



USS Frank Knox (DDR742) Reunion Association
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www.ussfrankknox.com



2019 Membership Renewal, Life Membership & Membership Application

It's that time of year again; to remind you the Membership Dues are due. We would appreciate you filling out the information below and sending it with your check to:

USS Frank Knox Reunion Association c/o Margaret Watson, Treasurer 3421 NW Coronado St., Corvallis, Oregon 97330
 Tel: 541-757-8067 **Make payable to Margaret Watson., Memo line: USS Frank Knox**

Annual Dues Renewal: \$30 **Lifetime Dues (one-time payment):**

Age 60 – 69,	\$300
Age 70 – 79,	\$200
Age 80 – 89,	\$100
Age 90 + ,	Free

Membership dues include Master Roster (to be mailed out early March), newsletters and mailings, special pricing for the Reunion activities, and voting privileges on matters before the membership at the annual business meeting. Even if you are unable to attend the reunion, your dues will help support costs to maintain and preserve our **USS Frank Knox Reunion Association** - membership roster, website maintenance (ussfrankknox.com), mailings and to preserve our Mission Statement: "The USS Frank Knox Reunion Association conducts reunions and other meetings to foster camaraderie with the officers and sailors who served aboard the USS Frank Knox (DDR-742) during her 27 years of service in the US Navy. The Reunion Association will maintain a factual narrative of the ship and men who served aboard USS Frank Knox." **If you have a special talent and would like to offer your assistance, help is appreciated.**

MEMBERSHIP APPLICATION/RENEWAL

APPLICANT INFORMATION - JOIN

Name:		
Date of birth (optional):	Wife/Companion:	
Address:		
City:	State:	ZIP Code:
Phone/s:	Rank when on board:	Years Served on Ship (mo/yr to mo/yr)
E-mail:		
MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, REUNION PRICING & NEWSLETTER		
NOTES:		
Optional Contribution for Plaque Dedication: \$_____		



SAVE THE DATE: September 18-21, 2019
29th Annual USS Frank Knox Reunion

Celebrate the 75th Anniversary of the Commissioning of the USS Frank Knox DDR-742

Hotel: BEST WESTERN OLD TOWN SAN DIEGO

Reservations: 619-298-4707, Ask for USS FRANK KNOX rate of \$139.00 per night ++tax
 Group ID is R76pp2J6.

Tours: Thursday, San Diego Harbor tour. Scenic views of Point Loma, Coronado, downtown San Diego, 32nd Street Naval Base plus many other spectacular sights

Friday: Old Town Trolley Tour and dedication ceremony of the USS Frank Knox DDR742
 75th anniversary plaque at Mt. Soledad National Veterans Memorial.

