

*54 LIFE MEMBERS and counting*

# KNOX KNEWS

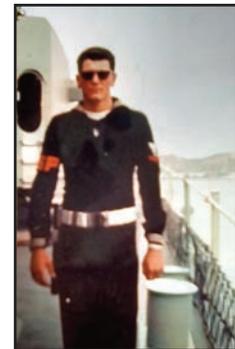
*“It is only through shared stories and pictures that we live on and do not die.”*

[ussfrankknox.com](http://ussfrankknox.com)

Spring 2018

*IN THIS ISSUE – REUNION 2018, GRATITUDE FOR DONARS, IN “HARM’S” WAY, SAN DIEGO 1955-ENS JOHN SARTIN, WALKING ON BULKHEADS, HIDDEN HEROES, RIGHT ARM RATE, EQUIPMENT WE LOVE...TO HATE, ST PATRICK’S MEAL FOR 100, BAD BEARING, TAPS, LOOKING AHEAD TO 75TH KNOX ANNIVERSARY 2019.*

**DUES ARE DUE** – Has the FKRA ordered the Shore Patrol out to collect dues? No, the gent at the right is Russell Coots RD2, '61-64, dressed in his Shore Patrol attire. Russ is a Life Member and anxious to see all of us re-enlist for another year by paying your dues or becoming a Life Member. Some of Coots recollections and pictures appear in this and the next Knox Knews with his present-day photo.



**REUNION 2018** – This year’s reunion in Buffalo NY is fast approaching. First, please make a reservation NOW at the **Adams-Mark Hotel**. To ensure your special rate please mention the USS FRANK KNOX REUNION. The reservation number is **847-437-6010**. Review the enclosed reunion reservation form to let us know which events you plan to attend. Did you know that Teddy Roosevelt was inaugurated President of the US in Buffalo, NY September 14, 1901 after the death of President William McKinley earlier that day? You can see the history of that event at the Ansley Wilcox house in Buffalo.



Publisher Frank Knox, our ship’s name sake was an early supporter of Roosevelt for Vice President. The two were friends and Knox served with Roosevelt’s “**Rough Rider**” regiment in the Spanish-American War, 1898, the first volunteer cavalry of that war. That’s where the Rough Rider term and insignia come from. You can see it all in Buffalo!

**Reunion and Canada** – Thinking of going across the border to Canada? Bring your

passport. The closest Canadian cities to Buffalo are Hamilton and Toronto. Toronto is under 2 hours from Buffalo. Montreal is almost 7 hour's drive.

**WE'RE GRATEFUL** – All of us in the Reunion Association are grateful for the additional contributions made by members. In 2017 we received a couple of additional donations and the request to keep the names Anonymous. Donations each have a message attached but are directed to help keep the organization alive and growing today and in the future. This is especially true as the Reunion Association plans for the 2018 Reunion in Buffalo NY and the **big 75th Anniversary celebration in 2019**. Thank you to our donors for your contributions!

**WALKING ON BULKHEADS** – The sailor in the shore patrol uniform is none other than Russell Coots RD2. He was aboard the Knox 9/61 to 6/64. Coots, shown to the right with his Life Member Certificate. Coots full story is in June newsletter.



**Russell Coots**

### “HARMS WAY”

This issue features an update on the recollections by RM2 Irv Eisenberg published in the Winter 2017 Knox Knews. **TM1 Gerald Harms** is a Life Member and Plank Owner like Eisenberg. He joined the Knox in Maine in 1944. When the Knox participated in sea trials Harms recalls firing the five main torpedoes and getting 5 hits. Then they retrieved all 5 torpedoes. His firing station on top of the main torpedo tubes was shared by Ray Smith, a life-long friend.



**Gerald Harms**

Following sea trials December 2, 1944, the Knox went south around Florida toward the Panama Canal. Harms diary notes “April 20 - Still going (south to Guantanamo Bay, Cuba) dropped 39 depth charges on supposed to be submarine.” Eisenberg RM2 recalls the Knox receiving a message giving the Knox credit for sinking a German U-boat while operating in the Pacific.

