

REUNION ITINERARY & ACTIVITIES:

Best Western Hacienda, Old Town San Diego



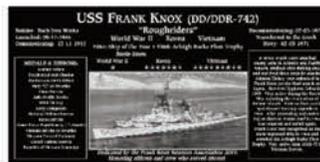
Reserve your hotel today. The dates are Sept. 18th – Sept. 21st, 2019
It does not cost you anything to reserve your room (just a credit card to hold your room). If you need to cancel your reservation, you may do so up to 48 hours prior to arrival date. \$139.00 per night reunion rate (+tax, +facility fee), single/double occupancy, traditional room. Please call the hotel **direct at (619-298-4707)** 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. These rates apply 2 days before and 3 days after the reunion.

- **20% discount in Hotel Restaurant – Tequila Factory**
- Complimentary fitness room and indoor pool
- Business Center
- Complimentary Wireless Internet
- San Diego airport is less than 5 miles from the hotel. Airport shuttle available 7am-10p. Uber/Lyft are also good options.

In addition to the hotel restaurant, Old Town, which is considered to be the birthplace of San Diego, has many restaurants, shops, historical sites and museums --- all within walking distance.

Wednesday, 18 Sept. 2019: Attendees arrive for 29th 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, 19 Sept. 2019: Following breakfast we will meet in our hotel lobby at 9:15 am and board our bus for San Diego Harbor. We then board the Hornblower cruise boat for a 2-hour double tour and locate our private area. We're free to roam the boat as we head out to Point Loma and travel past the Ballast Point sub base. We then travel southeast under San Diego Bay Bridge to 32nd Street Naval Base. Our 2-hour tour includes hosted soda bar, cash bar, and luncheon buffet including salads, chicken or beef, fresh fruit, rolls, full dessert. Tour ends at the pier between USS Midway CV-41 Museum and the San Diego Maritime Museum. Those wishing to return to the hotel will be transported by bus. For those who want to spend the afternoon at the Midway Museum and/or the Maritime Museum a taxi, Uber or Lyft back to the hotel is reasonable. Dinner is on your own with shipmates.

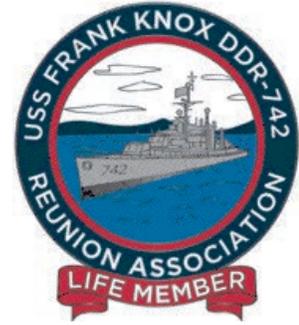


Friday, 20 Sept. 2019: Beach and Bay trolley tour and USS Frank Knox plaque dedication at Mt. Soledad. We'll enjoy viewing sea life in and around the La Jolla cove area and plan to arrive at the dedication and our 1st group picture about 11am-noon. We'll then head onto Crown Point and enjoy our pre-selected box lunch sandwich including water, soda, cookies and fruit on beautiful Mission Bay before boarding our bus to journey down Harbor Drive through Barrio Logan and over to Coronado and the famous Hotel del Coronado. Returning from Coronado we will travel through the world-famous Balboa Park, down to Little Italy and return to our hotel around 3:30pm. In addition to our lunch we'll have a morning and afternoon snack.

Saturday, 21 Sept. 2019: After breakfast, we will meet in the hospitality room at 9:30am for our **Annual Business Meeting** where we'll elect Officers for 2020 and **select a location for the 30th Annual Reunion.** Please come prepared to present your suggested reunion location. We'll adjourn for lunch on our own and then at 1:30pm 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 the auction 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** at 6:30 pm, we hope to gather for a Group Portrait. The portrait would be available for purchase. The cost of the Banquet is \$47.00 for members and their guests, and \$57.00 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, 22 Sept. 2019: Wake up to our last breakfast and say farewell to all our friends and shipmates until fall 2020.



68 LIFE MEMBERS and counting

KNOX KNEWS

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

**BIG DOUBLE EDITION
REUNION SPECIAL & “KNEWS”**

ussfrankknox.com

Spring Know Knews release date:

March 2019



KK – Spring 2019

64 LIFE MEMBERS AND COUNTING (Max 100)

The 75th Anniversary PLAQUE DEDICATION – USS Frank Knox was a well-built ship, the first of a new, improved class of destroyers. Launched in Bath ME before a huge crowd September 17, 1944 she was commissioned at Boston Naval Yard, Boston MA December 11, 1944 when the first men swarmed aboard her and brought “the ship to life.” And what a life it was!!

