



USS Frank Knox (DDR742) Reunion Association  
 Harry Chandler, President: [hchandler64@gmail.com](mailto:hchandler64@gmail.com), 928-925-9490  
 Stephen Cross, VP Communications: [stephencross@earthlink.net](mailto:stephencross@earthlink.net), 619-922-9449  
[www.ussfrankknox.com](http://www.ussfrankknox.com)



“DUES ARE DUE” Orv Kreig

If you haven't already paid dues for 2020, in the words of Orv, “Dues are Due”

## **2020 Membership Renewal, Life Membership & Membership Application**

It's that time of year again; to remind you the Membership Dues are due. We would appreciate you filling out the information below and sending it with your check to:

USS Frank Knox Reunion Association c/o Margaret Watson, Treasurer 3421 NW Coronado St., Corvallis, Oregon 97330  
 Tel: 541-757-8067 **PLEASE MAKE YOUR CHECK PAYABLE TO “MARGARET WATSON”**

**Annual Dues Renewal:** \$30                      **Lifetime Dues (one-time payment):**

Age 60 – 69,	\$300
Age 70 – 79,	\$200
Age 80 – 89,	\$100
Age 90 + ,	Free

Membership dues include Master Roster (to be mailed out early March), newsletters and mailings, special pricing for the Reunion activities, and voting privileges on matters before the membership at the annual business meeting. Even if you are unable to attend the reunion, your dues will help support costs to maintain and preserve our **USS Frank Knox Reunion Association** - membership roster, website maintenance ([ussfrankknox.com](http://ussfrankknox.com)), mailings and to preserve our Mission Statement: “The USS Frank Knox Reunion Association conducts reunions and other meetings to foster camaraderie with the officers and sailors who served aboard the USS Frank Knox (DDR-742) during her 27 years of service in the US Navy. The Reunion Association will maintain a factual narrative of the ship and men who served aboard USS Frank Knox.” **If you have a special talent and would like to offer your assistance, help is appreciated.**

<b>MEMBERSHIP APPLICATION/RENEWAL</b>		
<b>APPLICANT INFORMATION - JOIN</b>		
Name:		
Date of birth (optional):	Wife/Companion:	
Address:		
City:	State:	ZIP Code:
Phone/s:	Rank when on board:	Years Served on Ship (mo/yr to mo/yr)
E-mail:		
<b>**MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, REUNION PRICING &amp; NEWSLETTER**</b>		
<b>NOTES:</b>		



**SAVE THE DATE:**  
**September 22-25, 2021**  
**30<sup>th</sup> Annual USS Frank Knox Reunion**  
**Albuquerque, New Mexico**

Watch for updates on the website: [www.ussfrankknox.com](http://www.ussfrankknox.com) Dates and hotel information will be posted on the website as soon as confirmed. Please plan on making your hotel reservation early. If you do not have internet access, please feel free to contact a board member. Official reunion registration will be sent out by March.





80 LIFE MEMBERS and counting  
100 maximum

# KNOX KNEWS

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

**ussfrankknox.com**  
**Crew Album Posted**

**Summer 2020**



**SAVE THE DATE**

**SEPTEMBER 22-25, 2021 • ALBUQUERQUE REUNION**

*The Board has rescheduled the Albuquerque Reunion to 2021 in light of the travel and COVID 19 challenge. There will be a 30th Anniversary celebration of the Frank Knox Reunion Association. A commemorative coin is available to all paid 2020 Members and Life Members. There are also a limited number of 29th Anniversary Coins on a first come first serve basis to paid members as will. Last years attendees collected their 29th Anniversary coins in person. (See a Special auction in the newsletter for More Exciting opportunities.)*

**KNOX KNEWS - SUMMER 2020**

*In this edition – Timely and Action Items – Pandemic Thoughts - Reunion 2020 Update - Crew Album Published On Line - In Preparation - VA and Blue Water Sailors Act - Our History & Stories Memories of Another Outbreak - Scarborough Shoal – Tattoos - Our Boy In Blue - USS Ozborn DD-846 – three different views; Let go the Anchor!, parts 1 & 2; and TAPS.*

**Pandemic Thoughts** – *As I write this newsletter the world looks lot different than it did right after the holidays. You might say we went to sleep in one world and woke up in another unfamiliar location. No one is exempt from this feeling of uncertainty as we look ahead. Let me summarize my thoughts in a few short sentences.*

*I hope you are all **safe, and stay safe**, and that there is someone to check on you.*

The Frank Knox Reunion Association is doing everything in its' power to conduct Reunions and Communication to **foster camaraderie** with members and friends. We also maintain a **factual narrative of the ship and the men** who served.

