



**USS Frank Knox (DDR-742) Reunion Association**  
 Harry Chandler, President & VP Membership: hchandler64@gmail.com  
 Stephen Cross, Vice President Communications: stephencross@earthlink.net  
**Website: www.ussfrankknox.com**



**REUNION INVITATION & REGISTRATION**

**30TH ANNUAL USS FRANK KNOX 2020 REUNION**

**ALBUQUERQUE, NEW MEXICO**

**SEPTEMBER 23-26, 2020**



**ATTENDEE INFORMATION**

Name:		
Date of birth (optional):	Wife/Companion:	
Address:		
City:	State:	ZIP Code:
Phone/s:	E-mail:	

**\*\*MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, MEMBERSHIP CARD, REUNION PRICING & NEWSLETTER\*\***

**EMERGENCY CONTACT**

Name of a relative not residing with you:		
Address:		Phone:
City:	State:	ZIP Code:
Relationship:		

**REUNION EVENTS – THURSDAY, FRIDAY, SATURDAY**

		\$ PRICE	QTY	AMOUNT
Thursday 9/24	Turquoise Trail Bus Tour to Santa Fe (per person)	\$50		
Friday 9/25	ABQ Motherload, Route 66 Tour - National Museum of Nuclear Science (per person)	\$63		
Saturday 9/26	Banquet (per person)	\$40		
While we know you would like to attend all events, it isn't required you sign up for everything. If it fits your schedule and budget, we're pleased. But, don't feel you must attend all festivities and stay all 4 days. The main thing is to show up to the reunion and enjoy your friends and shipmates. The Business Meeting and Banquet are our primary events.				
Looking forward to seeing you in Albuquerque, New Mexico!!				
Non-Members & Guests please add \$10.00 per event per person (Member's guests receive member pricing):		\$ 10.00		
** 2020 Association Membership Dues <b>if</b> not already paid will give you membership pricing on Reunion events. Family price:		\$ 30.00	→	
TOTAL ENCLOSED:				\$

**MAKE CHECK PAYABLE TO: MARGARET WATSON**

**Please return this form with your payment to: USS Frank Knox Reunion Association c/o Margaret Watson, Treasurer  
 3421 NW Coronado St., Corvallis, Oregon 97330 Tel: 541-757-8067 Make payable to Margaret Watson.**

**Questions: Contact Vaughan Kruger, Reunion Coordinator at (206) 466-6094 or e-mail vaughankruger@yahoo.com**



## **REUNION ITINERARY & ACTIVITIES:**

### **Sheraton Albuquerque Uptown**

Reserve your hotel today. The reunion dates are Sept. 23<sup>rd</sup> – Sept. 26<sup>th</sup>, 2020

**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. \$125.00 per night reunion rate (+tax), single/double occupancy, traditional room. Please call the hotel **direct at (1-505-830-5781)** to make your reservations now and lock in your rate. Be sure to tell them you would like to make reservation for the USS Frank Knox 2020 Reunion in September 2020. Rates apply 3 days before and 3 days after the reunion. If you prefer you may also book online using the following link. [Click here to book your group rate for the USS Frank Knox 2020 Reunion](https://www.marriott.com/events/start.mi?id=1576801758589&key=GRP) or copy and paste (<https://www.marriott.com/events/start.mi?id=1576801758589&key=GRP>). If you have questions or need help with the link, please do not hesitate to ask.

#### **Your stay includes:**

- Complimentary Breakfast Buffet in the hospitality room, Thursday through Sunday
- Complimentary fitness room and indoor pool
- Business Center
- Complimentary Wireless Internet
- ABQ airport is less than 5 miles from the hotel. There is no airport shuttle.
- Local shuttle available within 3-mile radius.

In addition to the hotel restaurant there are many restaurants within walking distant from the hotel. Breakfast voucher will be available for extended stays 3 days before and after event.

**Wednesday, 23 Sept. 2020:** Attendees arrive for 30<sup>th</sup> 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.