The Knox was involved in a storm that almost swept Irv Eisenberg overboard. Eisenberg was saved when someone grabbed him by the ankle and pulled him back inside the life lines.

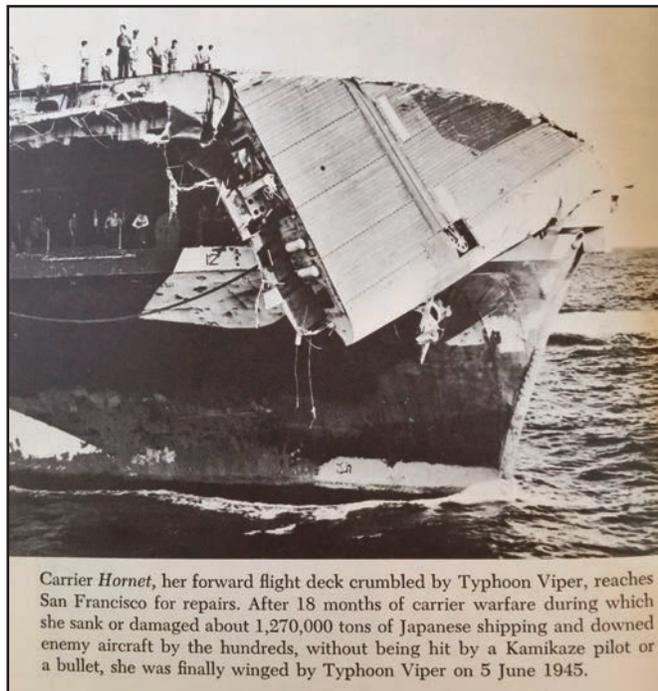
Harms recalls passing through the Canal and into the Pacific. With the advanced radar system, the Knox was assigned to Admiral Halsey's Third Fleet where the Knox would take the lead position in the formation to provide early warning of approaching aircraft. Harms recalls one day at general quarters when a Japanese Zeke kamikaze flew over the Knox and their hail of bullets (5000 rounds says Harms) directly into the port side of the ship trailing the Knox.

The Knox also encountered Japanese submarines in the Pacific. Harms document three incidents writing about one incident “May 13 - Jap fired three more fish but missed. Lucky.”



Harms recalls entering Guam Harbor in daylight. Harms and Bob King spotted a parachute which turned out to be a lost US airman whose remains were stuck in the water intake. Harms recalls "I can still taste that water even today". The Knox entered Saipan Harbor at night after the Island was seized. A beer party was arranged on the beach near some buildings. Harms explored one of the buildings and discovered a Japanese flag and had all the members of the crew sign the flag.

Harms recalls Admiral Halsey hi-lining to and from the Knox several times as he transferred to the Missouri or one of the carriers in Third Fleet. At least twice the Admiral "got wet" during the transfers. (Yikes!) Harms recalls the "big storm" that almost got the Knox. He is referring to **Typhoon Viper June 3-5, 1945**. The Knox was with Halsey's Fleet headed for a rendezvous SE of Okinawa. The fleet was forced to divert only to be followed by the storm. Harms left his "rack" opened a hatch and saw huge waves and a sailor sprawled  $\frac{1}{2}$  on the  $\frac{1}{2}$  over the side under the life line. Harms recalls grabbing the sailor's ankle and pulling him back aboard. "I don't remember who he was" says Harms. Harms recounts using shoring material to stabilize part of the Knox during the storm. The Hornet CV8 and Pittsburgh CA72 were among 36 ships damaged and 76 aircraft destroyed. Only six lives were lost and 4 seriously injured. On June 6, 1945 the Knox and Halsey's fleet supported ground operations on Okinawa. On the 11th of June the Fleet was released for rest and repairs after 3 continuous months of operations. Harms' diary reports "June 8 Passed Guam; June 9 pulled in Ulithian Island.



