

42 LIFE MEMBERS and counting

KNOX KNEWS

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

ussfrankknox.com

Summer 2017

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In this edition: REUNION SPECIAL - Sub Sunk?; 1945 Knox arrives in Honolulu. Halsey aboard; Making Movies; DUES are DUE! The U.S. Navy travels on its' stomach! Hidden Heroes; Equipment we love....to hate! [The first of a series]; The U.S. Navy travels on its' stomach! Hidden Heroes; Reunion Checklist.

REUNION SPECIAL - A family affair!

The Chicago Reunion is around the corner! Rooms are available at the special reunion rate. Reserve a room. Phone 847-437-6010, ask for USS Frank Knox Reunion for \$109/night rate. Book a flight and attend. Invite family to join in. Daughters, sons, granddaughters, grandsons, brothers, sisters are welcome to joins shipmates and wives at this event. Jim and Sue Healy, long-time Chicago residents, have gone all out to arrange a fabulous reunion.

DUES are DUE

Frank Knox Reunion Association dues are due according to Chairman Emeritus Orv Krieg. People are listening because we're just a few members short of 100% participation. So, stamp your envelope and mail your 2017 dues in and get ready to attend one of our largest reunions to date.

NEW - If you want to convert to a LIFE MEMBER status you are in for a pleasant surprise. FKRA is nearing completion of Limited Edition pin for existing and new life members. One hundred pins will be available soon – 42 going to current Life Members – the other 58 available for new Life Members along with a special certificate and commemorative photo of Frank Knox during sea trials, 1944. All three items will go to existing and new Life Members. Life Member one- time dues –age 60-69, \$300; 70-79, \$200.00; age 80-89 \$100.00; age 90+ Complimentary. Contact Harry Chandler, VP Membership, to complete your arrangements.

Thank you!

Your association has received several gifts from generous members. Thanks for thinking of the Association and your shipmates. A couple of gifts were given to support shipmates who wanted to attend a reunion but were short of cash. Special thanks to those who provided those gifts. If you need assistance contact Vaughan Kruger, VP Reunions. Note: Your Association remains in excellent financial position for the years ahead.

SUB SUNK?

Orv Krieg contacted LCDR Bill Fell (Ret.) for this Korean War story. Fell was Orv's first GQ Petty Officer on the Knox and was a GM1 when Orv knew him.

"Buzz, Howdy. That was a long time ago but here's what I remember. The Knox and the McKean (DD-784) left Sasabo and were headed back to join the task group. It was in the evening when a sonar contact was detected and we went to general quarters. After evaluating the contact, it was determined it was a submarine. CIC had plotted a course and speed and it looked authentic. Doth ships began depth charging alternatively, It was a hellova noisy night. My GQ station was a pointer in the main battery director. Each explosion from the depth charges would rattle the escape scuttle under my feet and the director would shake somewhat. Not a pleasant place to be.'

'This lasted for 24 hours. First the Knox would attack and then the McKean. Early the next day after all the depth charges were expended we stood down and was relieved by another can, DD-846. Also, a fleet salvage tug ARS-10 was on scene and divers were dispatched. The word came around that a pair of binoculars was retrieved and that the contact was a sunken LST. After the crew was informed we all had to sign statements that it never happened.'

'LT Warlick was the CIC Officer at the time, he's at WPWarlick@gmail.com and has more detailed info on the whole episode. Take care and behave yourself. Bill"

ADMIRAL HALSEY ABOARD –

The picture of Admiral William F. Halsey hi-lining aboard USS Frank Knox (DD-742) is undated but likely happened shortly after the KNOX arrived to join Halsey's 3rd Fleet in 1945. Bath Ship Yards, the builder of the KNOX, heaped publicity on the KNOX launch and commissioning for two reasons. One is in the opening line of the "first day cover" post marked Dec 11, 1944 which says "named in honor of the late Sec'y of the Navy William Frank Knox widely known as Colonel Frank Knox". Knox was a Rough Rider" with future President T.R. "Teddy" Roosevelt. His widow was sponsor of the KNOX and photographed christening the ship. The second reason was the KNOX was "the "first of the Navy's New-type 2200 ton destroyers placed in commission Navy Yard, Boston MASS." Halsey may have been drawn to the KNOX for both reasons.

Jim Healy is shown examining his new “white elephant” purchase at the 2015 Reunion in Portland ME. He purchased a framed first day postal cover from the Knox launching. Our Reunion “white elephant sales” on Saturday, before the reunion dinner, are fun-filled and yield lots of surprises. *Don’t miss the fun!* (The auctioneer in the background is the late Bob Summers.)

MAKING MOVIES!

