

99 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

Fall 2023



In this issue – 2024 REUNION - San Antonio Bound! - AUCTION RESCHEDULED - REUNION 2023 – REUNION 2024 – 80th Anniversary - "I DON'T LIKE HATS!" – ROUGH RIDER EMBLEM – ROUGH WEATHER CHOW LINE – SUBIC MONEY MAGICIAN – WILLIAM GARRISON GMG3 – NEW LIFE MEMBERS – CALL FOR REEF RUNNERS - TAPS - SHIPS STORE

NEW MEMBERS

Life Members 99 - #100 will be AUCTIONED off in our next Official Auction.

DUES ARE DUE: Those paying dues annually \$30 for 2023 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 99. 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 concepts for this anniversary are welcome anytime.

Fall 2023



USS Frank Knox (DDR742) Reunion Association
 Harry Chandler, President: hchandler64@gmail.com, 928-925-9490
 Stephen Cross, VP Communications: stephencross742@gmail.com, 619-922-9449
www.ussfrankknox.com



“ANNUAL DUES ARE DUE” Orv Kreig

If you haven't already paid dues for 2024, in the words of Orv, “Dues are Due”

2024 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), 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.**

MEMBERSHIP APPLICATION/RENEWAL

APPLICANT INFORMATION - JOIN

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:		
MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, REUNION PRICING & NEWSLETTER		
NOTES:		

SAVE THE DATE: Early October 2024

Pack your bags!! We're going to San Antonio, TX for the 34th Annual USS Frank Knox Reunion and celebration of the 80th Anniversary of the Commissioning of the Knox in Fredericksburg.

More details to follow. The reunion committee is moving forward with planning.

2024 REUNION - San Antonio Bound! – October Costco Magazine has a nice write up by Peter Greenberg about San Antonio TX. “Just an hour-and-a-half drive away [from Austin] is the 300-year-old city of San Antonio. A truly historic place, it received a UNESCO World Heritage Site designation in 2022 for its five Franciscan missions, the most famous of which is the Alamo, the site of the 13-day standoff, during the Texas War of Independence in 1836.



You can walk or bike the out-and-back-trail to the missions, situated roughly 2.5 miles apart. Or book a guided kayak tour as the trail follows the path of the San Antonio River. From the Alamo, it's an easy walk to the downtown River Walk, a promenade lined with restaurants, shops, and public art installations.

Two-thirds of the city is Hispanic; the city lays claim to the largest Mexican market in the United States (of course Texas), El Mercado, also known as Market Square. It offers everything from handmade crafts and clothing to authentic Tex-Mex food.

The city also takes pride in its German Heritage. The King William neighborhood boasts architecturally elaborate homes built by prominent German merchants in the late 1880's." This German influence extends NE of San Antonio to the community of Fredericksburg, the location of the Chester Nimitz family home and the sprawling Pacific War Museum where we will dedicate a Tribute Plaque to USS FRANK KNOX.

You don't want to miss this trip to gather with friends and shipmates, creating lifetime memories. Dates and first-class accommodation will be released soon – but reserve early October 2024 as planning continues for the 80th anniversary of the USS FRANK KNOX commissioning.

AUCTION RESCHEDULED - This years' Veteran's Day Auction is rescheduled to Memorial Day 2024. The 2024 Auction will raise money for a Tribute Plaque at the Pacific War Museum. The museum will be part of our 2024 Reunion and 80th year of USS FRANK KNOX commissioning celebration. FRANK KNOX was the first Gearing Class destroyer launched, commissioned and was first Gearing class to deploy to Pacific War zone with three other destroyers.

REUNION 2023 – Alaska Cruise Holland America - SS Eurodam, sailing September 2nd from Seattle WA, returning September 9th, 2023.

Shipmates and their guests enjoyed an unforgettable cruise of Alaskan waters including Stephen's Passage, Glacier Bay, Sitka, Ketchikan, and Victoria BC. Beautiful scenery, no port and starboard lines for meals, and a smooth ride with no 45-degree rolls! Reunion coordinators Don Landers and Young Mei Haloski organized a memorable cruise. Their efforts and the work of Harry and Joy Chandler created many special moments. Thank you all from all of us.



