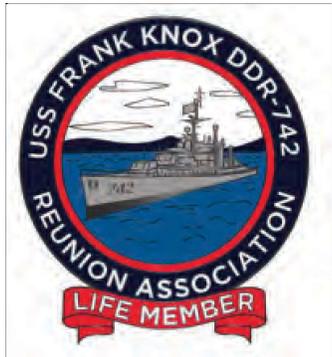




94 LIFE MEMBERS and counting



KNOX KNEWS

Editor: LT Steve Cross '67 - '68

OUR HISTORY WON'T SAVE ITSELF!

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

www.ussfrankknox.com

Summer 2022



In this issue – Remembering the FRANK E. EVANS - WHAT'S UP WITH SUBIC - BURIAL AT SEA - PATRICK MCWORTER - Life Members - CARRIER VS SUBMARINE - "BIRD FARMS" TURN 100 - A GENTLE NUDGE - CDR J. C. Ford - STAINED GLASS ART SEARCH – PHOTO DONATED – RARE AND DESIREABLE – Taps - Ships Store

REUNION 2022 IS ON! - More details on page 3, 4, 5 and website Reunions tab.

DUES ARE DUE: Those paying dues annually \$30 for 2022 is greatly appreciated. Membership and Life Members continue strong. **ANNUAL DUES** – I hope you are planning to renew at \$30 per year, roughly half of our members support us by writing a check annually. Life Members make a one-time payment, then enjoy life time privileges payment free. (Checks and donations - send to Margaret Watson, 3421 NW Coronado ST., Corvallis OR 97330.) Our financial position is strong thanks to you.

Life Members now total 94. Almost half of our dues. The rest of our funding coming from our Annual White Elephant \$2035.00 and Veterans Day Auction [\$1630.00 plus a \$680.00 donation.] FKRA remains well funded to continue our operations. Our major costs are Website maintenance, mail costs for our newsletter KNOX KNEWS, Our 80th Anniversary of the ship commissioning is in 2024. Ideas and concept for this anniversary are welcome any time.

Our auctions are fun and contain some amazing values – this year we'll auction off two Arleigh Burke, ADM USN signatures on separate typed correspondence. These sell for around \$300 on eBay plus other unique items. Donations, items and photos are welcome. Contact Harry Chandler 928-925-9490 or Steve Cross 619-992-9449.

Summer 2022



USS Frank Knox (DDR-742) Reunion Association
 Harry Chandler, President & VP Membership: hchandler64@gmail.com
 Stephen Cross, Vice President Communications: stephencross742@gmail.com
 Website: www.ussfrankknox.com



REUNION INVITATION & REGISTRATION

32ND ANNUAL USS FRANK KNOX REUNION					
WILMINGTON, NC			SEPTEMBER 20-24, 2022		
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 – WEDNESDAY, THURSDAY, FRIDAY					
PLEASE NOTE REUNION DATES ARE:			\$	QTY	AMOUNT
TUESDAY (CHECK-IN) 9/20/2022 TO SATURDAY (CHECK OUT) 9/24/2022			PRICE		
Wednesday 9/21	Tour: USS North Carolina, Riverwalk, Cape Fear River Cruise	(per person):	\$73.00		
Thursday 9/22	Tour: Wilmington Railroad Museum, Cotton Exchange, Cape Fear Museum of History	(per person):	\$66.00		
Friday 9/23	Buffet Banquet (three entrée options)	(per person):	\$41.00		
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 Wilmington, North Carolina!!					
Non-Members & Guests please add \$10.00 per event per person (Member's guests receive member pricing):			\$ 10.00		
** 2022 Association Membership Dues if 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 Bill Atkinson , Reunion Coordinator at 713-645-8147 (or e-mail mrb1ll50@aol.com)					

REUNION ITINERARY & ACTIVITIES:

Marriott Courtyard, Wilmington/Wrightsville Beach, NC

Reserve your hotel today. The reunion dates are Tuesday, Sept. 20th (check in) through Friday, Sept. 23rd, 2022, (check out Saturday). **The banquet is on Friday Night.** Tours are on Wednesday and Thursday. **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 by 4:00pm two days prior to arrival. \$109.00 per night reunion rate (+tax), single/double occupancy, traditional room. Please call the hotel direct at 910-395-8224 or the Marriott Reservation line (888)236-2427 to make your reservations now and lock in your rate. Be sure to tell them you would like to make reservations for the USS Frank Knox 2022 Reunion in September 2022. Give them the reservation code: **FKRS**. Rates apply 2 days before and 2 days after the reunion (pending availability, no breakfast). If you prefer you may also book online using the following link (click on the link or copy and paste the following into your browser): <https://www.marriott.com/events/start.mi?id=1644002843467&key=GRP>. If you have questions or need help with the link, please do not hesitate to ask. Also, let Bill Atkinson, Reunion Coordinator, know if your rate for nights before or after the reunion dates are not quoted at \$109.00 (email mrb1150@aol.com or phone (713) 645-8147). The hotel sales manager will make a manual adjustment. **Please note: Cutoff Date is Friday, August 19, 2022.** Reservations by attendees must be received on or before the Cutoff Date.

Your stay includes:

- § Complimentary Breakfast Buffet for up to 2 guests in the hospitality room, Wednesday through Saturday
- § Complimentary fitness room and outdoor pool, subject to covid restrictions
- § Business Center
- § Complimentary guestroom Internet and parking
- § Wilmington airport is less than 6 miles from the hotel. **Airport shuttle is available to and from airport only, subject to covid restrictions.** Please plan for alternative transportation to and from the airport.

In addition to the hotel bistro there are many restaurants within walking distance from the hotel.

Tuesday, Sept. 20, 2022: Attendees arrive for 32nd 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.

Wednesday, Sept. 21, 2022:

9:00 am Depart hotel for the USS North Carolina Battleship
9:30 am – 11 am Self-guided tour of the USS North Carolina Battleship. Interpretative signs help navigate the ship tour.
11:30 am – 2:00 pm Riverwalk stroll and lunch on your own
2:00 pm Board the Henrietta for a 2:30 pm narrated river cruise
3:30 pm Depart for hotel

Thursday, Sept. 22, 2022:

9:30 am Depart hotel for Wilmington Railroad Museum
10:00 – 11:30 am Guided tour of the Wilmington Railroad Museum
11:30 am – 1:15 pm Explore Wilmington's Cotton Exchange and lunch on your own
1:30 pm Guided tour of the Cape Fear Museum of History
3 pm Depart for hotel

Friday, Sept. 23, 2022: After breakfast, we will meet in the hospitality room at 9:30 am for our **Annual Business Meeting** where we'll elect Officers for 2023 and **select a location for the 33rd Annual Reunion.** Please come prepared to present your suggested **West Coast/Region** reunion location. We'll take a quick break and then 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. When the auction is over, we will then have the afternoon on our own before dinner.

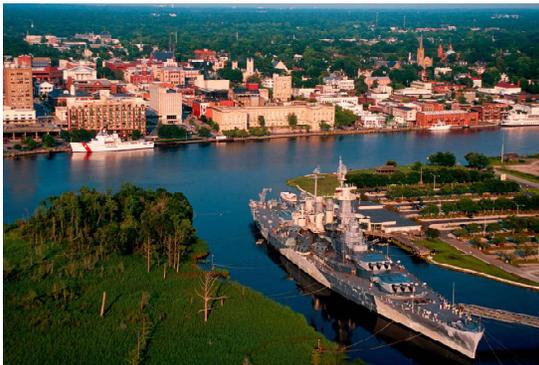
We will plan to meet before our **Grand Buffet Banquet** at 6:30 pm and gather for a Group Portrait. Following introductions and dinner, a special speaker will address the association (TBD and posted on the website).

Saturday, Sept. 24, 2021: Wake up to our last breakfast and say farewell to all our friends and shipmates until fall 2023

Summer 2022

REUNION 2022, WILMINGTON NC –

Wilmington is nestled along the Cape Fear River, not far from the famous Cape that share its name. Touring will include the battleship USS NORTH CAROLINA BB-55, the lead ship in its class. Built before WWII she is the most decorated battleship in the war. Following the tour we board the Henrietta, a schooner, for a Cape Fear River cruise. The next day our tour takes us to the Wilmington Railroad Museum followed by the Cape Fear Museum of Science. Lunch in the area of the Cotton Exchange allows us to see this unique commodity exchanges. Our memorabilia and hospitality will open as soon as we return from each day's tours. The final banquet, business meeting and White Elephant Auction combine for a memorable gathering. Of special note: Kelly Goddard YN2 of the USS GRAPPLE plans to attend. Members of the On-Board Salvage crew will be especially interested in his recollections.