**The Crew Album** – now on line at [ussfrankknox.com](http://ussfrankknox.com). I still need many more crew pictures.

Our **newsletters, crew album** and **operational history** will all be on the **website** as they're completed.

Current projects also include **Stranded Salvage** – **personal stories from inside the ship as it rested on Pratas Reef, July and August 1965. I need your stories.**



**O'kon Robert (Bob), YNC 1945-49**

All the **website** material will be downloaded into the **USS Midway Museum Library**, probably the most professional research library on the west coast. Our history will be in paper and digital format – for a lot longer than any of us will be around., This is as good as “forever” as possible.

**Dues are Due!** – **If you are not a Life Member (80 so far) please pay your dues so the Frank Knox Reunion Association can continue to deliver high quality Knox Knews, Reunions and your recorded history in permanent collections.**

**30<sup>th</sup> Annual Reunion** – Two words **RESCHEDULE** and **CELEBRATE**. The Board **Rescheduled the Albuquerque Reunion to September 22-25, 2021**. Deposits are still good in our **Albuquerque location** for those who want to travel and meet September 22-25, **2021**

**30<sup>th</sup> Annual Anniversary** – There will be a **CELEBRATION** of Our **30<sup>th</sup> Anniversary Reunion. 30<sup>th</sup> Anniversary On Line** is now a working project. Anniversary Coin, Pictures, video speaker bio's plus highlights from our 75<sup>th</sup> celebration in San Diego available on line. **A VERY SPECIAL AUCTION of a restored Waltham Chronometer** for all LIFE and 2020 paid members. – **all on-line in the comfort of your home.**

**VA AND BLUE WATER SAILORS ACT** – **If you have not filed a claim with the VA please do so as soon as possible. Claims are being processed faster with rapid decisions. A couple of cautions – the preferred term to use when making a claim for one of the covered causes is “dioxins” not Agent Orange. Agent Orange is not a covered cause according to my CVSO – Cal**



**30TH ANNIVERSARY COIN**



**CHRONOMETER**

Vet Service Officer. Dioxins is the best term to use. Should you have any questions contact me @ 619-992-9449 or look up Don Yegge, GM-3, he is a Service Officer with experience.

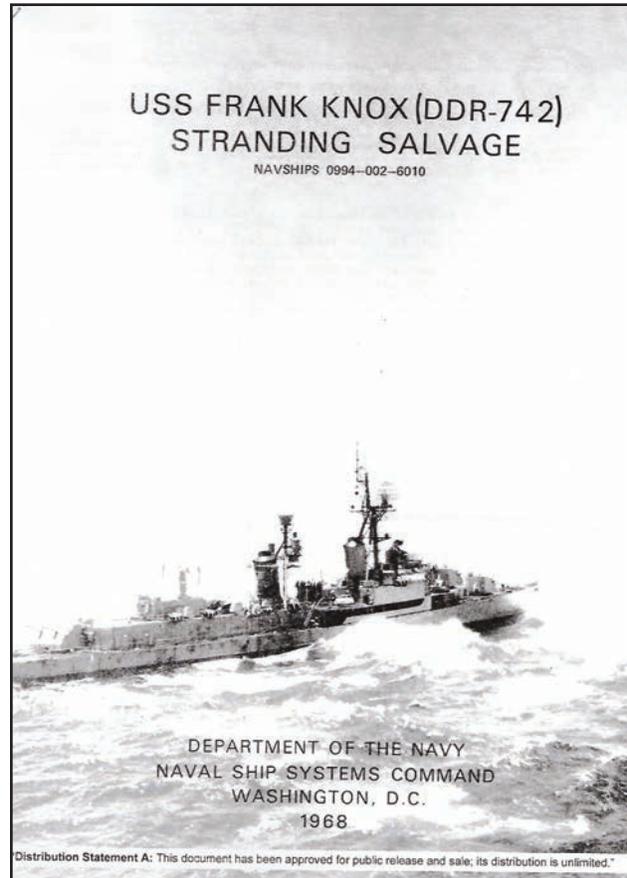
**PUBLISHED!** – One project is now on line on our website – **THE CREW ALBUM** is waiting for your review and **new pictures** from your collection. Each name has room for up to three pictures of you/and or a friend. On line there are two lists – one of all the crewmembers and when they served. The second list is broken down in five-year increments to make it easier to locate “so & so, can’t remember his name but he was in First Division.” The increments are 1944-1950, 1950-1955, 1955-1960, 1960-1965 and finally 1965-1971. This project came together with the help of Tom Soltis who performed magic to get to the first version and Joy Chandler who extracted the information I requested and got us started. Many thanks to both for their hard work as part of the Frank Knox Reunion Association, your organization.

