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DECEMBER 11, 1945

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"THE ROUGH RIDER"

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THE FIRST  
ANNIVERSARY EDITION  
OF THE  
U.S.S. FRANK KNOX (DD 742)

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BOB O'KON

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BCOMDR J.C. FORD JR, USN  
(COMMANDING OFFICER)  
  
LT. P.C. KOELSCH USN  
(EXECUTIVE OFFICER)

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PUBLISHED BY : SHIVELEY J.E. CRM

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- MR. BENTZ ---DATA ON FUEL AND MILES TRAVELED.
- JACKSON SK1/C---DATA CONCERNING FOOD AND MONEY.
- SANTELLA CY----MUSTER ROLLS
- GARDNER CGM----AMMUNITION DATA.
- RIVKIN Y1/C----INFORMATION CONCERNING "FLAG"
- HOLLIER RM2/C--ASSISTING IN PRINTING.

\* IF YOUR NAME IS ON THE MUSTER ROLLS IN THIS ISSUE YOU CAN CALL AT MAIN RADIO AND RECEIVE ANOTHER COPY OF THIS EDITION, "PLANK OWNERS" FIRST THEN ANYONE OTHER PERSON THAT WANTS THEM.

WE HOPE YOU ENJOY THIS EFFORT TO MAKE A BETTER ACQUAINEED CREW AND OUR WAY IN PAYING RESPECTS TO THOSE OF YOU WHO ARE BEING SEPARATED FROM THE SERVICE, TO THOSE LEAVING-GOOD LUCK, TO THOSE WHO REMAIN- GOOD STEAMING.

THE STAFF

TO THE CREW:

A YEAR HAS MADE A LOT OF DIFFERENCE IN THE "ROUGH RIDER". THAT COLD AFTERNOON IN BOSTON SHE WAS NEW AND SOMEWHAT TENSE, EVERYBODY WONDERED JUST HOW BUSHIPS LATEST CREATION WOULD TURN OUT IN COMPETITION WITH HER SEASONED PREDECESSORS. NOW SHE IS THE OLDER SISTER TO WHOM ALL THE YOUNGSTERS COME FOR INFORMATION, ADVICE, AND "KNOW HOW".

IT HAS BEEN A YEAR OF SURPRISES, NOT THE LEAST OF WHICH IS OUR SPENDING A QUARTER OF IT IN TOKYO BAY, AND OUR SENDING HOME OF SOME HALF THE ORIGINAL CREW. IT HAS BEEN AN EVENTFUL YEAR, REASONABLY HAPPY, AND MARVEDLY SUCCESSFUL THANKS TO THE EARNEST WORK AND THE SPLENDID COOPERATION OF THE ENTIRE CREW. LET'S CONTINUE THAT COOPERATION ON BOARD AND ASHORE---IN THE NAVY AND OUT. THOSE OF YOU WHO GO HOME, SPREAD IT AROUND THERE. IF THAT IS DONE THROUGHBLY, THERE NEED BE NO WORRY ABOUT A "NEXT WAR"

COMDR J.C. FORD JR. USN  
COMMANDING OFFICER.

--"SKIPPER" OF DOG-DOG 742--

AS SKIPPER OF THE USS FRANK KNOX, FORD HAS COMMAND OF THE NAVY'S NEWEST DESTROYER CLASS SHIP, A 2250 TON VESSEL EMBODYING THE LATEST IN RADAR DETECTION GEAR COMBINED WITH COMBAT AIR PATROL CONTROLLING EQUIPMENT. THE KNOX OPERATED MIDWAY BETWEEN THE JAPANESE ISLANDS AND THE THIRD FLEET WARDING OFF ATTACKING SUICIDE PLANES.

HIS NAVAL CAREER BEGAN WITH HIS ENTRANCE TO THE ACADEMY AT ANNAPOLIS IN 1928. FOLLOWING GRADUATION IN 1932, COMMANDER FORD SPENT TWO YEARS WITH THE BATTLESHIP FLEET BUT TRANSFERRED TO DESTROYERS IN 1934 AND HAS REMAINED WITH THAT TYPE OF SHIP SINCE. PRIOR TO THE OUTBREAK OF THE WAR HE SAW DUTY IN BOTH THE ATLANTIC AND PACIFIC OCEANS AND WAS AT PEARL HARBOR WHEN THE JAPS STRUCK DECEMBER 7, HE WENT TO THE ATLANTIC DESTROYER FLEET FIRST AS EXECUTIVE OFFICER AND LATER AS COMMANDING OFFICER WHERE HE PARTICIPATED IN THE INVASIONS OF NORTH AFRICA, SICILY, AND SALERNO. HE ALSO WAS ON CONVOY AND PATROL DUTY BETWEEN ENGLAND AND MEDITERRANEAN PORTS UNTIL ASSIGNMENT TO THE KNOX IN 1944.

IN 13 YEARS OF POST GRADUATE DUTY FROM THE ACADEMY, FORD HAS ONLY SPENT ONE YEAR IN SHORE BASED ACTIVITIES, THE REMAINDER BEING AT SEA.

DURING 2 1/2 YEARS AS SKIPPER OF HIS OWN SHIP, HE HAS THE ENVIOUS RECORD OF NEVER HAVING A MAN UNDER HIS COMMAND INJURED.