Battleship USS North Carolina



Riverwalk



Wilmington Railroad Museum



Cape Fear Museum of Science

REMEMBERING the FRANK E. EVANS

– Engineering Officer Bob Sheridan, and Life Member, served aboard FRANK KNOX 1968-70. Bob donated the FRANK E. EVANS ashtray for last year’s auction. His letter reflects on the accident that claimed the lives of 74 crewman. His letter follows.

“December 9, 2021

Dear Harry, The story of the ashtray follows:

The collision with the Aussie Carrier Melbourne occurred Jun 3, 1969. FRANK EVANS was towed to Subic and we were berthed later across the pier. I was Chief Engineer and my snipes got permission to go over and take a look at what spare parts they might liberate from the stricken destroyer. This I think now was grave robbing, but we were young guys who although shaken by what had happened wouldn’t have let pass a look at a spare parts locker.

There are plenty of pictures of the FRANK EVANS on the internet. Most destroyer sailors have watched the training film on YouTube that show the drip-drip-drip of mistakes that resulted in the loss of those 70-some lives. Especially scary was the story of the displaced ladder that had blocked from Boys town and the CPO quarters.

Certainly, Captain Baker made certain that our watch standers kept more attention to the plane guard duties and screening. I remember how hard it was to estimate the aspect of a carrier if you were anywhere forward of her beam. The nav on the carriers were always confusing. We ran around screening and plane guarding and always reorienting the formations just about the time the watch was changing. AT least that is how I remember it 60 years ago. Best wishes.

Ghosts of tin can sailors come with this one. Bob



WHAT’S UP WITH SUBIC?

- Subic Bay and shipyard are old friends to us all. Currently known as Hanjin Shipyard the important facility in the Philippines is getting a new owner. Cerberus Capital Management, a US Private Equity firm is to take over the bankrupt Hanjin Shipyard. The shipyard is also the subject of investor interest from China. Hanjin Heavy Industries and Construction of South Korea, is the current owner. The parties expect the deal to close April 15, 2022. Hanjin is set to transfer the 59-year lease on the 300-hectare site, a former US Naval Base turned economic zone. No mention was made of the bridge over the Olongapo River into town.

The deal is expected to revive the strategic shipyard in the Philippines, which was a major employer before it filed for bankruptcy protection in early 2019. The shipyard sank into financial trouble amid an industry –wide oversupply of cargo vessels., and defaulted on \$1.3 billion in loans, including \$400 million from Philippine banks.

With its deep harbor, Subic Bay was a US military facility for 90 years, and served as a critical supply and maintenance hub during the Vietnam War. Why did the US leave? In 1991 the Philippine Senate, looking through a different pair of glasses, rejected the renewal of bases agreement. Subic was vacated by the US and developed into a free port and industrial zone for companies like FEDEX. Times and strategic threats change and the Philippine government see a US presence as an advantage. Australia’s AUSTRAL INC and the Philippine Navy are part of the discussions. End



BURIAL AT SEA

BURIAL AT SEA FOR VETERANS -

Burial at Sea is a means of final disposition of remains that is performed on United States Navy vessels. The committal ceremony is performed while the ship is deployed.

Therefore, **family members are not allowed to be present.** The commanding officer of the ship assigned to perform the ceremony will notify the family of the date, time, and longitude and latitude once the committal service has been completed. The average amount of time, for burial at sea, is **12 to 18 months**, once the remains/cremains are received at the port of embarkation.

Eligibility

Individuals eligible for this program are: (1) active-duty members of the uniformed services; (2) retirees and veterans who were honorably discharged. (3) U.S. civilian marine personnel of the Military Sealift Command; and (4) dependent family members of active-duty personnel, retirees, and veterans of the uniformed services. More info ussfrankknox.com/home page



PATRICK MCWORTER, SN –

“My father was stationed on USS FRANK KNOX 1951-55. He was on lookout duty. He said one of the guns went off accidentally while he was standing right next to it. He was hurt pretty bad. He doesn't have a memory of the event except through PTSD episodes where he relives it all in brilliant detail. He sustained a brain injury that resulted in a lifetime of PTSD /partial seizures. He was taken to Guam Hospital to recuperate and eventually was put back on the ship (FRANK KNOX). He said his injuries were never documented. I'm just wondering if anyone in this group who served on onboard the ship during that time remember the event.

