



97 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

Winter 2023



In this issue – REUNION 2023 – Alaska Cruise - 54 DEGREE ROLL - A DIFFERENT KIND OF TET – OPERATION FREQUENT WIND - Guy Stacy QM2 - TRUMAN REID, QM2 - Richard Huehn, YN3 - JON OSBORNE, SHSN - NATIONAL VIETNAM VETERAN'S DAY - FRANK KNOX IN CONCERT – THE ZOO IN THE FOC'SLE

NEW MEMBERS

John Boren ETN2 1970-71- Mark Gassen BT/FN 9/69-2/71- Truman Reid QM2 2/62-8/65

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 97. 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.

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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 Stephen's Passage, Glacier Bay, Sitka, Ketchikan, and Victoria BC. Beautiful scenery, no port and starboard lines for meals, smooth ride with no 45-degree rolls!

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. For more information contact

[Dawn Latorre](#) Personal Cruise Consultant - 800-355-3017 ext. 28021 at Holland America. OR

[Don Landers](#) FKRA– Reunion Coordinator 817-723-7654 or [Harry Chandler](#), FKRA 928-925-9490 hchandler64@gmail.com

- Spend time with shipmates and see amazing Alaska surrounded in comfort.

STATEROOMS:

INSIDE:

1. \$649(base fare)+\$360(Tax, fee, port expenses)=WITHOUT HAVE IT ALL
2. \$999(BASE FARE)+\$360(TFPE)=HAVE IT ALL

OCEANVIEW & BALCONY(VERANDA):

1. \$1079(BASE FARE)+\$360(TAX FEE,PORT EXPENSES)=WITHOUT HAVE IT ALL
2. \$1429(BASE FARE)+\$360(TFPE)=HAVE IT ALL

NOTE: IF THERE IS NO AVAILABLE STATEROOMS ON THAT CATEGORY, PRICES MAY CHANGE WHEN WE LOOK UP FOR ANOTHER STATEROOMS.

For the hotel and transfer package we do also have it and it depends on the availability.

For room meetings you requested we need to contact the ship inventory and group department to request for it.

If you have the info of your colleagues. Please let me know their first name, middle name, last name as well as date of birth.

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54 DEGREE ROLL

USS Frank Knox DDR 742 by Stan Buck, FT2 1955-57

I yelled above the noise, **“Sir! Sir! I can’t move the wheel! I’m losing it! Nothing works! We are out of control!”**

While this went through my head, the ship’s bow jumped straight out of the water and tilted up, so steep I couldn’t see the ocean; all I saw was sky. I wasn’t scared, yet. Then the ship pitched down, and the sky went away replaced by surrealism. I couldn’t see the surface; instead, I saw two huge perpendicular smooth walls of water, one on the port side and one on the starboard side. We fell between those deep walls, descending like a high-speed elevator; I was certain we would die when we hit bottom. Amazingly the ship’s buoyancy took hold, we stopped.

I sighed with relief thinking it was over, that we would rise, surviving a deep vertical pitch. I was wrong; the ship lurched dropping 54 degrees to the starboard side, nearly capsizing. I was a young sailor in dungarees; I gripped the wheel, so I stayed upright. The Captain and three officers, wearing fine uniforms, stood near me on the bridge, fell, slid on their tails about ten feet, and collided in a heap of arms and legs against the bulkhead. They looked like stooges in a farcical comedy, the scene overrode my fear; I could hardly keep a straight face; I laughed inside. Loud crashing sounds erupted from the turmoil below decks. Everything even slightly loose spilled. Food, supplies, large copper kettles, tipped over, and fell. Putting it mildly, cooks in the galley, seeing the colossal mess, swore like pirates.

The sea was rough, but the ship stabilized. We rode it out till the storm was over, ever concerned that the ship might go under. Being a close call, WWII Destroyers like this one should capsize in a hurricane that powerful; ours didn’t. The year was about 1955, and the ship was the USS Frank Knox, DDR 742; 390 feet long, crew of 274. We sailed the South Pacific. Under Weigh, I took the helm every eight hours. The rest of the time I was a “Gun Fire Control Technician” using radar and computers, even that long ago.

For three days before this event, waiting it out, we stayed trapped within the hot and placid eye of the hurricane. Smooth as glass, the water showed not a ripple. A tropical sun beat down; there wasn’t the slightest breeze. Yet it was creepy, with a horizon ringed by angry black clouds. We knew there would be big trouble ahead when the eye collapsed. There was. “Tin Can” a Navy slang for Destroyers, considered small, cheap, and flimsy compared with larger ships. Those liking Destroyers use the words affectionately.

