



57 LIFE MEMBERS and counting

# KNOX KNEWS

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

**Is your story being told?**

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

Summer 2018



## “DESTROYER LIFE”

SONG – Sung by the Officers and Crew of the USS MURRAY DD-97 on foreign service 1917, 1918, 1919.

### Verse 1

“The boys out in the trenches have got a lot to say  
Of the hardships and the sorrows  
That come a soldier’s way.  
But We Destroyer sailors  
Would like their company  
On a couple of trips in our skinny ships  
When we put out to sea. (Chorus)  
Chorus-Oh, its roll and toss and pound and pitch  
And creek and groan you son of a ——  
Oh boy it’s a hell of a life on a destroyer.  
Oh, holy Mike you ought to see  
How it feels to roll through each degree.  
The Gosh darn ships were never meant for sea.

### Verse 2

You carry guns, torpedoes and ash cans in a bunch  
But the only time you’re sure to fire  
Is when you shoot your lunch.  
Your food it is the Navy bean  
You hunt the slimy submarine.  
It’s a son of a b—— of a life on a destroyer. (Chorus)

### Verse 3

We’ve heard of muddy dugouts,  
Of shell holes filled with slime,  
Of cootie hunts and other things,  
That fill a soldier’s time.  
But believe me, Bo, that’s nothing,  
To what it’s like at sea,  
When the barometer drops,  
The clinometer hops,  
And the wind blows dismally.  
Chorus (repeat).

# BUFFALO NEW YORK Travel Guide

## 2018 USS Frank Knox Annual Reunion

Buffalo NY is the state's second largest city. The city continues a creative revival, preserving its rich history as many former industrial sites are converted into state-of-the-art restaurants, cafes and upscale bars, entertainment activities and markets. Historic museums and an architectural treasure trove of restored art-deco buildings greet visitors.

### Breakfast is complimentary - everyday!

**Wednesday** - Free Day – See the Pierce Arrow Museum, or one of two Frank Lloyd Wright homes. Wine tasting in the Finger Lakes District.

**Thursday** - Morning Tour of Niagara Falls State Park – includes the Park, Niagara Falls, Maid of the Mist Boat tour. After a visit to the hospitality room step out for dinner with shipmates then finish up with dessert at famous PARKSIDE CANDY or SWEETNESS 7 Café.

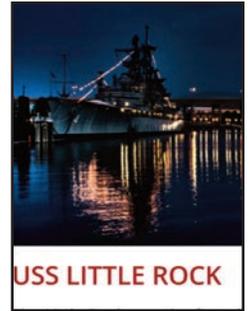
**Friday** - Visit the Canal Side Historic, the Terminus of the Erie Canal, Cruise the Buffalo River then visit the Buffalo Naval and Military Park. Return to the hotel and Hospitality Room before stepping out with shipmates for dinner and dessert maybe touring some of the new markets and street entertainment.

**Saturday** - A short stroll from the hotel is a group of restored historic buildings and markets. Return for the Annual Business Meeting and White Elephant auction. Our Annual Banquet and guest speaker completes the evening.

**A partial listing of bars and restaurants** - COLES, BETTY's, BLACK SHEEP, LARKIN SQUARE, ANCHOR BAR (inventor of Buffalo Wings), Cantina LOCO, ULRICH'S 1868 TAVERN, RESERGENCE BREWING CO., FOUNDING FATHER's and NIETZCHE's. Cafes include - SWEETNESS 7, ALLEN STREET HARDWARE CAFÉ.

There is an **EXPO MARKET** – a modern food hall attached to a classy arcade in the theater district. A few minutes from Niagara Falls is the Great Old Fort, Old Fort Niagara.

**Action Sports** – tickets to the QUEEN CITY ROLLER GIRLS are available.



[www.visitbuffaloniagara.com](http://www.visitbuffaloniagara.com)



**USS Frank Knox (DDR-742) Reunion Association**  
 Harry Chandler, President & VP Membership: hchandler64@gmail.com  
 Stephen Cross, Vice President Communications: stephencross@earthlink.net  
 Website: [www.ussfrankknox.com](http://www.ussfrankknox.com)



### REUNION INVITATION & REGISTRATION

**28<sup>TH</sup> ANNUAL USS FRANK KNOX 2018 REUNION**  
**BUFFALO, NEW YORK                      SEPTEMBER 19-23, 2018**

#### ATTENDEE INFORMATION

Name:		
Date of birth (optional):	Wife/Companion:	
Address:		
City:	State:	ZIP Code:
Phone/s:	E-mail:	