Hostilities with Japan ceased on August 15, 1945. The official surrender was scheduled to be signed in Tokyo Bay September 2, 1945. Many ships entered the Bay as a show of force; the carriers remained at sea ready to launch strikes should the Japanese change their minds. Harms recalls entering Tokyo Bay at night with two other destroyers, through the mine fields, with the whole area illuminated by flares.

Harms recalls the day of the surrender ceremony nine Knox crew were transferred to the Missouri to watch the ceremony. Harms was accompanied by Helen Smith-Tarchalski's father Al Smith. The Knox crew stood near the No.1 stack and looked down on the dignitaries Halsey, MacArthur, Nimitz etc. as the brief ceremony unfolded.

Harms recalls the Knox enjoyed Thanksgiving in Yokosuka Japan in November 1945. The program mentions "Mongrel soup", roasted turkey and sage dressing, ice cream and pumpkin pie. "Mongrel" soup contains a little bit of everything according to Harms. Later

they entered Tsingtao Harbor (now Qingdao, China to refuel in late 1945. And spent Christmas there.

About Gerald “Dutch” Harms, TM-1; Harms enlisted in February 1942 and attended Boot Camp in Idaho. Following Boot Camp, he attended Torpedo School before joining his first ship USS Sturtevant DE239. Sturtevant made 13 patrols in the Atlantic including 2 trips to Murmansk, Russia and an initial 1st convoy escort passage to Casablanca and Gibraltar. Harms was assigned to the USS Drexler DD741 in Bath ME. While on a 72 hour leave in Ohio, a reward for Harm’s work changing out black powder torpedo heads for TORPEX explosive heads, Drexler was ordered out to sea leaving Harms without a ship. Harms was assigned to the pre-commissioning crew on Frank Knox in 11-44. USS Drexler was not a lucky ship. She was sunk after two Kamikazes hit her May 28, 1945. 148 men lost their lives when Drexler sunk 49 seconds after she was struck by the second Kamikaze. The full diary written by “Dutch” Harms is published on the [ussfrankknox.com](http://ussfrankknox.com) website.



**San Diego 1955**

**San Diego 1955** – By John Sartin, ENS 1955-56, Captain USN retired. Sartin was in NROTC (Navy Reserve Officer Training Class) at the University of Oklahoma and graduated in 1964. He grew up in Tulsa OK.

During this time, Frank Knox received a new SPS-8A Height-Finding Radar. The giant MK 21 torpedo tubes (5) were removed to make room for this installation. According to Sartin the secondary 3” gun system remained in place until later yard work removed the 3” guns leaving the 3 - 5” gun mounts as the main armament.



**John Sartin**

I had been assigned Temporary Additional Duty (TAD) and ordered to the Destroyer Base in San Diego to attend six weeks of training on the new weapons system. I had a room at the 34th Street BOQ and was isolated again without my car which I had sold before leaving Norman since I thought that I was headed overseas. I went down to the National Car Rental Office and rented one for six weeks. I now had a car and some money from the sale of my old Chevy. I was ready to go again and there were no duty sections at the school for students. I had a six-week vacation and since I learned quickly, and I was in a class with a bunch of 90-day wonders.

We were on navy summer schedule, which meant that classes started at 7am and ended at 2pm. That gave me a lot of free time to explore and find my way around the area. There

were a lot of navy facilities in the area and each one had its own attractions and officer's club. There was the Admiral Kidd Club at the Main Navy Recruit Depot, North Island Naval Air Station, Miramar Naval Air Station and my favorite, the Marine Corps Recruit Depot where the marines took their basic training. Marine officers were just more fun and knew how to have a good time. These clubs were all free with cheap drinks and there was always a party going on or a celebration.

At the end of my first week on active duty, I was to learn about the Navy's social activities. I saw a notice on the BOQ bulletin board that the "Stars and Bars" association was having their weekly meeting in the O club on the top floor of the BOQ.

