

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

Spring 2024



***In this issue -- PLANS ARE UNDERWAY! - REUNION SCHEDULE - SAN ANTONIO AND US HISTORY - SAN ANTONIO AND THE WRIGHT BROTHERS - KOREAN WAR DIARY of ENS. HANK HUBER - KAMIKAZE ONE - KAMIKAZE TWO - KAMIKAZE THREE - FIRST RESCUE OF VIETNAM WAR - HANDSOME 80TH ANNIVERSARY COIN - 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.

Spring 2024



USS Frank Knox (DDR-742) Reunion Association  
 Harry Chandler, President: [hchandler64@gmail.com](mailto:hchandler64@gmail.com), 928-925-9490  
 Stephen Cross, VP Communications: [stephenross742@gmail.com](mailto:stephenross742@gmail.com), 619-922-9449  
[www.ussfrankknox.com](http://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](http://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:		
<p style="text-align: center;">--MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, REUNION PRICING &amp; NEWSLETTER--</p> <p style="text-align: center;">NOTES:</p>		

**SAVE THE DATE: Early October 2024**

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

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

# USS Frank Knox DDR742 Reunion

**Sunday, September 29th-Thuesday, October 3rd, 2024**

## **Holiday Inn San Antonio- Riverwalk**

Our hotel is located on the famous Riverwalk, within walking distance to many local “must see” sights like – The Alamo, San Fernando Cathedral, La Villita Historic Arts Village, Historic Market Square, museums, and restaurants galore!

Reserve your hotel room early [\$130.00 + tax per night] for a standard king or queen room– check in Sunday Sept 29. Checkout Thursday October 3rd. There is no cost to reserve your room. Reservation number – 210-224-2500 option 2. USS Frank Knox 2024 reservation block KNO. Cutoff date is September 6. Reservations after that date are space available. Breakfast buffet is available at a reduced rate of \$20 per day.

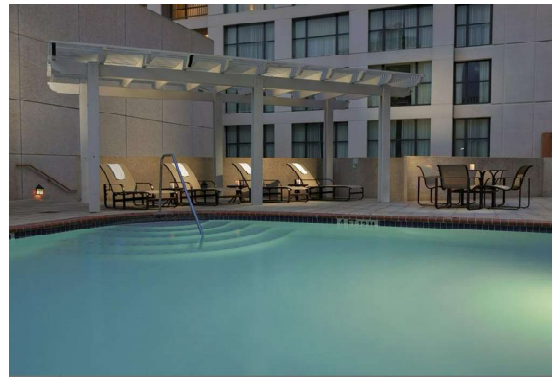
San Antonio airport is less than 8.5 miles from the hotel. Shuttles are NOT available, to or from the hotel. Uber, Lyft and taxi service are best [\$16-\$25 one way].

Prices for the one-day tour, Monday Sept. 30th, to Fredericksburg and the National Museum of the Pacific War will be ready soon. The museum is fantastic. We'll be dedicating a plaque to honor Frank Knox; honoring the 80th year of her commissioning. Tuesday is a free day to explore the amazing city of San Antonio.

Please make your travel plans early!







Spring 2024

**Sunday, September 29<sup>th</sup> – Thursday, October 3<sup>rd</sup> - 2024**

**In Historic San Antonio, Texas** Our hotel is located on the famous Riverwalk and within walking distance to many of the local sites; like The Alamo, San Fernando Cathedral, La Villita Historic Arts Village, Historic Market Square, Museums, and more. Oh, yeah, and restaurants galore!

**Holiday Inn San Antonio-Riverwalk** Reserve your hotel today. The reunion dates are Sunday, Sept. 29th (check in) through Thursday, October 3rd, 2024, (check out). The banquet is on Wednesday Night.