The following is from William T. Emery, Lewisburg, PA an excerpt from Tin Can Sailors:

“The USS FRANK KNOX (DDR-742) left Long Beach in September 1961 for a two-and-a-half-year transfer to the WestPac home port of Yokosuka, Japan. After a Formosa Patrol and other WestPac activities, the KNOX left Yokosuka for Subic Bay after Christmas 1961. While the ship was operating out of Subic Bay, she participated in a movie called *No Man is an Island* with Jeffrey Hunter as the U.S. Navy sailor George W. Tweed who was the last sailor left on Guam after the Japanese invaded the island. The movie was filmed in the Philippines while the KNOX was at Subic Bay during January 1962. The KNOX’s part in the movie was to pick up Tweed after he warned Navy about a Japanese gun on the island guarding the bay. During the filming of the pick-up of Jeffrey Hunter (Tweed), the KNOX would put out a black smoke screen, and an explosive would be set off behind the ship as a *miss* from the Japanese gun Tweed had reported.

The first day a UDT man came on board with a 5” shell casing filled with explosive attached to a board. I was on the fantail to watch the action as we went through the run to *pick up* Tweed, and the KNOX released the black smoke, but the explosive did not detonate. A few days later we went back out for another film run, but this time the UDT returned with a Philipino to assist him. I was on the fantail again and saw the second explosive, a three-inch shell casing. I asked the UDT man what was in it, and he said it was full of plastic explosive. I left and went down to the machine shop before the film run started.

As the KNOX made its turn, the movie special effects crew started water blowing across the fantail. The members of the crew that were watching went forward of Mount 53. Right after that as the explosive was being put into the water, it went off prematurely. I heard the explosion and, almost immediately, felt the ship pick up speed. About 30 seconds after the explosion, one of the

other electricians ran into the shop and said there was an accident on the fantail. The captain took the ship back to Subic Bay at 25 knots and ordered a full back-down when we got to the pier. Two men were carried off the ship before it was completely tied up. One was the UDT man, who was killed immediately; the other was the Filipino, who died four hours later at a Subic Bay hospital. The explosion blew out the mesh that was between the middle and bottom lifelines on the fantail. It also blew a hole approximately 6 inches by 18 inches in the back of the ship about a foot below the main deck. After the accident, fire hoses had to be used to clean the main deck on the fantail. The KNOX was tied to a pier for almost 24 hours with everything running as if we were at sea so that it could get underway in less than an hour. After the issue of a Filipino being killed on a U.S. Navy ship was resolved by the diplomats, we resumed flight operations with the USS MIDWAY (CVB-41)."

Contributed by Harold Ringstrom ENFN/EM-3 USS FRANK KNOX (DDR-742), April 1961 to August 1962.

(Editor's note: The movie *"No Man is an Island"* is available on YouTube video.) *"No man is an Island"* is a 1962 war film about the exploits of George Ray Tweed, a United States Navy Radioman who avoided capture and execution by the Japanese during their years-long World War II occupation of Guam." According to Wikipedia.) Tweed was awarded the Silver Star and Legion of Merit with "V" device. He died in Crescent City, CA in 1989 (aged 86)).

EQUIPMENT WE LOVE....TO HATE! (#1 In An occasional series)

CPR on the AN/SPS-8 2D Air Search Radar as told by Tom Soltis, ETR-2, '67- '70. The "8" radar received pretty heavy use during the cruise 1967-8 while Knox was mostly North of the DMZ. During the 1969 cruise, usage of the equipment was infrequent. The "8" sat on top of its' own house above, and just ahead of, the helo/after refueling station. The tall antenna was a maze of vacuum tubes, resistors and a gyro-scope which stabilized the system keeping the antenna upright on the swaying ship. The console had an unusual rectangular screen which displayed the information and was located in CIC (combat information center). If you loved the "8" or were an engineer who developed the equipment stop reading here.

According to Tom Soltis, ETR-2 the system would “go out of whack” or lose the ability to stabilize itself, signaling that the gyro stabilization system had tumbled or lost control. One of the senior ET’s showed Tom how to perform CPR on the system to get the gyro working properly again. To restart a tumbling gyro, you had to go to Supply on board Knox and draw a couple of resistors and a certain type of tube. With parts in hand, Tom followed the more senior petty officer inside the “8” shack. Once inside, Tom watched as the petty officer opened the drawer and located a spot in between resistors. Taking one of the “largest screwdrivers I’ve ever seen with a damaged tip”, Tom was cautioned to look away as the petty officer inserted the screw driver between the resistors shorting the system with a bright flash. After that, the petty officer replaced the resistors and inserted a new tube to replace the damaged one. The system worked fine; the screwdriver with the mangled tip went back in the tool drawer. On the way, back to the states following the 1969 cruise Tom was shown a message by OPS officer, LT Nate Astleford, ordering ships to disable the “8” radar and prepare for its’ removal. Following dinner that day, Tom went to the “8” shack with a hack saw and sledge. He gleefully started the process of decommissioning the now troublesome “8” radar. Tom recalls that the “8” radar came with “one of the MOST jury-rigged manuals I’ve ever seen”. He was happy to see the system go. (Note- LT Astleford, OPS officer 1968-70 was an active FKRA member until his death of COPD in 2013.)