(\*NOTE\* ABOVE IS A EXCERT OF A NEWS RELEASE TO AUBURN ALABAMA, THE SKIPPERS HOME TOWN)

"IT WAS AND STILL IS AN 'ALL HANDS JOB'"

MANY OF THE PAGES IN THIS ISSUE AND MUCH ELSE THAT HAS BEEN WRITTEN ENTOLL THE PERFORMANCE OF OUR EQUIPMENT, OUR FIGHTER DIRECTION ON ONE PARTICULAR OPERATION, ALL OF THESE WITH PRIDE, BUT TO MY MIND THE MAIN PRIDE IN THE "FRANK KNOX" RESTS ON TWO POINTS. FIRSTLY OUR ADMITTEDLY FINE EQUIPMENT WOULD HAVE BEEN OF LITTLE VALUE WITHOUT THE MEN BEHIND IT AND SECONDLY EVERYONE ABOARD WHO DID HIS JOB, WHATEVER THE NATURE, TO THE BEST OF HIS ABILITY, SHARE EQUALLY IN THE CREDIT FOR OUR SUCCESS.

WE STOOD OUT AS A FIGHTER DIRECTION SHIP, BECAUSE OF OUR COMBAT TEAMS, NOT BECAUSE OF OUR NEW "FANCY GEAR". THEY, IN THEIR TURN, DID A FINE JOB BECAUSE THEY HAD THE SHIP BEHIND THEM. THE MESS COOK WHO DID HIS JOB TO THE BEST OF HIS ABILITY, IS JUST AS RESPONSIBLE FOR OUR VICTORY AS THE OFFICERS WHO DIRECTED THE "SPLASH" OF A JAPANESE PLANE-- BOTH DID THEIR JOBS. AGAIN, THE OFFICERS OF THE DECK WERE ABLE TO EARN FOR US THE REPUTATION AS A FINE SCREENING UNIT AND AS A TAUT SHIP BECAUSE THEY HAD THE ENGINEERS, THEIR HELMSMAN, LOCKOUTS AND QUARTERMASTERS WITH THEM. THE GUN CREWS STOOD FIRM AND KEPT THEIR GUNS FIRING AT A SUPERLATIVE RATE OF FIRE BECAUSE THEY HAD THEIR MAGAZINE CREWS AND AMMUNITION PASSERS (YES EVEN THE "SNIPE") BEHIND THEM IN WHAT WAS TO MANY THEIR FIRST ACTION. FINALLY WHAT OF THE HARD WORK AND FORETHOUGHT OF THE MAINTENANCE MEN IN ALL DEPARTMENTS ? -- ALL WE HAVE TO SAY IS THAT EVERYTHING WORKED.-----

THIS DOES NOT MERELY APPLY TO OUR PERFORMANCE DURING THE STRIKES. IT APPLIES TO ALL HANDS WHO SERVED TO MAKE US A UNIT, A TEAM AND A SHIP NOT JUST A GROUP DETAILED TO A DESTROYER. IT APPLIED IN NORFOLK, ON SHAKEDOWN AND IN ALL OF OUR PRELIMINARY TRAINING.

IT IS TRUE NOW MORE THAN AT ANY TIME. IN SOME WAYS OUR PERFORMANCE AFTER AUGUST 15 EXCELLS THAT BEFORE. WE ALL WANT TO GO HOME. DESPITE THIS, I BELIEVE THAT EVERYONE ABOARD HAS CHEERFULLY ACCEPTED THE DISCHARGE SYSTEM AND PITCHED IN TO KEEP THIS SHIP AND ITS SPIRIT AS OUTSTANDING AS EVER. WE HAVE HAD NONE OF THE "TROUBLES" OF OTHER SHIPS AND STATIONS. WE WILL GO HOME SOON AND I KNOW ALL HANDS WILL CONTINUE TO KEEP UP OUR FINE RECORD TO THE TIME OF THEIR DISCHARGE. ABOVE ALL, LETS NOT GET "FOULED UP" IN A SPIRIT OF EXUBERANCE ON OUR RETURN. IT IS TO LATE IN THE GAME.

IN CLOSING LET ME SAY THAT YOUR COOPERATION HAS GREATLY SIMPLIFIED MY JOB AS EXECUTIVE OFFICER AND AS GUNNERY OFFICER AND IT IS IN THIS SPIRIT OF COOPERATION DURING THE LAST YEAR THAT MY DEEP PRIDE IN THE FRANK KNOX RESTS.

THAT THIS PRIDE IS SHARED BY MANY IS SHOWN, I BELIEVE, BY THE GRATIFYING NUMBER OF MEN WHO HAVE "SHIPPED OVER" ---ALL OF WHOM HAVE ASKED TO REMAIN ABOARD.

*P. C. Koelsch*  
LT. P. C. KOELSCH  
(EXECUTIVE OFFICER)

"ROSTER OF OFFICERS DECEMBER 11, 1945

✓ FORD J.C. JR. <sup>D</sup>	COMDR	COMMANDING OFFICER
HOGGARD E.A.	LT. COMDR	EXECUTIVE OFFICER
✓ WORDELL M.P.	LT.	ENGINEERING OFFICER ✓
X KOELSCH P.C. <sup>D</sup>	LT.	GUNNERY OFFICER ✓
BEARD T.V. JR.	LT.	FIRST LT.
BECK E.W. JR.	LT.(JG)	RADAR ASST. EVALUATOR
✓ ESTEP S.D.	LT.(JG)	COMMUNICATIONS OFFICER
JAMERSON R.E.	LT.(JG)	ASST. FIRST LT.
BENTZ R.L.	LT.(JG)	ASST. ENGINEERING OFFICER
EVERETT F.W.	ENS.	ASST. GUNNERY OFFICER
✓ VICCELLIO L.A.	ENS.	RADAR MATERIAL OFFICER <sup>80</sup>
✓ DOOLITTLE R.H.	ENS.	ASST. GUNNERY OFFICER
✓ DOAN H.H.	ENS.	RECOGNITION OFFICER
GOLDBERG J.	ENS.	SOUND OFFICER
HUMMER D.E.	ENS.	ASST. COMMUNICATION OFFICER
WALKER C.E.	ENS.	ASST. NAVIGATOR
✓ HICKS R.J.	ENS.	TORPEDO OFFICER
SCHEFER F.T.	ENS.	INTERCEPTER
STITES R.M.	ENS.	ASST. ENGINEERING OFFICER
ORR J.P. JR.	WARRENT GUNNER	ASST. GUNNERY OFFICER
GOVE R.R. JR.	LT(JG)(MC)	MEDICAL OFFICER
X BATTERSON J.D.	ENS.	SUPPLY OFFICER ✓

ONLY 12 OF THE ABOVE OFFICERS ARE NOW ABOARD.