**MONDAY, Sept 30** – Up early! to board our bus for a tour of the **NATIONAL MUSEUM OF THE PACIFIC WAR** in Fredericksburg TX. The NMPW is a national treasure with hundreds of exhibits including a **B-25 aircraft**, Japanese **midget submarine** and the conning tower of a US fleet submarine. A **PT boat** is also on display. Certainly, a place to reflect and remember.



**PLAQUE DEDICATION** – A special plaque is in preparation to commemorate the USS FRANK KNOX and her war time crew and the complete history of her 27 years of U.S. service. Quite a few WWII plank owners (16) were active in the Association.

**Tuesday, October 1<sup>st</sup>**

– Plans for a day exploring San Antonio area. With so much to see it should be another grand day. I'll share a couple of places my wife and I are planning on checking out. Share your plans so others know your thoughts. You'll likely find others thinking about the same or similar places.

**Wednesday, October 2<sup>nd</sup>**

– Annual Business meeting and site selection for the 2025 Reunion location. The always anticipated White Elephant Auction and the Annual Banquet Wednesday evening.

**Thursday, October 3<sup>rd</sup>** – Farewells until 2025! For those staying an extra day or two, Reunion rates apply three days before and after the reunion, (pending availability) so book early! Airport and Shuttle – The San Antonio Airport is less than 8.5 miles from the hotel. A hotel shuttle is NOT available to or from the hotel. At this time, UBER or LYFT are available – rate is about \$16 - \$25 one way.

Breakfast Buffet is available at a reduced rate of \$20/day per person. San Antonio is a very popular destination. Please make your refundable reservation as soon as possible for the hotel availability and FKRA planning. Cutoff date for reservations is September 6, 2024.

Questions? Reunion Coordinator Don Landers – ([d\\_landers@sbcglobal.net](mailto:d_landers@sbcglobal.net) – phone 817-723-7654.)

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## **SAN ANTONIO and US HISTORY**

A visit to San Antonio opens many historical questions. The Alamo – one of 5 Spanish missions in town and the site of a famous defeat for Texas Independence fighters, February 23 – March 6, 1836. Following this battle, a Mexican Army was defeated, and the Republic of Texas was formed. Texas did not become a state until February 27, 1845 by a Senate vote of 27-25. The map of Texas covers so much more than the Texas we know today. The 10-year delay to statehood revolved around concern about War with Mexico and the national debate over slavery. You can spend hours reading about Texas before and after the American Civil War. The recent movie “News of the World” starring Tom Hanks includes views of wide-open spaces, unregulated settlements, and a few pockets of civilization like San Antonio. If you are so inclined, I recommend the book and the movie to look back into history, preparing for a visit to the fun-filled city along the river that San Antonio is today.

## **SAN ANTONIO AND THE WRIGHT BROTHERS**

November 1909, LT Ben Foulois, US Army, became the only officer detailed to the Aeronautical Division. He accrued three hours and two minutes total flying time at College Park MD but did not solo. Because of inclement winter weather at College Park, Foulois was assigned to move the flying program to Fort Sam Houston, an Army post near San Antonio, Texas. Foulois and eight enlisted men disassembled the still-damaged S.C. No. 1, shipped it to Texas in 17 crates, and reassembled it on February 23, 1910, after building a shed to house it on the Arthur MacArthur Field used for cavalry drill. On 2 March 1910, after training himself, Foulois logged his first solo from 9:30am to 9:37am and four flights in total, crashing the S.C. No. 1 on its final landing. He achieved a maximum altitude of 200 ft (61 m) and a speed of 50 mph (80 km/h) in logging 59 minutes and 30 seconds of flight time. He flew the repaired craft five times on March 12, and received written instruction by mail from the Wright Brothers. Until 1911, Foulois remained as the Army’s sole aviator and innovator. He stated in annotating the aircraft’s flight log that he installed a 4 ft (1.2 m) leather cinch strap from the Cavalry saddlery as a safety belt on the S.C. No. 1 on March 12, 1910. On August 8 he and Oliver Simmons bolted wheels from a cultivator onto the landing skids to provide the first landing gear.