Saturday, Sept 2, we departed Seattle on the Holland America Eurodam ship for an Alaskan Cruise. It was considered a “smaller” ship by cruising standards with approximately 2000 passengers. Our first night was highlighted with a “Welcome, Meet and Greet” get together in the Explorations Central area of the ship.

Sunday was a day at sea and then an organized group dinner in the Main Dining Room.

Monday morning, we gathered for our annual business meeting which was held in the Hudson Room. After the pledge, we honored the POW/ MIA service members with a special ceremony. That was followed by our “Taps” service. The afternoon and evening port of call was Juneau.



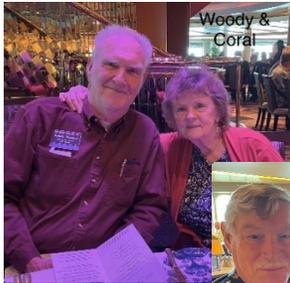
Tuesday, the entire day was spent traveling into Glacier Bay and observing the calving at the glaciers. The weather could not have been better, with temps in the 60’s, it was short sleeves and shorts for many of us.

Wednesday was spent in Sitka. Everyone enjoyed themselves by going on their preferred excursions.

Thursday, we arrived in Ketchikan at 7am returning to the ship by 1pm. The evening was our group picture and then our “Formal” group dinner in the Main dining area.

Friday was our last (organized) get together in the Hudson room. We were able to say our “good-byes” before heading to Victoria for 4 hours of sightseeing before heading back to Seattle.

All in all, it was a terrific time being “at sea” with our shipmates, families, and friends. Hope to see you all at next year’s reunion. Save the date for San Antonio, Texas.



Woody & Corai



Vaughan & his daughter Vonja



Helen & Stas



Wally & Rhonda



Brion & Suzanne



Becky & Don



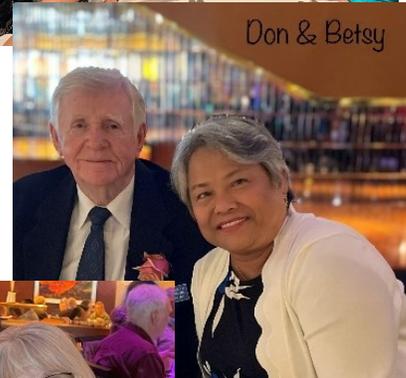
Bob & Nancy & their friend Cindy



Deborah & Rick



Harry's Crew



Don & Betsy



Merrie



Don G's crew, George & Connie



Don & friends, Ronald & Marilyn



Don G's Crew, Randy & Danielle



Don G's crew, George & Tara



Yung-Mei & Luke



REUNION 2024 – 80th Anniversary of USSFRANK KNOX Commissioning - SAN ANTONIO, TEXAS

USS FRANK KNOX DD-742 was the first Gearing Class destroyer launched and commissioned, she was commissioned December 11, 1944 in Boston Massachusetts on a crisp winter day. She was packed with all the badly needed radar and jamming equipment desperately needed for fleet defense and combat air patrols. Following standardization trials in Rockland Maine December 2nd, FRANK KNOX and her pre-commissioning crew, supplemented by technical workers from Bath Shipyards, Babcock & Wilcox Engineering and Naval Technical Experts put the new class of destroyer through its paces hitting a top speed of 36.09 knots, just over 41.5 mph. The new class was long, 390 feet in length, 40 ft beam and a draft of 19 ft .