THIS ARTICLE WOULD NOT BE COMPLETE UNLESS WE MENTIONED OUR FIGHTER DIRECTION OFFICER MCBROOM J.T. LT., (IN CHARGE OF COMBAT INFORMATION CENTER).

TO OUR KNOWLEDGE ONLY THREE OF OUR OFFICERS HAVE BEEN SEPARATED FROM THE NAVAL SERVICE BY PRESENT DEMOBILIZATION SYSTEM THEY ARE - BEARD, T.V. JR., ESTEP S.D., MCBROOM J.T.

"MUSTER ROLL OF COMMISSIONING CREW"

DECEMBER 11, 1944

✓ ABRIL, J.J.	EM2/C	DALEY, T.E.	S2/C
ANABLE, V.E.	MM3/C	DAMRON, E.I.	CBM
ANDERSON, J.	STM2/C	DAWSON, D.F.	61/C
ANDERSON, R.D.	F2/C	DELAND, G.H.	BM2/C
ANGLE, T.M.	S2/C	DENONCOURT, W.A.	S2/C
ANSTEY, C.F.	MM3/C	✓ DARY, M.O. "DERY"	SC3/C
ARRAS, E.G.	F1/C	✓ DI CIACCIO, C.C.	S2/C
ARROWSMITH, R.G.	S1/C	✓ DI GESU, J.	S2/C
AUGHTRY, V.	STM1/C	DILLON, W.T. <i>DA .98</i>	S1/C
AUSTIN, C.B.	S2/C	DRAVES, W.O.	S2/C
AVERY, F.D.	WT1/C	✓ DUNLAP, C.W.	S2/C
BAILY, F.L.	S1/C	DUNN, J.M.	S2/C
BALDACCHINO, S.	MM3/C	EHRHART, A.	COX
BANDLE, G.L.	F2/C	EISENBERG, I.	S1/C
BARRY, P.R.	S1/C	ELLEDGE, J.B.	S2/C
BARSAMIAN, H.	S2/C	ENGLISH, D.H.	S1/C
✓ BEACHKOFSKI, R.V.	S1/C	ESTEP, D.M.	S2/C
BAUDRY, W.J.	F2/C	ESUARY, C.R.	S2/C
BELL, A.J.	CK3/C	EVANS, L.W.	TM1/C
BENNETT, W.	S2/C	✓ FALLAU, J.G.	F2/C
BERINGER, R.J.	RT1/C	FAREIN, E.	FC2/C
✓ BONCHI, L.A.	S2/C	FENTON, G.J.	S2/C
BOOTH, R.W.	S2/C	FILIAULT, G.H.	S2/C
BOWEN, H.S.	F1/C	✓ FLYNN, J.J.	MM2/C
BRENNAN, J.F.	CTM	✓ FOLEY, W.J.	COX
BROPHY, T.J.	SOM2/C	FOSTER, D.H.	S2/C
BUCHANAN, G.B.	CMM	FURTADO, J.	F2/C
BURKE, E.F.	S1/C	GALANTE, S.	S2/C
BYRD, B.W.	STM2/C	GANNON, R.H.	F1/C
CARPENTER, L.D.	S1/C	✓ GARCIA, R.G.	S2/C
CAPUTO, V.J.	S2/C	GARDNER, M.L.	S1/C
CARDERELLA, V.	S1/C	✓ GARDNER, R.E.	GM1/C
CARSON, R.C.	S2/C	✓ GARRISH, W.J.	BM1/C
CARTER, J.T.	GM2/C	GAUNT, B.	BM2/C
CASSELL, M.E.	WT2/C	GAYTON, E.I.	S1/C
CICIONE, S. JR.	S2/C	GENTILE, R.J.	SM3/C
✓ COATES, R.H.	SOM3/C	GERMOND, A.T.	S2/C
✓ COLIGNON, J.R.	EM2/C	GILEWSKI, W.J.	GM2/C
✓ COLLINS, D.C.	S1/C	GILMAN, S.	SOM3/C
COLUCCIO, L.A.	S1/C	GLICKMAN, J.J.	S1/C
COOPER, F.H.	F2/C	GOBERT, F.X.	S1/C
✓ CRAWFORD, J.W.	F1/C	GOOD, L.W.	STM2/C
✓ CRECHARLES, A.G. <i>++</i>	S2/C	GOSTISHA, A.D.	GM2/C
CROMER, H.C.	SM2/C	GRAF, F.H.	S1/C
CRONA, V.H.	S2/C	GRAY, O.T.	F2/C
✓ CUMMINGS, F.A.	F2/C	GRAY, W.P.	S2/C
CUMMINGS, K.L.	S1/C	GRTECO, J.A.	WT2/C
CUNNINGHAM, C.E.	S1/C	✓ GUERIN, P.B.	F2/C
CUNNINGHAM, J.N.	S1/C	GUILFOYLE, T.A.	PHM2/C
✓ CURTIS, W.	STM2/C	GUSTAFSON, R.E.	MM1/C
CZAJKA, E.J.	WT3/C	✓ HAINES, D.L.	BKR2/C
CZAJKA, J.B.	S1/C	HANSON, F.H.	S1/C
DAGLEZT, M.	SOM1/C	HARDESTY, G.W.	CMM
DAHLKAMP, E.	GM1/C	HARKINS, P.J.	S1/C