The other telephone talker was also hurt and very well could have died. When my dad was brought back aboard the ship eventually that individual was no longer on board the ship. The VA says there is no record of my dad sustaining a brain injury or being in anything like an explosion so he doesn't qualify for injury related benefits. However, they do acknowledge that the physical exams do show brain trauma.” Submitted by Kathy McWorter, Patrick McWorter's daughter. Does anyone remember this event? If so, contact Steve Cross, 619-992-9449

FRANK SIMPSON, LTJG, ASW OFFICER, LARRY BROWN, LCDR, KELLY GODDARD, YN2, ROY GILBRETH, JERRY HARKEN, LT OPS–

Frank Simpson and Jerry Harken are our latest Life Members, numbers 94 and 95 respectively. Frank served as Assistant Navigator in addition to ASW Officer. 1960-63 under two captains. Our ship was based in Yokosuka Japan at the time and was named Ship of the Year in late 1963. After the FRANK KNOX he attended Submarine School, serving in diesel boats and SSBN missile subs. Harken reported aboard in 1966 with Dennis Conley. Jerry's job listing while our ship was under repair in Yokosuka is quite lengthy due to low officer staffing. He later served as Operations Officer and Senior Watch Officer 1966-68. More on these two officers in the next edition. Brown served as Gunnery Officer under Captain Henderson and CIC Officer under Captain Swank.

Gilbreth served aboard the USS PRARIE while the FRANK KNOX struggled to free herself from Pratas Reef. He has insight to share for next edition. Goddard served as a YN2 aboard the salvage tug USS GRAPPLE during the same period. GRAPPLE was up-close-and personal with our ship during the salvage period. He wants to bring his history personally by attending our Wilmington NC Reunion. Sounds like the beginning of a Royal Reef Runner Reunion as well.

Our history does not save itself! Thank you to each of these men for bringing us history and photos to document the ship's history. Personally, ? these men are great examples of those offering more documents and photos to our history collection. BZ gentlemen!!

CARRIER VS SUBMARINE

– In March 1984, USS KITTY HAWK Battle Group Brave was operating in open water, midway between Japan and South Korea. Escorts had been playing “cat and mouse” with a Soviet submarine later determined to be K-314, a Victor class boat, 5000 tons and crewed by 90 sailors.

The intensity of the “game” was far greater than the old-style Golf and Foxtrot class boats of the 60’s and 70’s. US forces had tracked and “killed” their underwater adversary 15 times before the fateful encounter. KITTY HAWK’s group was practicing deception techniques to lose the Soviet tracker. It worked to a degree.

Just after 0200 on March 21 the Victor surfaced to try and locate the carrier. One look and the Victor skipper realized he had placed his sub in front of KITTY HAWK’s path. He ordered an urgent dive to avoid the collusion. Shortly after the start of the dive the Victor felt a strong blow, then a few seconds later, a powerful push. KITTY HAWK slammed into the Victor. The 5000-ton boat was no match for the 80,000-ton US carrier. “It must have been scary as hell. wrote one intel officer.

“Instead, the sub commander apparently over estimated his distance to the carrier and his dive was too shallow.” wrote one officer. “The sub left a portion of one of his screws in the carrier’s hull.” he continued. The Victor lost power and would later be towed to the Soviet port of Vladivostok. KITTY HAWK continued on its way with a cold war trophy embedded in the hull. Also stuck to the carrier’s hull were tiles from the Victor’s sound deadening coating, polymers that enabled the Victor class boat to be quieter in water. The carrier sported a temporary “victory mark”, or red submarine, painted on the island. The frigate [USS Harold E. Holt](#) stayed on scene for several days before the Soviets could send out a [seagoing tug](#) to bring her home. *Holt* offered assistance several times after daybreak but was refused by *K-314*’s captain.

The initial collision rolled K-314 onto her back, sparing the sail, periscope and antennas. A second strike broke loose a blade of her propeller which remained lodged in *Kitty Hawk*’s hull. Divers reportedly removed a piece of sound proofing from the hull of the Victor as a souvenir. Samples of the submarine’s hull coating were examined for intelligence purposes. The *K-314*’s captain refused assistance from surrounding US Fleet units. A day or more later the sub was taken in tow by a dispatched Russian support vessel and delivered to the port of Vladivostok for examination and repair.