EPILOGUE - By Stan Buck, FT2, 1955-57

Note: At one time, we took the Knox to Mare Island shipyard for modification and overhaul. The yard reduced the steel on the housed gun mounts from about $\frac{3}{4}$ inch thick to $\frac{1}{4}$ inch. The yard changed much top side superstructure from steel to aluminum. The modification removed tons of top weight. I can’t remember if the yard did the modifications before, or after

the hurricane incident. It was probably before. Anyway, we saw 54 degrees on the inclinometer.

A Reference

“All gun design tin cans [Gearing, Fletcher, Adams] would typically lose their gun mounts at about 55 degree rolls. Removing the topside weight would increase the righting moment [GC moves lower, greater buoyancy, reduced displacement] and hopefully the ship will recover.”
<http://www.peachparts.com/shopforum/open-discussion/297050-how-far-will-ship-roll-without-capsizing-5.html>

A DIFFERENT KIND OF TET –

Lunar New Year in Vietnam 2023 started on Sunday January 22. A six-day national holiday starts January 21st and extends to January 26 all over Vietnam. Vietnam is celebrating the year of the CAT. China and the rest of Asia is celebrating the year of the RABBIT. In an article on NPR author Jennifer Nguyen explains – “The date for Vietnam’s Lunar New Year, also called Tet Nguyen Dan, is determined using the [Chinese lunisolar calendar](#).”

Months are set using the orbits of the moon and the Earth, with leap months added every few years to stay in sync with the solar cycle. Each year in the calendar is given a name using a combination of 12 earthly branches — each of which corresponds to an animal in the zodiac — and 10 heavenly stems.”

“This new year will be named Quy Mao, after the 10th heavenly stem, Quy, and the fourth earthly branch, Mao. In China, the rabbit was chosen to represent the earthly branch called Mao. But in Vietnamese, the pronunciation of Mao can be very similar to how the word “cat” is pronounced. “Mao doesn’t necessarily mean cat or rabbit,” Doan says. “These are just symbols we’ve used as code for the earthly branches.”

“Originally, the Chinese lived in the savanna area, while the Vietnamese lived in the lowland area,” he says. “The people of the savanna prefer a nomadic life, close to the wilderness, and they chose the rabbit as an animal that lived in the wild fields.”

In contrast, the lowland people of Vietnam chose the more domestic cat. Additionally, Di says, Vietnamese people consider rabbits as “animals that are used for food” and chose the cat because they’re considered “friends living in their house.”

The first day of “Tet Nguyen Dan” is traditionally “kitchen day” reserved for close immediate family members. Each day after the guest list expands to relatives, relatives and close friends, friends and neighbors, then acquaintances and guests in general, the circle expanding as the days in the six day celebration continue. The final night my wife and I witnessed was in Hanoi, 2016, with massive fireworks and an estimated 1.6 million in the streets. Not a single sign of public intoxication because I learned it is “bad form” to be drunk in public – police presence and tourist police are visible everywhere.

BACK TO CAT vs RABBIT. Touring Vietnam gets interesting when you ask a question like “why is this building called a temple and another a pagoda?”. The “Vietnamese prefer to visit a pagoda because Chinese tend to visit a temple” was the explanation. In a number of simple ways Vietnamese quietly separate Vietnamese from Chinese influence. Although they share a border, Vietnam and China have serious differences over territories and natural resources in the South China Sea. (One Vietnamese told me the ocean waters off Vietnam were referred to as “the East Sea”, not the South China Sea.) Neighboring countries don’t always agree. There may be more to CAT vs. RABBIT than Americans might think.

OPERATION FREQUENT WIND – APRIL 30, 1965

USS MIDWAY Museum celebrated the 45th and 40th anniversary of the evacuation of Saigon because MIDWAY played a critical part in receiving 3073 US personnel and Vietnamese refugees. In addition to 100 refugees transferred from MIDWAY to six other task force ships 1000 refugees were bedded down in the ship’s hanger deck. AS soon as the operation ended, MIDWAY steamed into the Gulf of Siam to Thailand to receive additional aircraft aboard that had escaped Vietnam in the final days before Saigon fell.