HARMS G.F.  
HASSON J/L.  
HATCHER R.  
HEDGCOCK H.F.  
HENDERSON R.H.  
✓ HICKEY E.J.  
HICKEY J.A.  
HICKS W.E.  
HIGHSMITH F.H.  
HIRSHBERG A.L.  
HOLLAND E.E.  
HOLLIER F.H.  
HORNBECK R.I.  
HUCKEL J.J.  
HUGHES B.N.  
HUNGER A.H.  
HUTCHINS C.  
HUTCHINSON D.L.  
HUTSELL R.A.  
INGEROWSKI F.N.  
INGLE L.H.  
INKS W.E.  
✓ IRWIN F.W.  
✓ JACKSON F.S.  
✓ JACKSON R.D.  
✓ JACOBSEN R.T.  
✓ JAGODOWSKI J.C.  
JAMOTTA J.J.  
JARRETT E.D.  
+ JAROSZEWSKI  
JOHNSON M.E.  
JOHNSTON H.W.  
JOHNSTONE R.E.  
JOINES N.  
JONES H.A.  
KANE W.T.  
KATZ S.  
✓ KELLER J.R.  
✓ KELSEY C.H.  
KELSEY H.E.  
KEMPSTER F.G.  
✓ KENT J.S.  
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KING B.L.  
KING J.W.  
KLEBER M.F.  
KDOTT J.  
KONG C.  
KORNREICH J.K.  
✓ KRATF W.H.  
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LAMB W.F.  
LAYTON E.J.  
LEBER F.J.  
LENTZ H.  
LINGENFELTER C.B.  
LIPPINCOTT J.S.  
✓ LIS S.F.

TM3/C  
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MM2/C

LOGAN J.P.  
LOSINGER J.L.  
LUCAS R.A.  
LUOTO M.C.  
LUTGEN PP  
LITTLE A.  
✓ MAGOFFIN C.D.  
MANDRUS J.  
MANN J.E.  
MARKEE K.W.  
MARTIN R.D.  
✓ MASON R.C. *Cosy*  
MAXWELL W.W.  
MCCALL R.V.  
MCCANIC J.  
MCCARTHY W.N.  
MCDONALD T.L.  
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MCGRATH F.J.  
MCINTIRE G.W.  
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MCLERNON W.J.  
MCRELL B.D.  
MCROBERTS R.T.  
✓ MCVAY D.E.  
MEADE H.M.  
MEDDAUGH R.H.  
MEZZETTI H.  
✓ MICHAUD R.B.  
✓ MILLS E.L.  
MITCHEL L.F.  
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MOREA M.F.  
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MARONGSTAR R.C.  
MORRISON F.E.  
MORTENSEN H.  
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✓ MYHRE M.R.  
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NEWTON A.R.  
NICHODPOULOS M.A.  
NIELSEN L.A.  
✓ NISCHWITZ R.T.  
NOLAN F.J.  
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RDM3/C  
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F1/C  
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RM3/C  
CGM  
S2/C  
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OTTO C.J.	S1/C	✓ THOMPSON C.L.	S2/C
PAGE N.L.	S2/C	THOMPSON W.L.	SOM3/C
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PARKER J.W.	SK3/C	TOKAR PETE	S2/C
✓ PARSONS C.L.	FC1/C	TOKARZ JOHN	S1/C
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PERKINS R.A.	M1/C	TOWLE A.F.	S1/C
PERRET R.L.	F1/C	TRAINER M.F.	S2/C
✓ PERRY C.F.	S2/C	TRUMBALL P.S.	S2/C
PHILLIPS R.L.	S2/C	✓ TYNER G.O. <i>George</i>	S2/C → 2
PIECH R.J.	S1/C	VANDERBORD R.L.	S2/C
PLECZYNSKI R.A.	S1/C	VASQUEZ M.R.	MM1/C
PROCTOR C.H.	S2/C	VAUGHAN NL	S2/C
PURSELL E.W.	S1/C	VUKOVICH J.P.	S2/C
RAGAN S.H.	S1/C	✓ WALKER C.A.	S2/C ✓
REED E.H.	CPHM	WALKER D.A.	S2/C
✓ REMINGTON G.M.	F1/C	WALKER E.R.	S2/C
✓ RIVIAN J.C. <i>TM</i>	S2/C	WALLACE J.L.	S2/C
ROBINSON J.B.	S2/C	WALLACE L.T.	S2/C
ROBINSON R.T.	S2/C	WALLEN C.E.	S2/C
ROBINSON D.A.	WT3/C	WARD H.G.	S2/C
ROMANIELLO D.R.	WT1/C	WARNER J.E.	PHM3/C
ROSSIGER E.J.W.	S1/C	WARREN G.T.	S2/C
RUSSELL J.H.	F1/C	WARREN G.S.	S2/C
✓ SALVAGGIO J.P.	F1/C	WATKINS A.	S2/C
✓ SANTELLA G.	Y1/C	✓ WATSON C.J.	S2/C ✓
SCATES J.H.	S2/C	✓ WATSON T.W.	S2/C
SCHULTZ J.T.	S1/C	WEAVER J.E.	S1/C
SHUMACHER H.E.	TM1/C	WEAVER M.A.	B3/C
SCHWARTZ H.	S2/C	✓ WEICERT H.J. <i>Herb</i>	S2/C
SEARL T.F.	RM1/C	WHITMAN A.L.	S2/C
SEEGAR K.E.	S1/C	✓ WHITTINGTON J.R.	F2/C ✓
SEMONES A.L.	S2/C	WIESE A.J.	WT1/C
SEXTON S.S.	F1/C	WIKE M.G.	CY
✓ SHADE R.C.	EM3/C ✓	WILLIAMS C.O.	S2/C
SHAW T.H.	S2/C	WILLIAMS E.G.	S2/C
✓ SHIRLEY R.R.	MM1/C	WINSTON F.D.	S2/C
SHIVELEY J.E.	RM1/C	WISHAM F.M.	S1/C
SLOANE A.H.	S1/C	WORRELL C.S.	SC3/C
✓ SMITH B.J.	S2/C ✓	WREN ROBERT L.	S2/C
SMITH E.H.	S2/C	WRIGHT L.M.	FC1/C
SMITH W.L.	S2/C	YOUNG J.B.	S2/C
SPENCER R.J.	MM1/C	ZAVALA M.L.	S2/C
SPRAGUE E.A.	BM2/C	ZIMMER G.W.	F1/C
STALLINGS V.D.	S2/C		
STALLOCH J.R.	F2/C		
ST. GEORGE J.H.	MM1/C		
✓ STINSON L.F.	S2/C		
STOUT L.O.	S2/C		
✓ STOUT P.T.	QM2/C		
SUSSMAN C.A.	S2/C		
SWILLEY M.R.	S2/C		
SYRJALA C.F.	F2/C		
TATUM J.R.	CQM		
TAYLOR D.E.	S2/C		
TAYLOR F.J.	S2/C		
THOMAS B.M.	S2/C		