The Frank Knox was continuously staffed by an extraordinary crew of officers, Chiefs and sailors that created an enviable record that very few ships can approach or match. A record of awards and history is on the plaque to be dedicated in San Diego, at MT Soledad National Veterans Memorial on September 20, 2019.



SHIP LAUNCHING FRANK KNOX,
BATH MAINE

The Frank Knox had several knick-names during her 46-year career - "Fighting Frankie K", "Swankie Frankie", "Frankie Maru", "Knox Maru" and "the Grey Lady". *If you know of a name not listed here please contact Harry Chandler or Steve Cross and let us record your crew's name for our ship.*

USS FRANK KNOX (DD/DDR-742)
"Roughriders"

Builder: Bath Iron Works
 Launched: 09-17-1944
 Commissioning: 12-11-1944

World War II Korea Vietnam

1963: Ship of the Year • 1968: Arleigh Burke Fleet Trophy

Battle Stars:

World War II	Korea	Vietnam
★	★★★★★	★★★★★★★

MEDALS & RIBBONS:

- Combat Action
- Presidential Unit Citation
- Meritorious Unit Citation
- Navy "E" (9 Awards)
- China Service
- Asia-Pacific Service
- WWII Victory
- Navy Occupation
- National Defense Service
- Korea Service
- Amal Forces Expeditionary (12 Awards)
- Vietnam Service (8 Awards)
- Vietnam Cross of Gallantry
- United Nations Service
- Republic of Vietnam Campaign



Dedicated by the Frank Knox Reunion Association-2019.
Honoring officers and crew who served aboard.

In WWII Frank Knox attacked enemy subs in Atlantic and Pacific waters, credited with sinking one, and survived three torpedo attacks. Admiral Halsey was embarked in Frank Knox for the final attack on Japan. Survived Typhoon Cobra in 1945. Very active during the Korean War including the evacuation of Taichung Islands. First surface unit to spot Project Mercury capsule in 1963. After grounding and surviving 38 days on Fratas Reef in 1965 was repaired and sailed again. Frank Knox was recognized as the most improved ship in 1968 and awarded the Arleigh Burke Fleet Trophy. Very active from 1962-70 in Vietnam Service.

Decommissioning: 02-03-1971
 Transferred to the Greek Navy: 02-03-1971

LIFE MEMBERS AND DUES – Frank Knox Reunion Association maintains an active list of around 400 Frank Knox veterans. There are more out there however we need your help to record and connect with more crew members. There will be 100 LIFE MEMBERS, about 25% of the names we have recorded. Annual Dues remain at \$30 per year, an important source of income for us. Associate Members are spouses, children, grandchildren, and others interested in the Frank Knox, her crew and history.

Reunions are planned to be revenue and cost neutral. This practice has allowed us to maintain a strong operating balance in our checkbook.

"WHY DID I EVER LEAVE WYOMING" The words to this song are etched in the hearts of folks living in Wyoming. BT-1 Richard Black lived on the evening side of the Big Horn mountains in Cody, WY. Following high school, Richard enlisted in the Navy, boarded a train in Greybull, Wy to attend Boot Camp in San Diego, CA. He graduated from Boot Camp as a Fireman Apprentice (FA) and he was directed to join USS Frank Knox in, Yokosuka Japan, early 1952. Richard made friends with Jim Blehm, a Montana boy in Boot Camp. Blehm was assigned to Frank Knox as well. This friendship lasted a lifetime until Blehm passed away a couple of years ago.

The friendship grew as the two FA SERVED aboard the Frank Knox in Japan. Jim Blehm was a FA, like Richard, but served in the After-Fire Room while Richard served in the Forward Fire Room.



RICHARD BLACK

In 1952 the method of transportation to Japan was a troop ship called the Wm. Mansfield Richard remembers. After arriving in Yokosuka, the two friends were assigned quarters in a 26-man tent pitched inside the Naval Base at Yokosuka to wait the return of Frank Knox to Yokosuka. One night a fierce rain storm pounded the tent and broke the ridge pole, collapsing the tent on the sleeping sailors. The “city boys” headed for the nearest barracks in their “skivvies” but the hardy western men gathered the collapsed canvass around them and slept the night away.