THE NAVY TRAVELS ON ITS’ STOMACH – Hidden Heroes

The attached picture is of a shirt worn by those assigned to mess duty and service staff. Food service and good meals are vital to crew morale. Supply is one of the larger and least discussed departments on the ship. Consider payroll and allotments; spare parts and consumables; operating budgets; food ordering, preparation and serving in the crew mess, Chief’s quarters and Wardroom. These are the obvious areas.

The Knox complement of 292 officers and men were fed 4 times a day, including mid-rats (midnight rations). Using some numbers developed for Supply exhibits Frank Knox officers and crew consumed daily about 250 loaves of bread/rolls, 726 eggs,

Recently Frank Knox baker Walter Dodd reconnected with the FKRA Vaughan Kruger. Now living in the San Francisco area Dodd was reputed to one of the best bakers in the fleet. His story of arriving on Frank Knox will appear in a

future edition. Dodd was part of the Supply department and supported the ship's crew with outstanding bread and baked product. I remember his sweet rolls and bread like it was yesterday. Dodd just returned from the hospital when I spoke briefly to him on June 29th. We'll talk in a few days when he feels better. Enclosed is the sweet roll recipe Dodd would have used to make 100 servings, one roll per person. In a future edition, I'll see if I can encourage Dodd to reveal some of his secrets.

Recipe for Sweet Rolls –

BREADS AND SWEET DOUGHS No.D 036 04 CINNAMON ROLLS

Yield 100

Portion 1 Roll

Calories	Carbohydrates	Protein	Fat	Cholesterol	Sodium	Calcium
289 cal	47 g	6 g	9 g	34 mg	265 mg	40 mg

Ingredient

YEAST,ACTIVE,DRY
WATER,WARM
WATER
EGGS,WHOLE,FROZEN
SUGAR,GRANULATED
MILK,NONFAT,DRY
SALT
FLOUR,WHEAT,BREAD
SHORTENING,SOFTENED
BUTTER
CINNAMON SUGAR FILLING

Weight

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

Measure

1 cup
2 cup
3 cup
2-1/4 cup
2-5/8 cup
3/4 cup
3 tbsp
1 gal 2-1/2 qts
2 cup
2 cup
3 cup

Issue

Method

- 1 Sprinkle yeast over water. DO NOT USE TEMPERATURES ABOVE 110 F. Mix well. Let stand 5 minutes; stir. Set aside for use in Step 3.
- 2 Place water, eggs, sugar, milk, and salt in mixer bowl. Using dough hook, mix at low speed just until blended.
- 3 Add flour and yeast solution. Mix at low speed 1 minute or until all flour mixture is incorporated into liquid.
- 4 Add shortening; mix at low speed 1 minute. Continue mixing at medium speed 10 minutes or until dough is smooth and elastic. Dough temperature should be between 78 F. to 82 F.
- 5 FERMENT: Cover. Set in a warm place (80 F.) about 1-1/2 hours or until double in bulk.
- 6 PUNCH: Divide dough into 3 pieces, 4 lb 5 oz each; shape into a rectangular piece. Let rest 10 to 20 minutes.
- 7 MAKE-UP: Roll each 4 lb 5 oz piece of dough into a rectangular sheet, about 18 inches wide, 36 inches long, and 1/4 inch thick. (If using D 036 01, Sweet Dough Mix, use 4 lb 2 oz pieces.)
- 8 Melt butter or margarine. Brush 1/2 cup on each sheet of dough. Set aside remainder for use in Step 4.
- 9 Prepare 1 recipe Cinnamon Sugar Filling, Recipe No. D 042 00 for 100 servings. Sprinkle 1-1/2 cups cinnamon sugar mixture over each sheet of dough.
- 10 Roll each piece tightly to make a long slender roll. Seal edges by pressing firmly. Elongate roll to 35 inches by rolling back and forth on work table. Brush 2 tablespoons of butter or margarine on each roll.
- 11 Slice each roll into 34 pieces about 1 inch wide, using dough cutter.
- 12 Place cut side down on lightly greased sheet pans in rows 5 by 8.
- 13 Proof at 90 F. to 100 F. until double in bulk.
- 14 Bake at 375 F. for 20 to 25 minutes or until golden brown or in 325 F. convection oven 15 minutes on high fan, open vent. Cool.
- 15 Glaze, if desired, with 1 recipe Vanilla Glaze, Recipe No. D 046 00 per 100 portions. Brush about 1 cup on rolls in each pan.

