

98 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 2023



In this issue – REUNION 2023 – ALASKA CRUISE - A DIFFERENT KIND OF QUIET – WWII AMPHIBIOUS OPERATIONS – REMEMBERING RMC GERRY BAKER – SAN ANTONIO, TX – END OF THE KOREAN WAR – WWII CARRIER BATTLES – THE LAST BATTLE – CALL FOR REEF RUNNERS - TAPS - SHIPS STORE

NEW MEMBERS

John Boren ETN2 1970-71- Mark Gassen BT/FN 9/69-2/71- Truman Reid QM2 2/62-8/65 - New Life Member Dennis Veith, LTjg Engineering 12/62 - 12/65

September Reunion Alaska Cruise

See page 3 for info and Website Reunion 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 98. 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.

Summer 2023



USS Frank Knox (DDR-742) Reunion Association
 Harry Chandler, President: hchandler64@gmail.com, 928-925-9490
 Stephen Cross, VP Communications: stephen.cross742@gmail.com, 619-922-9449
www.ussfrankknox.com



"ANNUAL DUES ARE DUE" Orv Kreig

If you haven't already paid dues for 2023, in the words of Orv, "Dues are Due"

2023 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 & NEWS LETTER>>		
NOTES:		

SAVE THE DATE:

**We're exploring an Alaskan Cruise in 2023
 for the 33rd annual USS Frank Knox DDR742 Reunion
 Look for details to follow**



REUNION 2023 – Alaska Cruise

Holland America - SS EURODAM, **sailing September 2nd** from Seattle WA, returning September 9th, 2023.

Join shipmates and their guests for an unforgettable cruise of Alaskan waters including cruising Puget Sound and Stephens Passage, Juneau, Glacier Bay, Icy Strait Point, Sitka, Ketchikan, and Victoria BC. Beautiful scenery, no port and starboard lines for meals, smooth ride with no 45-degree rolls! Spend time with shipmates and see amazing Alaska. Alaska is a lot more than glaciers, trees, bears, fish, and crab - think GOLD, for example.

It's not too late, but time is of the essence because we're trying to arrange our cabins on the Fourth Deck so shipmates can all be on the same deck. Cabins are filling up fast. Go to hollandamerica.com for some inspiration.

Interested?? Please contact Don Landers, USS Frank Knox Reunion Coordinator, 817-723-7654, d_landers@sbcglobal.net

Our Personal Cruise Consultant is Cindy Lopez, 800-355-3017 x 29987, clopez@hollandamerica.com. Our Voyage Code is D359. Our group code is TPQ, USS Frank Knox. Spend time with shipmates and see amazing Alaska surrounded in comfort.

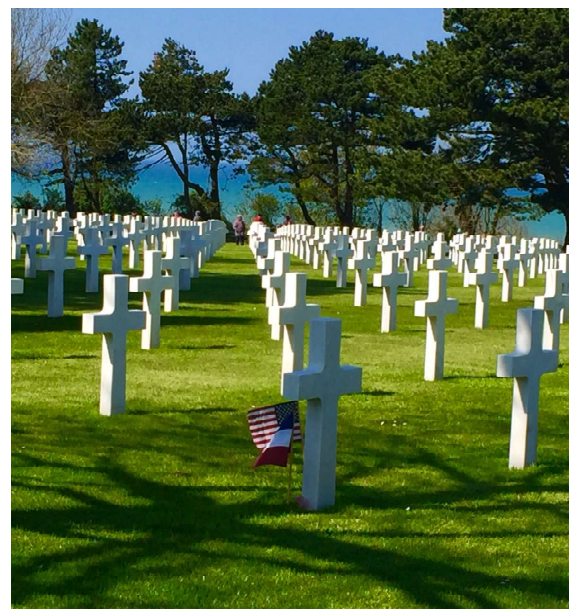


A DIFFERENT KIND OF QUIET – The photo on the right is from the Normandy American Cemetery and Memorial. The large sign reads – SILENCE AND RESPECT. Under this sign is a list of Cemetery Guidelines including, “In order to maintain the dignity of this hallowed site we ask you to observe the following guidelines: no pets, no bicycles, tricycles, skateboards, scooters or roller skates, baby carriages must remain on paths, no food, beverages or picnicking on the grass, no lying or sitting on the grass and no running, playing or other boisterous behavior.”