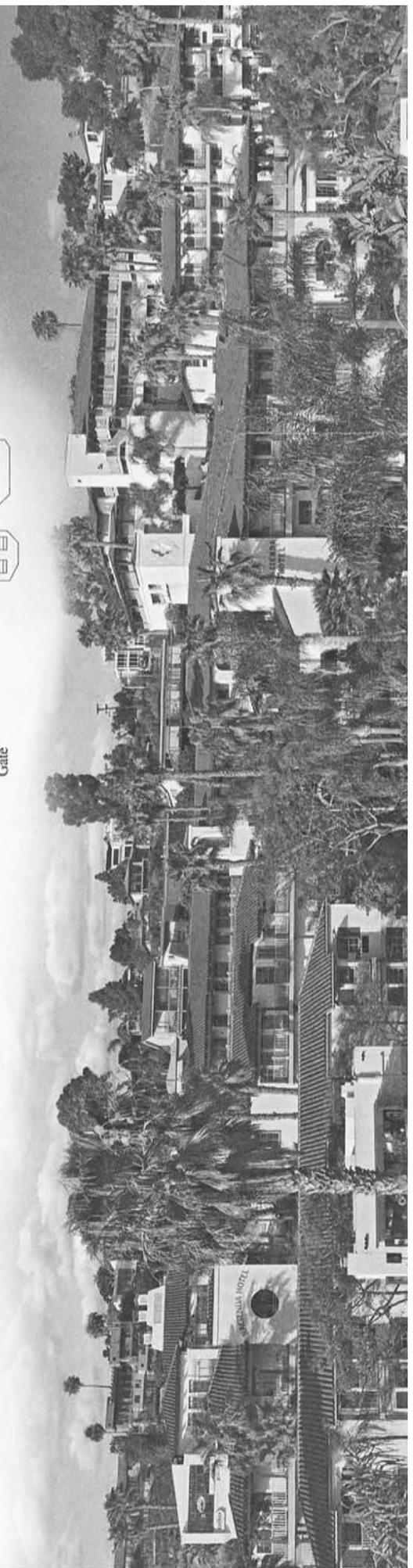
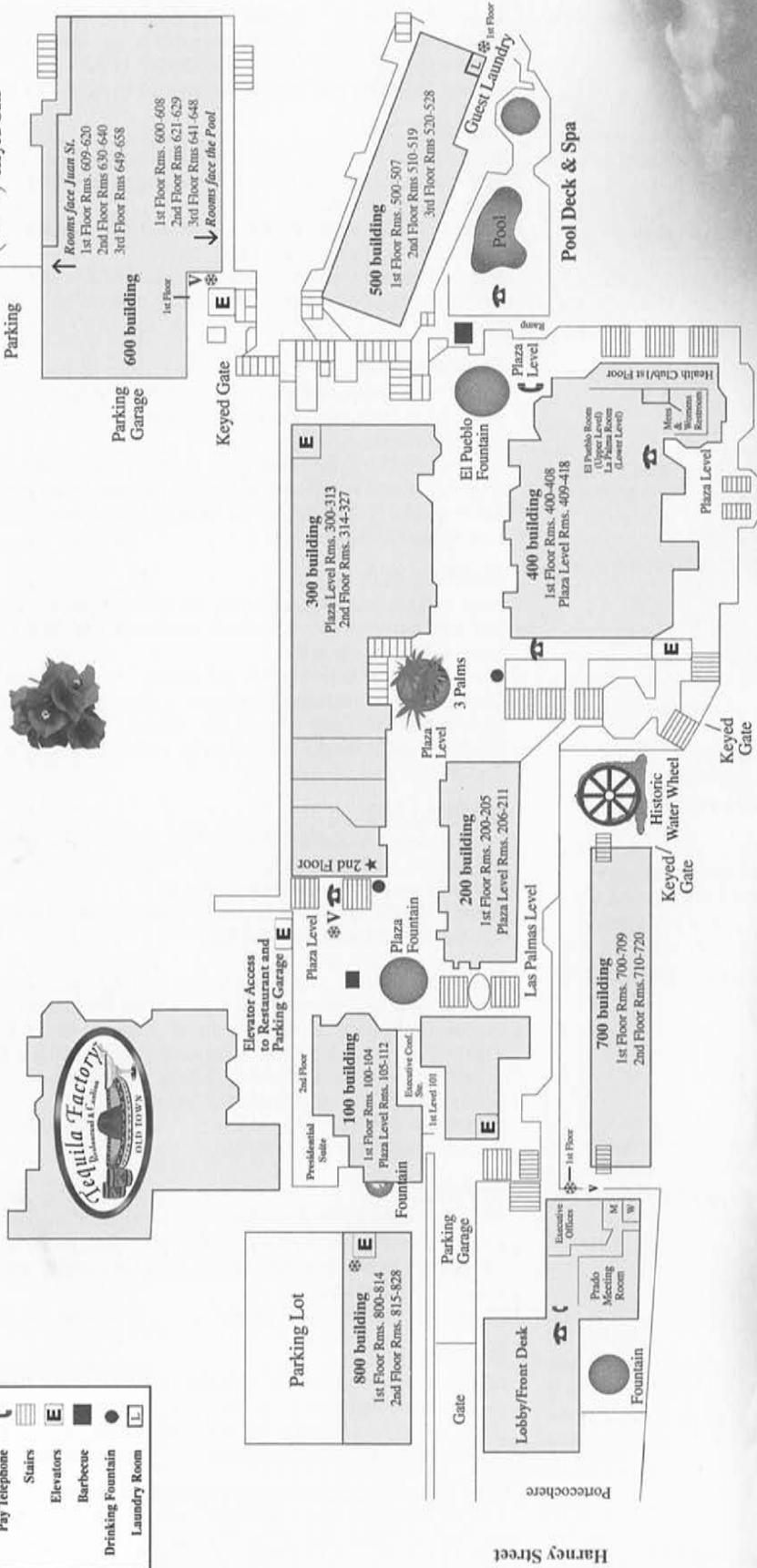
Watch for updates on the website: www.ussfrankknox.com

Official reunion registration will be sent out in March or April. Make your hotel reservations now. The earlier, the better. It helps your reunion committee plan accordingly.

