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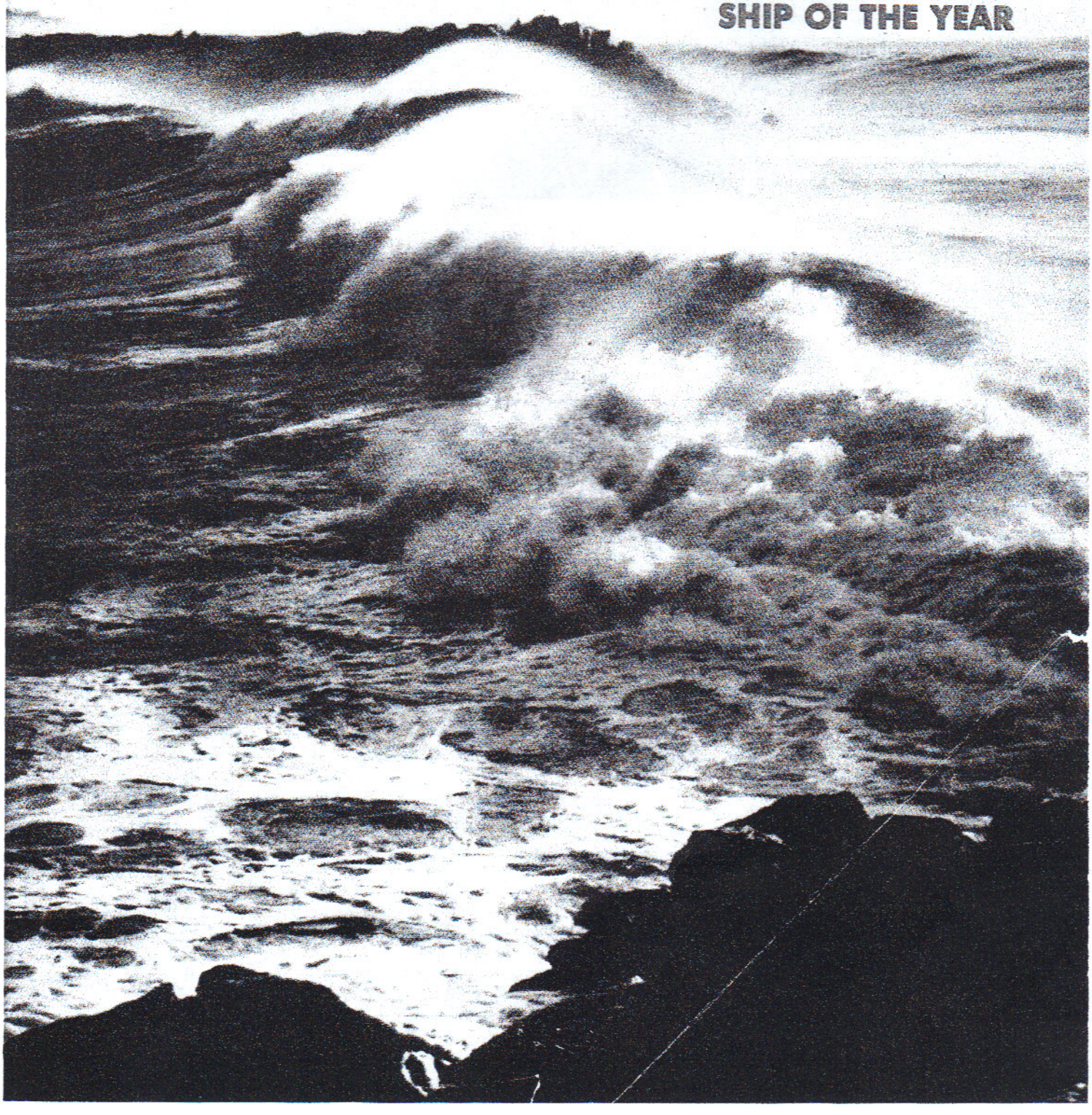
OUR NAVY

THE NAVYMAN'S MAGAZINE FOUNDED 1897

Fourth Annual

SHIP OF THE YEAR



Our Navy's Ship of the Year

USS Frank Knox

The FRANK KNOX DDR 742 is a ship that just can't be overlooked. Her record is just too outstanding, her spirit too apparent, her accomplishments too manifold.

The officers and men of the FRANK KNOX must be very proud—proud of their past and having pride, certain of their future, for only confident men can be continually outstanding.