To enter the cemetery and memorial you must park behind a heavy screen of mature trees and foliage, walk along a path of decomposed granite that silences most foot traffic. Behind the screen is a low grey stone security center, isolated from parking. Security is tight. The guards check everyone and everything. After security is a horizontal stone map of all the Normandy Beaches, followed by a long vanishing edge reflecting pool and beyond this is the cliffs over Normandy’s Omaha Beach and the Atlantic, stirred by 20 knot winds. It is 430pm and I’m here to see the location of 10,000 US dead and the ceremony to lower the US flags at 5pm. You walk between rows of carefully trimmed trees, shaped like upside down water glasses to reach a semi-circle stone arch and statue marking one end of the main path between grave markers. Tree trimming is by hand, no power tools. The paths are surgically neat. The main path stretches over ¼ mile to a chapel structure at the far end. There are 100’s of people and families quietly moving along the paths viewing chapel and curved memorial and waiting, like I am, to see the flags lowered from each side of the main path. A few visitors sit on the steps to wait and are reminded to stand, in French and in other languages. They comply.

Promptly at 5pm, three dark uniformed security personnel walk in a tight triangle to the first flagpole, the leader nods, and the flag halyard is loosened, and handed to the leader who steps back quickly to form a triangle with the halyard, then lowers the flag in measured pace to be expertly folded by two security personnel. The trio then moves, in tight formation, with the folded flag, to the remaining flagpole. As the halyard is loosened at the second flag, three volleys ring out in the silence, the flag is lowered as Taps is played, the final note ends as the flag is spread for proper folding, expertly gathered and folded. Almost unnoticed, six additional security personnel make a path from the flagpole to the security office located beyond visibility behind a grove of trees. The tight triangle forms again, with two properly folded flags, moves between the security guards into the trees all without a spoken word.

The crowd is free to leave or stay until 545pm when closing begins at the Memorial. I did not hear any birds, or insects, for that matter. The quiet here is final, any sound is muffled by the paths and the vast green lawn in which 10,000 white markers are set.



WWII AMPHIBIOUS OPERATIONS – Pacific – The pattern early in WWII was to interrupt, or stop, Japanese expansion in the Pacific. Once the US began a campaign of island hopping the major battles grabbed most of the attention. A closer look at the amphibious operation of WWII in the Pacific reveals a map of 130 plus landings – 138 on one map from US Naval Historical Association. Many of the amphibious operations were designed to bring US long range bombers closer to Japan and island bases. Others were designed to interrupt or cut off Japanese supply for island bases. The leader in the Pacific named by the Joint Chiefs of Staff was ADM Chester Nimitz, recently promoted over 40 plus other admirals. His command was CIC, Pacific Ocean Areas dating from 24 March 1942.

The JCS divided the Pacific area into North, South and Central areas. Mainland Asia, Philippines, Australia and the Netherlands East Indies and New Guinea and the western part of the Solomons, or SWPA, was under the command of GEN Douglas MacArthur. US long range bomber in the theater were under control of the JCS. The South Pacific area was commanded by ADM Halsey after mid-October 1942. The North Pacific area eventually became the responsibility of ADM Frank Fletcher in October 1943. Nimitz kept the Central Pacific Area under his command from April 1942 on.

In spite of his self-assessment voiced to his wife Katherine that he would be lucky to last 6 months, Time magazine gave the new commander the proper image saying “a calm, frosty-faced, steel-blue-eyed Texan.” Nimitz arrived in Pearl Harbor Christmas eve, 1941. He toured Pearl Harbor Christmas morning by motor whaleboat, through oil and dead bodies. Two frequent phrases used by Nimitz were “Let me see.” and “Show me.” Arriving at the island of Tarawa against the commander’s advice Nimitz had his plane circle the island while Seabee’s lengthened the available runway so he could land and see the carnage and equipment losses to take the Island. The Marines landed 18,000 men and suffered of 1000 KIA and over 2100 wounded. The Navy lost a CVE carrier and almost 700 men. Nimitz firsthand look plus his commanders’ candid evaluations was a tough way to examine best practices. Photos released by the Navy showed the American public the gruesome details of the long, bloody road ahead.

REMEMBERING RMC Gerry Baker – on board 1961-63 – Joe Dempsky remembered a visit to Gerry Baker’s home in Bull Head City located along the Colorado River between California and Arizona. “one time several of us met at his home in Bull Head City and he escorted us around to see some of the petroglyphs and his and Marlene’s smoke shop. He also told us about a beanie hat with a bobbing head on the top that supposedly attracted the bugs there instead of them getting into your ears, etc. I was never able to confirm this theory, (grin).” Baker suffered a stroke and moved to San Antonio TX with his wife Marlene. Their daughter Hanna lived nearby.

SAN ANTONIO, TX – A place to visit, plenty of hotels offering military discounts, the River Walk district, walk, or tour by boat. Also Fredericksburg, Hill Country, and the Pacific War Museum. There are great restaurants galore, and a Texas attitude about fun. As a site for the 80th Anniversary of the commissioning of the USS FRANK KNOX it seems a good match. It will also be the 34th Annual Reunion hosted by our Association.