S.C. No. 1 made its last flight, and the 66th on it by Foulois, on February 8, 1911. In early 1911, the United States gathered much of the Regular Army in south Texas as a show of force to Mexican revolutionaries, forming the “Maneuver Division”. In March 1911 near Fort McIntosh at Laredo, Texas, Foulois and Wright instructor Philip Orin Parmelee demonstrated the use of airplanes in support of ground maneuvers for the first time. The S.C. No. 1 was not sufficiently airworthy for the reconnaissance and messaging missions it performed, and for a nominal fee of one dollar, Foulois rented the Wright B Flyer privately owned by Robert J. Collier, owner of *Collier’s Weekly*, on February 21. Foulois and Parmelee landed the rented airplane in the Rio Grande River during their second flight, on March 5. Foulois rose with the increased popularity of aviation retiring as a Major General.



## KOREAN WAR DIARY of ENS. HANK HUBER – 1952 Summary

Hank Huber and Russ Judah were two Association Life Members and Korean War Veterans. Huber served as Second Division Officer. 1952-1953; Judah served as MPA, Main Propulsion Assistant, 1950 -1952.

Huber's diary begins stateside in San Diego with skiing in Mammoth MTN and a number of social arrangements. He reported on board Frank Knox Feb.3 1952 at Mare Island Shipyard, March 6, 1952 he mentions a post repair trial for Frank Knox pre-deployment. Wed. March 26<sup>th</sup> –28<sup>th</sup> At sea. March 29, 1952 Frank Knox was bound for San Diego – Huber writes "Hit a 30 ft whale coming into S.D. about 35 tons." April 13<sup>th</sup>, Huber notes alongside tender. By Wed the 16<sup>th</sup>, Huber is in bed w 102' temp. The next day, he was admitted to hospital with 103' temp and pneumonia. Saturday, April 19<sup>th</sup> Frank Knox is underway to Pearl Harbor. April 24, Pearl Harbor arrival. Huber couldn't rejoin his ship until July 5 due to illness.

July 7 – Frank Knox underway from Yokosuka Japan; arrived Wonson Harbor July 9. The ship completed firing missions on the 9<sup>th</sup>, 10, 11 and 12<sup>th</sup>. On the 13<sup>th</sup> of July submarine patrols started and continued until the 15<sup>th</sup>. The evening of the 15<sup>th</sup> the ship joined TF77 as a screen ship and 16<sup>th</sup>. Huber then lists three pieces of equipment with issues – Mark 34 power drive, gun weapon system. Left gun of Mt 53, Mk 56 – fire control system out of allowable test results. FK in Yokosuka July 17-21<sup>st</sup>.

July 21 – Frank Knox ordered to plane guard USS Boxer CV21 until the 24<sup>th</sup>. 24<sup>th</sup>- Huber writes "went on liberty into Yokosuka. The Ship went off and left me! 25<sup>th</sup> – Ship came back. We went on 30-minute call. Huber notes practice firing of 3" and 5" guns on the 26<sup>th</sup>, Aug 2, and Aug 4 when he notes the 3" guns shot off two sleeves in AA practice.

Aug 5<sup>th</sup> Frank Knox was at sea with USS Boxer. On Aug.6 Huber writes "Boxer started to burn. Picked up 5 men who jumped overboard. 66 men total overboard. 7 men lost. In an earlier Knox Knews we published this story from the recollections of Russ Judah, LT. A fire broke out on the hangar deck of Boxer at 05:30 when a fuel tank of an aircraft caught fire while the ship was conducting combat operations in the Sea of Japan. The fire raged on the carrier's hangar deck for 4–5 hours before being extinguished. [The sparse language doesn't convey the extent of the fire in the hanger spreading to force 66 men to leap overboard from Boxer into the Sea of Japan – 7 of the Boxer sailors were lost. The final total of casualties was 8 dead, 1 missing, 1 critically injured, 1 seriously burned and some 70 overcome by smoke. Of the 63 who had gone over the side, all were rescued and returned to the ship. Eighteen aircraft, mostly Grumman F9F-2 Panthers, were damaged or destroyed.