HACIENDA HOTEL OLD TOWN SAN DIEGO



-  Ice Machine
-  Vending Machine
-  House Telephone
-  Pay Telephone
-  Stairs
-  Elevators
-  Barbecue
-  Drinking Fountain
-  Laundry Room





60 LIFE MEMBERS and counting

KNOX KNEWS

“It is only through shared stories and pictures that we live on and do not die.”

**BIG DOUBLE EDITION
REUNION SPECIAL & “KNEWS”**

ussfrankknox.com

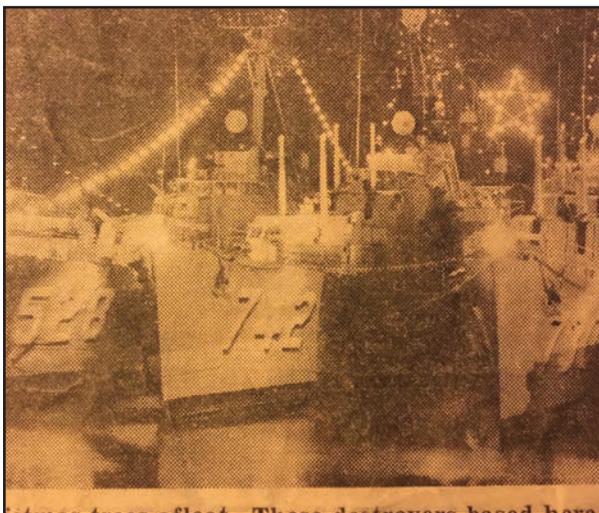
Spring Know Knews release date:

Fall 2018

Early March 2019



FRANK KNOX during the holidays – Happy Holidays to all. Bill Snyder, GMG-3 shared the 1963 newspaper clip of the FRANK KNOX in Yokosuka December 1963 around the time the ship was notified of the “Ship of the Year” award. Five years later FRANK KNOX was in San Diego making preparations to deploy to WESTPAC January 1969. Steve Cross, LT shared this photo.



CHRISTMAS TREES AFLOAT



CHRISTMAS LIGHTS

75th ANNIVERSARY/2019 REUNION – SAN DIEGO, CA, the summer city, is our destination September 18 through Saturday September 21, 2019. Our hotel is the Best Western Hacienda, Old Town is the heart of Old Town San Diego, literally the birthplace of California. Room rate is \$139.00 per night. Old Town is packed with restaurants, shops, museums and historic houses and buildings. Little Italy, and famed Balboa Park are close to Old Town as well 85 miles of California beaches, cliffs and the USS MIDWAY CV-41 Museum. Airport Shuttle is available 7am to 7pm daily. Uber rides are plentiful and a good alternative since our hotel is very close to the San Diego International airport.

One morning tour will take us along some of San Diego's famed swimming and surfing coast with harbor seals, sea lions and beautiful ocean vistas ending at the famed Mt. Soledad National Veteran's Memorial where we will dedicate a granite plaque honoring the USS Frank Knox and the officers and crew who sailed her to a grand record. We might even see a pod of dolphins surfing the waves.

Thursday we're planning a 2-hour harbor cruise to see the modern San Diego harbor, 32nd Street Navy Base, North Island NAS, Coronado, Harbor and Shelter Islands, and the submarine base at Ballast Point before returning to a landing at Navy Pier. Navy Pier is between the world-famous USS Midway Aircraft Carrier Museum and the San Diego Maritime Museum, home to two submarines, a Russian Foxtrot class and the USS Dolphin a deep diving sub, plus the oldest active iron hulled sailing ship STAR of INDIA.



MT. SOLEDAD NATIONAL VETERAN'S MEMORIAL

RESERVE your hotel room now at no cost with at the Best Western.