END OF THE KOREAN WAR – On July 27th USS MIDWAY Museum will commemorate the end of the Korean War hosting a ceremony and showing a film titled “Devotion”. More about the film and the back story in a moment.

The Korean War was among the most destructive wars in modern history. This year will be the 70th Anniversary that an Armistice was agreed to by both sides in the conflict. The war began June 25, 1950, when troops from North Korea invaded the South Korea. The UN denounced the invasion and authorized formation of UN Command deployed to Korea. Twenty-one countries contributed to the UN forces, but the response was slow. In 60 days, the South Korea troops and hastily deployed US forces were on the point of defeat and confined in a small area known as the Pusan Perimeter. In September of 1950 an amphibious operation was launched at Inchon, cutting off North Korean troops and supplies. USS FRANK KNOX was hastily deployed and part of the invasion amphibious operation. In October 1950, UN troops invaded North Korea and moved rapidly toward the Yalu River, the border with China. October 19, 1950 Chinese troops of the PVA, Peoples Volunteer Army, massed across the Yalu River, moving through North Korea and into South Korea by late December. Seoul, the capital of South Korea, was captured and retaken 4 separate times. The ground campaign stabilized around the 38th parallel. The air war, however, was never a stalemate.

US carriers and Naval Aviation along with US Marines squadrons flew close air support beyond the front lines. US Air Force bombers conducted a massive bombing campaign of North Korea. Jet fighters from both sides had frequent air-air combat. Soviet pilots flew covertly in defense of their communist allies. One Navy aviator shot down four Soviet Migs in one engagement and is recognized on the USS MIDWAY flight deck with his type of aircraft. His name is Capt. Royce Williams. Now to the movie “Devotion.”

“Devotion” begins in the late 1940’s at a Naval Fighter Squadron flying the F-8 Bearcat fleet defense fighter. The F-8 was described as “a big engine with wings”. Built by Grumman, the F-8 could climb to 10,000 feet faster than any prop plane in the sky, setting a record that still stands. Around 1950-51 the US provided 200 F-8 Bearcats to the French military for use in Indochina to support fighting in the mountains east of Hanoi. Replacing the Bearcats was the F-4u Corsair, a larger gull-winged wonder also known as “whistling death.” Navy pilots loved the big Grumman; the quirky reputation of the F-4u divided the flight community.

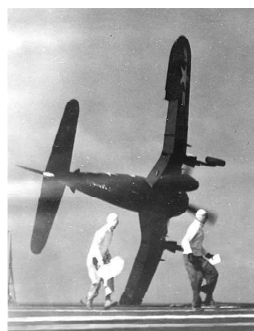
The story centers on two Navy aviators faced with the change from one aircraft to another. One makes the transition comfortably while the other struggles to get comfortable in and carrier qualify for deployment to Korea. As I watched the movie I remembered a quote from one USS MIDWAY aviator: “I was crew chief on both the F-8 and the F-4u during that time. I remember pilots did not like the F-4u. A number of them came in to the office, turned in their wings to avoid flying the F-4u.”

“Never a pussycat.” – Superior speed, range, longer, larger and produced in large numbers (12,571 fighters built) would seem to appeal to carrier pilots. However, the long nose blocked timely feedback to the pilot. The lower the approach speed, the more likely

the F-4u would stall, rolling on the left wing; adding power would increase the roll, terrifying the pilot. Engineers added a 6" by 3" strip to the right wing to equalize the effects on both wings. A more curved approach and raising the pilot's seat by 8" also helped.

Increased speed at landing would seem to help, until the F-4u hit the carrier deck bottoming out the landing gear shocks. However, the speed and bomb carrying ability made more friends. Speed and turning ability made the Corsair a Mig killer as well. Despite the troubled start, the fighter production made it the fighter/bomber of choice. Flown by aces like Pappy Boyington USMS, baseball heroes – Jerry Coleman and Ted Williams Robert Hansen and Kenneth Walsh equaled Boyington with 20+ enemy planes downed. The F-4u was THE propeller plane of the Korean War. Jets like the F9F Panther and the F-86 Saber were also planes that made their mark in the conflict. The faster and pilot friendly F-8 would seem to be a better choice except just over 700 were produced while the F-4u production topped 12,000 and the latest version used in Korea was much improved.

(Photos)



WWII CARRIER BATTLES – The answer may not come easily because the war in the Pacific was most times dwarfed by the size of the Pacific Ocean. The Pacific is the largest body of water on this planet, large enough to contain ALL the land mass Earth contains, with room to spare. On a chart of the Pacific, epic battles are mere pinpoints in the vast blue of the Pacific.