Huber reports ammo orders every other day until Aug. 16<sup>th</sup> when the ship is detached to join USS Princeton. One order included 10 depth charge die markers. A gunfire mission on Aug. 18 was the last due to an incoming typhoon. On August 18<sup>th</sup>, "Heavy weather Typhoon – 44 deg roll" He then notes the height of the bridge above the water line is 39" then calculates tie line of sight distance from the bridge is 7.1 miles. You can read the day by day notes taken by ENS Huber on our website [ussfrankknox.com](http://ussfrankknox.com).

## KAMIKAZE ONE –

When visiting the National Museum of the Pacific War it helps to understand the rationale for constructing a new class of destroyer soon after building the **Sumner Class DD of 1943**. Sumner was an improvement on the **Fletcher Class of 1942**; the Fletcher Class an improvement on the **Simms Class of 1939**. The Simms Class was designed to improve on the **Wilkes Class of 1918** vintage. Fletcher Class ships were found to be deficient in AA protection in engagements in Pacific. The Kamikaze threat in the Pacific led to Sumner and Gearing Class ships receiving 12 40mm and 11 20mm guns. The Fletcher Class received 6 20mm and 1 quad 1.1” mounts. The Gearing class received extra fuel tanks mid-ships inside their 390’ length. Fletcher Class were 376’ in length. “If air targets can be brought under effective fire by 5-inch guns early, (using radar) the provision of four such guns on the forecastle becomes increasingly attractive.” Official Navy report. The Sumner class improved anti-aircraft protection for carrier task forces, however the Sumners were slower than the Fletcher class, requiring more fuel. A modified design to add fuel capacity became known as the Gearing class. USS Frank Knox was the first Gearing class ship launched and commissioned.

Anti-aircraft protection was desperately needed on destroyers. The first two victims of the **organized Kamikaze** attacks were carriers Kitkun Bay and ST Lo. (both Escort Carriers off Leyte Gulf PI) screened by destroyers. Prior to this there were stunning individual acts by pilots of both sides, steering severely damaged aircraft into the enemy. The heavy cruiser San Francisco lost all their secondary conn personnel when a Japanese “Betty” crashed into backup conn; in the Battle of Midway a US bomber crashed into Japanese cruiser Mikuma, plainly visible on one of the after turrets.

About 2800 organized Kamikaze attacks took place between October 1944 – July 1945. Ships sunk – 34; ships damaged 368, (36 damaged beyond repair). US sailors and officers killed – 4900. US Sailors and officers wounded – 4800. USS Frank Knox downed 10 Japanese planes during WWII. She narrowly escaped a kamikaze attack in June 1944. The kamikaze, attacking low and head on, bow to stern, just missing the radar on the mast before crashing into the ship astern of the Knox. 5000 rounds were fired at the kamikaze, parts of the plane were flying off, and the plane flew on. TM1 Gerald Harms directing the forward 20mm guns was so upset with gun crews that his profanity-laced tirade could be heard on other ships. The Knox crew could not believe their luck, escaping destruction.