WE HAVE NOT INDICATED ADVANCEMENTS IN RATING NOR MEN TRANSFERRED-WE LEAVE THAT UP TO YOUR MEMORY.

#####: DID YOU KNOW THAT THERE ARE 12 OFFICERS AND 144 MEN ON BOARD NOW THAT WERE PRESENT AT COMMISSIONING CEREMONIES ?



"ONE YEAR UNDER A COMMISSION PENNANT WITH THE U S S FRANK KNOX"

\* 1944 \*

DEC. 11

MOORED PORT SIDE TO PIER 2 WEST, NAVY YARD, BOSTON, MASS., ON THE 12 TO 4 WATCH IN THE AFTERNOON. REAR ADMIRAL FELIX GYGAX, COMDT OF THE 1ST NAVAL DISTRICT PLACED IN FULL COMMISSION THE U.S.S. FRANK KNOX, COMDR. J.C. FORD, USN ASSUMED COMMAND WITH LT. COMDR. E.A. HOGGARD, USN AS HIS EXECUTIVE OFFICER.

DEC. 21

FIRST DOCK TRIALS.

DEC. 26

UNDERWAY FOR RADAR AND DIRECTION FINDER CALIBRATION.

DEC. 30

UNDERWAY FOR WASHINGTON, D.C.

\* 1945 \*

JAN. 2

ARRIVED WASHINGTON, D.C., RALPH A. BARD, UNDERSECNAV. CAME ABOARD FOR UNOFFICIAL INSPECTION.

JAN. 3

LEFT WASHINGTON, D.C. AND ARRIVED AT NORFOLK, VA.

JAN. 7

LEFT NORFOLK, VA.

JAN. 9

ARRIVED BERMUDA.

FEB. 4

AFTER A VERY SUCCESSFUL SHAKEDOWN CRUISE, WE POINTED THE BOW TOWARD BOSTON NAVY YARD AND STARTED TO DREAM OF OUR SHAKEDOWN LEAVE. (7 DAYS) SPEEDRUNS - MAR. 27 TO APRIL 1

APRIL 15

AFTER 65 DAYS OF GOOD LIBERTY AND GADGETS INSTALLED ALL OVER THE SHIP, (SUNDAY MORNING 0804) WE DEPARTED FOR ATLANTIC CITY, N.J. TO HOLD FIGHTER DIRECTION TRAINING.

APRIL 22

ARRIVED GUANTANAMO, BAY CUBA AND WITH ENOUGH TIME TO FUEL AND TOPOFF OUR AMMO SUPPLY WE DEPARTED FOR THE CANAL ZONE.

APRIL 26

AFTER A SUCCESSFUL JAUNT THROUGH THE "DITCH" WE MOORED ALONG-SIDE PIER 18(B) BALBOA, CANAL ZONE.

APRIL 27

UNDERWAY FOR SAN DIEGO, CALIF.

"SHIP'S CHRONOLOGY (CONT'D)  
(PAGE 10)

MAY 4 :

ARRIVED SAN DIEGO, CALIFORNIA ✓

MAY 8 :

LEFT SAN DIEGO, CALIFORNIA. EN-ROUTE PEARL HARBOR

MAY 29:

AFTER APPROXIMATELY TWO WEEKS OF TRAINING WE DEPARTED FROM PEARL HARBOR IN COMPANY WITH USS CALIFORNIA AND USS SOUTHERLAND ENROUTE TO ULITHI, CAROLINE ISLANDS

JUNE 10 :

ARRIVED ULITHI. DETACHED USS CALIFORNIA. IT WAS AT THIS PORT THE KNOX CREW EXPERIENCED THEIR FIRST "ISLAND LIBERTY" ----MOG MOG AND TWO CANS OF BEER.

JUNE 15:

UNDERWAY FROM ULITHI, EN-ROUTE PEYTE, P.I.

JUNE 17 :

ARRIVED PEYTE, P.I.

JUNE 25 TO 27 :

JOURNED TO MANILA, P.I. TO PICK UP FILIPINO ENLISTED PERSONNEL ON LEAVE FROM THE 3RD FLEET.