RICHARD BLACK AND WIFE

The memorable evacuation of Taschen Islands (February 7-11, 1955) led to the withdrawal of forces loyal to Chang Ki Shek, and their equipment, to strengthen their positions on the Islands of Quemoy and Matsu. The evacuation was discussed in newsletters during 2018. The weather is rarely good in the Formosa Straits and many times ships are forced to fight for survival in storms. Captain Goodfellow was CO (Commanding Officer) when the order came down to man the firerooms with your best men to ride out a fierce storm. Black and Blehm were awakened and reported to their firerooms. The ship was able to keep her head into the waves and survived. The memory of the hours in the forward fire room watching the water level in the boilers is fresh in Richard’s mind today.

When the Frank Knox returned from Yokosuka to Mare Island, CA for an overhaul and added equipment Jim Belhm and Richard Black lived with their wives in quarters close to each other. The “quarters” were Quonset huts.

Richard left the Navy December 15, 1955 as a BT-1. He started a career in Billings, MT as a lineman for Montana Power and Light which lasted 37 years, 311 days. His wife and Jim Belhm passed away a couple of years ago ending the 60+ year marriage and a friendship started in Boot Camp and strengthened for life aboard USS Frank Knox. *Note: The editor grew up on the morning side of the Big Horn mountains near Buffalo WY.*

EQUIPMENT WE LOVE....TO HATE – We-re back in the world of Interior Communication (IC) ratings to look at the equipment every ship relies on and curses at the same time,

the Gyrocompass. Gyrocompasses are used to supply directional information to the compass repeaters and Rolland pitch information for radar stabilization, fire control systems, Dead Reckoning Analyzer DRA and anti-submarine fire control information. Shipboard gyrocompasses are North-seeking gyros. The gyro spins axis is kept in the horizontal and in the plane of the meridian.



GYROCOMPASSES

The gyro picture to the right is a Sperry MK -19 Gyro aboard the USS Sullivans. The Frank Knox also used the same Sperry Mk-19 system. The master gyro is mounted near the center line of the ship No steam or water line pass over, near or under the gyro. The gyro seeks and indicates the meridian and zenith serving as a reference for measurement for the ship's roll, pitch and heading. The reference data is used in navigation, stabilizing surveillance and fire control devices. The 115v power supply and back up supply are maintained by the IC rates. There are different modes, or settings to understand.

The ships gyro has three modes of operation, Normal, Directional Gyro and High Latitude. The High Latitude setting is illustrated with a story from USS Midway. Midway's ships' gyros were lit-off and a difference was noted in the compass readings served by each gyro – 8 degrees difference! No alarms were present. Eventually someone decided to check the mode settings and discovered that one gyro was set in High Latitude sufficient for steaming North of Washington State. The other gyro was set in normal mode. The embarrassed Division officers and petty officers had some explaining to do.

Even in normal mode some exciting things can happen. When lit-off, there is a normal 24-hour "settling" time to ensure proper operation. A fast settle time is sufficient for a ship to get under way. Four hours is the fast-settle time with the Sperry Gyro; 24 hours is the recommended settle rate. IC's would generally power up the gyro-compass the night before getting underway.

The US NAVY'S NEWEST – The picture shows the USS Zumwalt DDG-1000 seen during the Frank Knox Reunion September 2015. The second Zumwalt class DDG is in the

background. The second ship in the class is named the USS Michael Monsoor DDG-1001. A bit about Michael Monsoor, MA-2 and the commissioning of the USS Michael Monsoor on January 26, 2019 in Coronado, CA.

THE SHIP – Like the Zumwalt the Michael Monsoor is a beast, larger than any cruiser we have displacing 15,995 tons. The ship is 610 feet long, has a draft of 27.6 feet and a beam of 80.7 feet. The crew totals 148 + 28 officers. The ship rides like a dream and costs around 4.3 billion US dollars.



USS ZUMWALT

WHO IS MICHAEL MONSOOR? – The Monsoor was brought around from East Coast to Coronado, CA because Coronado is home to US Navy SEAL community and the US Navy Special Boat command. Michael Monsoor MA-2 was a Navy SEAL who was awarded the Congressional Medal of Honor and the Silver Star while serving in Iraq, in and around the city of Ramadi.

Ramadi was like a boil on the landscape of Iraq. Infected with fierce groups of well-trained fighters and a hostile populace. The city is located in al-Anbar province, a very dangerous area. The US ARMY assigned 1st Battalion, 506th Infantry Regiment the job of cleaning out the city. The US Navy assigned SEAL Team 3 to support the US ARMY forming Task Force Bruiser. Navy SEALs and Iraqi Army sniper overwatch

members went out daily as the forces went house to house, block by block, to clean out Ramadi. MA2 Monsoor packed an M-60 machine gun and the team radio, about 100 pounds of gear. A devout Catholic, Monsoor attended mass daily in or out of the combat zone. On the inside of his helmet Monsoor inked in “I will never quit!”.