I had never heard of this, so I asked my neighbor what this was all about. He told me that this was a group of unmarried female naval officers and some of the female children of the Navy and Marine Corps brass that held a weekly party for the single officers. There were a lot of female officers in the area since the Naval Hospital at Balboa Park, the Seventh Naval District, and the Naval Communication and Security Center was located in San Diego. I was new in the area and didn't know anyone, so I decided to attend. I found out later that the group was known locally as "The Whores and Bores". This was mostly true, but each week you had a chance to meet someone different and take them out on Saturday night. The concept was promoted by the navy to keep its young single officers happy. It worked and also promoted the intermarriage of these officers to keep them on active duty. Usually after a young officer fulfilled his obligated length of duty, he went back to continue his civilian career. There was always a shortage of young trained officers because the pay scale did not compare with the civilian scale.

The ship had a short shakedown cruise and tested the new equipment and finally steamed into our home port of San Diego. At this time, I received my ship's duty assignments. On a 2250-ton, Geary class destroyer there are normally only eight-line officers who have command responsibilities. Each line officer has many duties and two or three primary responsibilities. There are four or five other officers aboard, but their duties are restricted to areas of expertise such as medical, engineering, or supply. My primary duties were: First Division Officer who was responsible for the forward half of the ship, Assistant Gunnery Officer who was responsible for secondary weapons systems (3-inch guns and fire control systems), and Watch Officer, which meant that I stood a watch six hours a day. My collateral duties were: Small Arms and Landing Party Officer (we had no marines aboard), Transportation Officer which meant that I was responsible for all the extra transportation needs of the ship, and the Chief Mess Officer which meant that I was responsible for the preparation and purchasing of the food and for the bookkeeping and collection of the fees for the officers' mess. I was busy and worked many hours doing my duties. Of course, I had about fifty petty officers and other enlisted men working for or under me, but I was in charge and responsible.

During the week, we would steam out of the harbor at dawn and do all the drills to stay effective at gunnery, ASW, man over board, air attacks, etc. Some nights we would anchor at Cortes Bay, I would put a fishing line in the water and catch Red Snapper for the wardroom. With our new height finding radar and our new three-inch radar tracking guns, we

were deadly accurate during the drills. We could destroy a tank with two shots and cut the tow lines of air targets with three shots. A tow sled was dead meat for us and we were not allowed to fire at them with the three-inch. This accuracy was to serve us well off the coast of Korea as the enemy would set adrift explosive loaded sampans to float through our inshore ships. Our after-deck three-inch gun crew were known as the "Sharp Shooters", a name we carried with pride. We got a 4.0 on every evaluation and make fun of the primary five-inch gun crews that were lucky to hit the shore. On air attack drills, we could pick up the targets as they left Miramar or El Toro with the Eight Able and then with our three fire control radars. We were waiting for them as they came skimming over the waves at 100 feet. I think that we feared the submarines the most, since our sonars were not very good and after one depth charge attack, we lost the contact. They enjoyed coming to periscope between our ships and signaling "Hello, your dead".

There was always some jerk that would throw an empty milk can over the side of the ship in front of us and as it sunk, our sonars would get a return and we would spend hours trying to regain the contact. Of course, this always happened at midnight.

In San Diego Harbor there are 38 buoys that four destroyers each can tie up to them. You are left in the middle the harbor generating your own power. There were two small boats aboard, the captain's gig, which is generally restricted for his use, and another motor whale boat that the rest of the ships' crew can use. When you are going on a deployment, you are allowed to berth at the main pier at the destroyer base to take on supplies. And when you return you are allowed to berth at the Broadway Pier downtown so your family can welcome you home. There is usually the Navy Band to add to the festivities. They are the pictures that you see on television.