MIDWAY will likely host another reunion April 30, 2025 the 50th anniversary of the evacuation. There was no 45th reunion due to COVID shutdown. The events are major publicity and social events in the Vietnamese communities in Southern California. MIDWAY Museum goes out of their way to host a celebration for 5-7000 visitors on the ship. On our tour in Vietnam in 2016, I had a brief private talk with a Vietnamese who could not leave the country in time. He told me he was sad for the loss of his country; but happy because his family could work and had “status” in Vietnam. He “had no status” he explained because he completed 22 years in reeducation camps but was still corrupted by his association with Americans, long ago.

ROYAL REEF RUNNERS – Part 2 -

Two of the Reef Runner stories are from Quartermasters, serving aboard FRANK KNOX at the time the ship ran aground.

GUY STACY-QM2 1965-67, TAPS – 12-13-2022.

Shipmate let me tell yet another Stacy sea story about good ship Knox and the first military Court Marshall (many more followed but I was not involved) conducted a couple weeks after we pulled into Kaohsiung and conducted in Zouying district of Kaohsiung at military Building?. As you guys know Paul talked me into changing my rating from GMG3 to QM (I gave up Mount 53 to head to the bridge to be alongside Paul and the day I went up Paul changed from QM to SM and left me in the cold) and was just getting ready to go on watch when we hit the reef.

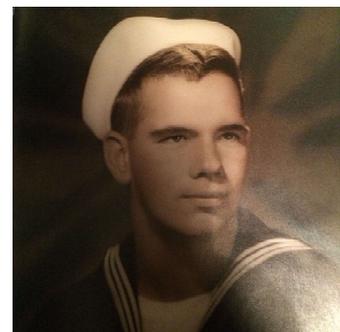
Anyhow, the acting XO/Navigator LT. Roggenkamp (spelling may be off) who also was my gun boss and a guy I thought to be a super Naval Officer and he was a career guy, asked me to go that Zouying preliminary Court Marshall as a person to back him. So I left for the proceedings looking good in Tropical Whites and thinking I could help the XO out. When I walked in to the room I was all cocky then sitting at a long table was/were at least 2 Admirals and 2-3 captains and a couple three other ranks (but I was tough but a little shaken) but I did stand at attention. They had me sit and the questions they asked me I answered truthfully but the answers killed the XO. Never had to show up again and never seen the XO again. I did hear he went in country (Vietnam) for two tours of 15 months each trying to make LCDR, but they'd not promote him to so he hit the streets? The End . Bye

TRUMAN REID, QM2

This is from memory. Fifty-eight years is a long time. It is only as accurate as my memory.

On July 17 the USS Frank Knox, DDR-742 left the waters of Vietnam and went on course to Keelung, Taiwan. I was QM2 and leading Quartermaster and did all of the celestial navigation. Eddie Neugebauer QM2 did all of the LORAN navigation.

Weather conditions were calm but overcast. There was no visible horizon for most of the transit except for brief breaks in clouds between the hours of 1000 and 1300 on the 17th. The only assumed celestial position was acquired between those times. The position was approximately 20 miles North and West of our dead reckoning line. Captain Grkovic and the navigator reviewed the position and determined it could not be trusted. Currents in the South China Sea could have accounted for the difference but according to tide and current charts 20 miles is



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farther than one would have assumed. Because of the haziness of the horizon I was not certain of the position.

Neugebauer attempted to use LORAN to confirm our position. During my time on the Frank Knox, 1962 to September 1965 our LORAN equipment had been repaired no fewer than three times. Add that to the fact LORAN stations in the South China Sea could not be trusted. On one occasion two of the position lines obtained did not cross and the third could not be computed. We usually received radio communication indicating LORAN station outages. Radio indicated they had not receiving any communication on the status of LORAN stations.

We periodically took soundings using the Fathometer. However, we did not record every sounding. This was a grave mistake. If it is not recorded, it did not happen. This was my error.

I left the bridge at approximately 0030 hours on the morning of the 18th. Neugebauer agreed to relieve me. I do not know whether he left the mess deck and went to the bridge or not.

Nothing is more shocking than awakening on a ship that is not moving. Looking over the side all I saw was coral. The radar monitor located next to the chart table clearly showed Pratas Reef. The Officer of the Deck, or Junior Officer of the Deck said he thought it was weather, a tidal wave or white squall. I suggest you purchase a copy of The Frankie Maru by Lionel Price, for further details on this part. Needless to say, tidal waves do not make breakers at sea. Only land causes breakers. As far as I know there has never been a white squall in the South China Sea.