**\*\*MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, MEMBERSHIP CARD, REUNION PRICING & NEWSLETTER\*\***

#### EMERGENCY CONTACT

Name of a relative not residing with you:		
Address:	Phone:	
City:	State:	ZIP Code:
Relationship:		

#### REUNION EVENTS – THURSDAY, FRIDAY, SATURDAY

	\$ PRICE	QTY	AMOUNT
Niagara Falls State Park & Trolley (per person, includes bus transportation to & from our hotel), Thursday 9/20	40.00		
Buffalo River History Cruise – Military Park (per person, includes bus transportation to & from our hotel), Friday 9/21	65.00		
USS Frank Knox Banquet Dinner (per person), Saturday 9/22	42.00		
While we know you would like to attend all events, it isn't required you sign up for everything. If it fits your schedule and budget, we're pleased. But, don't feel you must attend all festivities and stay all 5 days. The main thing is to show up to the reunion and enjoy your friends and shipmates. The Business Meeting and Banquet are our primary events.			
Looking forward to seeing you in Buffalo, NY!!			
Non-Members please add \$10.00 per event (Member's guests receive member pricing):	\$ 10.00		
** 2018 Association Membership Dues <b>if</b> not already paid will give you membership pricing on Reunion events. Family price:	\$ 30.00	→	
TOTAL ENCLOSED:			\$

**MAKE CHECK PAYABLE TO: MARGARET WATSON**

**Please return this form with your payment 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.**

**Questions: Contact Vaughan Kruger, Reunion Coordinator at (206) 466-6094 or e-mail [vaughankruger@yahoo.com](mailto:vaughankruger@yahoo.com)**

## 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.

*57 LIFE MEMBERS and counting.* Includes a beautiful **custom certificate**, **Numbered Life Member Pin** and **Unpublished Photo** of USS Frank Knox, at speed during sea trails, a treasure!

# KNOX KNEWS

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**In this Newsletter** –“Destroyer Life” Song; Buffalo NY Reunion Travel Checklist, EDITOR note – Ed Linga Note; Dues are Due; Buffalo Speaker Announced; AGENT ORANGE 5/18 Update; 1960-1970 SERVICE HISTORY; Under Covered Orders; Catarino Arellanes FN, Frank Knox Crew Album Launch; Chow, Summer Barbeque Recipe; Torpedoes on the Knox – the Long and Short story; San Diego’s Anthony’s Harborside Fish Grotto is no More; Korean Conflict photo; Adventures of our wives; TAPS

**EDITOR** – There are two articles here about the Knox and her service before and during the Vietnam War period. I received a note from Ed Linga, MM2 1969-70. Ed sent information **about Agent Orange and the 1970 deployment**. His comments and information are next. Our website [ussfrankknox.com](http://ussfrankknox.com) has the latest VA Agent Orange news and ships affected list. USS Frank Knox is finally on the list but ONLY for the 1969 cruise and a 2-day river assignment. Other assignments and exposures have yet to make the list. If you have any ship’s logs or information you can share please make it available so we can share for ALL Knox crew members. Thanks Ed Linga for writing and sharing!! Go to [benefits.va.gov](http://benefits.va.gov)

**ED LINGA MESSAGE** – *“I located the deck logs for the 1970 West Pac movements. I found the logs for June and July to be very interesting. Based on operations during those two months alone the ship (and crew) should qualify for service inland water ways. The ops involved IV Corp Mekong Delta area and Rach Gia and its river areas. The 1970 Family Knox Gram also makes reference to the shallow water operations. Other than the deck logs there is no other documentation to my findings. It seems that those operations fell through the cracks. I served aboard the Frank Knox 1970-1971 and when she transferred to the Greek Navy. I was a snipe MM-2 assigned to Main Control.”*

Ed Linga also commented that much of the information he looked at covered the Knox and Pratas Reef. Through the Knox Knews and former crew, including relatives, we’re about to change that online representation of the Knox history.