For her overall superior performance in the battle efficiency competition, KNOX was awarded the Marjorie Sterrett Battleship Fund Award for 1963. Described by her Flotilla' Commander as "the outstanding destroyer in the Seventh Fleet," KNOX has become well known in the Force. She ended the 1963 competitive year with a final overall grade average of 93.51 and has been awarded the Battle Efficiency "E." In addition, KNOX has been awarded the Engineering "E", Communications "C", ASW "A", awarded "E" for Long Range Surface Gun Marksmanship, Mark 37 Director "E", and for the second consecutive year, the Operations "E."

In addition to these outstanding awards, KNOX was nominated for the 1963 Arleigh Burke Fleet Trophy, while homeported at Yokosuka, Japan as a unit of Destroyer Squadron Nine. Further indications of excellence included an improvement in Electronics Countermeasure Readiness from a score of 90 to a near-perfect 99, attaining an outstanding grade of 96 in her annual ASW exercise, and a day-to-day operational score of 93 in the period.

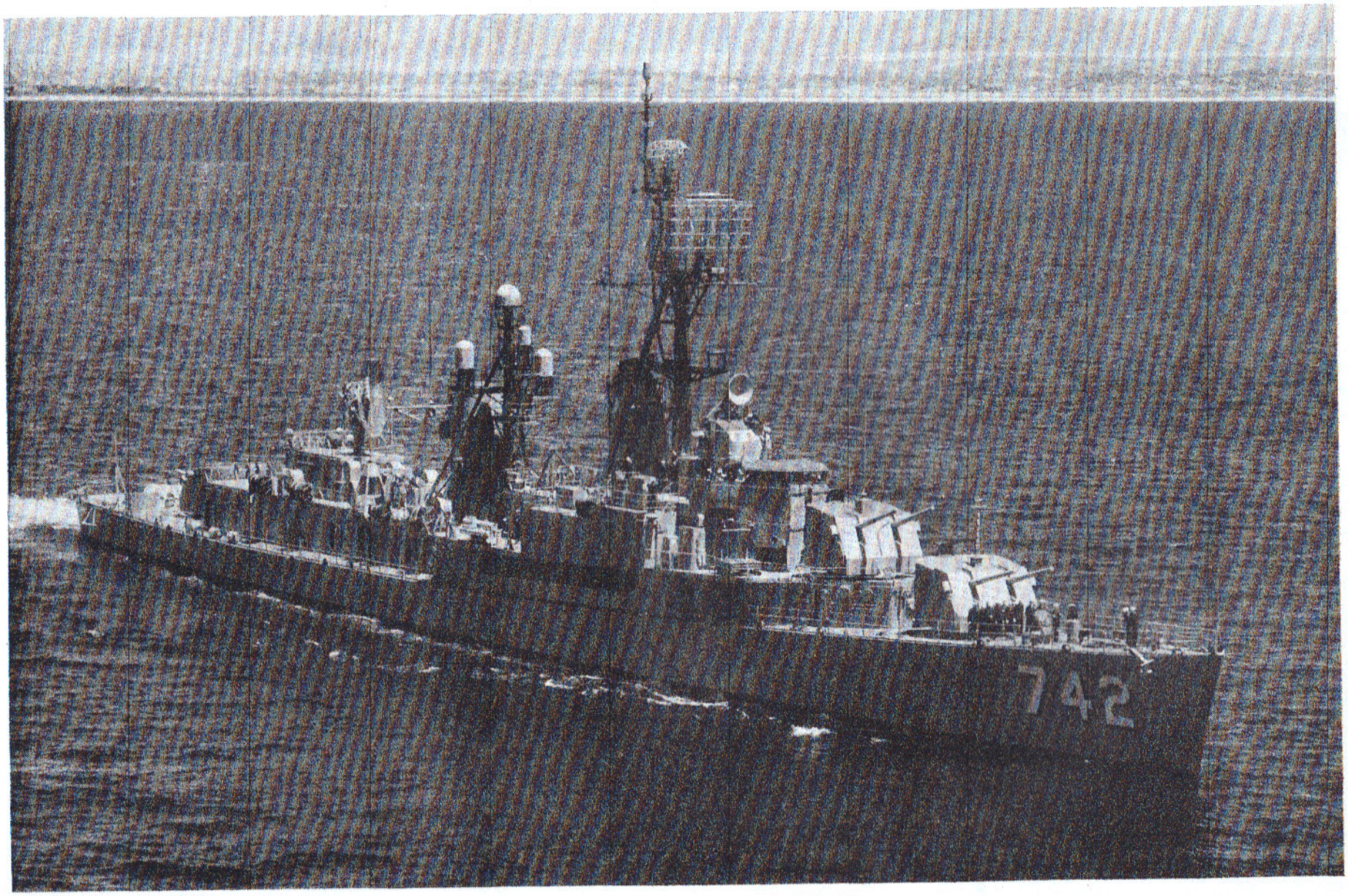
The intense dedication and devotion to duty of the crew of FRANK KNOX is apparent when one considers that during the competitive period the ship spent only 30 percent of her time in her homeport.