**In Preparation** – a reissue of the official Navy Salvage Report – USS FRANK KNOX (DDR 742) Stranding Salvage, 25 October 1965. This complete report is missing an important group of stories and pictures – **YOURS!** History does not write itself; you have to help it. I’m looking for stories from the crew at that time, especially those who stayed aboard (95 men I believe), who weathered the storms and received little credit for the salvage operation.

It is time to correct this error as the **55<sup>th</sup> Anniversary** of the grounding approaches. **Deadline is September 15<sup>th</sup>** for pictures and stories. I’ll put together an edition for purchase through the Association starting October 1, 2020. **Please help us capture this history before it slips away for good.**  
Thanks!

**MEMORIES OF ANOTHER OUTBREAK** – My call to Irv Eisenberg, RM-2 1944-45 was to check on his health and that of his wife who was hospitalized mid-March 2020. Irv reported he is fine and that his wife had been released from the hospital and was home resting. Irv shared a story about the mighty fleets of WWII as they rested in Tokyo Bay, post surrender ceremonies, and the **small pox scare** of 1945-47.

Why is small pox so dangerous? It is both dangerous and deadly because it is **an airborne disease**. **Airborne diseases** tend to **spread fast**. Coughing, sneezing or direct contact with any bodily fluids could spread the small pox virus. In addition, sharing contaminated clothing or bedding could lead to infection. Sounds a lot like CONVID-19 that we are dealing with right now in our various states, cities and towns. The difference, social distancing on a warship is almost impossible.



**STRANDING SALVAGE**

Irv shared that he was ordered to put on shore patrol gear, helmet, 45 cal. Pistol and knife to walk the streets and keep sailors out of restricted areas thought to be potential areas for small pox contamination. The alarm in Japan was raised in October 1945, when service personnel reported in the sick bay with a high fever that did not completely return to normal before the next spike in fever, unlike malaria where the temperature actually returns to normal before spiking again.

Picture RM-2 Irv Eisenberg, armed with a .45 pistol, patrolling the streets of Yokosuka looking for an invisible enemy. Irv was given limited instruction which led to the feeling "I didn't know what I was doing." Fortunately, the USS Frank Knox was ordered to Tsingtao, China to be part of the surrender of the Japanese Fleet about 45 days after the official surrender signed on the USS Missouri (and witnessed by nine servicemen from the Frank Knox.)

In Irv's home town, **New York City**, health workers began emergency distribution of vaccinations of small pox vaccine until the city depleted its' own stock of vaccine. The city then turned to the Army and Navy who gathered up 780,000 doses of the vaccine stored throughout the country. That done New York's Mayor William O'Dwyer muscled the pharmaceutical manufactures into increasing production and lowering the price they expected the city to pay. On one day alone 500,000 New Yorkers bared their arms for the vaccination. The **young lady at the right chose** to have her vaccination in a less conspicuous place. By the time the city shut down the clinics and declared victory in early May 1947, **over six million people** had been rendered permanently safe from the infection in just 28 days. Only 12 cases of small pox had been recorded. "Civic minded men and women, "said Mayor O'Dwyer, had displayed "the loyalty, unselfishness and patriotism of true citizenship." (Information from Vanity Fair magazine 10/2013)