**FRANK KNOX SERVICE** – From OP Nav 1650.1 Publication (1960 – Oct 1970)

*ED – USS Frank Knox DDR-742 was reclassified Jan 1969 as DD-742.*

**“Armed Forces Expedition** – AE – 06 MAR 1960-07 MAR 1960, Quemoy-Matsu

15 MAR 1960-04 APR 1960, Quemoy-Matsu

18 APR 1960-28 APR 1960, Quemoy-Matsu

11 NOV 1961-17 DEC 1961, Quemoy-Matsu

24 JAN 1962-27 JAN 1962, Vietnam

19 JUL 1962, Quemoy-Matsu

05 MAR 1964-13 MAR 1965, Vietnam

01 APR 1964-02 APR 1964, Vietnam

12 MAY 1964-14 MAY 1964, Vietnam

07 JUN 1964-28 JUN 1964, Vietnam

30 JUN 1965-03 JUL 1965, Vietnam

15 MAY 1969, Vietnam

25 MAY 1969-27 MAY 1969, Vietnam

Rep. of Vietnam Meritorious Unit Citation(RG) – Gallantry 05 MAY 1969

Combat Action Ribbon (CR)-18 NOV 1967-19 NOV 1967

**Vietnam Service (VS)** In addition to above, 04 JUL 1965-16 JUL 1965

26 AUG 1967-01 OCT 1967

13 OCT 1967-23 OCT 1967

12 NOV 1967-24 NOV 1967

01 DEC 1967-19 DEC 1967

01 FEB 1969-17 FEB 1969

24 FEB 1969-24 MAR 1969

17 APR 1969-11 MAY 1969

07 JUN 1969-21 JUN 1969

12 JUN 1970-06 JUL 1970

14 JUL 1970-23 JUL 1970

04 AUG 1970-26 AUG 1970

16 SEP 1970-29 SEP 1970

02 OCT 1970-21 OCT 1970”

The Frank Knox earned 1 Battle Star in WWII and 6 Battle Stars for the Korean Conflict. Look for additional service history updates in the KNOX KNEWS.

Detailing the history of the Knox is a daunting job. It's impossible without every crew member sending us personal pictures, comments, one liners, and most important – PICTURES WITH DATES, LETTERS TO HOME THAT MENTION WHERE THE KNOX WAS LOCATED AND DOING and last, THOSE DIARIES, OR PARTS YOU CAN SHARE THAT DETAIL THE KNOX ACTIVITIES. See the story about Catarino Arellanes.

***DUES ARE DUE!*** – Thanks to all who paid dues or became Life Members! Your contribution supports ALL the work we do at Frank Knox Reunion Association.

DUES ARE DUE – Three important reasons to consider paying dues: One - new information from diaries of sailors in WWII and Korea. FKRA is also archiving letters sent home from servicemen. Your dues support this work so memories and pictures are not lost. Two – Your dues support our website, the archive for pictures and stories. We recently **received a request from England** to include information about our reunions in a soon to be published book. Third – You'll begin receiving information about the **BIG 75<sup>th</sup> Anniversary of Frank Knox in 2019**. You still don't want to miss the 75<sup>th</sup> or the Buffalo reunion. Send us a check; learn about the fun of our reunions. Annual Dues- \$30. Life Member – 70+ \$200; 80+ \$100; 90+ Dues exempt.

**BUFFALO REUNION SPEAKER ANNOUNCED** – Commander George Wallace, USN Ret. is the author of 4 successful books – **Firing Point, Final Bearing, Dangerous Grounds and Operation Golden Dawn**. One of his books has been filmed as a major motion picture to be released in October 2018. George served on SSBN submarines and commanded SSN-713 USS Houston. His work with the Navy Seal community involved many security conferences providing George with unique insight to today's and tomorrow's events. A not-to-be-missed Saturday evening banquet!



**UNDER COVERED ORDERS** – The following information was received from RMC Russell Coots and is among the many new pieces of information received from officers and crew providing valuable insight and memories for all. **Coots begins** –

*“General Quarters, General Quarters! All hands man your battle stations. This is no drill.” It was around midnight. The Knox was moored in Subic Bay Philippine Islands when orders came for the Knox to untie and get underway in early 1962. Coots hurried to his duty station in CIC (Combat Information Center) and watched as the*

*CO, Captain Swank and his XO entered CIC with sealed orders. Once opened the orders directed the Knox to rendezvous with USS Princeton LPH-5 and escort Princeton to the coast of Vietnam to deliver about 52-52 helicopters to Da Nang and the airbase there. The Knox and Princeton anchored off shore and the helicopters were transferred to the Vietnamese Airforce. [Editor's note- the 2nd Vietnamese Helicopter Squadron was formed in Da Nang in October 1962 and received their aircraft. The Princeton was involved in delivering helos and the Marines Corps advisors to Soc Trang in the Mekong Delta area of the Republic of Vietnam in April 1962. Princeton served as flagship of a JTF during nuclear weapons test series Sept-November 1962.] Coots recalls returning to Seventh Fleet escort duty as a radar picket. An article in Knox Knews reminded Coots that the Knox operated through typhoons and 48' rolls. "you don't forget having to walk on the bulkhead when the deck is angled too far up to walk on. Previous Knox Knews stories of typhoons brought back unforgettable storms and ship's rolls."*

