. One ship was dislodged with some towing action the other was there when we left. No one was hurt badly as I recall. We dropped some of the grunts and sailed to Hong Kong.

Hong Kong is memorable from the moment you pull into the harbor. It is quite a long trip along and between the rocky vertical shores. The first sights are fishing boats of all sizes and descriptions an hour before you get downtown. The population is widespread from the towns center. Getting to downtown was a revelation. We see travelogues that lead us to beleive Hong Kong is in the water on family owned Tiapans. In reality Hong Kong lives in the air in skyscrapers. I do not beleive that Chicago has such a mass of skyscrapers as Hong Kong but that scope would give a perspective. We anchored out in the vicinity of the Star Ferry under Victoria peak in the middle of the harbor. I saw some of the squadron pulled into the dock, but the B.C. had to anchor out and the sailors were run back and forth on covered wooden launches. The launch that served us looked ancient and had some antique IOWA engine partially exposed in the passenger area. Anchored out meant we had to fire the boiler and make feed water. We were good enough to run one man watches and liberty was knocked down to only 75% of the liberty the rest of the crew enjoyed. Some engine men had to suffer curtailed liberty as well to make electricity. We were there in the rainy season and I had not reaped the benfits of my new allotment setup so I felt less deprived than I should have in reality. You need some dollars to have a good time in Hong Kong. I went camera nut and toured a few days on foot.

I was in a real culture shock after P.I. as I stepped off the launch right into the urban environs of Hong Kong. It was like wllaking into a huge abstract painting. It seemed i was walking into a mad architects imagination from sea level. The traffic whirled