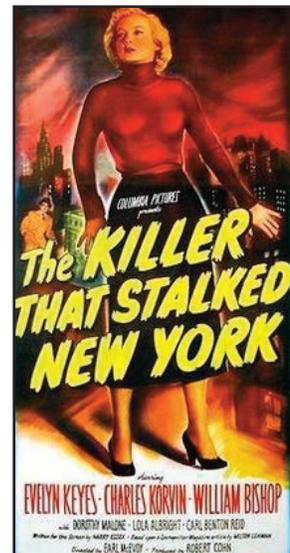
**Enter Hollywood** – The source of the small pox outbreak in New York City was a rug-merchant, Eugene Le Bar, who arrived by bus from Mexico City and checked into a midtown NYC hotel, March 1, 1947. Two days later he was **dead**. A lab in Washington DC diagnosed small pox and the race was on to contain the seldom-seen disease. "Inevitability, it did not take long for our finest hour to be cheapened by Hollywood" writes Vanity Fair. In the **Killer that stalked New York**, released in 1950, it was no surprise to see the unfortunate rug merchant transformed "into

a blonde diamond smuggler, portrayed by Evelyn Keyes in an extremely tight sweater" continued Vanity Fair. The bold "stream of civic responsibility had, by decades end, receded into a puddle of fear."

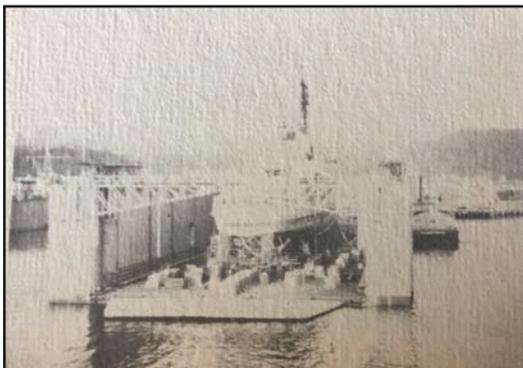
**SCARBOROUGH SHOAL** – This contested piece of remote island in the South China Sea is also the source of a picture we're investigating from the 1964 Cruise Book titled "Scar-



**YELLOW FEVER SHOT**



**KILLER THAT STALKED NEW YORK**



**SCARBOROUGH SHOL**

borough Shoal”, picture to the left. A few issues ago we published an eye witness account of a destroyer steaming toward a grounding – but not the Frank Knox The witness and the tug were in a different location at the time of the Frank Knox grounding. What ship grounded on Scarborough Shoal pictured here? The year, 1963 or more likely 1964. The ship in question was able to free itself from Scarborough Shoal and sail to Subic. Good question. Is the floating drydock near Subic Bay? Or is it Kaohsiung, Taiwan Only your memory or our research will reveal the facts. Stay tuned.

**HUMOR-** What is the difference between a Sailor and a savings bond?

A - Eventually, the savings bond will mature and earn money!

**OUR BOY IN BLUE** – Joe Dempsky, '61-64 is a frequent contributor to Knox Knews story ideas. In fact, Joe followed up on my article on Yokosuka and the “Northern Carrier”. In the picture is an “establishment” called “Popeye’s” often visited by sailors, stationed and visiting Yokosuka, who are searching for adult beverages and atmosphere – “Popeye’s” has both. Joe is mannerly and well behaved. However, he sent in a picture of his “button” of treasured “good guy” button from “Popeye’s”. There is a story there and we’ll try to get more detail behind the choirboy image. Stay tuned.

**IF YOU MISS THE NAVY...**- Joe Dempsky also sent the following: “While serving aboard two different destroyers 1961 & 1965 I had the TOP BUNK of three. (Poor bastards aboard a ship with four high bunks.) Note: The Navy did provide a thin 3-4’ mattress filled with some type of material.” Joe also lists other items he remembers as non-starters in his book – food and locker space for E-1 to E-6.

Navy Mattresses are constructed of foam – a foam core wrapped with a cotton cover white with blue striping. Today, foam is still the core now covered by a plastic, non-removeable cover. Mattresses can be rolled up, stored or used for damage control – definitely a story that will appear in the new publication “Stranded Salvage” about the salvage of the USS Frank Knox, July and August 1965 – 55 years ago.



**OZBOURN ON APPROACH**

[A friend recently said he installed a reading light under his coffee table. His wife asked why? My friend responded – “When I miss the Navy, I grab a paperback and crawl under the coffee table, turn on the light I installed and try to read. Then I don’t miss the Navy as much.”]