“REUNION 2018 FRIENDS, FAMILIES AND FELLOWSHIP”

AMAZING BUFFALO NY – The host of our 28th Reunion last September. WEDNESDAY evening a group of early arrivals walked to Pearl Street Brewery for sunset drinks and a meal overlooking Lake Erie. We discovered that Pearl Street Brewery would “Tap the Pumpkin” the following evening where we could taste the famous fall beer selections.



EARLY ARRIVALS VIEW SUNSET OVER DINNER

THURSDAY morning, we boarded our tour bus for to visit Niagara Falls State Park, Bridal Veil Falls, Horse-shoe Falls, Maid of the Mist and Cave of the Winds. The park was immaculate, crowds light and there was a mini-bus transportation throughout the giant park for those who had difficulty walking. The weather was perfect and the falls truly spectacular. We returned to our hotel to meet new arrivals and several first timers.

Members from the '62-'65 years welcomed their medic and traded stories the rest of the evening. A group of four returned to the Pearl Street Brewery to "Tap the Pumpkin"; two sailors and two skeptical wives. The brew master and owner met the group, gave us a short tour before the tasting began. "OMG this is so good!" exclaimed the wives. The four left happy and headed for the original home of "Buffalo Wings, world famous Anchor Bar". We weren't disappointed. Fat, juicy wings, lean beef, local rolls and more local beer! We returned to report the results and the rush was on to sample the best wings ever!



WOODY & CORAL WOODWARD JOIN DON GREER, GRANDDAUGHTER FOR VIEW OF NIAGARA FALLS

FRIDAY morning our bus dropped us at the Erie Canal (the original) where it empties into Lake Erie. We took a two-hour narrated tour of historic Buffalo River and surrounding area including the famous General Mills plants that make all those famous cereals. One story caught everyone's attention – the story of an unmanned freighter breaking loose in the dead of winter, drifting into another large freighter. The two freighters joined and continued down river and smashing into the railroad drawbridge. The ice dam created by the freighters flooded 22 square blocks of downtown Buffalo. Following the river cruise our group entered the Naval and Military Park along Lake Erie, where we gathered for a group picture under the nuclear submarine sail for a group picture and toured the light cruiser LITTLE ROCK and destroyer SULLIVANS. **SATURDAY** – our annual business meeting decided on SAN DIEGO, CA as the location for the 2019 Reunion and 75th Anniversary celebration. Our "white elephant" auction netted over \$1590.00 for our Association.



COMPLEMENTRY BREAKFAST A TIME TOGETHER

HUNTER-KILLER – Our 2018 Reunion speaker was CDR George Wallace, USN (Ret.). George accepted our invitation to come to Buffalo NY. CDR Wallace commanded nuclear submarines and has operating knowledge of Special Warfare (SEAL) operations with nuclear subs. George became an author after his retirement from the Navy. George also has a day job in the defense consulting industry. Among other awards he was awarded the CIA Meritorious Unit Citation.



HARRY & JOY CHANDLER JOIN TOM SOLTIS FOR VIEWING

George authored four books to date – *Dangerous Grounds*, *Firing Point*, *Final Bearing* and *Operation Golden Dragon*. *Firing Point* became the basis for the script *Hunter Killer* and later a major motion picture of the same title. The movie was in theaters October and November 2018. George’s journey from sub skipper to author and then seeing one of his books become a major motion picture is an amazing story well told at our final banquet. George brought copies of his books to the reunion and returned to Washington with empty boxes. IF YOU MISSED THE MOVIE “HUNTER-KILLER” IN THEATERS, Amazon has the DVD available as of January 15, 2019 for \$15.95.



CDR GEORGE WALLACE TRACES HIS PATH FROM SUB SKIPPER TO AUTHOR THEN SEES HIS BOOK BECOME A FILM

My wife and I planned to take George and his wife, Penny, to dinner after they arrived and checked in to our hotel. After sharing cocktails with our reunion group George’s wife learned of our trip to the ANCHOR BAR – home of the “original “BuffaloWing”. Off we went! At dinner my wife and I settled for “mild” heat on our BullaloWing” order. Penny and George ordered “hot heat” spices on their wings. They devoured their order with a blink of an eye. We powered through some of the best menu items following Penny’s top priority to experience “BuffaloWings” in their original birthplace. Our guests were not disappointed – original “BuffaloWings” are the best!