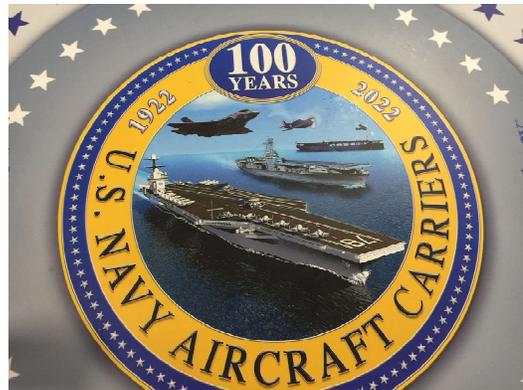
“BIRD FARMS” TURN 100

– Carriers, nicknamed “bird farms”, turned 100 March 20, 2022. On this date, 100 years ago USS LANGLEY, CV-1, was commissioned March 20, 1922 according to one source and April 9, 1922 from another source. Langley began life as USS JUPITER, AC-3, a US NAVY coal carrier and transport. The large volume bunkers were perfect for aircraft storage; the conversion was ordered.

The flight deck for aircraft was added on top of the ship’s original decks creating a tradition that continues to this day – the hanger deck is the main, or 01 level, deck. The flight deck is the 03 level. On NIMITZ Carriers the flight deck is the 04 level. The flight deck proved valuable for flight operations. The bridge was installed below the flight deck and the exhaust stacks rotated from vertical to horizontal to ease landing on the new experimental carrier. Was there a coop for pigeons used in communications? This question will take some research.

LANGLY served in early WWII as an ASW platform and aircraft transport. On February 27, 1942 LANGLY was discovered by Japanese planes while carrying 32 P40 aircraft and bombed. Disabled, she would not sink, she was torpedoed by US Forces and sank and joined the Ghost Fleet, ships sunk rather than scrapped.

If you look closely at the patch there are three carriers represented in the 100 th Anniversary concept. Can you identify the three carriers? If you can email me the three carrier’s names, I’ll recognize you in the next Knox Knews. How about the planes? The first correct ship answers and plane answers get Knox Knews recognition. Stephencross742@gmail.com End



A GENTLE NUDGE

– A crewman from another destroyer emailed the Association asking why FRANK KNOX Awards were not posted on our website. They are however not very easy to find. Tom Soltis and I took his suggestion to heart and added the awards and history summary from the 75 th Anniversary plaque to the front page of the website. We’ll find a way to add the seventeen battle stars to the front page as well. Our ship has a proud history. This will make it easier to see awards and history summary just by entering **ussfrankknox.com** into your phone or computer search.

CDR J. C. Ford, USN CO USS FRANK KNOX 1944 – 1946

– Ford was the first CO of our ship. Tough and fair, Ford brought his crew to a high level of preparedness for the upcoming battles in the Pacific. Read his message to his crew below and you can read his expectations for his crew. Ford also had to have his ship ready on more than one occasion to transport Admiral Halsey when he shifted his flag to other units including the British battleship HMS King George IV.

Summer 2022

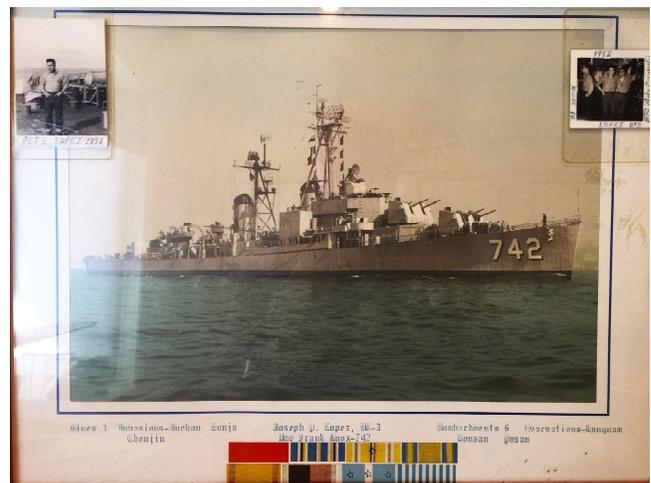
STAINED GLASS ART SEARCH –

The photo shows a stunning stained-glass art work of the USS FRANK KNOX. Everyone seeing this, comments “beautiful” and “I wish I had one”. Pete actually commissioned three of these stained-glass pieces. The other two Pete placed into the annual Whit Elephant auction. The detail in the stained glass is very accurate for his time. I thought it would be fun to see if we could locate the owners of the other two art pieces purchased at a FRANK KNOX Reunion. Look for an email blast to try and locate one or both of the lucky owners. DO YOU OWN THIS ART?