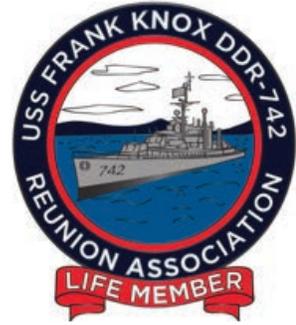
**Thursday, 24 Sept. 2020:** Turquoise Trail Bus Tour to Santa Fe (Details to follow)

**Friday, 25 Sept. 2020:** ABQ Motherload, Route 66 Tour - National Museum of Nuclear Science - New Mexico Veterans Memorial and Museum (Details to follow)

**Saturday, 26 Sept. 2020:** After breakfast, we will meet in the hospitality room at 9:30am for our **Annual Business Meeting** where we'll elect Officers for 2021 and **select a location for the 31<sup>st</sup> Annual Reunion**. Please come prepared to present your suggested **East Coast** 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.

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 \$40 for members and their guests, and \$50 for non-members and their guests. Following introductions and dinner, a special speaker will address the association (TBA and posted on the website).

**Sunday, 27 Sept. 2020:** Wake up to our last breakfast and say farewell to all our friends and shipmates until fall 2021.



78 LIFE MEMBERS and counting

# KNOX KNEWS

OUR HISTORY WON'T SAVE ITSELF!

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

[ussfrankknox.com](http://ussfrankknox.com)

Spring 2020



## ALBUQUERQUE – 30<sup>TH</sup> ANNUAL REUNION

I hope you made your reservations for Albuquerque NM. This reunion will take us to one of the most unique cities and states in the US. A mix of cultures gives the area a rich background to explore. It is also a very tech savvy city. The food, cultures, art and high desert climate are all special. I worked in Albuquerque before entering the Navy and I introduced my parents to the city and area. They lived in the city for 32 years.

America's 23<sup>rd</sup> largest city is about as tech savvy and unique as you can get in the US. It is the home of Kirkland AF base, Sandia National Labs (think atomic research) the New Mexico Tech Center founding center of MITS and Microsoft. Netflix has a major production hub here as well. Surrounding this tech stuff is a city that has roots in Spanish, Mexican and native American cultures. Albuquerque has a great group of museums, extensive natural wonders, the **Rio Grande River**, the **Turquoise Trail** and one of the world's grandest annual **balloon fiestas** in September. The **Anderson-Abrusso Balloon Museum** is the place to see the history of the balloon fiesta.

The eastern side of the city ends at the Base of **Sandia Peak** and a **spectacular tramway** taking you the top, 10,300 feet up over the city. Below is the unique tech savvy downtown color lighted each evening. West of Sandia peak lies the city and businesses that make Albuquerque ask a center of major clean industry. The city's **Old Town** and historic square are perfect for a morning or afternoon walk. For gear heads Albuquerque is the home of the Unser family Racing enterprises and **Unser Racing museum** – a tradition carried on from father to sons, sons to grandsons and great grandsons. Think Indianapolis and Pikes Peak when you think of the Unser clan.

Restaurants and food are special here in Albuquerque. There are at least 10 restaurants within a short distance of our hotel. **Craft beer** locations, **whiskey distillery** help wash down the great food served here. And then there is dessert – start with **Banuelos** (Mexican fritters with honey), **churros**, (sweet fried dough with sugar and cinnamon and maybe ice cream), **sopapillas** (hot puff pastry served with honey), tres leche cake (think tiramisu ) and finally you order just ice cream and it comes with chewy cookies called **biscochitos**. Man! They are good. **Coffee** – all the usual plus New Mexico brand **pinon coffee with cream**. Then there are **empanadas** and **apple pie** with lite green chili flavor. Lots of restaurants serve **pecans** and locally made **chocolate**. Perfect for a Reunion!

**Make your hotel reservations by phoning 1-505-830-5781 (Sheraton Albuquerque Uptown).**

**Bob Solomon, AOC-1965** – The man pictured is Bob Soloman LCDR, USN Retired. I took his picture last week while he and I were engaged in volunteer work on the **USS MIDWAY** Aircraft Carrier Museum. The second picture is Bob's work Place on the USS Midway July/August 1965 off Vietnam. A busy place to be sure.