JULY 1 :

UNDERWAY WITH ADMIRAL MCCAIN'S FAST CARRIER TASK FORCE (TASK FORCE 38), UNDER THE OVERALL COMMAND OF "BULL" HALSEY ADM. USN.

JULY 10 :

AT 0504 THE KNOX TOOK PICKET STATION FOR FIRST CARRIER STRIKE AGAINST TOKYO PLAINS AREA. SIX JAP PLANES SPLASHED BY FORCE, SECURED FROM CONDITION ONE EASY ABOUT 1900.

JULY 13 :

TOOK STATION AT 0330 60 MILES FROM TARGET, BUT BECAUSE OF BAD WEATHER STRIKE WAS CANCELLED, 2 MEN LOST AT SEA FROM DESTROYERS IN COMPANY

JULY 14 :

STRIKES LAUNCHED AT NORTHERN HONSHU AND SOUTHERN HAKKAIDO, ABOUT 0330 TOOK STATION AS PICKET, OUR CAP SPLASHED ONE BETTY

JULY 15 :

WENT TO G.Q. AT 0330 AND MOVED INTO VALCANO BAY, IN COMPANY WITH WISCONSIN, IOWA, MISSOURI, SOME CRUISERS AND CANS. WE FORMED SCREEN AS HEAVIES SHELLED INDUSTRIAL PLANTS AND FACTORIES AT MIRORAN ON SOUTHERN HAKKAIDO. PICKED UP PILOT OF DAMAGED CORSAIR.

JULY 16 : (CONTINUED)

- JULY 16TH :  
TASK FORCE 38 WAS JOINED BY BRITISH TASK FORCE CONSISTING OF MAJOR COMBATANT VESSELS AND CARRIERS.
- JULY 17 :  
GENERAL QUARTERS AT 0315, BAD WEATHER PREVENTED GOOD TARGETS, AT 2100 WE FORMED SCREEN FOR OUR SECOND BOMBARDMENT OF THE COAST ABOUT 100 MILES ABOVE TOKYO.
- JULY 18. :  
TOOK PICKET STATION BUT BAD WEATHER PREVENTED STRIKE.
- JULY 20 :  
FIRST MAIL CAME ABOARD SINCE OUR LEAVING LEYTE, FUELED AND AND LOADED AMMO.
- JULY 21 :  
TYPHOON PREVENTED STRIKE SO WE CARRIED ADMIRAL HALSEY AND HIS STAFF TO BRITISH BATTLEWAGON KING GEORGE, RETURNED HALSEY TO MISSOURI LATE IN AFTERNOON.
- JULY 24 :  
STRIKE DAY, TOOK PICKET STATION, QUIET DAY, PICKED UP PILOTS OF DITCHED PLANES.
- JULY 25 :  
STATIONS FOR STRIKE AGAINST KOBE AND REMNANTS OF JAP FLEET. JAPS ATTACKED FORCE AFTER DARK, 3 BETTYS SPLASHED ALL CARRYING FISH.
- JULY 28 :  
TOOK PICKET STATION FOR STRIKE AGAINST SOUTHWEST HAKKAIDO, OUR CAP SPLASHED ONE FRANCES, HELLCATX DITCHED BUT COULD NOT FIND HIM, BUT LATER PICKED UP ANOTHER PILOT WHO WAS FORCED TO DITCH.
- JULY 30 :  
TOOK PICKET STATION FOR STRIKE AT TOKYO, PICKED UP ANOTHER PILOT.
- AUGUST 8 :  
TOOK STATION FOR ANOTHER STRIKE, NO RAIDS BECAUSE OF FOG, ONE DINA AND ONE NICK SPLASHED DURING DAY.
- AUGUST 9 :  
STATIONS FOR ANOTHER STRIKE, ONE SHIP TOOK HIT IN SUPERSTRUCTURE, WITH NO CAP ABOVE US A ZEKE(?) CAME THRU OUR HEAVY A.A. FIRE. MADE A RUN ON US BUT CHANGED HIS MIND AND PULLED OUT, 6 BOGIES SPLASHED BY FORCE. PICKED UP AVENGER CREW. OUR CAP SPLASHED 3 BOGIES.
- AUGUST 10 :  
TOOK STATIONS FOR STRIKE AT NORTHERN HONSHU, NOTHING UNUSUAL.
- AUGUST 13 : (CONTINUED)

AUGUST 13 :

PAGE 12

TOOK STATIONS FOR STRIKE, THIS WAS OUR DAY, OUR CAP GOT ONE NICK, ONE GRACE, TWO MYRTS AND ONE IRVING, MANY JAPS CONTACTED ON RADAR BUT OUT OF RANGE, 10 JAPS SPLASHED BY MAIN FORCE.

AUGUST 15 :

STATION FOR STRIKE AT TOKYO, BOGEY SPLASHED BY STRIKE PLANE NEAR US, JAPS ACCEPTED PEACE TERMS, ADMIRAL HALSEY RECALLED ALL STRIKE PLANES BUT ORDERED ALL JAPS TO BE SHOT DOWN IN A FRIENDLY MANNER, OUR CAP SPLASHED ONE ZEKE AND ONE JUDY DURING A SPEECH MADE TO 3RD FLEET BY HALSEY.

AUGUST 31 :

ANCHORED IN BERTH 117, SAGAMI WAN ANCHORAGE JAPAN,

SEPTEMBER 4TH :

ANCHORED IN C-36 TOKYO BAY JAPAN, 26 MEN WERE TRANSFERRED ABOARD THE APA 126 FOR TRANSPORTATION TO UNCLE SUGAR FOR SEPARATION FROM THE NAVAL SERVICE.