George made the drive with wife Penny, Washington DC to Buffalo in one long day. This delightful couple made many new friends during their visit to Buffalo and the USS Frank Knox Reunion.

So, who’s on the list to speak at the 2019 75th Anniversary Reunion? San Diego has some top-flight speakers. I’ll start narrowing the list soon. You don’t want to miss the Saturday, Sept 21, 2019 dinner.

NOVEMBER 20, 1968 – USS FRANK KNOX is officially recognized as the Arleigh Burke Fleet Trophy Winner as well as proudly wearing the Battle “E”, ASW “A”, Engineering “E” and the Weapons “W” symbolic of excellence as a ship and excellence in these department and divisions. CO Jim Baker, CDR and VADM Walter Baumberger, USN, CINCPACFLEET are pictured at the presentation. There is more.

1963, late December the FRANK KNOX received the “Ship of the Year Award” and the Marjorie Sterrett Battleship trophy five years earlier. The OUR NAVY Magazine article is posted on our website ussfrankknox.com.



Read on to learn about the real **Marjorie Sterrett**.

MARJORIE STERRETT – was a 13-year-old schoolgirl when she wrote a letter to the editor of the New York Tribune newspaper in February 1916 and sent in her dime allowance to help build a new battleship for Uncle Sam as the US was preparing for WWI. She ended her letter with “I am a true, blue American and I want to see Uncle Sam lick all creation like John Paul Jones did!” Quite a girl. Marjorie Sterrett as she looks in a recent picture. Now you know why the Ship of the Year award has the unlikely name “Marjorie Sterrett Battleship Fund Award”. The award is made annually by the CNO, Chief of Naval Operations. The 2017 winner was USS Sterrett DDG-104, in the US Pacific Fleet



MARJORIE STURRETT

OTHER DUTIES AS ASSIGNED – Our fearless President, **Harry Chandler** IC3 was trained to work on all manner of communication and electrical equipment likely had visions of putting his tool kit and his training to work to keep the ship in fighting order. Since he was assigned to the Engineering Department, he was also assigned other duties like mud drum clean out, boiler maintenance in addition to his work on communication equipment (shown in the first photo.) Harry is with Bernie McElwain’s wife, Judy. In the second photo Harry identifies with what he might have looked like after working on the mud drum or boiler work. Moral, the dirty jobs flow down stream to the junior sailors.



HARRY CHANDLER

OTHER DUTIES – (continued) The photo at the right is a recent photo of another SN transferred to Supply from Engineering. Working on boilers was not what **Tracy Cullen**, SN-2 had in mind as he boarded the USS FRANK KNOX. He shortly transferred to Supply where he was assigned as a cook. “I really had no interest in cooking (and still don’t) but it was better than being in the boiler room. I did cook breakfast, lunch and dinner for three days and then one breakfast. After that I was off for three days. The Chief made up the menus each week and it was up to each cook to pull the needed frozen food for the following day. The galley cooks would retrieve the veggies and fruit that was needed each day.”



HARRY CHANDLER

“There would be a number next to each item that had to be cooked. For meatloaf you would look up the number and there was a recipe for meatloaf for 100 servings (times 3 for the FRANK KNOX crew). Pretty simple. We had only the basics – salt, pepper, maybe garlic powder. I was low man on the totem pole and the watch captain for my shift. Nobody messed with me so I can’t complain.”

“We usually had about 6 dozen eggs (trays of 1 dozen each) stacked next



TRACY CULLEN

to the grill for morning. In heavy weather, if you weren't paying attention, the ship would hit a large wave and 4 to 6 dozen eggs ended up on the galley floor. It was like a skating ring, very slippery. A big mess!"

MEATLOAF RECIPE – for 100 servings

26 pounds of ground beef plus 20 pounds of oatmeal

2 quarts of milk plus 20 eggs, beaten then add one cup of onions, minced.

1 teaspoon of thyme, 2 teaspoons of garlic powder, 2 tablespoons of Worcestershire sauce

4 tablespoons of pepper plus 2 quarts of ketchup. Mix and bake at 350 degrees for 1.5 hours.