*The following is a statement from the Frank Knox Operations Officer LT William Peerenboom, now Captain USN Retired. 10 February 2016*

*"Subject: Operations of USS FRANK KNOX (DDR-742) on waters of Viet Nam in 1962*

*I served as Operations Officer aboard USS FRANK KNOX from mid-1961 to late summer 1963. During that tour of duty, on one occasion, the ship conducted support operations off the coast of Viet Nam in the vicinity of Da Nang. The time frame of the operation was, to the best of my recollection, early 1962. The ship was home ported in Yokosuka, Japan in that time frame and its normal schedule was to go to the Philippines right after our holiday stand down to conduct competitive exercises in the more favorable waters off Subic Bay. During our stay in port, the Commanding Officer received confidential orders to get underway and proceed to sea and, upon reaching open waters, open the orders sealed in an envelope. He recalled the crew and we proceeded to sea. He opened the orders and announced that the ship was to rendezvous with an Amphibious ship (whose name I cannot recall) with its group and to proceed to "Da Nang" in Viet Nam.*

*As Operations Officer it was my duty to prepare the charts and schedule the operations in conjunction with the ship's navigator and Commanding Officer as the port listed with its' French name "officer. Upon retrieving the pertinent charts, we were unable to identify "Da Nang" – until the Commanding Officer who had come to the ship from Seventh Fleet informed us that it was the same as the port listed*

*with its' French name "Touraine". FRANK KNOX carried out the orders and we met with the Amphibious group and escorted it to Da Nang where a small number of US Marines were off loaded. We were in sight of land during that phase of the operation – probably within territorial waters of Viet Nam. The entire operation was carried out with confidentiality and that is why it does not appear in Unclassified "Ships History Update Reports" that were sent to the Director of Naval History every calendar year.*

*The only verification that is possible is the ship's LOGS which are available at cost, but given the uncertainty of the dates, a search of these records is too costly to undertake.*

*This account is based on memory many years after the fact – but in light of the unique nature of the operation, it remained as a memorable event in my life. I served in seven ships in my 30 year career – commanded 4 of them – and only once (on this occasion) did I experience "Sealed Orders"."*

**CATARINO ARELLANES, FN** – "Cat" or "Chico" Arellanes joined the Knox August, 1945 and was aboard the ship when the Knox sailed into Tokyo Bay for the surrender of Japan. His son and daughter sent several pictures that tell interesting stories. He is pictured in 1945 and again at his 93<sup>rd</sup> birthday. The first picture is of a cruiser but I'm not sure which one. The cruiser and the Knox's next port after the surrender in Tokyo Bay, Tsingtao China, suggests that the Knox accompanied US forces to receive the surrender of the Japanese Fleet at the Tsingtao race course October 25, 1945. Tsingtao later became the headquarters of the Western Pacific Fleet of the US Navy from 1945-1949. US Marines provided security for the Naval Facility.

Another picture shows crowds viewing the Knox and other US Navy ships in Tsingtao. A third picture shows a landing craft traveling toward US ships in Tsingtao. The last picture is of a fighter pulling up after a run on a target. We may never know what caught the photographer's eye.

Arellanes was referred to as "Chico" on board the Knox recalls his daughter. He had two friends he was close with. Being that he is now 92, he vaguely remembers names. But he said he thought they were Garrett and Lynn. He remembers going up and down the Yangtze river."



I've received several photos of Frank Knox crew in Tsingtao 1945-49. I also received a menu from a 1945 meal celebration aboard ship. I hope I receive more pictures and information from the Arellanes family. Happy birthday "Cat"!



**CHRISTMAS DAY 1950** – Hungnam, No. Korea. The US Navy is evacuating the last of US Marine Division who had retreated from the Chosin Reservoir. According to John Sartin who provided the picture *"wounded troops had been loaded aboard a US Naval Hospital ship that sailed for Japan. The fast destroyer troop carrier in the foreground, USS Fay Begor, APD-127, had sent demo teams ashore to destroy all the munitions, abandoned equipment, landing areas and docks so the No. Korean troops and Chinese "volunteers" could not use them for awhile after we left."* General McArthur felt that the No. Korean Army had been essentially destroyed by the middle of October, 1950. Against recommendations of the Joint Chiefs of Staff, McArthur sent his troops north to the northern most parts of No. Korea. His troops were hit by surprise and decimated when Chinese Communist troops began attacking his forces. Starting October 25 through November xwere surrounded and courageously fought their way to Hungnam Harbor where their evacuation took place. *Read on to learn about how USS Frank Knox joined the Korean conflict. ED*