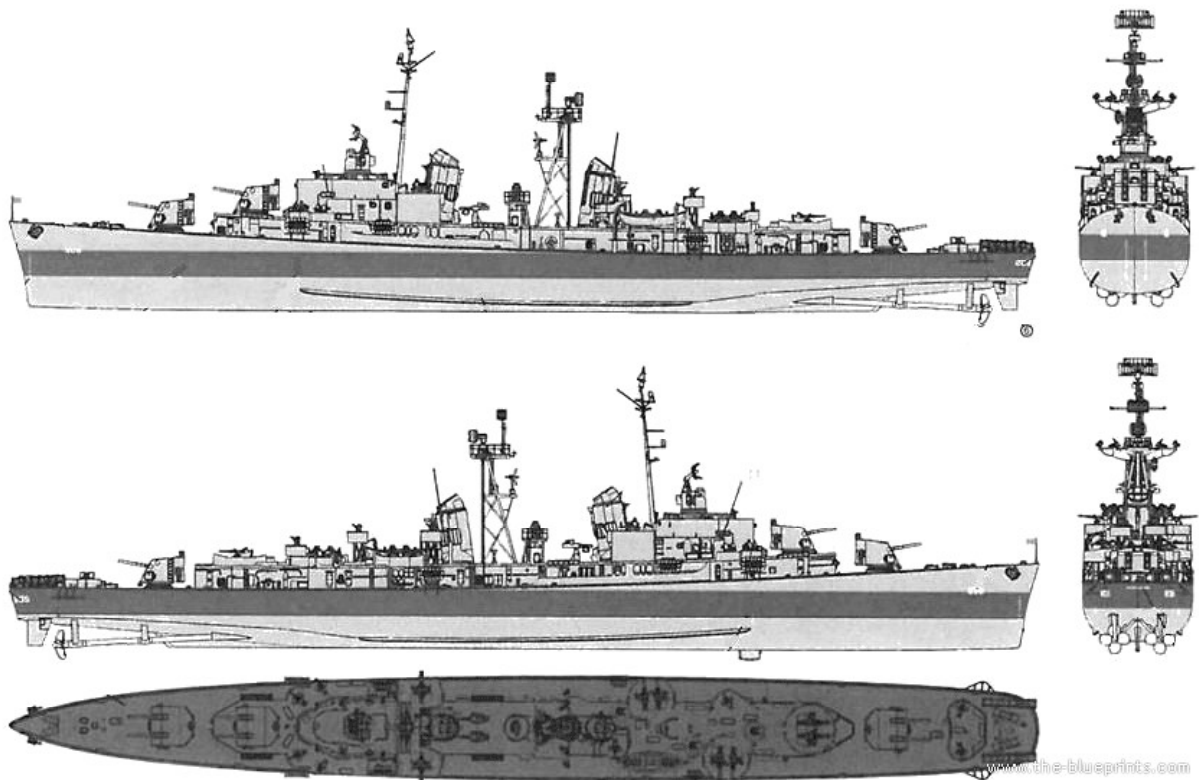
At the top levels commanders in the Pacific paid close attention to combat losses and injuries. 19,000 sailors and officers were killed in 1944-45., around 26% of this total were killed in kamikaze attacks. If you add the number injured by kamikaze attacks to this number around 51% of the total losses were from kamikaze attacks. Personnel losses and the time required to repair damage to ships reducing effectiveness of the fleet units. The attacks also had a psychological impact on those on the targeted ship and those in visual range.