**BOB SOLOMON, AOC-1965**

I met Bob while I was a monthly Continuing Education program titled "USS Midway and the Knox Affair". The title comes from the 1965 cruise book which contained two pages of pictures of Midway's rescue of 155 Frank Knox crewman from the bow of Frank Knox in front of the approaching Typhoon Gilda. The rescue was flown by helos from HC-1 commanded by LCDR "Wes" Wetzel. To build the lesson plan I interviewed LCDR Wetzel, CDR Lionel Price, Frank Knox Helo Officer and talked to CDR Bob Schottle of HC-1 who now runs the "SIM" or helo simulator training program at North Island Naval Air Station, San Diego. Under Bob's watchful eye and 120 others I talked about the rescue and the lack of recognition for the crews who flew. HC-1 pilots accomplished the following – rescued 155 crew, chiefs and officers from the grounded ship. Starting at 0751 they completed the operation according to the Frank Knox log at 1029. The rescue was complete in 158 minutes and totaled 155 Frank Knox officers, CPOs and crew.

During the presentation Bob Soloman stood up and talked about some of the Frank Knox crew he saw after they landed on USS Midway. Toward the end of the flights the rush to get crewman off the Frank Knox was under the press of elevating winds and the approach Typhoon Gilda. Bob approached one CPO he saw and offered to take him to Chief's Quarters for a cup of coffee. As they talked about the ride over and the grounding of the ship. Bob noticed the chief had an unsteady hand spilling most of the coffee out of the cup. Slowly, the atmosphere aboard the carrier calmed the jangled nerves of the Chief and other survivors from the grounded Frank Knox.



**BOB SOLOMAN'S WORK PLACE  
USS MIDWAY, JULY 1965**

**THE FLYING WETZELS** – As related in the recently published book ***“FRANKIE MARU – The True Story the Grounding of the USS Frank Knox DDR-742 and the Aftermath”*** 95 officers and crew remained aboard the ship to assist in repair and salvage operations. Had the mission been flown in the war zone speculation is that a number of awards and medals would have been considered for the aviators of HC-1 and their OIC LCDR Wetzel. And the crew of USS Frank Knox? There appears to be nothing in the records to reward their efforts during the time on the reef. Out of the war zone “peace-time missions” according to Naval Aviators on board USS Midway Museum are hard to come by.

The book **Frankie Maru** is available on Amazon.com, Google: **lionelprice frankie maru**.

**THE NORTHERN CARRIER** – On 5 October 1973 USS Midway CV-41 with CVW-5 aboard pulled into Yokosuka, Japan marking to first forward deployed carrier battle group in a Japanese port. The agreement to allow this agreement to allow this to take place was concluded 31 August 1972 between the U.S. and Japan and allowed three carriers to stay in the far east even as the economic situation demanded a reduction in carriers in the fleet. Home-port a carrier in Yokosuka had several advantages including allowing sailors and their families to live in Japan when the ship was home ported there. This was the beginning of the forward deployed carrier that continues today with the current Yokosuka deployed carrier USS Ronald Reagan, CVN-76. The Northern Carrier term predates this arrangement.



**DESRON-9**

Before 1972 West Coast carriers rotated out of Alameda NAS, San Diego and later out of Bremerton WA to provide carrier support for the Pacific Fleet. The term Northern Carrier was used when a carrier battle group was deployed to Yokosuka, utilizing facilities there. USS Frank Knox was in an out of Yokosuka many times from the end of WWII to 1970 including the final visit before returning home to San Diego and sale to Greece in early 1971. The pictures show the Frank Knox in San Diego, assigned to DESRON-17, and earlier assigned to DESRON-9 while in Yokosuka.



**DESRON-17**

**THE FIRST GEARING CLASS DESTROYER** – The first Gearing Class commissioned was: **USS FRANK KNOX DD-742**. This year is the 75<sup>th</sup> Anniversary of the Gearing class destroyers. There is more to the story below. The **first seven** Gearing class destroyers launched were:

# The Journey continues

July 22, 1965  
0000 - 2400



Back Row, left to right: C. V. Rowman; J. E. Dudley; T. E. Divina; D. L. Morris; B. S. Putney; K. E. White; H. Morse; B. Seutzel; J. H. Perkins; J. E. Loring; E. D. Hilly; J. F. Munroe; C. N. DeSantis. Front Row: A. F. O'Donnell; P. H. Dwyer; R. Garcia; M. B. Parker; T. V. Garner; M. B. Spencer; J. H. Hale; L. R. Davis; B. B. Brown; L. R. Leaming; E. D. DeLoatch; K. V. Mitchell.