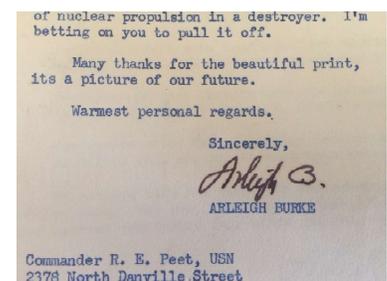
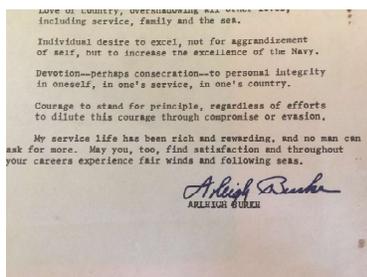
PHOTO DONATED –

Juanna, Pete’s daughter donated the enclosed framed photo to our reunion association. The photo was Pete’s pride and joy, traveling everywhere with him. The small photo to the left is Pete Lopez on our ship’s fantail taken in 1951. The small photo on the right is of three sailors standing watch: L-R, FN Moore, BT3 Lopez and BTC Mike Cornicelli. The large-scale photo shows incredible detail of the USS FRANK KNOX in 1952. The script on the bottom says – Mines 3; Invasions Inchon, Sonju, Choujin; Bombardments 6; Evacuations Hamhung, Wonson, Pusan. The KNOX served two tours in Korean waters and was awarded 7 Battle Stars. There was also the Taiwan (Formosa) Strait’s patrol. Who can forget the on-line photo of the KNOX in heavy seas the day LT Russ Judah was high lined aboard the ship. Judah said he can remember every detail of that transfer. Thank you, Juanna, for the donation of this outstanding memorabilia.



RARE AND DESIREABLE –

Three items headlining the Fall Veterans Day On Line Auction are added: 1. Arleigh Burke, ADM USN Original signature and letter on official navy correspondence; 2. Arleigh Burke, signed personal typed letter to CDR (later VADM) R. Peet commander of first nuclear powered destroyer. 3. Life Member 100, the last in a series of certificates and pins issued by your association. Several have expressed interest in the Life Member 100. Original signatures usually go for around \$300 on eBay. We’ll include full Arleigh Burke history and command listing with each signature. Look for an announcement soon.



TAPS – Reporting To A New Duty Station

PETE LOPEZ BT3 – Served aboard the FRANK KNOX from July 1949 – October 1952. Pete passed away August 2020. Pete’s daughter Juana was at several reunions with Pete. Pete was a LIFE MEMBER of our organization. Juana reported that Pete wanted to be buried at sea from a US Navy ship. Juana was able to arrange his burial at sea; the Navy took Pete to sea on a deploying ship, conducting an official service “somewhere between San Diego and Hawaii July 2021” according to Juana. “We therefore commit his body to the deep...in the sure and certain hope of the resurrection of the body, when the sea will give up her dead” are the official words spoken. There is more to this story thanks to Juana, Pete attended 17 Frank Knox Reunions, the last was Chantilly Virginia (close to Washington DC). He had a keen eye for art.



Roger F. Carter, FT2 (ENS) 1949-52 Hot Springs AR Feb. 2022 [Roger was part of the famed “Sharshooters” 3’ gun crew.
Henry “Hank” Huber, LTjg – 1951-53 Lansing MI Hank and shipmate Russ Judah LCDR attended the 75th anniversary celebration in SD.