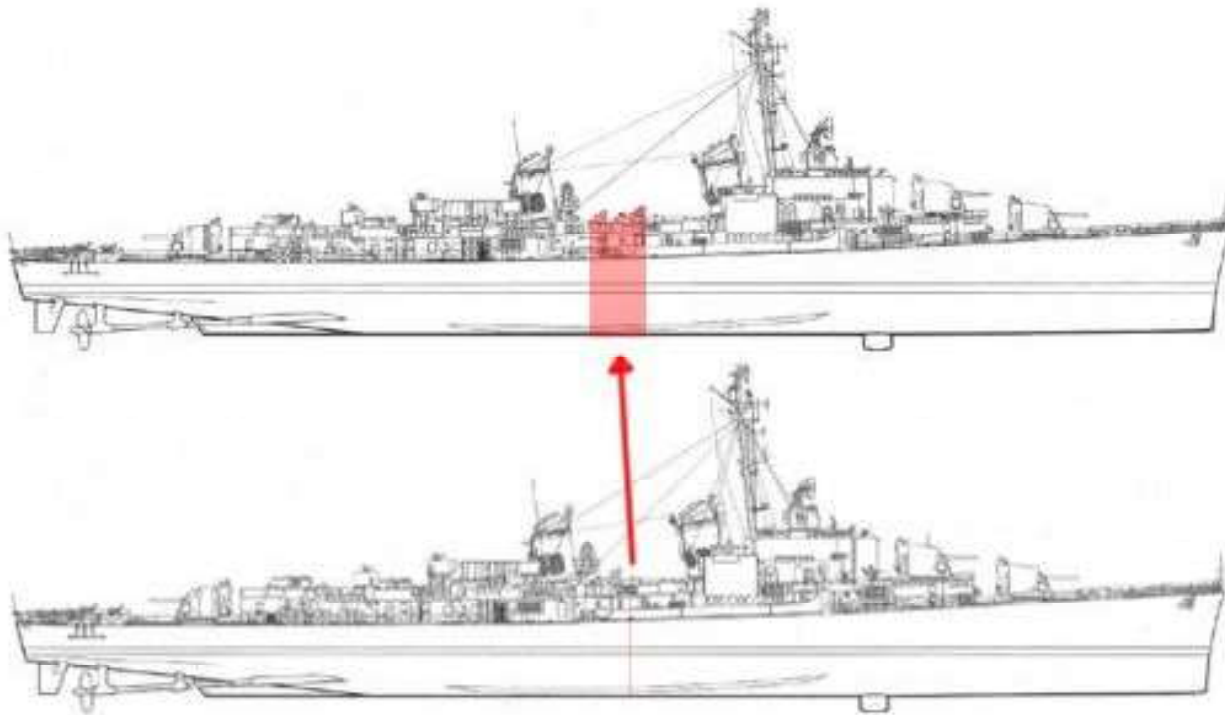


## KAMIKAZE TWO –

The Kamikaze threat emerged incrementally during WWII until the US launched the invasion of the Philippines. The carrier Hornet, CV8 was lost in the battle of Santa Cruz 1942. Then, the Destroyer Smith and escort carrier ST Lo in the Battle of Leyte Gulf, 1943. On October 25, 1944, 24 volunteer pilots from Japan's 201<sup>st</sup> Naval Air Group were organized into a separate unit, their targets were escort carriers. Kamikaze pilots sank the ST Lo in one hour. ; the other carrier sunk was Kitkun Bay. Several other carriers were sunk, including the Princeton at Iwo Jima. Faced with fewer replacement aircraft and the determination to never surrender senior Japanese officers discussed sacrificing pilots with experience to degrade the US Task Forces. In July – September 1944, Japan's began discussing an organized suicide unit to inflict damage on the ships arriving for the Invasion of Leyte Island. AT the end of the first day of attacks, Japanese pilots flew 55 missions damaging 3 large escort carriers, and three smaller escorts. In all, seven carriers were hit as well as 40 other ships. The Japanese also used kamikaze tactics against B-29 aircraft over the mainland of Japan. The sinking of the St Lo encouraged an immediate expansion of the kamikaze program.

Word of the kamikaze attacks was on Nimitz's desk and his staff forwarded concerns to ADM King in Washington. King corralled Navy Secretary Frank Knox, also head of the Wartime Production Board, to address ADM Nimitz's concerns. The Sumner and Gearing class designs were the answer to Pacific Fleet commander's requests for help.





### KAMIKAZE THREE –

In order to understand the effect of the Kamikaze attack I offer the following summary of a survivor.