SEPT 4 TO DECEMBER 11 :

AFTER FOUR TRIPS INTO OPERATING AREAS WITH TASK FORCE 58 AND ONE TRIP INTO THE EAST CHINA SEA WE FIND OURSELVES AT THE ONE YEAR MARK AWAITING JANUARY 30, 1945 OUR EXPECTED TIME DEPARTURE FOR UNCLE SUGAR.

HERE ARE A FEW THINGS ABOUT YOUR SHIP THAT ARE OF INTEREST TO ALL  
(FIGURES ARE NOT EXACT BUT ALL ARE NEARLY CORRECT)

THE KNOX IS 390 FEET 6 INCHES LONG--WE HAVE A 13 FEET 3/8 DRAFT  
THE BEAM OF THE SHIP IS APPROXIMATELY 40 FEET  
AT OUR LAST WEIGHING WE WERE FIGURED A LITTLE OVER 3300 TONS  
WE ARE OF THE STANDARD 2250 TON CLASS

THE KNOX IS OF THE "LONG HULL SUMNER" CLASS

WE HAVE THE SUM TOTAL OF 20 FUEL TANKS WHICH HOLD 210,479 GALLONS OF  
FUEL (THIS IS A 95% LOAD)

STEAMING AT 15 KNOTS WE COULD KEEP SPEED FOR 23 DAYS

IN THE ENGINE SPACES IS STORED 65,000 HORSE POWER

WE CAN MAKE 2,800 GALLONS OF FRESH WATER EVERY FOUR HOURS

THIRTY FIVE KNOTS IS CONSIDERED OUR TOP SPEED

WE USE APPROXIMATELY 6,000 GALLONS OF FRESH WATER IN THE FIRE ROOMS WHEN  
STEAMING AT 15 KNOTS (THIS IN 24 HOURS)

WE HAVE 85 PIECES OF EQUIPMENT USED FOR COMMUNICATION, RADAR AND SOUND  
PURPOSES

THE FIRE CONTROL SYSTEM FOR THE MAIN MOUNTS COST ABOUT 250,000 DUCKS

OFF THE EAST COAST THIS LAST SPRING WE COULD SEE 400 MILES OF SHORELINE  
ON ONE OF OUR PIECES OF RADAR

IF ALL OUR GUNS WERE TO FIRE AT TOP SPEED WE COULD EXPEND ABOUT 7,560  
ROUNDS OF AMMUNITION IN ONE MINUTE

ONE OF OUR PIECES OF RADAR GEAR IS VALUED AT APPROXIMATELY 1/4 MILLION  
DOLLARS

WE HAVE 3,000 DOLLARS WORTH OF MEDICAL SUPPLIES AND EQUIPMENT ABOARD

OUR ELECTRICAL PLANTS COULD FURNISH A AVERAGE TOWN OF 7,000 PEOPLE WITH  
ELECTRICITY

WE HAVE 5 TORPEDOES ABOARD VALUED AT 10 TO 15 THOUSAND DOLLARS A PIECE  
THEY COULD BE EXPENDED IN 15 SECONDS AT THE SPEED OF 45 KNOTS AT A DEPTH  
OF 50 FEET

OUR ANCHORS WEIGH APPROXIMATELY 4,000 POUNDS

OUR BEST ROLL IS RECORDED AT 48 DEGREES, THIS OFF BERMUDA

(HOPE YOU ENJOYED THE FACTS ABOVE--IF YOU DONT BELIEVE THEM--JUST ASK ONE  
OF THE BOYS THAT RUNS THE EQUIPMENT)

"NOTES OF INTEREST TO ALL"

ON NOVEMBER THIRD AFTER A ROUTINE PERSONNEL INSPECTION ALL HANDS WERE CALLED TO THE FANTAIL TO WITNESS COMMANDER J.C. FORD JR. USN RECEIVING THE "LEGION OF MERIT" FOR SERVICES PERFORMED IN CONJUNCTION WITH TASK FORCE 38'S CARRIER STRIKES AGAINST THE JAPANESE EMPIRE. THE MEDAL WAS PRESENTED BY CAPTAIN H.C. COLLINS USN COMMANDER DESTROYER SQUADRON TEN

DID YOU REALIZE THAT:

WE THE CREW OF THE U.S.S. FRANK KNOX (DD742) HAVE CONSUMED THE FOLLOWING AMOUNTS OF FOOD ETC SINCE OUR COMMISSIONING.

104,280 POUNDS OF FRESH SPUDS  
 9,729 POUNDS OF COFFEE (ME)  
 7,289 POUNDS OF BUTTER  
 9,120 DOZENS OF EGGS  
 36,000 POUNDS OF SUGAR  
 24 AND 1/2 TONS OF BEEF

MR. PATTERSON, OUR SUPPLY OFFICER, HAS PUSHED MORE THAN 1/4 OF A MILLION DOLLARS ACROSS THE PAY TABLES (272,922 TO BE EXACT)

AS OF NOVEMBER WE HAVE USED 3,356,521 GALLONS OF FUEL OIL

AS OF NOVEMBER WE HAVE STEAMED OVER 54,000 MILES

-----AMMUNITION EXPENDED-----

	GRAND TOTAL		AUGUST 9, 1945
MOUNT 1	1331 ROUNDS		131 ROUNDS
MOUNT 2	1412 "		140 "
MOUNT 3	1282 "		119 "
TOTAL	4025 "		390 "
MOUNT 41	4079 ROUNDS		80 ROUNDS
MOUNT 42	5275 "		100 "
MOUNT 43	8494 "		180 "
MOUNT 44	9983 "		224 "
TOTAL 40MM	27,831 ROUNDS		5674 ROUNDS
TOTAL 20MM	69,074		600 ROUNDS

FIVE TORPEDOS FIRED IN PRACTICE. FIVE HITS, FIVE RECOVERED

FIFTY SIX DEPTH CHARGES DROPPED

17 IN PRACTICE

39 AGAINST ENEMY SUB IN ATLANTIC OFF CAPE MAY, N.J.  
 RESULTS UNKNOWN

IT IS TO BE NOTED THAT THE "FISH PEDDLERS" WERE THE FIRST TO MIX WITH THE ENEMY- THIS ON APRIL 20, 1945

ON SEPTEMBER 29, 1945 COMMANDER DESTROYER SQUADRON 10 SHIFTED HIS PEN-  
NANT TO OUR OWN FRANK KNOX, THE FOLLOWING ARE HIS STAFF AT THIS WRIT-  
ING.