The newly designed ship departed for the long journey, via Panama Canal, to Hawaii and then to ADM Halsey's task force deep in the Pacific. As FRANK KNOX journeyed west, ADM Halsey and his task force were supporting operations on Luzon, then scheduled to support MacArthur's troops landings on Mindoro. Weather, in the form of Typhoon COBRA, slammed into his TF-77 ships. Weather experts advising Halsey couldn't have given worse advice to their commander, each course change made the situation worse. COBRA badly mauled Halsey's ships and readiness. Halsey was already smarting from criticism about his pursuit to the North to locate Japanese carriers exposing troops landing in Leyte Gulf to an all-out assault by Japanese battle ships and cruisers. ADM Nimitz, CINCPAC, and his superiors rewrote the findings of a court of Inquiry to soften the criticism of the popular admiral.

ADM Nimitz was moving CINCPAC Headquarters west to Guam, preparing for campaigns to capture Luzon in the Philippines, then on to Iwo Jima to capture three Japanese airfields on a rocky outpost halfway between a new base on Tinian Is. and Japan. Finally, the island fortress of Okinawa was scheduled to begin. Japanese fighters on Iwo Jima threatened US bombers flying from Tinian Is. to bomb Japan. Iwo Jima was also close enough to Japan to resupply any lost or damaged aircraft to US planes.



South and Central Fields Iwo Jima 1... [Details](#)



PHOTO DETAILS / DOWNLOAD HI-RES

B-29 after an emergency landing at Iwo Jima. (U.S. Air Force photo)

Nimitz had other challenges as well. GEN MacArthur was announcing “the campaign for Leyte can now be considered as closed except for minor mopping up.” Nimitz learned that “mopping up” included killing another 27,000 Japanese on the island between December 1944 and May 1945. Nimitz paid a call on MacArthur to discuss support for the invasion of Luzon. Luzon held more than 250,000 Japanese troops. By June 30 MacArthur’s troops killed 200,000 Japanese defenders; US casualties totaled 8,130 killed and 29,560 wounded.



ADM Nimitz was born and raised in Fredericksburg TX. The Pacific War Museum was built to preserve the history of the WWII Pacific Campaign and celebrate the junior Admiral selected by FDR and his Navy Secretary Frank Knox, the namesake of USS FRANK KNOX DD-742.



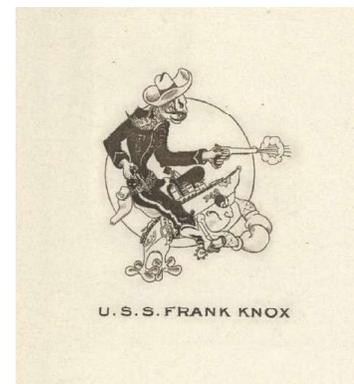
Our 2024 Reunion plans a trip to the Pacific War Museum and a 5-hour visit to celebrate ADM Nimitz and WWII Navy Secretary Frank Knox, 1940-1944. The visit promises to be a memorable one with so much history on display.

“I DON’T LIKE HATS!” – The officer voicing this opinion was aboard FRANK KNOX lived in forward officers’ country while aboard our ship. It also turns out that some other officers aboard the ship at that time had the same feeling. Lt Bob Hayes right.



ROUGH RIDER EMBLEM – Before he passed away Irv Eisenberg RM3 was a frequent contributor to Knox Knews. He identified Jack Lipman SM3 as the originator of the Rough Rider Patch. Bob Okon YN2 and later President and Founder of the USS FRANK KNOX Reunion Association, labeled his photo of the Rough Rider Emblem as created by Ken Caplan [rate]. Caplan appears on the plank owner list; Lipman does not. Some other well-known sailors like TM1 Gerald Harms aren’t on the list either.

A recent purchase of uniform items by Bill Atkinson included items from YN3 Curtis Burnside. Stationary saved by Burnside included printed and engraved stationery for use for the ship correspondence. The emblem logo was not easy to reproduce in 1944. To have engraved stationery was a refined and upscale touch for the new ship, first of its class. Samples below show how Captain Ford took extra effort to set the USS Frank Knox apart. Until there is more information, we’ll have to credit both



sailors as the emblem creators and continue to celebrate the long history of a storied name and emblem. Photos

The following stories are courtesy of ETR2 Tom Soltis who serves as our website editor and technician.