**JOINING THE KNOX AND THE KOREAN WAR** – Life Member, Roger Carter graduated from FT School and joined the Frank Knox in November 1949. Carter recalls *"I was home on leave in June 1950 when the No. Korean Army invaded the So. Korean territory. A telegram arrived at the house to report to my ship immediately. The Knox had completed yardwork and was in some state of readiness for the quick journey to the Korean conflict. The ship departed for Korean waters in July 1950. The CO was CDR Sam Caldwell according to Carter. Caldwell was followed by CDR Gary Jewett and then CDR Dewitt Griffin."* GM-2 Bill Fell (Orv Krieg's first petty officer) reported aboard the Knox in December 1949 and assumed his duties as one of the lead petty officers. Orv Krieg GM-3 would join the Knox crew in September 1950. These three men and LT Russell Judah, who was recalled to active duty and left his job as a petroleum engineer. Judah recalls *"I was hi-lined aboard the Knox in October 1950. The weather was really bad"*. Judah was assigned the job of Damage Control Assistant (DCA) in the Engineering Department. Ensigns John Sartin and William King



would join the Frank Knox in mid-1954 and later deploy to the Formosa, Korean areas. Sartin and King are quoted later in this newsletter.

Arriving in the Seventh Fleet area, the Knox was likely assigned to the Formosa (Taiwan) area to block a Communist Chinese invasion of that Island. However, Carter and others recall working up and down both coasts of the Korean Peninsula. The Knox was awarded 6 battle stars for her activities during the Korean conflict, including the Inchon Invasion Campaign, September 1950.

**EQUIPMENT WE LOVE-TO HATE** - Roger Carter recalls the Knox returning to the states to Mare Island shipyard, late 1950, for a 3-month refit to remove the quad 40mm mount and replace it with the new Mk 56 director system and rapid fire 3" gun system. The system was to make the Knox gun crews "top gun" in the Pacific Fleet recalls Carter who loved the new system. The rate of fire for the 3"50 system was 15-20 rounds per minute for single guns, up to 50 rounds per minute for twin mounts. The 3" shells weighed 13# each. They replaced the 40mm mount which had a greater rate of fire but the shell was only 2#. No proximity fuse was available for the 40mm; the 3" not only had a proximity fuse but a greater variety of rounds.



GM Orv Krieg says "some of my best friends were FT (Fire Control Technicians)" however "gunners mates referred to the FT's as the 'distaff'". Carter recalls some GM's referring to the FT's as "female gunners mates" – all in good fun.

**OFFICER ASSIGNMENT** – William King served aboard the USS Frank Knox from 1964-66. The first of his recollections about reporting aboard and his assignment follows: (He is writing to John Sartin, LT a fellow officer.) *"You and I were the three newly minted 1964 Ensigns assigned to the Knox, and Jerry and you had reported aboard well before I completed my post-graduation, cross-country trip to join the ship in Vallejo in late June. I recall my arrival vividly. Just finishing overhaul at MINSY, the ship was bustling with workman doing punch-list jobs and longshoreman and sailors restocking. (A few days later the ship moved to Port Chicago for reloading of ammunition.) I reported to a harassed Captain Goodfellow, who welcomed me by asking what my major at Harvard had been. When I responded "Government", he said "Wonderful, we have the perfect billet for you - the engine room; they have governors down there!" It was only then, when I was appointed the Main Propulsion Assistant and*

*E Division Officer, that I became aware that previously - reporting Ensigns Krumweide and Sartin had snared billets in Operations and Gunnery Departments. I don't think I informed the Captain that the 3<sup>rd</sup> year "Engineering" was the only college NROTC course for which I had not gotten and "A". I promptly met the E Division Chief – Clark? And he, I and Engineering Officer Gordon Carpenter quickly established a rapport that basically kept me out of their hair and available to do other useful jobs assigned to the Junior Officer. I retained those formal MPA and E Division billets throughout my two years on the Knox, although most of my time and my duty was on the bridge or in CIC." **William King's full letter is posted on the website [ussfrankknox.com](http://ussfrankknox.com). ED***