Our ship was always tied up at buoy 38 and we had the longest distance to get to the fleet landing. There were also water taxis that call on the ship about every hour, and for a small fee they will take you to the fleet landing. San Diego Harbor is about fifteen miles long and about a mile wide and has a very narrow entrance between Point Loma and Coronado Island. As we were tied to the buoy, life was never dull. First, it was the drunks returning from liberty that had a habit of falling off the hull ladder. After that we often had visits from the harbor seal lions that could climb the ladder for a visit. Then, we had the quartermaster of the watch, that forgot to clear his weapon and during the watch charge, the replacement would fire the weapon, thinking it was not loaded. This usually happened in my ear as the ship went to General Quarters. Then, we had Under Water Demolition teams from the Amphib base practicing boarding the ship and putting a fake bomb in the Captain's cabin. There was never a dull moment all night long.

When we didn't go for sea exercises, the signal lamps would start flashing between the ship's officers in the division as we planned our evening's entertainment. Our favorite place together was the Mexican Village (MEXVIL) in Coronado on Orange Avenue. It was usually quiet in the evenings since at that time, there was no bridge. We would take the gig to the Coronado landing and walk to the restaurant for a night of tequila, tacos and beer. This was my first experience with really good Mexican food. We never returned to the San Diego area without a visit to the MEXVIL. It was still there during our last visit. When our

families would come for a visit, they always stay at the old Del Coronado Hotel. I found it interesting that it was the first building to have electricity west of the Mississippi River and was wired by Thomas Edison. One evening as Suzanne and I were having dinner in the lower café, Van Johnson and his family entered and sat beside us. Suzanne nearly fainted, since Van Johnson was her screen idol and she had never seen him in person.

Being an Oklahoma boy, I always enjoyed riding horses and Winnie, being a country girl from Sedalia, Missouri, she also enjoyed horses. So, on a couple of occasions we would drive up to Julian to spend the weekend enjoying the beautiful mountains of California. On one trip, as I was leaving the ship wearing my western boots, I was stopped at the gangway with a call from the XO to report to his cabin. When I arrived, I got a real dressing down by him stating “that Naval Officers’ did not leave the ship in Levi’s and boots.” I call this incident the “Western Boot” snafu and I always had to carry my boots and Levi’s with me as I left the ship.

As with all good things, this was to come to an end and the ship received her deployment orders to Westpac. A destroyer usually had a six-month rotation, whereas the large amphibious ship had a nine-month rotation, and the larger repair and supply ships had a yearly rotation.

John Sartin’s story including deployment to Westpac appears on the Frank Knox Website, [ussfrankknox.com](http://ussfrankknox.com), in the BLOG section. More of his story will appear in the June newsletter. Sartin writes that the Skipper – was A.S. Goodfellow, CDR USN – He retired from the Navy as an Admiral. XO was LCDR Gordon Cole, USNR – He retired after his tour aboard the KNOX.

**Hidden Heroes** - *Thanks to LCDR Russell Judah.* Judah and Orv Krieg, GM2 remember a historic moment as African-American sailors were assigned to USS Frank Knox. The path to this change started in December 1946 when President Truman appointed a distinguished panel to serve as the President’s Panel on Civil Rights. The panel recommended “more adequate means and protection of the civil rights of the people of the United States”. To secure these rights a number of proposals were recommended including anti-lynching, anti-poll-tax laws, a permanent Federal Election Protection Commission and the strengthening of the Civil Rights Division of the Department of Justice.

In February 1948 Pres. Truman called on Congress to enact these provisions. Senators from the Southern States threatened a filibuster. Truman moved ahead using his Executive Privilege and appointed the first African-American judge to the Federal Bench and appointed other African Americans to high-ranking administration positions. On July 26, 1948 Truman issued an executive order abolishing segregation in the armed forces of the United States. Executive Order 9981 stated that “there shall be equality of treatment and opportunity for all persons in the armed forces without regard to race, color, religion or national origin.”

LCDR Judah remembers one African-American Sailor was a BT and assigned to Engineering in Damage Control. Orv Krieg recalls two African-American sailors named Eddie Braboy,

SNGM and Eugene Hamilton, SNGM who were Gunner's Mates and assigned to the second division. Judah left the Knox in August 1952; Krieg left the ship in May 1954.