Coral Sea was first, May 1942. Then, Midway Atoll, June 3-7, 1942. The next was the Eastern Solomon Islands, late August 1942 followed by Santa Cruz Islands late October 1942 and finally, Marianas/Philippine Sea, June 1944. [Some count this mammoth battle as two separate battles.

The US lost a carrier at Coral Sea (**USS LEXINGTON CV2**), one at Midway (**USS YORKTOWN CV5**), Eastern Solomon's (**USS WASP CV7**), Santa Cruz Island (**USS HORNET CV8**). The US lost 12 carriers during the war, composed of 5 fleet carriers, 1 aircraft tender (**USS LANGLEY** - FMR Fleet carrier) and 6 escort carriers.

The US built fleet carriers, light carriers (CVL) and a larger number of escort carriers (CVE) to support Pacific and Atlantic operations 1941-45. The US operated 24 fleet carriers, 9 light carriers, and 78 escort carriers during WWII. The low point for the US was November 1942 when the US faced operating one remaining carrier in the Pacific (**USS SARATOGA**).

In October 1942, in response to a second request from US CNO ADM Ernest King, the British reluctantly agreed to transfer **HMS VICTORIOUS** [code name **USS ROBIN**] to the Pacific to support US operations. US ship production, including carriers, was spurred on by the Wartime Production Board headed by our own Frank Knox, Secretary of the Navy. Author Winston Groom, in his book 1942, referred to the “1942 - Year that Tried Men's Souls”, as a pivotal year in WWII.



USS_Langley_(CV-1),_USS_Lexington_(CV-2)_and_USS_Saratoga_(CV-3)_at_the_Puget_Sound_Naval_Shipyard,_in_1929_(NNAM.1996.488.001.004)

THE LAST BATTLE – ADM Nimitz had been waging war on the Japanese and engaging in an intra service rivalry with the Army Air Corps, soon to become an independent service all its own. Nimitz had his hands full as you will discover. The death of President Roosevelt April 12, 1945, brought his Vice President, Harry Truman, into the oval office. Truman was not a fan of the US Navy. Encouraged by the publicity team of the AAF and Gen. “Tooey” Spaatz and his US Army service in WW1, the Navy found itself on the defensive. “As sea power was the dominant factor in the destiny of nations in the nineteenth century, so today the dictate is air power” claimed Spaatz in 1945. Before this battle there were others dating back to the Battle of Midway.

Immediately following the Battle of Midway, and before the surviving carriers Enterprise and Hornet reached port, the AAF was claiming they were the heroes of Midway and destroyed Japan’s carriers. Nimitz ordered his staff to get accurate and well documented battle and damage reports. Then, Nimitz carefully laid the groundwork to dispute the outrageous AAF claims. His success cheered the Navy, CNO ADM King and Navy Secretary Frank Knox. However, the AAF did not take kindly to the cool, factual approach to the results of the Battle of Midway showing land-based aircraft scored zero hits on Japanese ships June 3-7, 1942.

Nimitz and his staff were part of a team that laid a careful land bridge campaign to capture islands for airfields for Army Air Force from the Solomon and New Georgia Islands for B17 bombers to Saipan, Tinian, and Iwo Jima to support AAF B29 bombers. There were 128 separate battles involving Marines and US Army troops to capture these bases. Carefully avoided were strongholds like Rabaul Island, left to wither from reduced, or cut off, support. The AAF had the final glory carrying the two atomic bombs to destroy Hiroshima and Nagasaki, forcing the Japanese emperor to order unconditional surrender for all Japanese forces. The last battle had begun as European successes combined with fire and atomic bombing of Japanese cities encouraged active publicity campaigns for the AAF and a separate service. The only problem was a separate service increased the risk of the Navy losing control of their aircraft and their aviation mission.

On June 15, 1945, new President Harry Truman, who objected to the Navy’s easier access to the Roosevelt administration through Frank Knox and former Asst. Navy Secretary President Roosevelt, wrote “As long as I’m here the Admirals will never get in again.” Outgoing CNO ADM King was faced with an attack on the future of the Marine Corps and a resurgent argument from AAF, soon to be a separate armed service, to absorb and replace Naval Aviation. AAF generals attacked the Navy budget in Congress, denying the Navy money to purchase new land-based aircraft for naval reconnaissance, anti-submarine warfare and protection of shipping as being similar in character to long range bombers, the backbone of the Air Force. Even General Eisenhower proposed that no US Marine unit be larger than a regiment which would ensure that no Marine officer would ever again lead Army troops into battle. President Truman wrote “Land based planes for naval reconnaissance, anti-submarine warfare and protection of shipping should be manned by Air Force personnel.” The statements and snipping continued 1944-1948.