List of Taps reported since the last newsletter:

Earl Andrews	CMM, 6/49-12/50	Bellevue, WA	2019
Robert Bernier	SH2, 1/53-3/56	Portsmouth, RI	2021
George Glaze	BMSN, 7/50-8/53	Blackwell, OK	8/29/29
Paul Stout	QM2, 11/44-10/45	Senath, MO	9/2020
Dave Trudell	YN3, 9/62-7/64	New Braunfels, TX	1/31/2021

Fair winds and following seas, gentlemen. From an Orv Krieg Newsletter: “May the lord fill our sails with fair wind, support our hulls in inviting seas, guide our hands upon the tiller toward pleasant places, and bring us home O Lord, to a safe and loving harbor.”

“We are destroyermen! Ready to sail and always can do. The first to arrive and the last to go.” Destroyerman’s Creed

Life Member Certificate and Pin



USS Frank Knox Ships Store



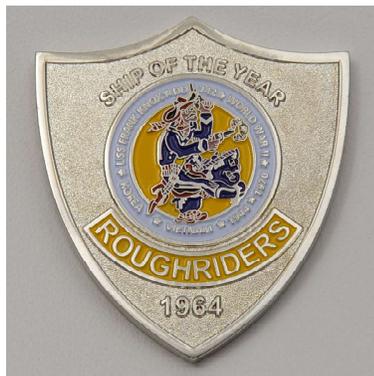
Baseball Cap \$20.00



Rough Rider Patch \$5.00



USS Frank Knox Shield Patch \$5.00



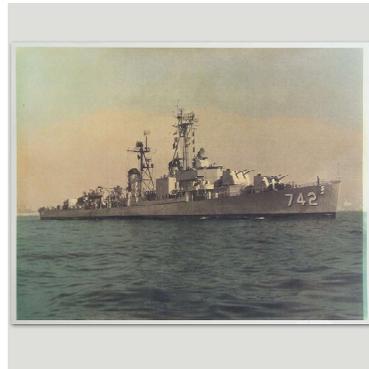
Ship of the Year Roughriders 1964 Medallion \$10.00



U.S.S. Frank Knox Ship's Medallion \$10.00



License Plate Frame \$20.00



USS Frank Knox \$10.00

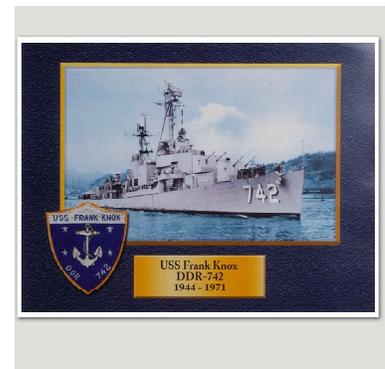
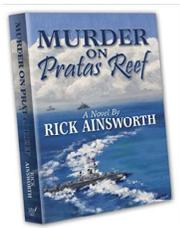


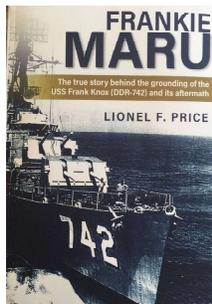
Photo - Ship with shield patch and plaque \$5.00



Murder on Pratas Reef

Finalist for the 2007 National Best Books Award for Historical Fiction, this must-read delivers a compelling story of suspense and intrigue. Set in the context of the real life accident, the burgeoning Vietnam war and the civil rights movement, the fictional murder tests the men of the Knox to their limits. Follow the adventure as they attempt the next-to-impossible feat of freeing their ship and turn what could have been

humiliation into a testament to honor, loyalty, and dedication. This item is available on Amazon.com.



Copies available - USS Frank Knox Reunion Assoc. \$30.00 send check to Margaret Watson Treasurer. or, Order it Amazon.com Frankiemaru Lionel F. Price

“The true story behind the Grounding of the USS Frank Knox (DDR-742) and its Aftermath”

Welcome to our Ship's Store! Here you'll find some great items hand selected by Association volunteers. All are priced at what we pay plus a bit to cover shipping and taxes and we do our best to respond quickly to all orders. Items are sent 1st Class U.S. mail. Please let us know if you have any questions. Enjoy! How to Order We accept payment by check. To make a purchase, please give Don Greer a call and he'll take your order by phone at (503) 789-9968. Non members please add \$1 per item.

Make your check payable to:
MARGARET WATSON
Mail check to:
3421 NW Coronado St.
Corvallis, OR 97330

USS FRANK KNOX
REUNION ASSOCIATION
3421 NW Coronado Street
Corvallis, OR 97330