**USS OZBOURN DD-846** – Parts 1-3 Don Snyder, SO-1, forwarded an interesting email from a friend who reported about a collision between the Ozborn and USS Midway, CV-41. The date of the collision was 30 November 1960. On a hunch I reached out to the library and research



**BOY IN BLUE**



**3 HIGH RANK**



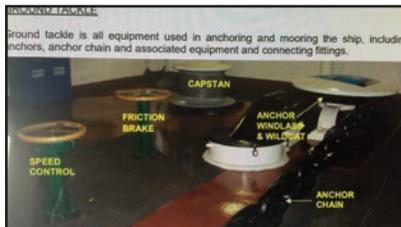
**PRESIDENT HARRY CHANDLER'S BUNK**

sources at USS Midway (where our Frank Knox archives will rest, digitally and in file form) and they responded with the attached log from the USS Midway covering the same incident. Review the pictures and firsthand account of our initial report then review the deck log of the USS Midway and note the different perspectives of the collision. I've gone one step further however, and requested the log of the USS Ozbourn for the same day for comparison. Washington DC archives informed me that the record in question is



**USS OZBOURN AGAINST MIDWAY**

scheduled for Digitization this quarter so we'll have to wait a "Washington moment" for a response which I'll publish when Ozbourn's deck log arrives. There's more than enough for old hands to review and discuss. Enjoy!



**GROUND TACKLE**

**TWO FOR ONE!** - I have Hank Huber, LTjg to thank for the next two stories. Hank is a Korean War veteran, 1951-1953, aboard Frank Knox and is pictured to the left with LCDR Russ Judah, WWII and Korea Veteran. Judah served aboard USS Frank Knox 1950-1952 and reunited with Huber at the 75<sup>th</sup> Anniversary of the ship held in San Diego CA, September 2019.

**LET GO THE ANCHOR!** – USS Frank Knox was approaching their assigned anchoring location inside the harbor of the Japanese city of Kobe in 1952. Kobe is on the south-western side of the main island of Honshu, about 19 miles west of the city Osaka. Huber recalls observing young Ensign and enlisted personnel preparing the starboard anchor for the command to "Let go". The Frank Knox reached the ideal location and the command was given to "Let go the anchor". The anchor proceeded to the bottom of the bay followed by a short section of the anchor chain known as the "stopper". The anchor chain continued to follow the anchor until it ran out and down to the bottom of the bay. The bitter end of the chain was not secured causing the ship's anchor and the short section of the anchor chain to gather at the bottom of the bay. After anchoring with the other anchor and chain you can only imagine the discussions that followed.

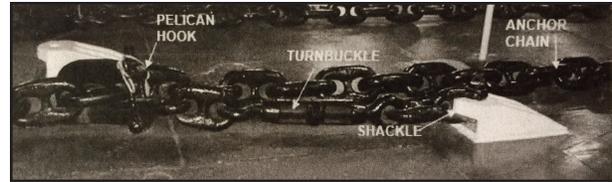


**HUBER AND JUDAN**

**FIND A DIVER** – (or Anchor part 2) – The Ensign was ordered to go ashore and locate a **diver** to mark the location of the anchor and chain for recovery. Soon, the Ensign returned to the ship with two Japanese men, one young and one old. The young man spoke English and was asked if he was the diver. The young man shook his head and pointed to the older man indicating he was the diver. The old man nodded in agreement. The next question was obvious "Where is his equipment?" In response the old man held up a nose clip! With only a loin cloth, nose clip and no goggles the old man dove the 40' depth, located the chain and secured a line and marker buoy to the chain for recovery. The recovery was successful and Huber chuckles at the sight of the anchor chain disappearing into the water and the "diver" hired to assist in the recovery.

Jim Lasswell, Weapons Officer aboard the Frank Knox from 1966-1968 adds the following: "As CO of the USS SAFEGUARD we saw the same situation take place several times. Actually, we didn't see it; but we saw

the end results when they called us to recover the Anchor and Chain in a variety of depths. Once the anchor chain gained such momentum it actually pulled the chain from its' connection to the ship's bulkhead."



**ANCHOR CHAIN**

**[Editor's Note –** With two anchors, at least one anchor chain would approximate the length of the ship.

To prevent the anchor chain from leaving the ship, there is a pad eye welded to the ship's bulkhead inside the anchor chain locker to secure the anchor chain end. Anchor chain lockers are wet, rusty and disagreeable places where the anchor chain is stored. Occasionally the anchor and chain are removed, brushed down and painted either on a pier or barge as a maintenance requirement. The chain locker also receives the same attention. Cleaning firesides and anchor chain lockers are dirty jobs best done and over with.] [If you were ever assigned to assist cleaning the anchor chain or firesides, I'll happily add your story to "Equipment we Love...to hate".]