I recall trying to get the ship off the reef using ship's power. The sonar dome was sheered and a piece of it was wedged into the coral acting like an anchor. The information in the book is accurate. The crew worked to free the ship. Some of the crew was transferred off the ship. For instance, the only time I saw Neugebauer again was in the enlisted men's club in Yokosuka, Japan in 1967.

The day of the grounding we received communication from the Chinese requesting we leave. I heard a Chinese diver came aboard and requested we leave, but I did not personally see him.

When the ammunition was being unloaded, I was told to stay in the area of the bridge. I delivered messages between the salvage team and onboard command.

Several days after the Styrofoam equipment was delivered there was a fire in the vicinity. The fire was quickly extinguished. Had it not been there may have been little chance the ship could have been salvaged.

The most miserable days were the days I was sent to the tender for a hot meal and shower. I was happy to return to the Knox.

I was transferred from the Knox about a week before she was refloated to attend deep sea diving school in Washington DC. I do not know why I was not called to testify at the inquest or hearings. Questions have lingered for almost 58 years.

What could I have done differently? Should the celestial position been plotted on the chart on the bridge and run alongside the dead reconning track? Could I have made a stronger argument regarding the position? Should I have stayed on the bridge? Could we have taken more soundings? I believe I could have done a better job. One thing is certain. Captain Grkovic was not served as well as he should have been. Love him or hate him we still had a duty to him and our ship.

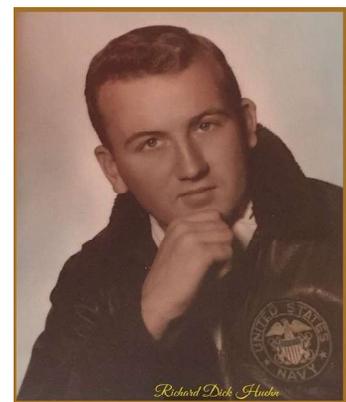
I encourage you to read the book. Mr. Price took his time to set the record straight. There are minor details we will all see differently. He did a good job.

Signed - Truman Reid

Richard Huehn, YN3

The hot weather during typhoon season spurred creativity in sleeping arrangements. Huehn was fortunate to be able to make the ship's office his sleeping area the night the FRANK KNOX ran aground. He would line up four padded chairs to sleep on. For ventilation he would open up the starboard port hole pushing fresh air into the office space about the size of pullman style kitchen. The night was beautiful, clear skies with occasional clouds. The seas were calm. Huehn "hit the rack" in the ship's office thinking only of the Sunday routine ahead and eggs to order, a crew favorite. Then there was a thump.

Huehn is not sure of the exact moment he woke up. He does recall the high-pitched grinding of the ship as it pushed further up the reef. He was fully alert as the ship came to a hard "stop". He recalls he simply "rolled off his bed of chairs on to the deck of the ship's office." The ship listed heavily to starboard, then righted itself. Huehn left the office and went to the port side of the O2 level. He realized the ship was aground. "My first thought was 'there go our eggs to order.'" He was right, the popular eggs to order was gone for this day. The ship's holiday routine became a desperate effort to free the ship from the reef. And, by noon on this day, word passed among crew members that the ship was 130 feet, or more, resting on the reef, surrounded by calm water. The calm conditions gave way to Typhoon Gilda, a storm that savaged the grounded ship, forcing extraordinary measures to save the ship. Huehn could see a barge, loaded with ammunition and fuel, from the port hole in the ship's office. He could feel the impact of the barge slamming into the ship about every 12 seconds as storm swells up to 12 feet pounded the area.



The typhoon continued into the day forcing the Navy to evacuate 155 personnel by helicopter from the ship. Another 95 men volunteered to remain aboard to work with salvage personnel to save the ship. Huehn volunteered to stay aboard, He was the only Yeoman, and the only one who was familiar with the personnel records. He was soon to be keeper of payroll records as well. His duties included typing officer's reports for the Captain and the ship's deck logs which no errors. The acting Executive Officer worked with the remaining officers and enlisted individuals. The Captain would only communicate with the Executive Officer. Huehn saw both sides as the only administrative person on board the grounded ship. Storms, including torrential rain regularly assaulted the ship making living conditions survival level. Food was delivered by boat or helicopter as salvage operations continued all hours of the day and night.