FRANK KNOX has continually strived for excellence in all departments and in all activities in which she has participated. An indication of high morale in KNOX is the ship's reenlistment rate of 54%, which is well above Fleet or Force averages and the 71.35% advancement in rate demonstrates the excellence of her training program.

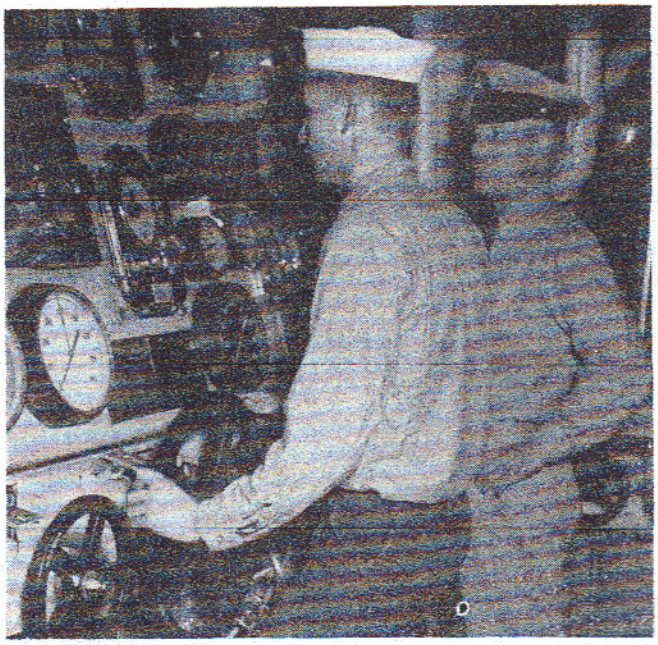
The exceptional professional ability and the inspiring esprit that the FRANK KNOX destroyermen have achieved are neither commonplace nor coincidental. We are all immensely proud of our wonderful Navy and the splendid men who comprise it. All Navymen are rightfully proud of ther vital mission and their ability to carry it out. But even so, the men of KNOX stand out.

Under the leadership of the then commanding officer, Commander John A. Swank, the officers and men of KNOX exemplified the U.S. Navy in its finest aspects. Commander Swank's superior leadership instilled in his crew a sense of mission and of comradeship in the execution of tasks of vital importance to our Navy and our Nation. Commander Orlin N. Putman, now commanding officer of the KNOX, carries on the fine traditions established by Commander Swank.

OUR NAVY'S Ship of the Month



USS Frank Knox DDR-742



Machinist Mate Chief Cooper instructs FN Sporcich at Main Control throttles.

Chief Quartermaster Robison checks the work of PO3 Stacey.

Not resting on their laurels, the KNOX's crew has already shown its desire to remain on top during the present competitive year. In the eleven exercises conducted since 1 July, the KNOX received an overall average of outstanding, including an outstanding for the supply readiness for Fiscal year 1964.

Since her arrival in Asian waters in the Fall of 1961, the FRANK KNOX has been involved in actively supporting America's first line of defense, the United States Seventh Fleet, both operationally and as an envoy of American aims and ideals.

As a radar destroyer, the primary mission of the KNOX has been to provide Fast Carrier Attack Groups of Task Force 77 with an effective air early warning capability. She is secondarily concerned with offering anti-submarine deterrence in water containing a large potentially hostile enemy submarine force. The KNOX also spends considerable time training for use as a surface action and gunfire support unit.

Although crammed with highly complicated electronic equipment, KNOX is still a destroyer. Besides being the eyes and ears of the fleet, she is expected to perform—and perform efficiently—any of the many tasks assigned to a destroyer. Being a radar picket ship merely piles additional responsibility on her crew's shoulders.