Monsoor was awarded the Silver Star when he ran to rescue a fellow team member shot in leg. He was joined by another SEAL and they dragged the wounded comrade to safety with Monsoor using his machine to cover the rescue.

On 29 September 2006 Monsoor was on a rooftop covering a team of SEAL snipers when four enemy fighters were spotted, armed with AK-47s converged on the SEALs



USS MICHAEL MONSOOR PROGRAM

position to launch a coordinated attack. The SEAL snipers killed one and wounded another enemy. Local residents alerted the enemy to the SEALs position and called upon the enemy to attack. The enemy continued the attack through the day using automatic weapons and rocket propelled grenades. Monsoor was stationed on a roof outcropping to cover the most likely avenue of attack when an unseen enemy heaved a fragmentation grenade over the wall striking Monsoor's chest, falling to the roof in the midst of the sniper team. Monsoor yelled "grenade" and dove to cover the grenade with his body. The grenade exploded severely injuring Monsoor and two other Navy SEALs, a third SEAL escaped as did the Iraqi soldiers supporting the SEALs. Monsoor was quickly evacuated but succumbed to his injuries 30 minutes after arrival. He was awarded the Medal of Honor for his actions in Ramadi in 2006.

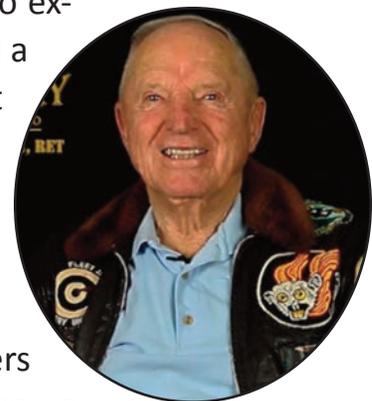
To know more about the battle of Ramadi check out the book "The Sheriff of Ramadi" written by former Navy SEAL Dick Couch. Dick Couch attended the commissioning of the Michael Monsoor along with 5000 guests. Among the 5000 were a huge group of Navy SEALs, more than any one had seen together, and a representative group of US ARMY 1st Battalion, 506 Infantry Regiment flown in from Korea.

THREE programs from this commissioning will be auctioned off at the San Diego White Elephant event Saturday September 21, 2019. ED

IS YOUR STORY BEING TOLD? *The story below is fascinating, almost unbelievable. The question is where was the Frank Knox November 18, 1952? As our ship with the 20-ship task force in blizzard conditions or was the Frank Knox blockading in Wanson Harbor, North Korea? Share your story and help fill in the gap in our operational history.*

A 60+ YEAR SECRET – The true story of Capt. (Ret) Royce Williams. Royce is 93 and he visited USS Midway, CV-41, last week to tell his story before 60 volunteers. He was introduced by CDR Sam Arnsdorff, an F-14 pilot, who explained the 37-year career of CAPT Williams and showed a video about the air combat action November 18, 1952 that led to a Silver Star award for Williams and a nomination for the Congressional Medal of Honor. The air combat began in 1952 when Williams and his wingman launched from the carrier USS Oriskany.

Williams, and his wingman joined another pair of fighters from USS Oriskany. Picture Korea – picture Eastern Korea up



ROYCE WILLIAMS

where China and Russia join together. Picture the area in late November. The 4 US fighters were flying that close to Russian and Chinese territory. [The 20-ship task force had members of the NSA (National Security Agency) embarked aboard USS Helena CA-75 for their first time in the field.] The leader of the other pair of fighters reported a fuel pump warning and was ordered back to orbit Oriskany. Williams and his wingman proceeded on North. They were alerted to a flight of seven fighters flying North, above their 26,000 ft altitude. The seven fighters reversed course and headed toward Williams. The fighters were identified as Russian, not Chinese. Then, four fighters broke off from the group working to flank Williams and his wingman while three fighters continued toward Williams. Oriskany (call sign Childplay) ordered Williams "Do not engage". Seconds later Williams responds "Childplay we are engaged – Out." Williams' fires and one MIG-15 heads down, smoking. Williams' wingman follows the smoking MIG down then reports jammed guns. Williams proceeds on alone. He shoots down two of the three fighters headed toward him. Then, he turns his attention to the four fighters headed toward him. He shoots down one and continues to maneuver to avoid being shot down. Suddenly, another of the Russian fighters makes a mistake and Williams fires, damaging the Russian. One of the two remaining Russian MIGs fires and a 37mm cannon shell explodes in the area of Williams hydraulic system, disabling the system. Williams dives toward approaching storm clouds and works to keep his aircraft flying, and hopefully reach Oriskany. In addition to running out of ammunition in the 35-minute dogfight, Williams is pursued by one of the remaining MIG's who sets up about 400 feet behind Williams and "just firing away". Williams was able to nose up, then down to avoid the MIGs cannon fire. Unable to turn Williams escaped into the clouds.