**TATTOO's**— Along with "Equipment We love – To Hate" other occasional features I thought I would add a feature about TATTOOS and some stories about how the wearer decided on that particular Tattoo. The Norman Rockwell painting to the left was the inspiration for this occasional feature. I'll start with a story that might interest you.



**ANCHOR CHAIN**

I attended OCS, Newport RI. I made several lifelong friendships, among them Tom and Don. Following commissioning and a Navy School in Newport the three of us headed for our next duty station, NAVSTA Key West, Florida. As we drove South, we plotted our Key West adventures (finding sunken treasure) and various other topics including Tattoos. Neither Tom or I had a Tattoo but Don did as we learned – a rose with leaves and thorns was tattooed on his chest. Tom and Don were headed to Underwater Swimmers School then based at Key West. I was headed for Fleet ASW School Key West. The inspiration for the rose tattoo on Don's chest?

His mother's favorite flower? A girl friend? Almost. Don apparently was taking a college literature course and fell hard for the prep school lovely in the class. Inspired by the girl Don had the rose tattooed on his chest after the Tennessee Williams anti- hero in the play (and movie) *The Rose Tattoo*.

The three of us spent every spare minute diving for "treasure" from Spanish galleons. We found a few interesting items but the big discovery would wait for Mel Fischer and family to discover. I departed Key West with new orders and Tom and Don stayed on the East Coast completing the course for Explosive Ordinance Disposal (EOD) Officers. The Rose Tattoo that Don sported became a focal point for instructors all through training. Tom and I corresponded regularly; Don, from Chicago's South Side, was not a letter writer. When Tom and I got together on one of my business trips to Chicago I asked what happened to Don. Tom looked up a mutual friend and learned that Don was MIA in Vietnam, then later KIA after his body remains were identified, in part because of the rose tattoo on his chest. Don had brushed aside concerns and waded in to disarm explosives left during TET by the NVA. He did not see the hidden figure in the foliage who set off the explosives when Don and his handler approached to disarm the explosives. True to his nature, he hustled villagers and kids out of harm's way before he began work.

That's my tattoo story – how about yours?

**TAPS – Eternal rest grant unto them O' Lord.**

**Kenneth Bullock, SO-2, January 1951-November 1954.**

**Indianapolis IN**

**08-11-2019**

**FOR OFFICIAL USE ONLY**  
NAVPERS-20 (Rev 10-65)

DECK LOG—SMOOTH REMARKS SHEET

DECLASSIFIED  
Authority: *ND 92K05*

UNITED STATES SHIP MIDWAY (CVA-41)

WEDNESDAY 30 NOVEMBER 1960

(Day) (Date) (Month)

00-04 Steaming in company with USS HANSON (DD-832) and USS OZBOURN (DD-846), DESRON 112 embarked, enroute to COMNAVAIRPAC operating area Alpha. Destroyer in 4 CA 2 Bentline Screen with USS HANSON (DD-832) in station ONE, and USS OZBOURN (DD-846) in station TWO. Course 120, speed 18 knots. SOPA is COMCARDIV THREE in USS MIDWAY (CVA-41). OTC is Commanding Officer USS MIDWAY (CVA-41). MIDWAY is guide. Boilers number 1B, 1C, 2B, 2C, 3B, 4A and 4B are in use. Condition of Readiness FOUR and Material Condition YOKE are set. 0115 An inspection of the aviation fuel and oil systems was conducted; proper inertness being maintained on AVGAS.

*T. N. Thrasher*  
T. N. THRASHER  
LTJG, USN

04-08 Steaming as before. 0435 C/s to 15 knots. 0459 An inspection of the aviation fuel and oil systems was conducted; proper inertness being maintained on AVGAS. 0630 Manned starboard destroyer refueling stations. 0648 C/s to 12 knots. 0652 Stationed USS HANSON (DD-832) in life guard station. USS OZBOURN (DD-846) maneuvered to take station alongside. 0700 USS OZBOURN (DD-846) took station alongside. First line over to USS OZBOURN (DD-846).

*Dennis M. Moynahan*  
DENNIS M. MOYNAHAN  
ENS., USN

0715 Commenced pumping fuel oil on stations NINE and SEVEN. 0738 USS OZBOURN (DD-846) reported having engine trouble. 0739 All stations standing by for emergency breakaway. 0740 Cleared all stations. Commenced emergency breakaway. Captain assumed the Conn and ordered C/c to 119, C/c to 118, all engines ahead emergency full. 0741 C/s to 15 knots. USS OZBOURN (DD-846) struck USS MIDWAY (CVA-41) starboard side aft between frames 135 and 157. 0742 C/s to 12 knots. 0743 C/s to 25 knots. Completed breakaway. All lines clear USS OZBOURN (DD-846).