## FLYING WETZELS

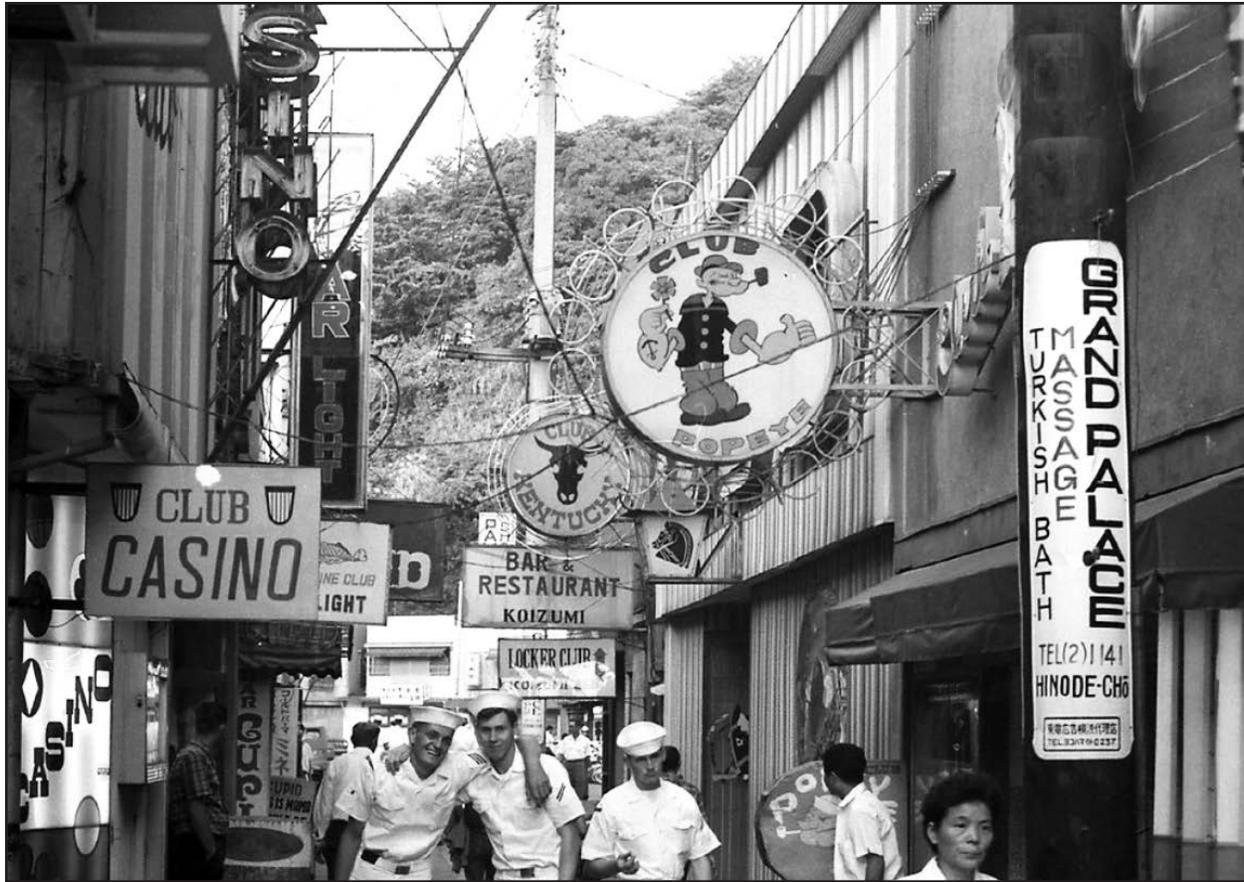
1. USS FRANK KNOX DD-742 commissioned 12-11-1944. Builder Bath IW (Iron Works) Maine
2. USS SUTHERLAND DD-743 commissioned 12-22-1944. Bath IW Maine
3. USS CHEVALIER DD-805 commissioned 01-09-1945. Bath IW Maine
4. USS HIGBEE DD- 806 commissioned 01-27-1945. Bath IW Maine
5. USS HAWKINS DD- 873 commissioned 02-10-1945. Builder Continental Steel Orange, Texas
6. USS BRENNER DD-807 commissioned 02-13-1945. Bath IW Maine
7. USS PERKINS DD- 877 commissioned 04-04-1945. Builder Continental Steel Orange, Texas

And the USS GEARING DD-710? GEARING was launched 02-18-1945 and commissioned 06-08-1945, too late to make it to the Pacific for a contribution to WWII. The builder was Federal Steel of New Jersey.