ROUGH WEATHER CHOW LINE – I think we all feel apologetic when something spills. When the spill hits someone else we feel extra bad about it. Whether at Starbucks or a local restaurant the deck stays level and there is plenty of assistance available to clean up. Life at sea can compound the problem of getting your food from the service line to your table to epic proportions. Imagine typhoon weather and Tom survives the trip down the ladder to the food service line aboard the Frank Knox. He waits in line to enter the food line with his tray. He’s already observed that some liquids are escaping trays and drink containers and landing on the deck making the moving deck slippery. Tom exits the food line, cradling his food tray for safe keeping, turns right to get some liquid refreshment, likely “bug juice” not water. Tray cradled in one arm and “bug juice” secure in the opposite hand, Tom turns to view an available table seat. The sea (sensing this is the right moment) is ready to create chaos. Feet wide apart, the deck cants below Tom’s feet and he starts to slide sideways toward the port side and a table where someone is enjoying his meal. Tom slides into the shipmate at the table, emptying the food tray and bug juice in the unlucky sailor. Apologies over, Tom must retrace his steps to get another meal.

Tom completes the second trip, gets his juice, and luckily locates a table away from the unlucky sailor. Hand under the table to brace himself, one elbow on the food tray to keep it on the table and a hand on the bug juice, Tom starts to eat. He looks up to see two shipmates, with food trays in hand and drinks, start the same slide toward the same unlucky sailor. Their slide ended with spilled food, drinks, and apologies to the thrice -” blessed” sailor.

SUBIC MONEY MAGICIAN – Tom recalls a money changer who likely trained as a magician. Tom and a fellow shipmate were about to enjoy some liberty in Subic. Tom’s shipmate decided to change some money outside the gate of the navy base and engaged the services of one of the unregulated “money changers” outside the main gate. The shipmate arranged the price of the exchange to his satisfaction then requested the money be counted out slowly so he could ensure he received the correct amount in the exchange. As Tom watched the money-changer complied, slowly counting out the amount to the shipmate’s satisfaction. As the pair walked away, the shipmate counted out his money again just to be sure. Tom recalls “both of us were surprised to discover my fellow sailor had been short-changed despite his precautions. The money changer must have been a magician to scam my shipmate with both of us watching.” Memories from Subic PI.

WILLIAM GARRISON GMG3 – ROYAL REEF RUNNER – ON BOARD 2/62 – 8/65 – William left a message on my cell phone to call back. William is an active dues paying member, lives in Columbia VA he recently changed his phone number to 434-391-9757. He does not have an email account. He recalled the grounding as ‘the ship bumped and carried on – until it stopped’. He recalled the search lights on the first night, and the ship

leaning. To free the ship, the crew on the 01 level and the aft part of the ship, moved back and forth to attempt to rock the ship.

The next morning, when the full extent of the grounding was in plain sight, he recalls one of the swimmers sent over the side was named Dryers, a radarman. He also recalls Typhoon Gilda, a storm that drove waves into a barge alongside the FRANK KNOX holding 10 tons plus of 5" ammunition and hedgehogs and filled with 41,000 gallons of NSFO. Arriving storm swells would drive the loaded barge into the ship, "smashing into the ship" to quote the ships log. Garrison spoke of 5" shells rolling off the barge and getting crushed between ship and barge. AS the swell passed the barge would stretch the line mooring the barge to FRANK Knox, opening a gap allowing crushed and intact shells to sink to the reef about 20 feet below. The smashing happened around 5 times a minute, roughly every 12 seconds. To attempt to secure the loose ammunition cargo nets were pulled aboard the barge with difficulty. Leading this effort were BM2 Patterson and BM3 Marshall. Garrison recalls climbing aboard the pitching barge to help secure the ammunition. Garrison recalls looking for his MT 52 friend because they shared a padlocked box in MT52. Garrison did not locate Frank Rommel, GMG3 and broke the padlock to retrieve his personal items. Later, he and other gunners' mates would sleep in MT 52 or 51, rather than on the 01 level or main deck. He recalls ENS Price, LT Roggencamp, Guy Stacy, and a fellow gunner's mate named Ruttledge. He did not take advantage of the refreshing ocean "swim call". Reason – there were sharks in the water from time to time. After an explosive charge of 50 lbs. was detonated, blowing a 7 by 12-foot hole in the bow, shark visits increased. The explosives killed 1000's of fish, covering the surface of the water near the ship with a silver topping of dead fish, encouraging many more shark visits.