If you have any additional information about these sailors or other pioneers please contact the Editor – Knox Knews at 619-992-9449. [Information is from US Government Documents.]

**Right Arm Rate** – During the interview with Dutch Harms TM-1 he used the term “right arm rate”. Right arm rates were established in 1841 and disestablished in 1949. These rates originally identified men of the Seaman branch. The rates included Boatswain's Mate, Turret Captain, Gunners Mate, Signalman, Fire Controlman, Quartermaster and Torpedomen who wore their rates on their right arm sleeve. Other “below deck rates” wore their rates on the left arm sleeve until 1949.



**ORV Krieg**

**Flat Hats – Dixie Cups** – The picture to the right is ORV KRIEG, GM2 on leave from the Knox dressed in the “flat hat”, a uniform item that was phased out starting in 1949 [the ribbon on the hat says “US NAVY”]. Before WWII the ribbons around the hat were stenciled with the unit name, i.e. USS FRANK KNOX. The second picture is LCDR Bill Fell wearing the post-1949 white hat also known as the “Dixie cup” hat. Fell was Krieg's first Gunnery Petty Officer before attending OCS and was commissioned an officer, later retiring as a LCDR.



**Bill Fell**

**WE THREE KINGS - Q** – What was the most important thing on USS Frank Knox? **A** – **Water! EQUIPMENT WE LOVE....TO HATE** – Evaporators, the equipment that produced water for the boilers, drinking and showering as well as cooking. “Having sufficient feedwater for the engineering plant and potable water was always a challenge” writes one Engineering officer. He continues “we prided ourselves on dry bilges to the max extent possible. Having a ‘tight’ engineering plant so that the greatest amount of water was saved for ‘recycling’ which reduced the amount of water that had to be made.” The Knox went to sea with full tanks of fresh water procured while in port. As water was consumed while under way it was the job of the Water King to manage the evaporators and replace the consumed water. Engineering Officer Bob Sheridan, 1968-1970, writes “there was a set of evaporators in each engine room. We only kept the forward, larger capacity set going because it was hard to ensure good watch-standing without the EOOW keeping an eye on things in One Main.” Sheridan's MPA, main propulsion assistant, was ENS Skip Dittmann. MMCS Thompson and MMC Lyons were the lead CPO's.

There was a smaller set of evaporators in the After-Engine Room and they were lit off on occasion to test or to use if the water situation got desperate. Good watch standing was important – a mistake would salt up a feed tank. I don't think we ever used the “evaps”

back in after engine room to distill feed water on the entire WESTPAC cruise” adds Sheridan. “I remember most of the pumps were the same on both sets (of “evaps”) so we could use the same set of equipment from the After” Evaps” to sub for the down pumps in the Forward “Evaps.”

How did the Knox produce water for the boilers and potable water for crew and cooking? On a good day, the Knox could make about 15,000 gallons of water, this works out to about 30 gal/crew member/day per one EO. Sea water is pumped into the evaporators where it is heated above 140F. Salt content is reduced and impurities are eliminated. Boiler scaling, that hard white deposit, comes from calcium sulfate, is controlled by injecting a weak citric acid solution into the sea water feed. This water becomes boiler feed water.

Potable water for human consumption and cooking goes through a distiller and is pumped into separate potable water tanks. Since the evaporator and the distiller are part of the same unit, potable water can be affected if there is a problem at the sea water intake. Irv Eisenberg and Dutch Harms both recall the degrading of the fresh water supply when a drowned pilot became lodged in the salt water intake of the Knox. The responsibility for the system belonged to the “Water King” who reported to the MPA (main propulsion assistant). Sheridan finishes “there were a couple of MMs that were really good on the “evaps’. These guys were worth their weight in gold.”