In anticipation of the invasion of Japan, modifications were ordered to eleven of the first twelve GEARING class ships as follows: remove the forward torpedo tubes and replace with a tripod mast mounting an advanced radar antenna and equipment to track anticipated swarms of inbound enemy aircraft. The modifications took place at Boston Naval Shipyard starting in January 1945.



YOKOSUKA 1965

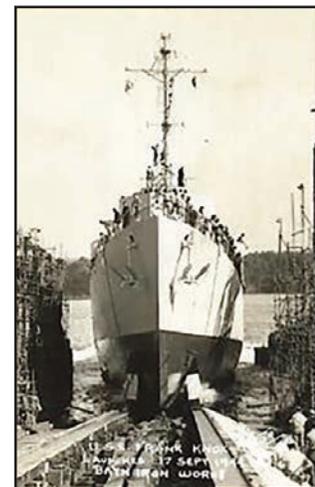


DOWNTOWN YOKOSUKA 1965

Three of the GEARING class were present in Tokyo Bay for the surrender of the Japan, USS FRANK KNOX, USS SUTHERLAND and USS PERKINS. Nine sailors from the FRANK KNOX were transported to the nearby USS MISSOURI BB-63 for the surrender ceremonies. Among those present were RD-1 Al Smith, TM-1 Gerald Harms, and seven others. Can you imagine being on the USS MISSOURI for the ceremonies? I'm going to try to identify the names of the other seven. It's rumored that only "right-arm rates" were selected (this is also subject to verification).

So, what about the USS BLUE DD- 744, USS BENHAM DD-796 and USS CUSHING DD- 797? They were in Tokyo Bay for the surrender. **You might win a bar bet or two with the following information.** USS BLUE was launched as a Sumner class destroyer. USS BENHAM and USS CUSHING were launched as Fletcher class destroyers; BENHAM was built in San Francisco by Bethlehem Steel and CUSHING was built on the east coast, Bethlehem Steel Mariners, Staten Is. NY. Both were commissioned December and January 1944 respectively. The BLUE was built in Bethlehem's Mariners Point shipyard Staten IS. NY and commissioned late March 1944.

Converted GEARING class destroyers remained DD's until a fleet-wide change created the designation DDR in 1948 according to information sent by William Madden our latest Life Member. Thanks Bill!! FRANK KNOX and other converted ships remained DDRs until 01-01-1969 when they reverted to DD designation.



THE FIRST GEARING

**EQUIPMENT WE LOVE – TO HATE –** (Part of an occasional series) Gunner's mates will love this story.

The variable depth sonar, VDS, became part of the USS FRANK KNOX in late 1964 after the ship returned to San Diego. The VDS package was installed on the fantail of the Frank Knox and included the hoist, cable reel, 300+ feet of cable and fairing, attached to a transducer that was towed behind the ship. The power unit for the transducer was installed on the level below the main deck, adjacent to the after steering equipment space. Gunners mates operated and maintained the hoist mechanism while the sonar techs maintained the electronics and provided information to CIC and the bridge when the VDS equipment was deployed. When the VDS was not deployed underwater information and contacts were available from the hull mounted sonar below the sonar shack and relayed to CIC and the bridge. The VDS gained popularity because the Royal Navy, Royal Canadian and Royal Australian Navies developed and deployed their system on several of their ships.

The US Navy was influenced by many of the features of the British hoist system and towed body feeling it worth study. The British sonar system range and reliability of components needed attention. The first photo is of the test installation on DD-760, USS John W. Thomason and compare it to the pictures of the USS Frank Knox after the conversion was complete in late 1964. Quite a difference. The initial contractor for the VDS were Western Electric Corp. and Raytheon Corp.

Ever since ASDIC (snit-submarine detection identification/SONAR) or the original sonar was installed on Navy ships the problem of water temperature and its effect on sonar penetration and transmission has received a lot of attention. Ideally a ship on the surface would simply listen (passive mode) for a sub to make noise. However, water conditions can hide the sound made by submarines. Active sound transmission to locate the sub works well most times. There are times however when water conditions prevent the sound from getting to the sub. The most frequent cause of this is a layer of cold water. The VDS can, in many cases, reach below the layer to transmit sound more easily to locate the sub.