After leaving FRANK KNOX for a new command in August, Garrison joined other shipmates in a memorable ride home inside a US Air Force C-130 cargo plane. The plane made many stops, some planned for fuel, several unplanned due to damage and engine failure. Knox Knews recalled the journey in an article titled "Let's Take the Long Way Home", published in Spring 2021. The article is on our website ussfrankknox.com, under past newsletters. [Thanks for contacting me, William, and for being an active Annual Member. Steve Cross Editor.]

NEW LIFE MEMBERS – Dennis Veith, LTjg #98 and HOMAN HALLOCK, LTjg #99. – Dennis Veith , LTjg served aboard from 1962-1965 in Engineering. Homan Hallock , LTjg served onboard 1967-1968 in Operations. Veith was on board when USS FRANK KNOX was named Ship of the Year in 1963. Hallock was aboard when our ship was named the Arleigh Burke Fleet Trophy winner in 1968.

Veith is a retired Navy officer living in Ferndale Washington. His wife and I arranged a Zoom call monitored by their son, to talk about his recollections following the grounding. The efforts of engineering personnel were critical to saving the ship after it ran aground. The discussion did not yield any new information for our records.

Hallock arrived on board from OCS, Officer Candidate School; following his Navy service he returned to Maryland to live and work. Hallock worked in marine construction until retirement. After retirement he worked as a commercial fisherman, harvesting blue crabs from the Chesapeake Bay waters near his home. When I visited him around 2013, he showed me a restored vintage fishing and crabbing vessel he personally rebuilt, “many times”. Underway on the same craft, Hallock showed single-handed expertise during our cruise in Chesapeake Bay waters behind his home. It was an impressive display and a grand visit with a fellow officer.

Call for Reef Runners

If you are one you know it. If not, few remain who remember the 38-day struggle named the “most dramatic and successful ship salvage in the 20th century”. Kelly Goddard’s Navy salvage ship USS GRAPPLE ARS7 was first to arrive to lend assistance. They served as on scene commander during the initial salvage phase. Goddard was the 2012 WV State Commander. He traveled to Wilmington NC “because I wanted to meet and talk with the men who lived aboard that stranded ship. It was rough on us; the typhoons were scary. It must have been hell on them for 38 days.”

A year after the salvage, a ROYAL REEF RUNNERS invitation was circulated in Yokosuka to men who served in the salvage fleet and support and to members of the On Board Salvage Crew living on the grounded destroyer. Living on board were: Don Greer BT3, Rich Huehn YN3, Mike Haloski BT3, Gary Platou SFSN, Lionel Price ENS, Bob Harp EM3, Gary Johnson ,EM3, Roger Mullinix FN, Ed Reid ENS, Darrel Hawk SFP3, Guy Stacy QM2, Rick Swaney BM3, Mike Loy LTjg, Veith LT, Darrell Patterson BM2, Marshall BM2, Jon Osborne, CSSN. There are at least 21 others who were on the ship when it was freed from the reef August 24, 1965. There are additional volunteers totaling 95 that remained with the ship at the end of the evacuation by helo to USS MIDWAY. All should be added to this list.