Cullen is a retired harbormaster living in Benicia CA. He is pictured with friend Denice. Cullen is a Life Member of our Association. Cullen plans to be in San Diego 75th Anniversary Reunion starting September 18, 2019. How about you?



CULLEN

CHOIRBOY QUARTERMASTERS – "I think we'll begin with the time we got arrested." QM-2 Don Critz had promised me a story or two based on his adventures at sea. Don had shattered my image of these reunion regulars and longtime friends. A story for sure!

Chief Whitehead, QMC, on the FRANK KNOX in 1966-1968 was rumored to refer to Quartermasters as "choirboys", squared away both on and off the ship. Steady and precise they marked the charts, wound the chronometers and assisted in celestial navigation. I expected my interview with QM-2 Don Critz and SN Don Landers to be records and a little inside information, nothing more. I had no idea.



"CHOIRBOY" QUARTERMASTERS"

"I THINK WE SHOULD START WITH THE TIME WE WERE ARRESTED."

The pair of "Dons" became friends aboard FRANK KNOX in 1961-62. The pair met a couple of young ladies from Los Angeles on evening. To maintain contact the pair traveled North to LA every chance they got to use days off. – by hitch-hiking. Their method was to walk to the grassy center area separating the North bound and South bound lanes of the US 5 freeway to LA. They were highly successful in catching a ride to LA, UNTIL, one day they were spotted by the CA Highway Patrol. The patrolman gave each of them a ticket. Today hitch hiking is legal in California IF, IF you don't stand in a roadway to solicit. Violate that code and the fine is \$200 plus court fees. For a Seaman and Second Class this is a pricy ticket today and even more so in 1961. Come to San Diego and swap stories with the "Dons". They will be there!

MISSING THE SHIP – Hong Kong is a great liberty port; time there is precious to all sailors. LT Jim Lasswell, Weapons Department, arranged with “Mary Sue”, a local Hong Kong entrepreneur to paint ship’s hull allowing the hard working First Division some extra liberty days. A couple of days later an inbound typhoon forced the task force, including USS CORAL SEA, to get underway early to ride out the storm at sea. Officers and crew were quickly notified to return “immediately” to their ships. The departure time was set and FRANK KNOX would get underway missing their 1st LT, LTjg Bruce McDonald. McDonald barely caught the ship using a civilian water taxi to board the underway ship and immediately joined his boss, LT Lasswell for an unpleasant interview with the Captain. Later that night, as we rolled and pitched toward the coast of North Vietnam, LT Denny Conley and I were on watch when we noticed sheets of something coming from the bow of the ship. The ‘sheets” were paint peeling from our recent “Mary Sue” paint job. LT Conley quickly phoned LT Lasswell so he could get ahead of the problem. (LTjg McDonald passed away from lung cancer in San Diego in 1990’s after establishing a successful Engineering practice. He organized the first officer’s reunion from the 1967 cruise.) ED

WONSAN HARBOR – Reunions always bring out good stories. Some start with a comment. This story started with a comment by EM-1 Ray Howell. Ray and I were walking down the hall after the final banquet when Ray said, “One of our squadron ships hit a mine in Wonsan Harbor – which blew the bow off the ship.”

Ray is a Life Member of our Association. He lives with his wife in Traverse City MI. He was aboard FRANK KNOX from 3/1952 – 7/1955.

I knew where Wonsan Harbor was from recording stories by LTJG John Sartin and friends. Also, Life member LCDR Russell Judah was on board during that time. As were many others. The Korean War record shows that the 861-day US/UN blockade was the longest in Naval history, starting 02/1951 and lasted until 07/1953 the day the Armistice was signed to formally establish the truce ending the fighting. Five US Navy ships hit mines, all destroyers (USS BRUSH, MANSFIELD, WALKE, E.G. SMALL and BARTON).

Ninety-Five ships were damaged by No. Korean artillery fire. Four ships were sunk by mines. A total of 158 US sailors were wounded. US/UN ships successfully kept the strategically important city and port of Wonsan from being used by the No. Korean Navy and others for resupply. US/UN ships inflicted heavy casualties on No. Korean forces diverted from the front line to defend the harbor. Equally important wasted thousands upon thousands of shells trying to damage the ships enforcing the blockade. The port city of Wonsan and harbor facilities were



WONSON HARBOR - KOREA 1950-53 “ONE OF OUR SQUADRON’S SHIPS HIT A MINE AND BLOW THE BOW OFF.”