CAPTAIN HOWARD L. COLLINS USN	COMMANDER DESTROYER SQUADRON 10
LT. HARRY L. KUCHINS	COMMANDER DESTROYER DIVISION 19
LT. (JG) GORDON H. <u>LOVETT</u>	COMMUNICATIONS AND GUNNERY OFF. RADAR AND ENGINEERING OFFICER.

\* \* \*

WALTER K. ANDERSON CSM	ROBERT C. NESBITT RM3/C
HAROLD S. RIVKIN Y1/C	WILLIAM W. <u>GREENE JR.</u> Y2/C
GEORGE W. CROOK RM2/C	ROBERT S. BENWAY SM3/C
ALEXANDER PROTOSEW RM2/C	JAMES H. NICHOLSON STM2/C
GEORGE F. MORGAN SM3/C	CURTIS ROBINSON STM1/C

\* \* \*

FROM: COMDESRON TEN  
TO: OFFICERS AND MEN OF THE U.S.S. FRANK KNOX (DD 742)

THE FIRST ANNIVERSARY COMES BUT ONCE. WHETHER IT IS THE END OF  
THE FIRST YEAR OF MARRIAGE OR THE EXISTENCE OF ANY PERSON OR THING.  
IT IS CUSTOMARY TO EVALUATE THE ELAPSED TIME IN TERMS EITHER OF A  
PERCENTAGE OF TOTAL LIFE OR OF ACHIEVEMENT.

SINCE THE LONGEVITY OF A DESTROYER IS UNPREDICTABLE (ALTHOUGH  
CHANCES HAVE IMPROVED LATELY) IT IS MORE GRATIFYING TO REVIEW ACHIEVE-  
MENT. WE SHOULD LEAVE THE ASPECTS OF LONGEVITY TO THOSE WHO ARE CELE-  
BRATING, LET US SAY, THE FIRST ANNIVERSARY OF THREE OR FOUR YEARS IN  
JAIL.

WHAT HAS THE FRANK KNOX ACHIEVED IN ONE YEAR? IT HAS ACHIEVED  
A VERY CREDITABLE PLACE AMONG OUR FIRST LINE DESTROYERS. THAT YEAR  
HAS SEEN THE COMMISSIONING, SHAKE DOWN AND TRAINING REQUIRED TO TRANS-  
FORM A FABRICATED SHIP INTO A FIGHTING UNIT OF THE FLEET. THE LONG  
HOURS OF HARD WORK REQUIRED TO FIT EACH INDIVIDUAL INTO HIS JOB, AND  
THE COORDINATION OF ALL JOBS INTO A SMOOTH RUNNING ORGANIZATION, CAP-  
ABLE OF WAGING WAR, HAS BEEN A BIG ACHIEVEMENT. THE EFFICIENT MANNER  
IN WHICH THE SHIP HAS CARRIED OUT THE SPECIAL TASK ASSIGNED THIS TYPE  
OF DESTROYER IS ANOTHER ACHIEVEMENT. AND FINALLY THE SHIP'S CONTRI-  
BUTION TO THE TASK OF DEFEATING JAPAN HAS MADE THAT AN ACHIEVEMENT.

DURING THE SECOND YEAR THE TASK IS GOING TO BE A LITTLE DIFF-  
FERENT. DEMOBILIZATION HAS TAKEN AWAY MANY OF THE MEN THAT MADE UP  
YOUR SPLENDID FIGHTING TEAM. DURING WARTIME YOUR TRAINING WAS DIRECTED  
TOWARD READINESS TO STRIKE THE ENEMY AT ANY MOMENT. PEACE HAS BEEN  
WON AND YOU MUST NOW PRESERVE AS MUCH OF THAT FIGHTING ABILITY AS YOU  
CAN. YOUR TRAINING WILL BE DIRECTED TOWARD THAT END.

YOU NOW HAVE MORE TIME TO DEVOTE TO KEEPING THE SHIP CLEAN AND  
PRESERVING HER EQUIPMENT. YOU MUST DEVELOP A PRIDE IN THE APPEARANCE  
AND UPKEEP OF YOUR SHIP. THE GOAL OF THE NEXT YEAR'S ACHIEVEMENT IS  
A SMART CLEAN SHIP READY IN ALL RESPECTS TO BECOME, WHEN PROPERLY  
MANNED, THE SAME FIGHTING UNIT IT WAS AT WAR'S END. YOU MEN WHO  
REMAIN IN THE REGULAR NAVY WILL FORM THE NUCLEUS OF A WARTIME NAVY  
JUST AS THOSE WHO PRECEDED YOU HAVE DONE. IT IS YOUR JOB TO KNOW  
YOUR SHIP, BE PROFICIENT IN USING ITS EQUIPMENT, AND MAINTAINING THAT  
EQUIPMENT SO THAT WE CAN AGAIN EXPAND INTO THAT TERRIFIC STRIKING  
FORCE THAT WAS OUR NAVY A FEW SHORT MONTHS AGO.

*H. L. Collins*  
H. L. COLLINS, CAPT, USN