Please come forward with your story and photos. If you don’t your story dies with you. Frank Knox Reunion Association is here to help. 619-992-9449



Don Greer, Richard Huehn, Kelly Goddard, Steve Cross, Mike Haloski - Royal Reef Runners

TAPS – Reporting To A New Duty Station

List of Taps reported since the last newsletter:

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

McFarland, Laddy Gean
52-53 GM South Ogden, UT July 14, 2023

Jack Bird FT3,
1/51 – 6/54, Ashland, OR, June 14, 2023

Thomas Vernon BT1,
7/53 – 8/58, Franklin, IN. July 20, 2023

Tom Vernon BT1 – Nancy Vernon, Tom Vernon’s daughter, wrote the following when reporting her father’s death – “I just wanted to report that my dad, Thomas E Vernon, who served aboard the Knox, passed away 7/20/2023. He told me many stories of his time aboard the Knox...most revolving around liberty...lol.” Nancy is building a shadow box containing her dad’s service items and we’ll ship her a 30th Anniversary coin to use in the shadow box. Tom’s obituary and photo will be posted on the ussfrankknox.com website.

Sanford Sandy Rugen, 75, LT
/70 Westerly, R.I. June 10, 2023,

Sandy was "almost" one of the last riders when the Frank Knox was sold to the Greek Navy in 1971. That honor goes to Frank Bryant, Supply Officer and Bob Lakin, Engineering Officer and three enlisted men were the last however Sandy is remembered by these men and by those, like him, who readied the ship to transfer to the Greek Navy. Fair Winds and following seas, Sandy, from the wardroom and crew of the USS FRANK KNOX. USS FRANK KNOX Reunion Association.

Board Members

Harry Chandler,
President & VP Membership
(928) 925-9490 Email:
hchandler64@gmail.com

Steve Cross, Ships
Historian & VP Communications
(619) 992-9449 Email:
stephencross742@gmail.com