DESTROYER USS MANSFIELD FITTED WITH TEMPORARY BOW.

destroyed and remained so for many years after the Armistice. Wonsan was eventually rebuilt and is a strategic port today. (The USS PUEBLO is tied up to a pier in Wonsan Harbor. We need more Korean War stories.) ED

COMFORT AN CLOSURE – SILVER STAR FOR A FALLEN MARINE- (The following story is included to illustrate how important sharing stories can be AND, in this case, an amazing ending.) This story began innocently over three years ago. Tom Sauer told my swimming partner “My brother was a Marine; he was killed in Vietnam.” One listener was my swimming partner and retired Marine Officer Dave Little. Tom and his family knew nothing of where or how his brother was killed. Dave Little decided to investigate further.



Over the next 3 ½ years Dave Little investigated to locate some part of the story about 1st LT Phillip Sauer. Little told no one what he was doing. Starting with a small news story in Stars and Stripes News Little pieced together an account of the ambush that resulted in 1 LT Sauer’s death. The lone survivor of the ambush had talked to a reporter and the reporter had written about the ambush of a 4-man patrol moving to high ground near Khe Sanh RVN in April 1967. Almost 50 years later Little located the lone survivor and documented his story plus located the patrol reports in archives. Then Little researched and located the CO who sent the patrol out to recon NVA movements adding the CO’s statements to the lone survivor’s statement. Little then wrote a recommendation for award, added his documentation, and filed it with the Secretary of the Navy and patiently followed up over the following months. The Marines decided 1st LT Phillip Sauer should be awarded the Silver Star for gallantry before an armed enemy. Little never disclosed his work to me or anyone until the Marines contacted him and asked to speak to the family. In April of 2018, 51 years after a 30-man NVA unit ambushed the 4 Marines the family received the Silver Star awarded to 1st LT Sauer. Had the lone survivor not discussed his story with a reporter the rest of this story would not have happened. Little’s work brought comfort and closure to a family. The full article “Silver Star for a Fallen Marine” is on our website ussfrankknox.com. ED

BOB SHERIDAN – LIFE MEMBER #60 – Bob Sheridan, Engineering Officer aboard FRANK KNOX 1968-70 became our 60th Life Member. “I don’t know why I waited so long.” said Sheridan. Bob is pictured here in the Engine Room #3 onboard the USS MIDWAY CV-41 in San Diego. Pictured with Bob is WWII Veteran Jack Scott who served aboard a destroyer escort during D-Day and Atlantic Operations before and after June 6, 1944. Congratulations Bob!! If you are attending the San Diego Reunion (September 18-21, 2019.) you can swap stories with Jack Scott, he is a regular in Engine Room #3 at the USS Midway Museum and Bob Sheridan.



WELFARE CHECK – The phone rang and it was WWII veteran Irv Eisenberg RM-2 calling to check

on my welfare. It was one of a series of checks Irv performs to reach out to other shipmates. Irv has been doing these calls for more than eighteen months. Irv and Bob Beachkovski also a WWII veteran, phone others regularly. Irv is a 90 something shipmate – 15+ years older than I am and “Beach” Beachkovski just turned 100! Shouldn’t we be checking on others just like these two Life Members? They lead by example.

AGENT ORANGE UPDATE – I hope everyone is continuing to file their Agent Orange claims, especially for those conditions identified on the VA Website as “presumptive”. The good news is one of the FRANK KNOX cruises is on the VA List of units as “exposed”. However, for those on the 1969, 1967, 1965 deployments more claims need to be filed to sway the VA to list those deployments in addition to the one listed. There is work to do! Every time you have a new or updated diagnosis you need to file with the VA. You will be helping other shipmates and ultimately yourself.

The VA is proposing to shift money from VETs Hospitals to allow access to privately run hospitals and have the government pay for it. Veterans hospitals treat about 7 million patients annually, have struggled to see patients on time in recent years according to reporters for the New York Times. Look for further updates in each newsletter.