Nimitz asserted that “it was our sea power that ultimately compelled Japan to ask for peace.” Air Force Generals Jimmy Doolittle and General Armstrong fired back “What about

the thousands of tons of bombs the B29's dropped on Japan and the heroic sacrifices of our B29 crews". Doolittle added "the carrier is going into obsolescence, having reached the peak of its usefulness." General Anderson was more direct, "the Air Force is tired of being a subordinate outfit. It was a predominant force during the war, and it is going to be a predominate force during the peace." Anderson's final quote stated "you know the Marines are a small bitched-up army talking navy lingo. We are going to put those Marines in the Regular Army and make efficient soldiers of them." Even Truman recognized the rhetoric had entered a dangerous phase.

In February 1946, President Truman called in six key players: CNO Nimitz, Navy Secretary Forrestal (Frank Knox's Assistant before his fatal heart attack), Sec. of War Patterson, General Eisenhower, Truman's Chief of Staff ADM Leahy, and Sec. of State Byrnes. The group agreed to the conduct of **Operation Crossroad**, atomic tests at Bikini Atoll involving 150 ships and 42,000 participating Army and Navy personnel. There were 90 target ships, capital ships, surplus destroyers etc. assigned to Operation Crossroads. The two atomic tests, Able and Baker, were conducted July 1 and July 25, 1946. ABLE's air-detonated atomic bomb was first (at 520 feet above the water's surface.) Baker, an atomic bomb suspended 90 feet below the surface of Bikini's deep lagoon, was the final test. In the first test, an AAC B29 delivered the bomb ½ mile off course from the bull's eye, sinking 5 ships of little consequence. In the second, the underwater bomb sank eight ships and bathed everything, including personnel, in radioactive spray leading to the freshwater decontamination systems on Navy ships today. The AAC had lots of explaining to do because their B29 was ½ mile off target.

Nimitz was advanced to 5-star admiral but desired to be CNO, Chief of Naval Operations, a job held by retiring ADM Ernest King. Nimitz made every effort to get to know the feisty Truman. Over time the two small town men became acquainted better. On one occasion, Nimitz brought a champion horseshoe player to the White House. Nimitz and Truman settled in to take lessons and enjoy the competition between them. Another time, Nimitz learned Truman loved sport fishing. Nimitz arranged for housing for Truman and guests at the Key West Florida Naval Station, something Truman remained grateful for the opportunity. The housing location still exists and is now known as Truman Annex. Nimitz received his wish and was named CNO, relieving ADM Ernest King on December 15, 1945.

The Navy quietly ended their opposition to a separate Air Force which smoothed the way for authorization by Congress of a separate Air Force in July 1947. In return the AAF offered assurances to end planned infringement on naval aviation and missions. The Navy agreed to train new Air Force students at the Naval Academy until an Air Force Academy was established. Navy air reconnaissance and antisubmarine warfare moved ahead under Navy command. The Marines future, a department of the Navy, was still undecided until Marine veterans, active-duty senior Marines and influential Congressman slipped protective language into the National Security Act of 1947, ending the debate.

One of his last acts as CNO, Nimitz, always a submarine sponsor at heart, thought the idea of a nuclear submarine had merit and asked for an assessment. He received a favorable report written by CAPT Hyman Rickover, a prophet of the nuclear submarine. Navy Admiral Rickover talked of a "capital ship of tomorrow...may well become the submarine." Nimitz approved the report and forwarded it with approval to the Secretary

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of the Navy. Sometime later Nimitz was asked about a statement naming Rickover as “father of the Nuclear Navy.” Nimitz simply answered, “Give credit where credit is due.”

Another end of tour item was the approval of a super carrier, UNITED STATES. Inter-service rivalry forced delay of one contract. Nimitz told Navy Secretary Sullivan that the Air Force’s new B36 bomber could not reach all possible targets. Congress was in favor of new super carriers; the Air Force objected. At a meeting with the Joint Chiefs of Staff, they agreed, reluctantly, to allow the Navy to attack any targets, with any weapons, to accomplish any assigned mission. In 1948 President Truman approved construction of the UNITED STATES and four more super carriers.

The Air Force did not abandon dreams of old to absorb or replace naval aviation, however. A month after the 1947 passage of the National Security Act, July 1947, the final report from the War Department omitted offensive operations, amphibious operations, or task forces to protect them. The report concluded “for the foreseeable future there will be no naval threat to the United States in any portion except by submarine.” Nimitz was scheduled to retire on December 15, 1947. If Nimitz gave his written response just to the Joint Chiefs of Staff, it would get a glance and end up in a file. His report “The future Employment of Naval Force” went through channels and was published about three weeks after he retired. In the report, he not only named Naval Aviation as the key to “concentrating air power within effective range of enemy objectives”, calling Naval Aviation the head of the spear until the Air Force could begin operating from captured land bases. He emphasized the Navy would be out front and carry the war to the enemy, not wait for the war to come to it. Nimitz was praised for a balanced report by almost all in the press and nationally. The newly established Air Force, with many friends in Congress, continued to assert that any mention of “air arm or air power” meant Air Force. Nimitz continued to believe in the unification of the armed forces and that men of good will could work out their differences.