**SOME BACKGROUND** - for the Next Story by William King, LTJG – On January 20, 1955 the PLA's (Peoples Liberation Army – Communist Forces) conquest of Jiangshan led to the First Taiwan Strait Crisis. The Formosa Resolution of 1955 passed in U.S. Congress, leading to the orderly evacuation (Operation Pullback) of the Dachen Islands by the United States Navy in February 1955. The US Seventh Fleet used 132 ships, boats and 400 aircraft to move 14,500 civilians, 10,000 Republic of China servicemen and 4,000 guerilla fighters, along with 40,000 tons of military equipment and supplies from the island. Three days after the evacuation, the islands were taken by the PLA forces. Chiang Kai-shek grudgingly allowed the islands to fall to the Communists so that the other offshore islands, Kinmen (Quemoy) and Matsu, could be successfully defended. USS Frank Knox, assigned to DESDIV 112 was part of the US Navy forces supporting Operation Pullback.

**"HOW I STARTED WORLD WAR III"** – William King LTJG writes – *"I particularly remember that Craig Allen (another LTJG), who was one of the ship's most experienced air-controllers in CIC, had orders to leave the ship in Subic Bay for travel back to the US for discharge from active duty, but was still on board when DESDIV received orders to rush up to the Tachen Islands to provide close support for the USN-assisted evacuation of CHINAT back to Taiwan. While most of the support for the evacuation was controlled by the carriers and a cruiser safely off shore, the Knox also provided air-control and Craig had control of a plane that flew too far inland and was forced down. At breakfast the next morning, Craig mumbled something to the effect that "If I ever get home, I'm going to write a story [for the Saturday Evening Post] "How I started WWII!"*

**FRANK KNOX CREW ALBUM** – We're close to launching the first 75 pictures of Frank Knox crew, many with a service picture and a picture of what they look like today. This is a new project with a goal to capture pictures of the officers and crew when

they served and a recent picture. All of this effort is for the upcoming 75<sup>th</sup> Anniversary and Reunion of crew members, families and friends. Letters to family, diaries, photos and stories all help us live on, educate and inspire future generations about a life of service. I hope you will participate.

**TORPEDOES ON THE KNOX** – During WWII TM-1 Gerald Harms remembers the Frank Knox carried the MK-12 anti-shipping torpedo. I thought a comparison of the MK-12 carried up to 1955 and the later MK-44, an ASW torpedo, carried from 1957 until decommissioning in 1971 would be interesting. ED



Greg Arata



Ron Aubin

<b>MK-12</b>	<b>MK-44</b>
Weight 3841 lbs.	425 lbs.
Length 24 feet (288 in.)	8.44 ft (101.3 in)
Diameter 21 in.	12.75 in
Effective range 6000 yds	3.4 mi (about 5600 yds)
Maximum range 15,000 yds	3.4 mi (about 5600 yds)
Warhead wt. 825 lbs.	75 lbs.
Engine Wet heater/Steam turbine	Salt water activated battery
Propellant Methanol	Electrical
Speed 26.5 – 45 kts	30-35 kts
Guidance Gyroscope	Active homing, helix search
Arming distance about 300 yds	135 yds



TM-1 Harms recalls converting black powder warheads to the newer Torpex on his previous ship; no such conversion was needed on the Knox. An up-graded explosive, named GTX3, was in the warheads in the MK-44 ASW torpedo. Both torpedoes were launched using compressed air.

**CHOW** – Steel Beach Party. - After all that we need a chow break! Below is a barbecue recipe to be used with a metal fuel drum cut in half with steel grate for grilling. Recipes are from the Armed Forces cookbook.

To feed 100 sailors you need 75# of frozen pork spare ribs (raw). Each serving is 594 calories, 40 grams of protein. Feeds 100 of your closest friends!.

**MEAT, FISH, AND POULTRY No.L 092 00**  
**BARBECUED SPARERIBS**

**Yield** 100

**Portion** 7 Ounces

Calories	Carbohydrates	Protein	Fat	Cholesterol	Sodium	Calcium
594 cal	16 g	40 g	41 g	161 mg	1022 mg	81 mg

**Ingredient**

PORK,SPARERIBS,FROZEN,RAW  
 WATER  
 SAUCE,CHILI  
 CATSUP  
 WORCESTERSHIRE SAUCE  
 MUSTARD,PREPARED  
 VINEGAR,DISTILLED  
 SALT  
 PEPPER,BLACK,GROUND  
 PEPPER,RED,GROUND

**Weight**

75 lbs  
 33-1/2 lbs  
 2-1/8 lbs  
 11-1/8 lbs  
 14-7/8 oz  
 6-5/8 oz  
 1-1/3 lbs  
 1-7/8 oz  
 2/3 oz  
 1/4 oz