THE STORM – (Excerpt from a Blog by Steve Cross, LT ASW Officer 1967-68); “Following the repair of the damage from the grounding of the ship on Pratas Reef FRANK KNOX left Yokosuka, Japan November 21, 1966 under orders to escort USS CONSTELLATION, CV-64 to San Diego accompanied by another destroyer. Steaming in formation for the first time in over 1 ½ years the third anniversary of President Kennedy’s assassination passed without notice by the newly formed crew. On November 25th a storm with gale force winds overtook the small task force while Constellation was fueling her escorts. Fueling was terminated and the task force progress slowed to roughly 10 miles in a 24 hour-36-hour period. All ships suffered some damage. FRANK KNOX had sea water forced into a main deck hatch shorting out steering system and forcing the newly repaired ship to use after steering control during the remaining passage, including refueling from the USS SACRAMENTO, AOE-1. The other escort lost the fires in the forward boiler room when seawater came down the forward funnel. Battered, FRANK KNOX and her fellow escort arrived in San Diego December 3rd. The memorable storm and its’ trials helped form the first bond among the new crew.”

TYPHOON VIPER – From the diary of SKD1 Bob Beachkovski. Typhoon Viper (June 4-6, 1945) was a massive Category 5 typhoon that veered right and then left east of Taiwan as it split in two. The first part Viper dissipated June 4, 1945. Beachkovski had the mid-watch the morning of June 5, 1945 when to the second part of Viper made contact with the US Fleet about 0130 in the morning. The muscular man worked frantically to hold the Frank Knox on course as the storm intensified. “I couldn’t hold her sometimes – a second person had to help hold the wheel. God, that was a long night. Waves towered over us! The next morning, I looked out and saw the carrier (USS Hornet VV-8) had a bent flight deck! God, were we lucky.” During that same night the heavy cruiser Pittsburgh CA-72 lost her bow forward of MT 51. Ships rolled a reported 70 degrees in some areas. Aboard another destroyer an emergency appendectomy was performed in 30 ft troughs and 50-degree rolls. By 0930 the storm was headed NE passing the fleet close enough to expose the ships to winds of extreme velocity leaving behind heavy seas and a damaged fleet, 33 ships damaged,

76 planes lost, 6 lives lost and 4 men seriously injured. Admiral Halsey, fleet commander, quickly messaged Guam addressed to Fleet Admiral Nimitz identifying delays in 11th hour, urgent warnings delayed by coding regulations. Halsey had urged formation of regular reconnaissance squadrons after Typhoon Cobra the year before which mauled his fleet in December 1944. In no uncertain terms he repeated his recommendations after Typhoon Viper. History will forever link Halsey with two of the worst typhoons and damage the US Navy ever sustained. Beachkovski closes with a defense of Halsey saying “No man could have predicted the course of that storm or the fact it split in two.” The Frank Knox sustained damage but not as serious as many ships. Beachkovski remembers that mid-watch almost minute by minute. You can read the book “Halsey’s Typhoons” but Beachkovski recollections bring the storm to life as he hung on to the ship’s wheel. Bob’s diary will be on our website uss-frankknox.com for you to read soon joining Irv Eisenberg and Gerald Harms in our living history section. **IS YOUR STORY BEING TOLD? “**



When I was a boy it seemed likely to me
 That the logical place for the Navy was to be at sea.
 So, I joined a destroyer but did not enjoy her.
 The way that the wind and the waves did annoy her, and me.
 Then somebody said “The Navy that’s grand is the Navy ashore
 And your artistic nature can stand is the Navy ashore.
 So, after the war I went for a cruise on the land.”

You may hear this song and others sung in San Diego, 2019 75th Anniversary Reunion accompanied by the “In Case Trio”. (The trios) full name is “‘In Case’ you wanted to ship over again.”) ED.

RELOCATED – ORV KRIEG, GMG-2 President of our reunion association for 12 years now lives with his brother following the death last year of his dear wife, Nancy. You can contact Orv at:

C/O Fred and Carol Krieg, 784 Stearman, Independence OR 97351
 phone 503-606-9543

TAPS –

NO NEWS! GOOD NEWS!!



**PIPER JIM HEALY ADDS
 SPECIAL REVERENCE TO
 OUR FINAL DINNER.**