One day, just after the 20th day, Huehn was ordered to pack all personnel records and payroll records and move to USS Prairie the current flag ship for salvage operations. Moving to a ship with laundry service, hot food and fresh water for a shower was a dream of every sailor on the grounded ship. Huehn was reluctant to leave his shipmates. The records he handled were vital to all and he followed orders. That evening, in a clean uniform and freshly showered, enjoyed hot chow and spooned his first bite of soft serve ice cream. He never stopped thinking about his shipmates aboard to grounded ship.

Huehn moved records aboard a new flagship, USS MARS. MARS was a brand new ship, super clean, with facilities the envy of every ship in the salvage fleet. In spite of the good conditions he was from a crew of a ship that had embarrassed the Navy. As such, he was treated with cool reserve and missed his shipmates. Away from his ship, his work arrived remotely and lacked any personal contact with his shipmates.

It was on the MARS that Huehn got his first glimpse of his battered ship towed free of the reef after 38 days, a sight he never forgot. Only 38 of the original 95 volunteers remained aboard.

JON OSBORNE, SHSN

Jon arrived back on board the FRANK KNOX in a most unusual way, Jon ran the ship's store located on the main fore and aft passageway, at times referred to as "main street". His store was a 4 by 6 foot compartment filled with watches, lighters, gift items and cigarettes and the other essential, candy.

He was told he wasn't required on board the ship and was in one of the first groups airlifted off the ship to USS MIDWAY. Before he left, he carefully secured the locks on the store and put the key in his pocket. Grouped near the bow of FRANK KNOX Osborne took his turn riding the wire harness up to the helicopter 15-20 feet above the bow, and in front

of the forward gun mounts. He arrived aboard USS MIDWAY, settled in with big ship food service, then up forward to his assigned bunk where he spent the night.

The next morning personnel located him and announced he needed to return to his ship to reopen the ship's store. The ride back was rough as Typhoon Gilda approached; sailors aboard the FRANK KNOX needed their cigarettes, candy chips to keep going and Osborne was their man. Osborne recalls, "I don't ever remember being asked to volunteer." His routine was to open the ship's store for two hours daily and then, be available for the many working parties.

When 10 tons of ammunition was transferred to an Army barge alongside his ship, Osborne handled the 5 inch shells and the heavier "hedge hogs" used against submarines, on the barge. Later after a rest break, he was in the bucket brigade handling ammunition else where on the ship. He recalls serving two shifts on the barge, as the effects of Typhoon Gilda stirred the waters around the ship.

Osborne and Richard Huehn (above) were not given "shower vacations" on one of the larger ships. Although Huehn was finally ordered to bring the personnel records to USS MARS, Osborne took salt water showers with some others and rode FRANK KNOX off the reef and into Kaohsiung, Taiwan.

Osborne was the first to mention "swim call" in the ocean just off the reef. The ship would station riflemen on the O-1 level. Swimmers would then jump, or climb off the ship's stern, to swim, or float for a time before the next small group was called. When calm water followed a typhoon the call would go out for swim call in the ocean. The water was warm and daytime temperatures around 100 degrees. Osborne recalls there were days when the work never ceased; sailors could only dream of swim call.

NATIONAL VIETNAM VETERAN'S DAY

If you are in San Diego CA on March 29, 2023, be sure to come to USS Midway Museum for an unforgettable 50th Anniversary of National Vietnam Veteran's Day. March 29 was chosen as the day to honor Vietnam War veterans because on March 29, 1973, the last of America's troops left Vietnam and the Military Assistance Command, Vietnam was disestablished, according to the Vietnam War Commemoration. Admission is free this day to the World's most visited historic ship. Plans to welcome home veterans include an amazing array of displays, food, and performances. For more information contact Steve Cross @619-992-9449 or midway.org for details.

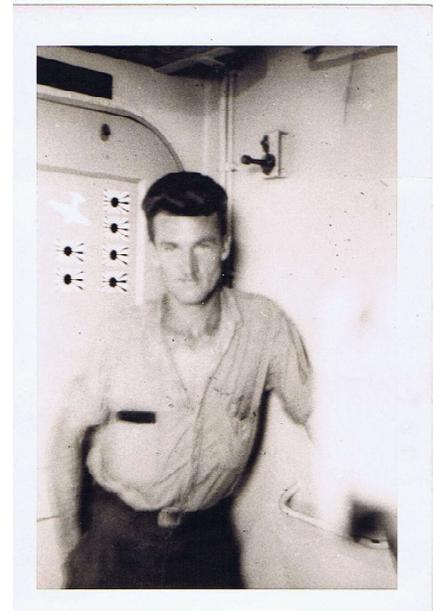
FRANK KNOX IN CONCERT –

JANUARY 2023 Life Member Helen Smith Tarchalski honored us and her late father Al Smith RD1 with the enclosed remarks before performing in a Veteran's concert January 2023. Photos of Helen and her late father are included. Thank you for honoring us and all veterans. Additional photos can be seen on ussfrankknox.com website under ABOUT, 1944-1949.