REUNION CHECKLIST –

- 1. Room Reservation – Phone 1-847-437-6010 and ask for Frank Knox Reunion Rate (\$109.00/night.**
- 2. Reserve a flight to Chicago O'Hare Airport. Lots of low cost fares available. (If you are driving in the Holiday Inn.**
- 3. Complete the REUNION RESERVATION form enclosed in this Knox Knews and Mail it to Margaret Watson, 3421 NW Coronado St, Corvallis, OR 97330.**
- 4. Attend and enjoy the events and your shipmates.**

IN MEMORIUM –

John Dugan, 7/50-12/53 – DOD 06/02/2017

Neil C. Fitzmaurice, LTjg – 10/66- 12/69, COMMO – DOD 07-15-2017

Sam Fox, FC, dates Unknown

Thomas W. Watson, 11/44 – 10/46 SN and PO, DOD Unknown

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.

Where do I send it? (Special thanks to shipmates who sent the news clip of Frank Knox in Yokosuka with holiday lights, and the news clip of Frank Knox arriving in Honolulu February 1945 on her way to join Halsey's Third Fleet.)

Anything you need to send to the Association:

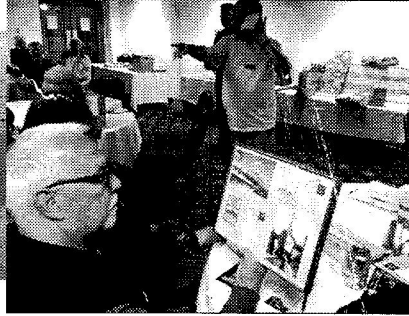
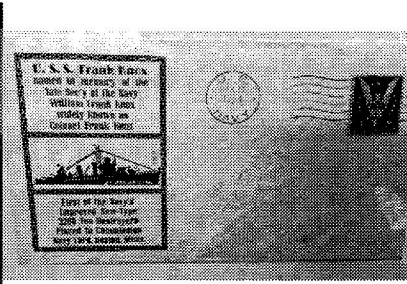
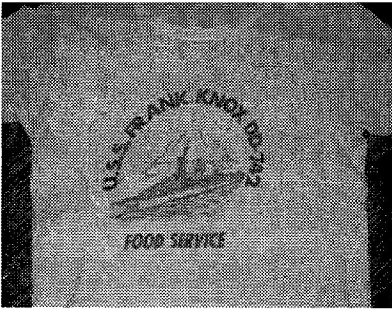
STEVE CROSS, Pres. 2016-17, VP Communications, 5510 Rutgers Rd., La Jolla, CA 92037, stephencross@earthlink.net; stephencross742@gmail.com

MARGARET WATSON, VP Finance, Dues, 3421, NW Coronado St., Corvallis, OR 97330

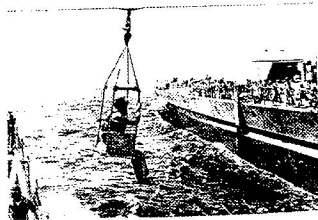
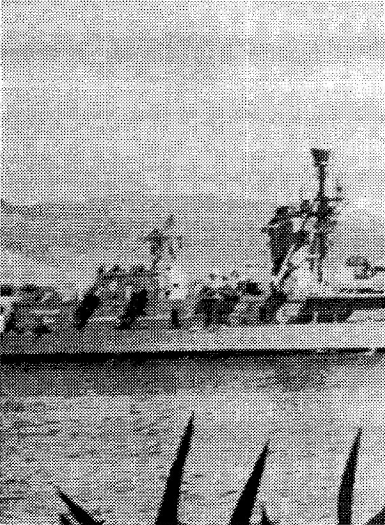
VAUGHAN KRUGER, VP Reunion Coord., 4530 32nd St., Seattle, WA 98199, vaughankruger@yahoo.com

HARRY CHANDLER, VP Membership, 15 Summit Ridge Ct., Lake Oswego, OR 97035, hchandler64@gmail.com

ROBERT WOODARD, VP Ships Store and Memorabilia, 5724 Nonnie Av., Sacramento, CA 95841



CAPT. ALFRED SCOTT McLAUREN, USN (RET.), PhD, is a veteran of more than twenty Cold War missions and three Arctic expeditions. He was awarded the Distinguished Service Medal and two Legions of Merit as a Cold War submarine commander. President of the American Polar Society and former president of the Explorers Club, he is the author of *Unknown Waters: A First-Hand Account of the Historic Under-Ice Survey of the Siberian Continental Shelf by USS Queenfish (SSN 651)*. He is a resident of Nederland, Colorado.



Thompson Nelson