The current US Navy contract for VDS went to Raytheon Corp. for the VDS equipment for the LCS design ships, the Independence class (tri-hull design) and the Freedom class (single hull design) ships. Equipment



VDS

File:Variable depth sonar of USS John W. Thomason (DD-760) c1960.jpg



VDS (2)



ED EWOLT 2 OF 3 SONS

design includes delivering a package that meets the US Navy's weight standard for this class of ship. The Navy was supposed to select on design and move forward with the remaining build out to a final number of 40 ships. Stay tuned for developments.

**ED-1 USNR V+6** – This designation dates back to WWII. This designation means that the recruit enlisted in the US Navy Reserve for the duration of the war (the V) plus six months. When you sign you are ALL IN as they say.

The picture on last page is Ed Ewoldt, YN-3 who served on the USS Frank Knox DD-742 from August 1946-October 1947. Ed is pictured with his three sons at the Chicago reunion. Ed has since relocated to new retirement community in Wheaton IL. His eyesight is not as good so he prefers phone contact or personal visit. His number is 630-207-7990. Tom Soltis visited him in early January and reported that Ed had quite a few stories to share. I phoned Ed the next day and he related the stories below.



**TSINGTAO, CHINA**

**ED-2 CAN YOU TYPE?** ED graduated from high school in 1945 and enlisted in the US Navy. He was sent home to wait for orders to enter boot camp. Orders came in mid-July 1945 and Ed was in Company 1081 at Great Lakes IL. (CDR John Ford, [later Captain] the first CO of the USS Frank Knox was later the CO of the Great Lakes NTC.) During boot camp a notice was posted in the barracks seeking recruits who could type. Ed had taken typing in high school and volunteered with 8 other recruits to be part of a group of typists. Ed was advanced from SN-1 to SN-2; his pay went from \$21 per month to \$56 per month. While Ed was in boot camp the Japanese surrendered Sept. 2, 1945 and Ed was a recruit and WWII veteran. Ed and other typists started to work on discharge paperwork for many of the personnel to be discharged at war's end. Ed decided requested sea duty. The Navy responded by sending Ed to San Francisco where he typed orders for sailors going to the Bikini Atoll in preparation for the nuclear test conducted on Bikini Atoll July 1, 1946. Ed requested sea duty again. This time orders came through sending Ed to the USS Frank Knox. Since the Knox was not in San Diego Ed was sent TAD to the USS Prairie, AD-15 located in San Diego. Ed got his ship but, in the process, ED lost all his accumulated points for Storekeeper and walked aboard the Frank Knox as Seaman First and was assigned to the Deck Force.

While on the USS Prairie, Ed again requested sea duty. The Navy responded by sending Ed to the USS Frank Knox. August 1946. The transfer cost Ed his points for Storekeeper. As an undesignated seaman he ended up on the deck force chipping paint; he was on a destroyer however. One day, walking up the starboard side of the Frank Knox Ed spotted a sign outside the ship's office. The sign asked for sailors with typing experience. Ed inquired and met YN-2 Bob O'Kon (later the first President of the Frank Knox Reunion Association). Bob had Ed take a typing test; he passed and became a YN striker however his points accumulated as a storekeeper were lost forever. November 6, 1946 Ed and the Frank Knox were on the way over to Tsingtao (now Qingdao) China (PRC) to support Nationalist China leader Chang Chi Shek.

Tsingtao was originally occupied by Germany from 1898 to 1914 when the German Fleet pulled back toward home waters to avoid being trapped by the stronger British Navy. The German occupiers left behind a big working brewery making "Germania" beer, later renamed "Tsingtao", a beer you can still order in many places in the US and the world. Japan occupied the city from 1941 -1922 and again from 1938 – 1945. In

1945 the US made the city the HQ for its' fleet. In 1948 the US moved its' fleet HQ from Tsingtao to the Philippines. The reason was the success of the Communist Forces under Mao Zedong and the PRC, Peoples Republic of China.