Nineteen years ago, the 2200 ton, radar picket destroyer was commissioned at Boston, Massachusetts. She bears the name of World War II Secretary of the Navy and well known publisher Frank Knox. During the war the KNOX participated in Admiral Halsey's Third Fleet operations against the Japanese home islands. She was based in Tsingtao, China, from 1948 until shortly before the Communist takeover in that country. Again, the KNOX returned to Western Pacific waters during the Korean conflict to serve as an original unit of "Task Force 77" in action at Inchon, Hung Nam and Wonsan Harbor. In February 1955, she took part in the Nationalist Chinese evacuation of the Tachen Islands. Much of the KNOX's time on station in WESTPAC has been spent on the Taiwan Patrol. Keelung, Kaohsiung, Hong Hong, Subic and Buckner Bay have become familiar ports-of-call to her crew.

Through regular overhaul periods, the characteristics of the KNOX have undergone major changes. In 1952, at Mare Island, the original 40mm anti-aircraft battery was

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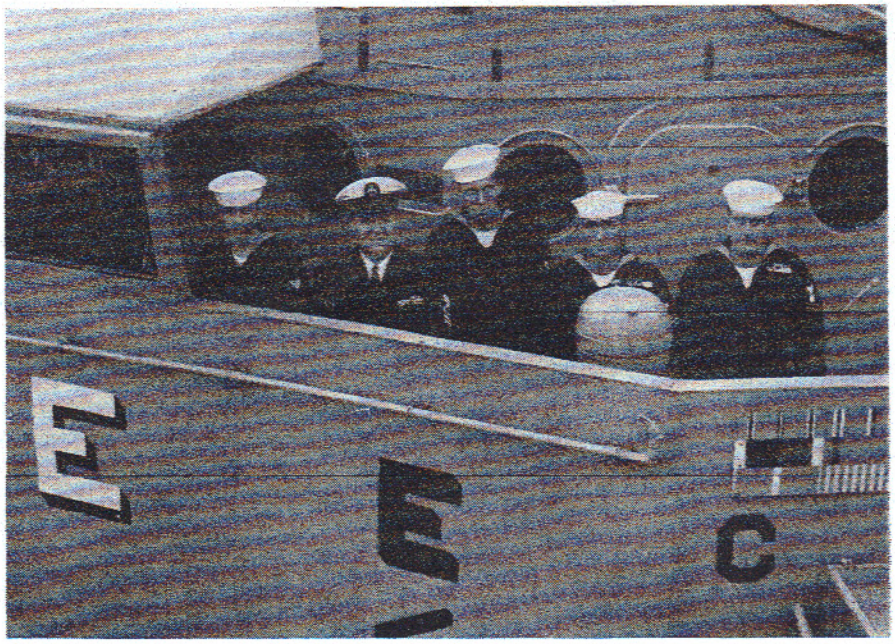
These five leading PO's, representing a total of 29 years service aboard the KNOX, have contributed greatly to the ship's outstanding performance. From left to right they are: SCOTT, R. D., RD1, USN, BLANK, R. V., CSCA, USN, CARPENTER, J. C., BT1, USN, BRAGG, W. W., GMG1, USN, WESSELS, K. E., EM1, USN.



as it can be moved to various areas, both at Pearl Harbor and in other parts of the Pacific. The floating drydock USS ARD-30, and its sister ships of the same type, proved their value many times during the past two wars when they provided needed ship repair facilities in, or near, the actual battle zones. ARD's perform the same function as their larger "concrete cousins," but are limited to serving ships no larger than destroyers. The still larger AFIM's and AFDB"s can handle ships nearly as large as the ones shipyard graving docks overhaul.

Regardless of the type or size of ship, the men of the Navy shipyard at Pearl Harbor continue their never-ending tasks of repair and overhaul. Their job is complex and technical, but interesting and certainly rewarding.

"It's not all work and no humor," one shipyard engineer says. "I couldn't help but laugh, the other day, when I overheard my five-year-old son tell another youngster that his daddy's job was "to play with the big Navy boats in those cement bathtubs at Pearl Harbor!" This description of the yard's mission may be somewhat understated, but there are 5,000 civilian workers and hundreds of military leaders who can, and will, attest to the importance of this Hawaiian institution—the Pearl Harbor Navy shipyard.