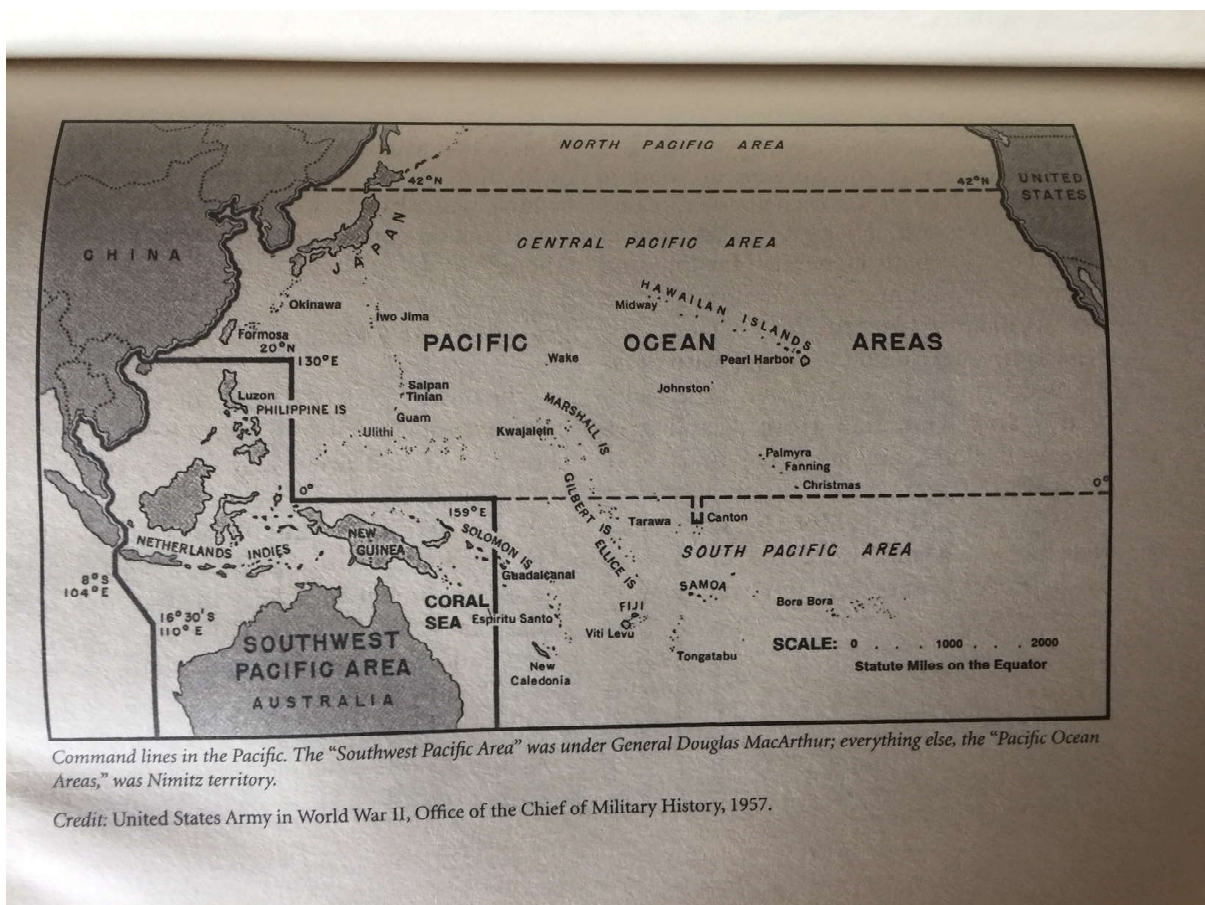
In March 1949, Secretary of Defense Forrestal, the last cabinet level Navy Secretary and now the first Defense Secretary was replaced due to illness. While in Bethesda Naval Hospital, Forrestal fell or jumped from a 16th floor window to his death. His replacement was Louis Johnson, an attorney, and WW1 Army Officer. Shortly after taking office, Johnson proclaimed “there is no reason for having a Navy and Marine Corps. General Bradley tells me that amphibious operations are a thing of the past.” The Navy’s worst nightmare had arrived.