**Measure**

4 gal  
 3-3/4 cup  
 1 gal 1-1/4 qts  
 1-3/4 cup  
 3/4 cup  
 2-1/2 cup  
 3 tbsp  
 3 tbsp  
 1 tbsp

**Issue**

**Method**

- 1 Cut ribs into serving size portions 10 to 12 ounces raw weight total or 2 to 4 ribs. Place ribs in steam-jacketed kettle or stock pot.
- 2 Cover with water; bring to a boil; reduce heat; simmer 45 minutes or until tender. Drain ribs.
- 3 Combine chili sauce, catsup, Worcestershire sauce, mustard, vinegar, salt, black and red pepper; bring to a boil. Reduce heat; simmer 5 minutes.
- 4 Dip ribs in sauce to coat well. Overlap ribs in rows fat side up, in pans.
- 5 Pour remaining sauce evenly over ribs in each steam table pan; cover pans.
- 6 Bake 1 hour in 325 F. oven, uncover pans; bake 30 minutes longer. CCP: Internal temperature must reach 145 F. or higher for 15 seconds.
- 7 Skim off excess fat before serving. CCP: Hold for service at 140 F. or higher.

**San Diego's Anthony's Fish Grotto** – Feb. 16, 2018 Crews began gutting the former seafood restaurant for a new pier-side four-restaurant project by Brigantine, Inc, a long time San Diego Restaurant operator. Anthony's was a fixture on the harbor for over 70 years. The Ghio family, who operates the remaining Anthony's in La Mesa CA wanted to continue at harborside however lack of property improvements and a



dated structure played heavily in the Port of San Diego's decision to change operators. The new long-term lease is expected to bring in over \$1.1 million a year in revenue from sales. Brigantine Inc. with their 11-restaurant chain is known for high quality, volume food and well-trained service staff. Pending issuing of building permits for the \$17 million project, the new restaurant should be over 10,000 sq. feet larger and supported by 57 new pilings. The new restaurants and second floor viewing deck, open to the public, is expected to open third quarter of 2019.

**From "the Forgotten War"** – Recollections of Russell Judah, LCDR Judah writes "*Did you know the vast number of USN ships involved in this "police action"?*"

*Korea USN Ships –*

*35 Carriers*

*14 Heavy and Light Cruisers*

*4 Battleships*

*117 Destroyers*

*7 DDR's (including USS Frank Knox)*

*27 Destroyer Escorts*

*14 Oilers*

*4 Hospital Ships*

*13 Submarines*

*Cargo, troop transports, minesweepers, LST's, ammo ships, Reefer ships etc. too many to count."*

An update on “Hidden Heroes” from the Spring 2018 Edition.

Judah also added a note about one of three African American service men who served aboard the Knox in rates other than Stewards. Judah adds *“There was only one African American in the Engineering Department. He was in my muster section of Engineering which included:*

*Motor Machinists, Damage Controlman and Electricians.*

*“I recall and remember the man as a SNDC – then known as a Damage Controlman – Striker. The man in question was diligent in his duties and as I recall never in trouble. He struggled with some aspects of the jobs because of education levels but was always trying to do a good job. Best I can remember, Russell Judah.”*

**THE FORGOTTEN WAR** – continues. February, 1955 found the USS Frank Knox with the US Seventh Fleet standing by a group of islands off the coast of mainland China known as the Tachen Island Group. In the latter part of 1954 and early 1955 the islands held troops and civilians loyal to the Chinese National Forces led by Chang Kai-shek. Communist forces, known as the Peoples Republic of China, placed the islands under attack from sea and air. Following repeated and heavy air attacks the Chinese National Government announced on February 6th that the islands would be evacuated. Frank Knox and others destroyers assisted LSD-18 USS Colonial in the evacuation. The US Seventh Fleet announced that 132 ships and 400 aircraft covered the evacuation of 10,000 troops, 4,000 guerillas, 14,500 civilians and 40,000 tons of supplies. Two US aircraft were struck by enemy fire; both crews were rescued by US destroyers. The crisis simmered until 1958 when the islands of Quemoy and Matsu sparked the next crisis.

**KAMIKAZE?** A mystery to solve. 1945 and you are at GQ, General Quarters. Your battle station for ASW Operations is the hedgehog mounts, just below the bridge. Hedgehogs are 55 pound, point detonating fuse bombs fired ahead of the destroyer. There were 18 – 24 bombs per side. Each contained 35 lbs of Torpex explosive. If a Kamikaze hit below the bridge and blew up, well, you would be on a short trip to heaven.