Oriskany launched more fighter cover which passes over Williams and spots the damaged Russian fighter just as the pilot ejects and watches Williams fourth kill head, pilotless toward the ground. The remaining Russian fighters head North toward their base near Vladivostok. Williams presses on with trying to keep his plane in the air. "I never worked so hard at flying an airplane" says Williams.

Williams spots and approaches the Oriskany for a landing. His plane is airborne with Williams holding on to the "stick" with both hands and all his strength. His plane flies ok at 170+ knots. His landing speed should be 105 knots. As he approaches the Oriskany the carrier has to adjust course to line up with Williams and Williams comes aboard "Hot" at 170+ knots. He catches the wire and is yanked to a stop. He exits his aircraft and immediately inspects the damage to his plane – he is shocked to find

many holes and cannon damage (the exact number of holes in Williams fighter was 263). Pictures are taken and Williams [PICTURE] marvels at his survival. Finally, he responds to a repeated announcement to report to the Flag Bridge immediately. In front of the Admiral, Williams is congratulated then cautioned to tell no one about his day. “this day never happened, your actions never occurred.” The after-action report gave Williams’ credit for 1 ½ MIGS, the other planes were credited to his wingman and another pilot. Williams plane disappeared, pushed over the side. His squadron mates and wingman never knew the details of what happened.



**ROYCE WILLIAMS ATOP
DAMAGED PLANE**

The reason Williams was ordered “silent” was the US was at war with North Korea and China and there was great fear that Russia might enter the war on the side of N Korea and China; Sixty plus years later Williams is approached at Tailhook and told “the reports of that day in early 1963 when you shot down 4 Russian MIG 15 fighters has been declassified and you can tell your story.” In late 1990’s the Russians broke silence first by releasing names of the four MIG pilots killed that day. Then an Admiral pulled Williams aside at Tailhook (annual aviators convention in Las Vegas) and told Williams the incident had been declassified and he could tell his wife about his actions November 18, 1952.

Well, Williams first told his story to his wife. He told the gathering “you all have wives, you know how that went.” [Considerable laughter.] Slowly others heard about the story in spite of a reluctant Williams. After 60 + years of silence Williams was approached by a young biographer aboard USS Midway Museum. Encouraged by Navy Captain Ev Southwick Williams agrees to be filmed on USS Midway and more of his story emerges. The link to a video about the episode filmed aboard USS Midway is: <http://vimeo.com/280024831/bb3de0d14e>.

THE SHORT COUNSELING AND LONG MARRIAGE OF PN-1 KEN ARTHUR – PN-1 Ken Arthur served under three Captains while stationed aboard USS Frank Knox, CDR Swanke, CDR Putnam and CDR Grkovic. While serving under CDR Swanke Arthurs met and planned to marry his wife Yoko. Being a “squared away” PN, Arthurs had all his paperwork organized and in front of the captain for review and signatures.

CDR Swank was gregarious and widely experienced with many ports in the Pacific. Commanding officers were required to “council” all sailors requesting permission to marry in Yokosuka or in the states. Remember the old saying, “if the Navy wanted you to have a wife, they will issue you one”? Arthurs was able to get permission to marry Yoko and I’m happy to report that they remain happily married today, 57 years later. If you want to know what words were exchanged between the CO and PN-1 Arthurs to complete the paperwork you’ll have to attend the SAN DIEGO REUNION and ask Ken yourself!

SHORT STORY # ONE – Don Yegge, GMG-3 was aboard the Frank Knox in 1967 when a damaged Nasty Class PT was recovered off the coast of North Vietnam during a typhoon. The recovery was described in last edition’s story “Jim’s Boat”.