Defense Secretary Johnson cancelled the carrier UNITED STATES contract and began downgrading the Marine Corps and blocking the Commandant from any sessions of the Joint Chiefs even when Marine Corps matters were discussed. Secretary of the Navy Sullivan resigned in protest. He was replaced by a Louis Johnson crony who “knew little of the Navy” wrote Nimitz biographer Brayton Harris. Johnson began mothballing amphibious ships, budget cuts and scrapping/selling landing craft. Nimitz, now retired, was consulted about replacing the CNO. He was then approached about coming out of retirement to replace the CNO in a later discussion with President Truman. Nimitz deferred and suggested VADM Forrest Sherman as CNO. Sherman was quickly approved. Johnson did not stop his attacks on the Navy and Marines, even as the invasion of South Korea by

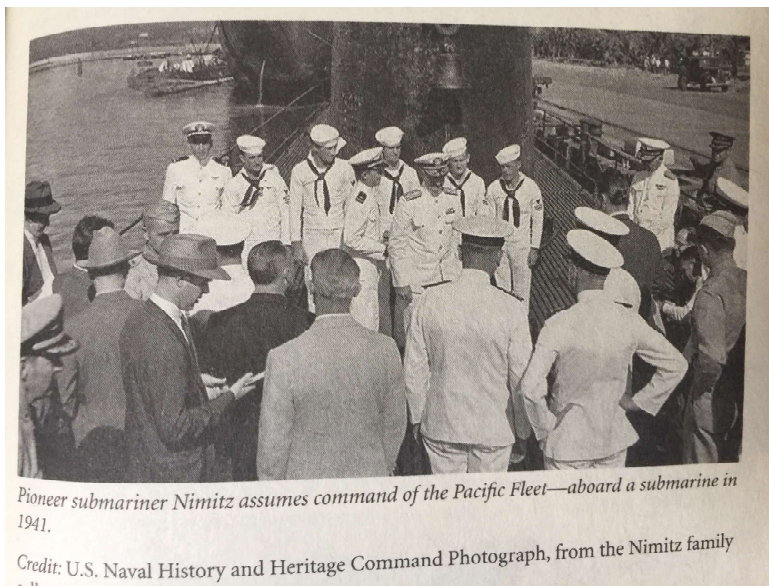
North Korean troops exposed the weakness of almost every aspect of Johnson's program and agenda. The Navy came to the rescue of South Korea and the US Army; Johnson was out as Secretary of Defense. He was replaced by the more rational George C. Marshall.

On June 25, 1950 North Korean troops launched a large scale attack on South Korea that was initially very successful. Navy carriers and air power combined with amphibious operations saved the day for South Korea and US Army troops. The capabilities of the Soviet Mig -15 put an end to the Air Force B36 program. Suddenly everyone was rereading Nimitz's "The Future Employment of Naval Forces", now a blueprint for addressing the critical situation in Korea.

And what of the USS FRANK KNOX? Our ship was in Tsingtao, China, Christmas 1948, returning home to Vallejo CA mid- 1950 for planned shipyard work. Work was almost completed when the Korean War broke out. The ship was rushed back into service and deployed to Korea where she would be awarded 6 battle stars. Crew assignments were augmented by a rapid reserve call-up and aggressive draft policies. Russ Judah, petroleum engineer, was pulled out of his civilian job, flown to the closest carrier off Korea and hi-lined aboard FRANK KNOX, at night, during heavy seas, to replace the ship's DCA (Damage Control Assistant). (see photo)



ADM Halsey aboard Knox June 45. Knox was his taxi



Pioneer submariner Nimitz assumes command of the Pacific Fleet—aboard a submarine in 1941.

Credit: U.S. Naval History and Heritage Command Photograph, from the Nimitz family collection



Nimitz, posing with two men with whom he at times had difficult working relationships, Fleet Admiral Ernest I. King and Secretary of the Navy James V. Forrestal, on the day

Camelback



**Pelican
Hook**



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, Bob Harp, 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