**WE THREE KINGS** - There were always “Kings” aboard the Knox, three of them to be exact. The “**water king**” mentioned above monitored and maintained the evaporator/distiller system on the Knox. The “**oil king**” was responsible for the fuel supply, monitoring the fuel level and checking onboard and incoming fuel for contamination. The third “king” was the “**Jack of the Dust**” who was responsible for breaking out supplies for the cooks, meal by meal, day by day. He was also responsible for storing the supplies that came on board during Unrep/VertRep. None of these lead petty officers stood watch. Their responsibilities were 24/7 and the demands heavy at times. As you think about the meal on the tray in front of you and sip your coffee remember that all three of these “kings” worked behind the scenes to keep the Knox running smoothly. One “king” has come forward and it is none other than William “Bill” Bullock, SS3, Jack of the Dust during his time aboard 1960-6. Bill is a farmer in Omak WA growing fruits and other crops.

**ST. PATRICK’S MEAL FOR FRIENDS** – Corned beef and cabbage, pre-cooked corn beef straight from the cook book used by the Frank Knox. One Portion is 9 ounces; 153 cal.; 21 grams of protein; **serves 100**. Here we go! Purchase 30 lbs. of precooked corned beef. You’ll need 5 gallons of water, almost 42 lbs. Add 2 cups of white wine vinegar and 1/2 cup of salt. Next add 1 cup of sugar, 7 oz. Last, you’ll need 30 lbs. of fresh, green cabbage heads. Slice the corned beef into 1 ½ oz slices and place in steam table pans. Bring the 5 gallons of water to a boil in a large sauce pot. Add vinegar, salt and sugar. Cut the cabbage into wedges, about 4 oz each. Cook cabbage in spices for 15 minutes, or until tender, then remove. Place in steam table pans with enough juice and cover. Reserve the cabbage juice. Ladle the reserve cabbage juice into the pans with the corned beef. Heat corned beef at 140f degrees or higher for 15 seconds. Hold at 140F for serving. Serve one cabbage wedge topped with 3 slices of corned beef. **Happy St. Patrick Day!**

**BAD BEARING** – Ray Stalloch, MM2 was aboard the Knox from November 1944 remembers to the sea trials where the Knox made a series of high speed runs to test the top speed of the ship. Official photos show the Knox recorded 36.07 knots, or almost 41 ½ mph! The Engineering Officer made the announcement. The crew cheered. As the Knox made its way back to port in Maine an inspection showed one of the line shaft bearings supporting the port shaft was burned and scored – the bearing installation by the shipyard was not correct. The bearing would have to be rebuilt. The job fell to Ray Stalloch and helpers to rebuild the bearing. Time was of the essence since the Knox was scheduled to leave Maine and travel south to Washington DC to be inspected by Admiral Ernest King who served as Commander in Chief US Fleet and Chief of Naval Operations. Stalloch recalls “the shipyard put that bearing in too tight and I had to rebuild that piece so we could get underway. Big hurry.” How many times have personnel made repairs under pressure to help the ship make operational deadlines. A lot! Hats off all those making those repairs under pressure.

**Gerry Baker, RMC** - recalls the Knox Radio Shack had no equipment on the port bulkhead where the W/T door was located for entry into the radio shack. The Knox rolled hard to Port. To maintain a position at the radio equipment the RM's lashed their chairs to the desks in heavy weather. When they did get up it was often necessary to walk on the bulkhead to maintain footing. He recalls swells and water reaching almost to the signal bridge. Baker also recalls pulling into Midway Island. The Knox had to close the heads four hours before making port at Midway Island, apparently a requirement to tie up at Midway. [ED – I'll share more of Bakers story in the next newsletter. Happy Anniversary to Gerry and Marlene – February 17 is their 67th wedding Anniversary!!!!] [Credit for the phrase “walking on bulkheads” goes to Russell Coots RD2 '61- '64.