May 22<sup>nd</sup> 1945, Richard Heard GM2 was mount captain on the Wickes class APD- 20 USS Roper. The third day after the ship's arrival in Buckner Bay (located on the east side of Okinawa) an enemy plane was spotted nearby while Roper was tied to another vessel. The plane aimed directly for Roper. In seconds the Roper guns were responding. The 3" and 4" guns rate of fire was around 15-20 rounds per minute. Heard and his gun crew stood their ground as the enemy plane flew directly into their ship, directly below the gun station they manned. Gasoline, ammunition, and other chemicals exploded throwing flames and debris into the bodies of Heard and the crew. Two were killed outright. Heard was lucky, he was blown from his ship onto the next ship, landing aflame, on the steel deck with a thud. The crew on the other ship provided immediate first aid to his burns and blast scorching.



The Okinawa campaign was his last. His first was North Africa, then Sicily, then Salerno, then Scotland for D-Day preparation. His LCT (landing Craft Tank) ferried armored vehicles from ships 10-12 miles off the invasion beach to shore at UTAH Beach on D-Day. Heard's job was to man one of the two 20mm guns on either side of the pilot house of the LCT. Following D-Day, he was assigned to OP Dragoon, the invasion of Southern France. Then home to an assignment to USS Roper.

Following a stay on a hospital ship *Heard* was transferred to San Francisco Hospital for follow up treatment of injuries and burns. He was mustered out of the service in January 1946 with a disability rating. Using the GI Bill, he entered Mississippi State University and completed his degree, graduating in 1949. He worked at Brookly AFB Supply Depot and later Warner Robbins AFB GA. He was 70 when he died. He wore long sleeves and long pants to cover his burns. The scars on his hands were more like callouses. His medical record shows an increasing number of visits during each year to address a host of emerging medical issues caused by "being blown from one ship to another." He was pleasant, mild-mannered and a good worker all his life. He felt lucky to survive. He used his "gunner's eye" hunting birds until he could no longer walk. *USS Roper*, his last ship, was too badly damaged to repair.



### **First Rescue of Vietnam War**

CDR Wes Wetzel and the eight officers of HC-1 (*USS Midway*) were profiled in another Knox Knews highlighting their rescue of 155 Frank Knox officers and crew July, 1965. The rescue followed the grounding of the ship on Pratas Reef, 7/18/1965. HC-1 was decorated for the rescue. A few weeks later, on September 20, 1965 Wetzel and LT Kent Vandervelde put their Knox experience to work during a first of its kind rescue of a US pilot "in country".

CDR Wetzel and LT Vandervelde were ordered to *USS Galveston* to set up shop, running rescue missions from there. The early rescues were all "feet wet" (pilots in the water). On Sept 20, 1965 the pair pulled off the first successful Navy rescue INSIDE North Vietnam. LT John R. Harris of VA-72 had ejected from his A-4E during a strike on the Cao Hung Railroad bridge. Without prior training, preset tactics or even adequate charts, Wetzel and his crew flew to Harris's location roughly 20 miles east of Hanoi, located the downed aviator and saved him from probable captivity. All this flying an unarmed single engine helicopter, the H-2 Kahman. Wetzel made no further opposed rescues in North Vietnam, but they demonstrated it could be done! Wetzel and Vandervelde were awarded the distinguished Flying Cross for this mission. Later, Wetzel would be awarded the Bronze Star (V) and Air Medal for his work. HC-1 helicopters delivered 4 tons of mail per month to destroyers accompanying *Midway* and were credited with a monthly average of 140 personnel transfers.



## NEW SHIP'S STORE ITEM –

Handsome 80th Anniversary Coin. Handsome Frank Knox Shield in full color with gold ship's image super imposed at the bottom. The ship's 17 Battle Stars ring the design against a black background.

Opposite side - The ship's two major awards ring the impressive awards list topped by the Combat Action Ribbon Presidential Unit Citation, Meritorious Unit Citation and 9 Battle "E" Awards in gold over dramatic black background. A very special keepsake!

\$20 and available from our ships store!

Please note- If you are attending San Antonio reunion, you will receive this coin.