Tsingtao translates to the English words "Azure Island". The wide streets shown in pictures sent from Life Member "Cat" Arellanes, FN from the first stationing of Frank Knox 1945-46 in Tsingtao show a gritty post war look. Ed Ewoldt remembers the European look of the city was dirty when the ship returned in 1947. The Frank Knox was based in Tsingtao but visited Formosa (now Chinese Taipei) and Hong Kong often plowing through the Formosa strait waters during typhoon season.



**TSINGTAO NEWS**

**ED-3 A SMALL DELAY** – The Frank Knox and fellow Bath ship USS Higbee were enroute to Tsingtao. An Unrep was conducted by the two ships about 540 nm East of Hawaii. At the conclusion of the Unrep Frank Knox accelerated and gained distance over the Higbee. Suddenly, according to Ed, the Frank Knox swerved to the right in front of the Higbee and the Higbee collided with the Frank Knox, just ahead of the depth charge rack on the starboard side of the Frank Knox. The ships separated from the collision and then the Higbee, unable to stop their forward motion, struck the Frank Knox again. The second blow caused the bow of the Higbee to separate from the ship, forward of MT 51, and sink in to the deep Pacific.

Ed Ewoldt was climbing the ladder from the 02 level to the Bridge level when a warning shout alerted Ed to scamper up the ladder to avoid a wave of water surging up the starboard side of the Frank Knox. Ed could not believe the sight before his eyes – the bow of the Higbee gone and both ships dead in the water, assessing damage. Damage to the Frank Knox was not serious but needed attention of the ship repair folks in Hawaii. Higbee on the other hand need much more. Assistance was dispatched to the wounded Higbee and she started the long journey backwards to Hawaii. The Frank Knox was able to proceed independently to Pearl Harbor and repair. The Honolulu paper covered the story and there is a series of pictures taken from the Frank Knox of the Higbee by a sailor named Travis who had the only camera aboard according to Ed. By January 1947 the repaired Frank Knox was at sea headed for Tsingtao China.

After the Frank Knox returned to the US in June and July 1947. Ed was discharged and took the train back to Iowa.

**ED-4 BAKER'S DOZEN?** – Ship's bakers are treasured souls – baking their way into the hearts of Captains and all the way to the lowliest seaman. Yeoman Ed Ewoldt was recording for a Captains Mast when the following case came before the Captain. On report was the ship's baker. The ship's baker, a second class, was observed sitting on a stainless-steel counter reading a book. His pants were rolled up to his knees and his legs were in a tub of bread dough – he was kneading the bread dough with his bare feet! Ed could not help but laugh at the report. The Captain however was not amused. The baker was reduced from second class to third class and docked 6 months of pay for his unique style of food preparation. Ed adds that the bread dough in question was dumped overboard. The former Supply Officer of USS Midway thought the Baker was making "sour dough bread". (????) (Mmmmmmm) If you were the CO what would you have done?

**CONGRESSIONAL MEDAL OF HONOR** – The officers and crew listing for 1947-48 aboard the USS Frank Knox includes this man: ENS William L. McGonagle, USN. He is listed as the 1<sup>st</sup> Lieutenant then later as the ASW Officer. In letters to our reunion group and when attending reunions ENS and later Captain McGonagle would frequently refer to his time aboard the Frank Knox as the critical foundation of his later successful career. He loved our ship and what it stood for. Captain William L McGonagle was assigned to the USS Liberty, AGTR 5 and was in command on June 8, 1967 in the Eastern Mediterranean when the Liberty was attacked



**HIGBEE & KNOX IN DRYDOCK, NO. 2 PEARL HARBOR**

by Israel during the fighting known as the Six-Day-War. The ship was severely damaged, several crew members were killed, other crew were injured including McGonagle. McGonagle maintained control of the ship for many long hours until help arrived as the Liberty steamed away from danger. McGonagle survived and was awarded the Congressional Medal of Honor in 1968 by then President Lyndon Johnson. He attended at least two reunions that we know of before his death in 1999 in Palm Springs CA.

The enclosed picture was sent to me by new Life Member (#77) William Madden of Chesapeake VA. This picture was taken when the ship was returning from Hunters Point Shipyard to home port in San Diego. This picture shows the addition of K-Guns to the starboard and port quarters of the ship. The depth charge racks on the stern of the ship look identical to the arrangement when the ship was commissioned. The tripod mast added to hold the radar is the same as in 1945. I had a hard time identifying the port hedgehog mount and I'm reasonable sure the last (aft) torpedo mount was removed. The note on the picture says 1948 – Underway to San Diego from Hunter's Point Calif. Changed from DD to DDR. The Navy dropped the term "radar picket" in favor of listing the ship as a DDR. The DDR designation remained until December 31, 1968 when the ship reverted to a DD.