Remarks - "I am Helen Smith Tarchalski, principal pianist for the Londontowne Symphony Orchestra, and a lifetime member of the U.S.S. Frank Knox Reunion Association, an organization dedicated to the preservation of United States Naval history and this ship's remarkable role.

In the 1930s, a young boy named Albert John Smith served newspapers in Anne Arundel County throughout the Shady Side peninsula. That Anne Arundel paperboy grew up to serve as a member of the U.S. Navy, sailing aboard the U.S.S. Frank Knox in Admiral Halsey's fleet during World War II. The fleet guarded Tokyo Harbor during the signing of the Japanese surrender on September 2, 1945.

As first-class Radarman who had detected and helped to foil many Japanese kamikaze attempts, Albert was selected to be one of the sailors transported from the Knox to witness the signing of the Japanese surrender on the deck of the U.S.S. Missouri.



Albert was my father.

The ship's bell you will see in the next piece is a commemorative bell from the U.S.S. Frank Knox, and it belonged to Dad. We dedicate the ringing of this bell to the brave veterans of all the United States and Allied Armed Forces, both living and deceased.

I am now pleased to introduce conductor and composer of Variants on the Navy Hymn , Gregory Pascuzzi.



THE ZOO IN THE FOC'SLE

Tin Can Sailors posted an article about the “Zoo” or “Animal Farm”, in the forward part of a ship known as the foc’sle. The animal names came about centuries ago when sailors were illiterate as a way of locating vital equipment, or locations, for anchoring or mooring the ship.

Wildcat – that portion of the anchor windlass that engages the links of the anchor chain so the anchor can be heaved.

Frog’s Feet – An attachment on the desk of the foc’sle, typically painted white, used for holding the chain attached to the anchor. A pelican hook – is a hinged hook, held closed by a ring, used to hold the anchor chain in place and when the ring is released provides instant release of the anchor chain. [On USS MIDWAY we say “frogs” and ours are painted white. Pelican Hooks are painted black like the chain.]

Bull Nose – is the ring shaped opening on the main deck bow where life lines meet, a pass through for mooring lines.

Monkey’s Fist – A type of knot. It is tied around a weight at the end of a rope making it easier to throw (or heave).

Camelback – a humped cover over the anchor chain near the “wildcat” or windlass.

Turtleback – a flat covering over the chain pipe (hawse pipe) to prevent water from entering the chain locker or foc’sle.

This is a good time for boatswains’ mates to update us on the correct Frank Knox terms. Camelback; Turtleback; Wildcat; Monkey’s fist; Frog (Frog’s Feet).



Frog’s Feet



Elephant Feet

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 Swaney, 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



**Baker, Gerald RMC March 8, 2022
1/61 – 12/63 San Antonio, TX**



**Black, Richard (Dick) BT1 October 28, 2021
7/52 – 12/55 Laurel, MT**



**George , Donald GMSN August 28, 2020
1/65 – 4/66 McDonough, GA**



**Grubb, Wilbur SN April 24, 2016
3/51 – 1/54 Jeffersonville, OH**



**Lummis Bob ETN2 July 5. 2022
5/67-12/68 Marshfield MO.**



**Guscetti, Hugh RM2 January 23, 2020
3/49 – 4/54 ST. Paul, MN**



**Hurst, Layne FT3, June 17, 2014
2/59-1/60, Fresno, CA**



**Lee William ‘Bill’ LCDR January
6, 2023 1965 Clearwater FL**



**Wheat, Delbert RM2 November 21, 2021
8/58 – 7/59 Dumfries, VA**

Rhodes, Frank EM3C December 24, 2022 2/46 – 6/46 Vallejo, Ca

Segura, Manual SN May 19, 2012 5/50 – 8/54 Vacaville, CA

Hurst, Lynn , FT3, October 21,2017 4/60-5/62, Fresno, CA

Stacy, Guy QM2 December 13,2022 61 San Diego, CA

Beyersdorf, James HMC July 6.2018 Pittsfield, VT

**USS FRANK KNOX
REUNION ASSOCIATION
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