## 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 20<sup>th</sup> 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

**Thompson, Bruce DC2 65-67 January 27, 2009  
Myrtle Beach, SC**

**Barrow Clay RD2 2/45-11/46 May 8, 2023  
Eden, NC**

**DeFelice, Jr. Walter QM 6/57-11/58 May 28, 2021  
San Diego, CA**

**Shanley, Robert LCDR, 3/47-3/51, January 16, 2021  
Silver Spring, MD,**

**Bird, Jack FT1 1/51 6/54 June 23, 2023  
Ashland, OR,**

## **Board Members**

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**Joy Chandler,** Committee Member

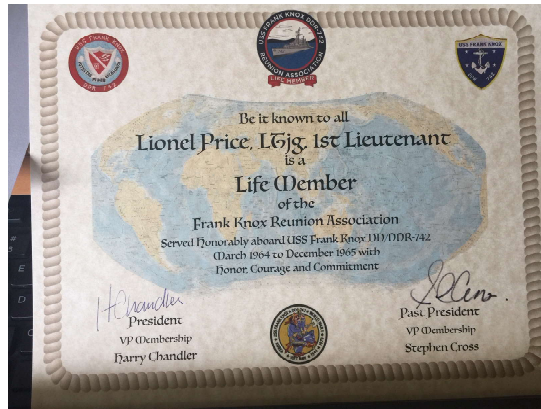
**Sue Healy,** Committee Member

**Vaughan Kruger,**  
Committee Member

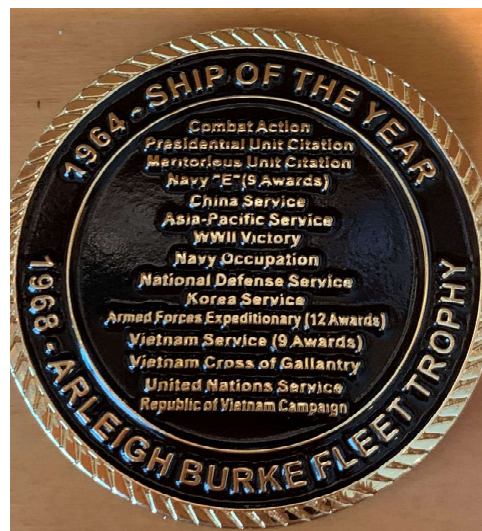
**Bill Atkinson.**  
Committee Member



## Life Member Certificate and Pin



## Commerative 80th Anniversary Coin \$20



# USS Frank Knox Ships Store



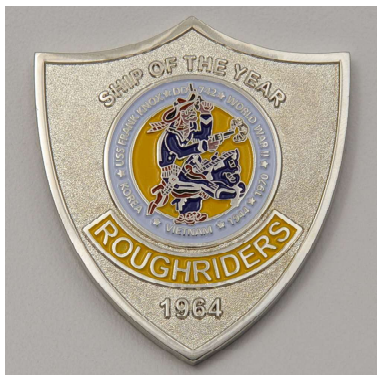
**Baseball Cap \$20.00**



**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**

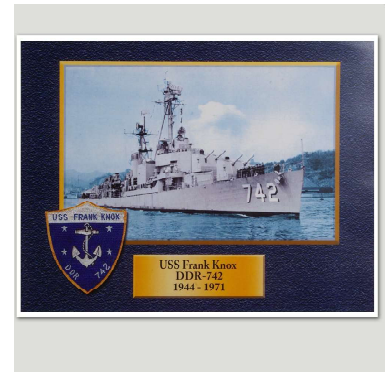




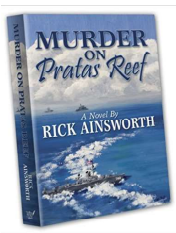
**License Plate Frame \$20.00**



**USS Frank Knox \$10.00**



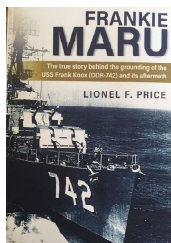
**Photo - Ship with shield patch and plaque \$5.00**



### **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.**



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