0744 C/s to 15 knots, C/c to 120. 0745 Mustered the crew on stations; Absentees:

LITTLE, R. G.,	532 28 77, FA,	"B" Division, UA since 0715, 31 October 1960.
BROOKS, D. C.,	534 87 45, SA,	1st Division, UA since 0730, 7 November 1960.
GOSNELL, J. E.,	532 68 63, AA,	"C" Division, UA since 0730, 14 November 1960.
WEST, R. L.,	519 68 34, SA,	5th Division, UA since 0730, 16 November 1960.
WOLCOTT, R. E.,	353 44 73, AA,	V-1 Division, UA since 0730, 16 November 1960.
LOW, W. R.,	548 97 42, AA,	V-1 Division, UA since 0730, 16 November 1960.
DEANE, R. J.,	542 62 14, SA,	1st Division, UA since 0730, 18 November 1960.
KASINGER, W. A.,	539 06 14, SA,	1st Division, UA since 0730, 18 November 1960.
SINON, A. B.,	534 93 02, SA,	1st Division, UA since 0730, 21 November 1960.
VELLER, R. A.,	524 07 73, SN,	2nd Division, UA since 0730, 28 November 1960.
DZIMINSKI, J. M.,	537 48 65, AN,	"C" Division, UA since 0730, 28 November 1960.

Returned Absentees:

SMITH, J. P.,	320 30 81, SN,	2nd Division, Returned 1830, 29 November 1960.
WOODGATE, C. E.,	320 09 86, SA,	2nd Division, Returned 1830, 29 November 1960.

Held by Civil Authorities, Salinas, California:

PORNER, T. O., 530 44 65, ACT3, O1 Division, UA since 0730, 28 November 1960.

Held by Civil Authorities, Los Angeles, California:

HERRSCRAFT, J. T., 484 25 91, SFP3, "R" Division, UA since 0730, 28 November 1960.

Held by Civil Authorities, Alameda:

PETERS, J. T., 389 83 95, FN, "R" Division, UA since 0730, 16 November 1960.

HOFFER, R. L., 389 84 96, FA, "R" Division, UA since 0730, 16 November 1960.

Transferred to Naval Station, San Diego, California:

OXLEY, L. T., 541 05 99, SA, 1st Division, UA since 0730, 7 November 1960.

Failed to report in compliance with STO's:

FALCOMBURG, R. L., 370 32 21, SN, UA since 2400, 27 November 1960.

Failed to report in compliance with TAO's:

JACKSON, H. W., 531 97 30, SA, 1st Division, UA since 0800, 1 November 1960.

REEVES, E. L., 543 74 52, FA, "B" Division, UA since 2000, 17 November 1960.

Held in City Jail, Tacoma, Washington:

STITLER, L. R., 353 38 61, AA, V-1 Division, UA since 0745, 11 November 1960.

HARLOW, S. G., 533 65 29, AN, V-1 Division, UA since 0745, 11 November 1960.

DUNLAP, D. L., 390 21 30, AA, V-1 Division, UA since 0730, 14 November 1960.

0757 C/s to 12 knots.

*J. O. Coleman*  
J. O. COLEMAN  
LT., USN

08-12 Steaming as before. 0815 Detached USS OZBOURN (DD-846). 0845 USS HANSON (DD-832) maneuvered to take station alongside to port. 0900 USS HANSON (DD-832) took station alongside to port. First line over to USS HANSON (DD-832). 0912 Commenced pumping fuel oil on station Six. 1035 Ceased pumping having transferred 29,680 gallons of NSFO. 1045 All lines clear USS HANSON (DD-832) commenced breakaway. While walking around an aircraft, HOOD, C. R., 370 45 11, AN, USN, was struck on the head by a ladder receiving laceration of scalp. Treatment Administered by Medical Officer.

APPROVED:

EXAMINED:

U. S. N. COMMANDING

U. S. N. NAVIGATOR

TO BE FORWARDED TO THE BUREAU OF NAVAL PERSONNEL AT THE END OF EACH MONTH