Atlantic

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have TV receivers. In the PLAT room an operator sits at the remote control console and selects the camera to be placed on video tape. At the same time the camera picture is received on TV receivers throughout the system.

The recording equipment employed is the latest broadcast version introduced several years ago for television networks and stations.

The Fresnel Optical Landing System is an optical type landing aid whereby a pilot sights a bar of light (amber) against a fixed set of green "datum" lights. When he aligns the source (amber) light with the datum lights, he's in the proper glide path for an arrested landing. If the pilot gets a red lens (called a "red meat ball") it tells him that his guide path is too low for landing.

The aircraft carrier **Independence** is the only carrier equipped with a line stabilized Fresnel lens. This stabilizes the visual glide slope (during rough sea conditions) which the pilot uses in making his approach for an arrested landing.

Ship of the Year

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replaced by 3"/50 rapid fire installations. In the 1954 and '56 overhaul periods, conversions included the installation of more and better electronics equipment to improve her capability as a radar picket destroyer. Returning to Mare Island towards the end of 1960, the KNOX received her most extensive conversion — FRAM MK II. Hull changes, improvements to the main propulsion system, the installation of modern electronics systems, and other major changes greatly increased the ship's capability to perform it's assigned duties in our modern Navy.

During her current tour she has operated as an AEW support unit for six U.S. carriers in a variety of Seventh Fleet missions. She has become well acquainted with the South China, East China, and Philippine Sea areas.

In the late spring of '62 the KNOX participated in "Project Mercury" — America's first extended manned orbital space flight. On her assigned recovery station east of Luzon, P.I., she achieved the distinction of being the first ground unit to visually sight the capsule.

This fall, the FRANK KNOX became the first foreign warship to be established as a sister ship to a Japanese naval unit. In a visit by Captain Toshiharu Honda, Commodore Escort Division 9, JNMSDF, and the Captain and officers of the URANAMI (DD 105), formal gifts were exchanged in commemoration of the bond of the two ships. More inspiring evidence of the mutual understanding and respect between the naval forces of Japan and the United States would be difficult to find.

To all this the staff of OUR NAVY can only add; we thank providence for men like you and the ships in which you serve.

Inland

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Crash Crew
The Unsung Heroes

There is a certain blend of courage, integrity, character and principle which has no satisfactory dictionary name but has been called different things at different times in different countries. Our American name for it is "guts".

This combination of qualities is a basic prerequisite for the Crash Crew at Whiting Field, Milton, Fla.

The Crash Crew is comprised of approximately 75 men with the nucleus assigned the Crash Crew building aboard the station itself. These men, in addition to servicing Whiting's North and South Fields also standby at Santa Rosa and Choctow fields. Also, a five man team is located at Brewton with another at Evergreen, Alabama.

The mission of this group is threefold: (1) rescue of a person from a burning aircraft; (2) prevention of further damage to crashed aircraft; and (3) prevention of aircraft accidents by alertness, complete knowledge of field and responsiblity.

Proficiency in the field of the Crash Crew is derived through an intensive program at the Fire-Fighting School on board. Here the prospective member of Crash Crew Division is taught the fundamental techniques of fire fighting and participates actively in live aircraft fires. Such fires used for demonstration principles take place on the grounds monthly near the Station Armory.

Upon graduation, he becomes a part of the invaluable personnel who, day by day, place their lives in jeopardy as they undertake their job of saving lives in a sincere, responsible and vastly important manner.

A Crash Crewman works on the average of 75-80 hours per week—every week. These men receive no extra pay for their performance yet realize that at every moment, danger lurks before them. The hazard of relash or reignition of the highly volatile fuel in one of these aircraft is ever present yet their main concern is the safety of the pilot.

In a normal day, an average of approximately seven emergencies can be expected. Each emergency, no matter how minute, is handled as if life and death were involved. Prevention is the trademark.

The Crash Control vehicles are of three types. The MB1 (which reminds one of a gigantic fire extinguisher on wheels) can produce 12,000 gallons of foam (most successful fire fighting fuel) in a calculated time of two minutes. The MB2 and MB5, smaller versions of the MB1, produce 2,000 and 5,200 gallons respectively in a minute period of time. A total of eight such vehicles are attached to Whiting Field.

Both men and vehicles must be always ready to go on a moments notice. The difference of a second may mean a life, so the Crash Crew must be maintained at a maximum operations order as long as there are aircraft in the sky.

"Always on the alert; always on their toes" is the password of the Whiting Field Crash Crew.