**WILLIAM L. MCGONAGLE**

Madden also sent a very good picture of the crew while the ship was in Tsingtao, China in 1947. A news article saved by Madden shows pictures of the aircraft carrier Tarawa in Tsingtao harbor with 1200 marines aboard as Communist forces held their ring around the city of Tsingtao. Shanghai was also mentioned as threatened by Communist forces. On October 27<sup>th</sup>, 1947 the officers and crew of the Frank Knox sat down to celebrate Navy Day in Tsingtao. You can read the menu at the right; beef tenderloin and ham were on the menu plus cigars! Christmas and New Year's Day meals were also served in Tsingtao. It looks like the menu on Christmas returned to turkey, Indiana Turkey that is plus giblet gravy, creamed peas and buttered asparagus spears. Three desserts are listed, no wait, that's two desserts and fruitcake.



**WILLIAM MADDEN**

**TAPS –**

**Stan Dowda – SM-1, 5/1968 – 9-1971**

**Died 1/2/2019 San Diego, CA**

**Bill “Doc” McCauliff – HC-3 \*/1962 – 11/1964**

**Died 1/19/2020**

**“I have fought the good fight, I have finished my course, I have kept the faith.” II Timothy 4:6-7.**

**Eternal rest grant unto them O Lord.**

**FRANK KNOX – 1948** “The picture below was sent in by William Madden, GMG-1. He reports the picture is from 1948 – Underway to San Diego from Hunter’s Point, CA Changed from DD to DDR.”

Examine the picture from 1948 and compare it to the picture of the ship when commissioned in late 1944. How Many changes can you see?



**FRANK KNOX 1948**



**OFFICERS**

- CDR William C. Hembury - Commanding Officer
- LCDR William R. Barnett - Executive Officer
- LT Stephen Mitrovich - Gunnery Officer
- LT Frederick R. Barker - Engineer Officer
- LTJG Wilton L. Atkinson - Operations Officer
- ENS James E. Collis - Damage Control Officer
- ENS Joseph J. Virostko - First Lieutenant
- ENS Perry W. Nelson - CIC Officer
- ENS William L. McGonagle - ASW Officer
- ENS Robert W. Tatum - Assistant Gunnery Officer
- ENS Howard H. Dolch Jr. - Supply Officer



**CHIEFS**

- |                   |     |                     |     |
|-------------------|-----|---------------------|-----|
| BENNER, M. W.,    | MMC | MCADAMS, E. E.      | GMC |
| FRIEDRICH, W.,    | MMC | MOORE, J. E.,       | MMC |
| GARRISH, W. J.,   | BMC | TOTH, S. J.,        | MMC |
| GUNDERSEN, M. W., | MMC | TROWBRIDGE, R. W.,  | BTC |
| HOLLOMAN, R. N.,  | QMC | VIERECK, R. H.,     | GMC |
| JACKSON, R. B.,   | MEC | WADDELL, J. S. Jr., | BTC |
| JANKY, L. C.,     | BTC | WALL, A. H.,        | CSC |
| KRANZ, D. G.,     | BMC |                     |     |



*Christmas Day Dinner 1948*

TOMATO JUICE COCKTAIL . . .	CREAM OF TOMATO SOUP	
SOUR PICKLES —	SALTINES —	SWEET PICKLES
ROAST INDIANA TURKEY . . . . .	SAGE DRESSING	
GIBLET GRAVY . . . . .	WHIPPED POTATOES	
CREAMED GREEN PEAS . . .	BUTTERFD ASPARAGUS SPEARS	
RIPE OLIVES —	FRUIT PUNCH —	SPANISH OLIVES
HARD CANDIES . . . . .	SHELLED MIXED NUTS	
MINCE MEAT PIE —	FRUIT CAKE —	PUMPKIN PIE
APPLES —	ICE CREAM ALA FOWLER —	ORANGES
CIGARS . . . . .	CIGARETTES	
	CAFE NOIRE	