Yegge writes “It was during this same event that the after lookout somehow mistakenly reported to the bridge that the Captain had fallen overboard. I still laugh when I imagine the look on the face of whoever the officer on the bridge was. LOL”.
Don you’re right – let’s see if anyone else remembers the incident. ED

SHORT STORY # TWO – President Harry Chandler wrote a really nice piece about the role of the IC, Interior Communication and their role in maintaining the ship’s gyrocompass. I’ll save the details of the gyrocompass for the next Knox Knews. Harry writes – “When I started to work in the IC room, I was told that the case the ship’s gyrocompass sat in would allow the gyro to move freely and the gyro wouldn’t hit the side of the case because it was built to allow a 47-degree list (roll). However, on our way back from Yokosuka in 1966, we were caught in what I was told was a typhoon. More than once I thought we were going down. I was in the IC room on morning when the gyro actually hit the side of the casing throwing it out of sync. I still remember how frightened we were when that happened. I was sure we were going to roll over. The good news is..... we didn’t. We made it back to San Diego in one piece. I remember talking to a group of sailors from one of the other ships we were traveling back with after we got home. They told me there was more than one occasion when the Knox completely from view.” *The storm shorted out steering and the Knox refueled and came home using after steering. I watched the Frank Knox enter port with very obvious damage to stanchions and ladders from the storm. The Knox and another destroyer started the journey escorting the USS Constellation CV-64. The destroyers limped home and Constellation went on ahead. ED*

SHORT STORY # THREE – The best baker and the best cribbage player is high praise

for one person on Frank Knox. Harry Chandler writes “the flat top of the ship’s gyrocompass provided just enough room for a good-sized cribbage board.”

“I could hold my own with anyone on the cribbage board except Walter Dodd. He was one of those exceptional chefs and thankfully for me he would never gamble on cribbage.” There you have it – top chef and cribbage master, Walter Dodd.

SHORT STORY # FOUR – (Reprinted with permission from USS Midway Magazine, Editor Scott McGaugh)

“Midway Gambling Shenanigans at Sea

Editor’s Note: Midway’s stellar library research team uncovers a wide range of USS Midway history. Its newsletter, The Scuttlebutt, is written by Carl Snow with contributions from his teammates. Here is an item they recently uncovered in the ship’s official records, along with their explanation:

One guy: 7/8/1961. Captain’s Mast (disciplinary hearing): violation of Art. 92, UCMJ. A PN3 locked eight men in an unauthorized space without proper authority. The men were caught with cards and poker chips. The PN3 (Personnel man, Third Class) was in unauthorized possession of a ship’s cot, one blanket belonging to “Wilson,” and one mattress. He was reduced to next inferior rate of PNSN, sentence suspended for four months.



GAMBLING SAILORS

Eight guys: 7/8/1961. Captain’s Mast: violation of Art. 92, UCMJ. Were in an unauthorized space after taps with the door locked with a combination lock from the outside. Dismissed with warning (not considered NJP).

Just a guess: the sailor had appropriated an “unauthorized space” and purloined a cot, blanket, and mattress to use as his own private stateroom. Eight other sailors, looking for a quiet, unoccupied space to hold an illicit card game (one where real money is used) entered the PN3’s stateroom. The PN3 took offense and, in a fit of pique, left the space, locking the door from the outside as he departed.

Hearing their shouts and pounding (still conjecturing here), someone, perhaps a Master at Arms, managed to release the men, but did not “catch them in the act” of playing cards, even though they had cards and chips (mere possession is not an

offense). Their names, plus that of the angry PN3, would have been turned into the X Division for a Captain's Mast.

The danger of locking anyone in a space where he cannot escape is obvious, thus the PN3 was demoted."

TAPS

JOSEPH CABOT, EM-2, 3/49-3/52, 12-22-2016 in Lakewood OH

ROY LEE POWELL, RD-2, 1/49-1/50, 3-26-2018 on Alvin TX

ROBERT TOWNSEND WRAY, RM-3C, 9/50-01/52, in Pine Grove CA.

"My dad was extremely proud of his service as RM-3c radio operator aboard USS Crittenden and USS Frank Knox." writes his daughter Christie Wray, PO Box 1174, Guerneville, CA 95446.

Eternal rest grant to the OH LORD! May the perpetual light shine upon them

FINAL THOUGHT – "Most of us, most of the time, live in blissful ignorance of what a small, elite, heroic group of Americans [serving in uniform] are doing for us night and day." George Will, ABC News.

Is your story being told? Is your picture being shared?