**TAPS** – Several shipmates have reported to their final duty station since we published the last Knox Knews. They are:

A.C. Stuckey, SC3, 1946-1949, Benton AR – Feb 2, 2018

Donald Spivey, BM3, 1953-1954, FT Worth TX –

Ronald Aubin, PNCS, 1955-1956, Stratford NY – 10-28-2017

Gene Chambers, SNRD, 1956-1958, Kingman AZ – 10-15-2017

John Dugan, BT1, 1950-1953, Plainville KS, 6-21-2017

**Eternal rest to all. “Oh, Trinity of love and power, Our brethren shield in danger’s hour, From rock and tempest, fire and foe, Protect them where so e’re they go.” US Navy Hymn**



## REUNION ITINERARY & ACTIVITIES:

**Wednesday, 19 Sept. 2018:** Attendees arrive for 28<sup>th</sup> annual Frank Knox Reunion. Meet and Greet! Check into your room and then come to the Hospitality Suite to pick up your Welcome Packet and visit with shipmates. Evening meal is at your expense.

**Thursday, 20 Sept. 2018:** After complimentary breakfast we will board our bus at 9:30am and head to **Niagara Falls State Park**. The crew and their guests will be provided with Admission Wrist Bands to the **Niagara Falls State Park Trolley Systems**. We will enjoy 3 – 3 ½ hours at the park to explore. For those interested, **Maid of the Mist** boat cruise is \$20/pp. Lunch and all other attractions are the responsibility of each individual. At 2:45 we will board the bus and return to our hotel. The hospitality suite will be open. Dinner is on your own with shipmates.

**Friday, 21 Sept. 2018:** After complimentary breakfast we board our bus at 9:45am to **Canalside Historic District** and board the **Buffalo River History Cruise**. At 12:15pm we will then head to the **Buffalo Naval and Military Park**. Lunch will be on your own. After the park tour, we will board our bus at approximately 2:15pm for the trip back to the hotel.

**Saturday, 22 Sept. 2018:** Complimentary breakfast at the hotel, then at 9:00am we will have our **Annual Business Meeting** where we'll elect a President for 2018-19 and **select a location for the 29<sup>th</sup> Annual Reunion (& 75<sup>th</sup> Anniversary of USS Frank Knox celebration)**. We'll adjourn for lunch on our own and then at 1:00 pm begin our **Blind White Elephant Auction!** Please remember to bring your gifts (wrapped if possible and suitable for auction) and a full billfold as we raise funds for our association coffers. Each year there are surprises, wine, and other great items from your shipmate's locale. As soon as it is over we will rest up in anticipation for our no host bar Happy Hour, 5:30 – 6:30 pm.

Before entering our **Grand Banquet**, we hope to gather for a Group Portrait. The portrait would be available for purchase. The cost of the Banquet is \$42 for members and their guests, and \$52 for non-members and their guests. Following introductions and buffet service, a special speaker will address the association (TBA and posted on the website).

**Sunday, 23 Sept. 2018:** Wake up to our last breakfast (unless you are spending additional days). Then we will be packing up the hospitality suite and saying farewell to all our friends and shipmates until fall 2019.



Adam's Mark Hotel, 120 Church St., Buffalo, NY 14202 ([www.adamsmark.com](http://www.adamsmark.com)) **716-845-5100** (direct). Reserve your hotel today. The dates are Sept. 19<sup>th</sup> – Sept. 23<sup>rd</sup>, 2018. Please call the hotel **direct** to make your reservations now and lock in your rate. Be sure to tell them you are with the Frank Knox Reunion to get our reduced rate and other benefits. These rates apply 3 days before and 3 days after the reunion.

**It does not cost you anything to reserve your room.** If you need to cancel your reservation, you may do so up to 48 hours prior to arrival date. \$119.00 (+tax) per night reunion rate, single/double occupancy, traditional room.

- **Complimentary breakfast**
- Complimentary fitness room and indoor pool
- Business Center
- Reduced parking fee for reunion guests (\$5.00 per day)
- Wireless Internet
- Buffalo airport 13 miles. There is currently (at this printing) no shuttle available between the hotel and airport.



**PASSPORT ALERT!!** If you plan on traveling into Canada, please make sure you bring your up-to-date passport.