John Bruins BT2

On board Jan 1946- Jan 1949; Waterboro, SC,
10/7/2021

McFarland, Laddy Gean GM

52-53 South Ogden, UT July 14,2023



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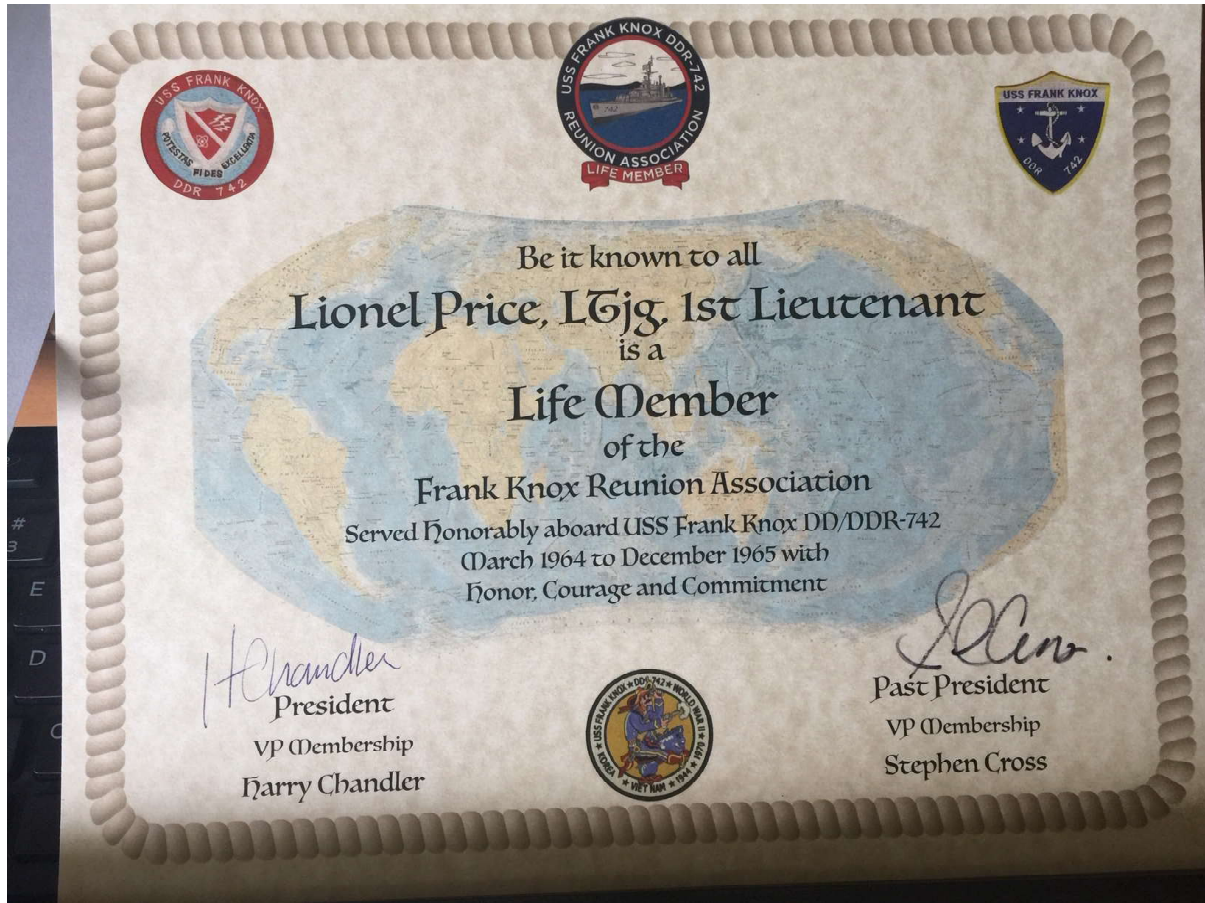
Don Landers, VP
Reunion Coord.
Email: d_landers@sbcglobal.net

Joy Chandler, Committee Member

Sue Healy, Committee Member

Vaughan Kruger, Committee Member

Life Member Certificate and Pin



USS Frank Knox Ships Store



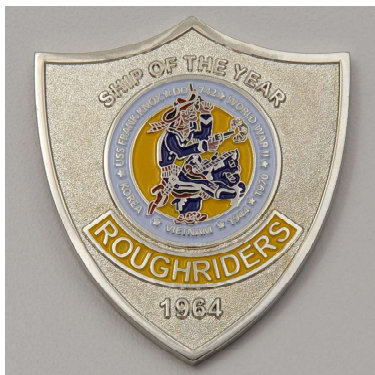
Baseball Cap \$20.00



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

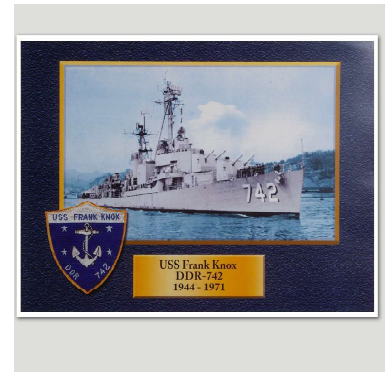
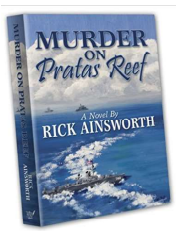


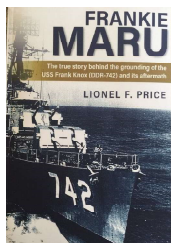
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Summer 2023

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