Accompanying the Knox was her sister ship the USS Sutherland.

*"We're messing with a submarine" according to the TM1 Gerald Harms. Behind the two-destroyer screen is either a cruiser or battleship. Suddenly, forward of the Knox and fine on the port bow a tiny, low flying airplane appears. The Knox and the Sutherland open fire. The plane was flying toward the Knox at over 260 knots, 300 mph. At that speed the plane would cover 5 miles in a minute; horizon to ship in less than 5 minutes. It is a Kamikaze. 5" guns, Twenty MM, 40 MM rounds from both ships arc toward the low flying plane. In the blink of an eye the Kamikaze flies over the Knox bridge and mast according to Harms who viewed the flyover from the forward hedgehog position. "We shot over 5000 rounds at the plane!". Some hit but the kamikaze kept flying right over the Knox and headed for the ship aft of us and crashed into the side of that ship. The identity of the ship is not known at this time. As other diaries and letters are received we may be able to say for sure what ship was behind the Knox and Sutherland on that fateful day. Over 400 ships were hit by Kamikaze attacks from 1944 until the surrender of Japanese forces in 1945. ED- The pictures in this story REPRESENT recollections by Gerald Harms. No pictures exist from this episode as far as I can determine at this time.*

**Adventures of our Wives** – First of many – San Diego to Astoria and back. Carol Cross and Beth Dittmann travel by car from San Diego CA to Astoria OR to meet the ship on arrival. Carol is my wife of almost 50 years. She returned with me from our honeymoon several days early due to operational requirements of the ship. After returning to San Diego Carol and Beth Dittmann, newly married wife of our MPA, Skip Dittmann decided to drive to Oregon to meet the ship. There were many adventures along the 1200-mile journey, including a stern warning from Navy Security personnel when the two blondes appeared to be headed in the wrong direction in San Francisco. The wives agreed to stop at each time they need 10 gallons of gas to collect their "bonus pair of drink glasses". After 1200 miles, and the return trip, each new bride had a complete set of matching drink glasses. Ours' stayed in our cupboard for many years.

From Denton Iowa to Yokosuka Japan - A longer journey was described by LeeAndra and husband Russell Coots, RD-2. After graduating from Radar School Russell Coots returned to Mt Auburn, Iowa to marry his fiancée LeeAndra. Following the wedding Coots left to report aboard the USS Frank Knox just finishing yard work in Vallejo CA. Coots reported aboard 9/1961 and was soon headed to Yokosuka Japan. LeeAndra, who had never traveled far from her home town in Iowa began a 1660-mile journey from Iowa to California by train and was met by relatives in Riverside. After a short

time with relatives, LeeAndra then arranged for passage from Long Beach CA by passenger ship to Yokosuka, Japan via Hawaii. LeeAndra was able to see some of Hawaii before steaming on to Yokosuka, adding over 5510 miles to her total journey. There waiting on the dock to meet her was new husband Russell. The couple located a one room “cabin” in the beach community of Hayama, living between a Navy Officer and a Marine officer homes. Cost of the 7100 plus mile journey – train and ship passage – around \$500 recalls LeeAndra. Counting the return trip LeeAndra traveled over 14,200 miles!

Once settled in LeeAndra walked everywhere except to go shopping on the Base at Yokosuka. Shopping trips required a train trip in and a taxi ride with goods back. Their “Cabin” quickly became the weekend retreat for radarmen and radiomen from the Knox. Near the end of his enlistment their first son was born at the hospital in Yokosuka. Coots did not reenlist and the family returned to San Francisco and then settled in Iowa where they remain to this day.

**NOTE:** Please keep Nancy Krieg, Orv’s wife, in your prayers. She passed away Tuesday, June 5, 2018. Nancy worked tirelessly with Orv to successfully grow the Frank Knox Reunion Association for 12 years. Send Notes to 585 Sky Harbor Dr. #125, Clearwater FL 33759.

**TAPS:**

Ronald L Aubin, PNCS – 7/55 – 6/56 December 2017, Stratford NY

Nancy Krieg, Treasurer FKRA, - June 5, 2018, Clearwater FL

AC Stuckey, SC3, - 11/46 – 9/49, December 2017, Benton, AR

Grant them, O Lord, Eternal rest. Let the perpetual light shine upon them. May their souls rest in peace and be escorted to the Supreme **Admiral** of the **Universe**.

**NOTE** – The next edition of KNOX KNEWS will cover all the Buffalo NY Reunion activities and preview the upcoming 75<sup>th</sup> Anniversary of the USS FRANK KNOX in 2019.