Margaret Watson, VP
Finance
(541) 757-8067 Email:
mewatson1425@msn.com

Don Greer, Ships Store
Mgr.
(503) 789-9968 Email:
dongreer1944@gmail.com

Tom Soltis, VP
Website
(630) 852-6404 Email:
tsoltis1@comcast.net

Don Landers, VP
Reunion Coord.
Email: d_landers@sbcglobal.net

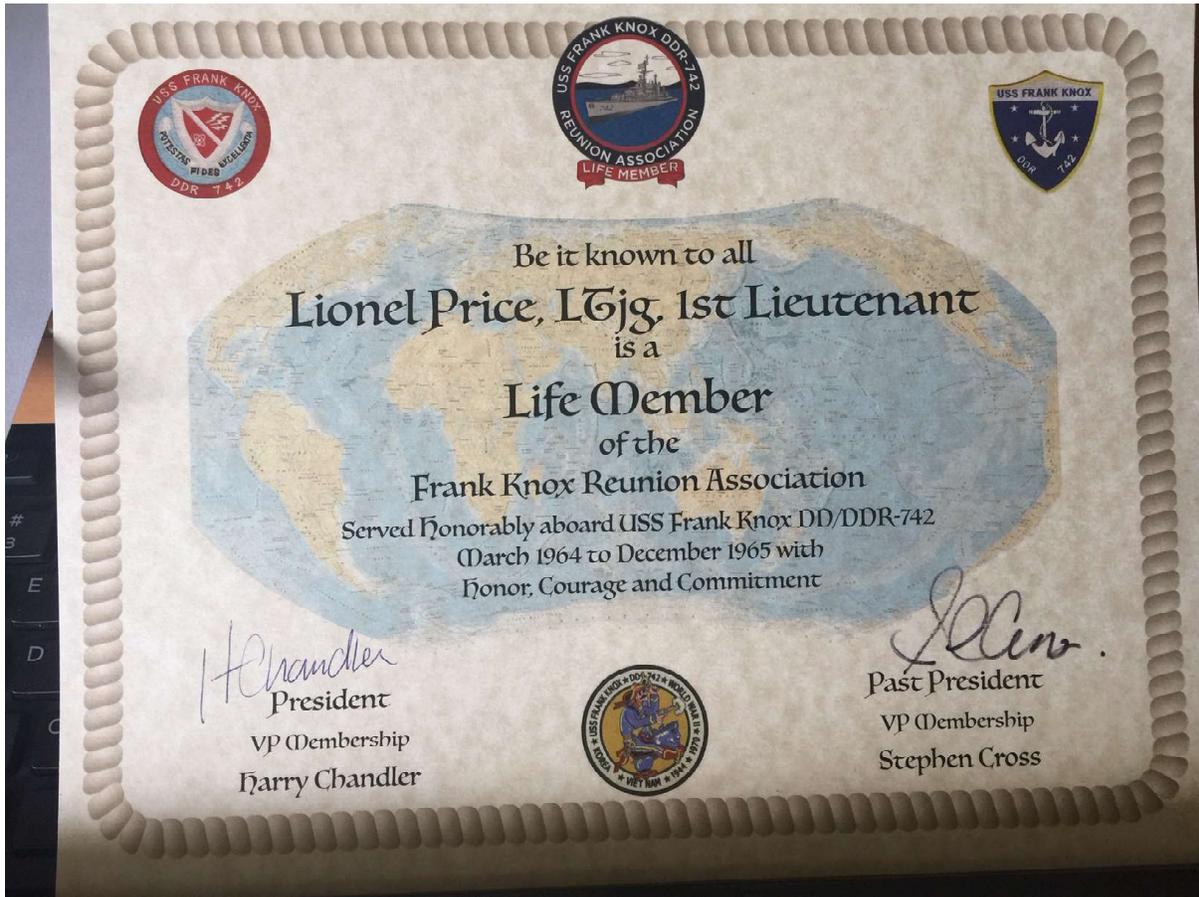
Joy Chandler, Com-
mittee Member

Sue Healy, Committee
Member

Vaughan Kruger,
Committee Member

Bill Atkinson,
Committee Member

Life Member Certificate and Pin



USS Frank Knox Ships Store



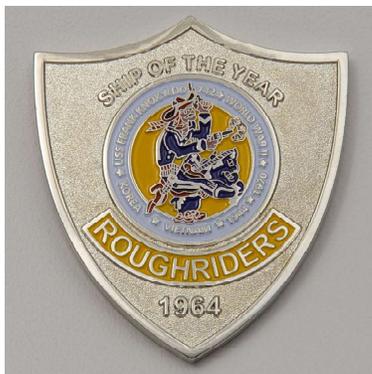
Baseball Cap \$20.00



Rough Rider Patch \$5.00



USS Frank Knox Shield
Patch \$5.00



Ship of the Year Roughriders 1964 Medallion \$10.00

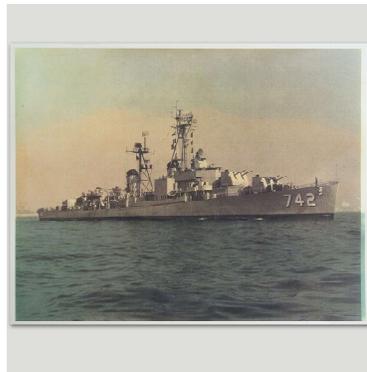


U.S.S. Frank Knox Ship's Medallion \$10.00





License Plate Frame \$20.00



USS Frank Knox \$10.00

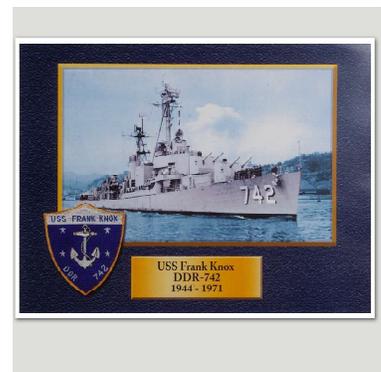
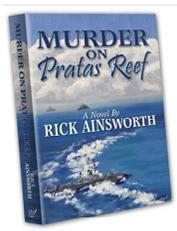


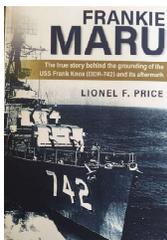
Photo - Ship with shield patch and plaque \$5.00



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.

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3421 NW Coronado Street
Corvallis, OR 97330**