



ED-1 USNR V+6 – This designation dates back to WWII. This designation means that the recruit enlisted in the US Navy Reserve for the duration of the war (the V) plus six months. When you sign you are ALL IN as they say. The picture on above is Ed Ewoldt, YN-3 who served on the USS Frank Knox DD-742 from August 1946-October 1947. Ed is pictured with his three sons at the Chicago reunion. Ed has since relocated to new retirement community in Wheaton IL. His eyesight is not as good so he prefers phone contact or personal visit. His number is 630-207-7990. Tom Soltis visited him in early January and reported that Ed had quite a few stories to share. I phoned Ed the next day and he related the stories below.

ED-2 CAN YOU TYPE? ED graduated from high school in 1945 and enlisted in the US Navy. He was sent home to wait for orders to enter boot camp. Orders came in mid-July 1945 and Ed was in Company 1081 at Great Lakes IL. (CDR John Ford, [later Captain] the first CO of the USS Frank Knox was later the CO of the Great Lakes NTC.) During boot camp a notice was posted in the barracks seeking recruits who could type. Ed had taken typing in high school and volunteered with 8 other recruits to be part of a group of typists. Ed was advanced from SN-1 to SN-2; his pay went from \$21 per month to \$56 per month. While Ed was in boot camp the Japanese surrendered Sept. 2, 1945 and Ed was a recruit and WWII veteran. Ed and other typists started to work on discharge paperwork for many of the personnel to be discharged at war's end. Ed decided to request sea duty. The Navy responded by sending Ed to San Francisco where he typed

orders for sailors going to the Bikini Atoll in preparation for the nuclear test conducted on Bikini Atoll July 1, 1946. Ed requested sea duty again. This time orders came through sending Ed to the USS Frank Knox. Since the Knox was not in San Diego Ed was sent TAD to the USS Prairie, AD-15 located in San Diego. Ed got his ship but, in the process, ED lost all his accumulated points for Storekeeper and walked aboard the Frank Knox as Seaman First and was assigned to the Deck Force. While on the USS Prairie, Ed again requested sea duty. The Navy responded by sending Ed to the USS Frank Knox. August 1946. The transfer cost Ed his points for Storekeeper. As an undesignated seaman he ended up on the deck force chipping paint; he was on a destroyer however. One day, walking up the starboard side of the Frank Knox Ed spotted a sign outside the ship's office. The sign asked for sailors with typing experience. Ed inquired and met YN-2 Bob O'Kon (later the first President of the Frank Knox Reunion Association). Bob had Ed take a typing test; he passed and became a YN striker however his points accumulated as a storekeeper were lost forever. November 6, 1946 Ed and the Frank Knox were on the way over to Tsingtao (now Qingdao) China (PRC) to support Nationalist China leader Chang Chi Shek. Tsingtao was originally occupied by Germany from 1898 to 1914 when the German Fleet pulled back toward home waters to avoid being trapped by the stronger British Navy. The German occupiers left behind a big working brewery making "Germania" beer, later renamed "Tsingtao", a beer you can still order in many places in the US and the world. Japan occupied the city from 1914 -1922 and again from 1938 – 1945. In 1945 the US made the city the HQ for its' fleet. In 1948 the US moved its' fleet HQ from Tsingtao to the Philippines. The reason was the success of the Communist Forces under Mao Zedong and the PRC, Peoples Republic of China. Tsingtao translates to the English words "Azure Island". The wide streets shown in pictures sent from Life Member "Cat" Arellanes, FN from the first stationing of Frank Knox 1945-46 in Tsingtao show a gritty post war look. Ed Ewoldt remembers the European look of the city was dirty when the ship returned in 1947. The Frank Knox was based in Tsingtao but visited Formosa (now Chinese Taipei) and Hong often plowing through the Formosa strait waters during typhoon season.

China CONTINUED



THE AIRCRAFT CARRIER "TARAWA" LIES AT ANCHOR IN TSINGTAO HARBOR, PREPARED TO PROTECT AMERICANS

OUR NAVY AND MARINES STAND BY AT TSINGTAO

Before Pearl Harbor, Shanghai's international set escaped the sweltering summer by going north to Tsingtao, a German-developed harbor about midway between Shanghai and Mukden. After V-J Day Tsingtao's best beach hotel became an officer's club for the U.S. Navy, which based its western Pacific fleet and 3,600 Marines there while trying to develop a new Chinese navy. Two weeks ago, as Communist armies held their ring around Tsingtao, another 1,200 Marines arrived from the big base at Guam (below, right).

This was only a token force and it would not attempt intervention in China's war, but its arrival was reassuring to Americans in China; it did not suggest retreat. Last week the Navy's influence was felt further, as Red armies continued their push toward Nanking and Shanghai. The commander of U.S. naval forces in the western Pacific, Vice-Admiral Oscar Badger, announced that he would move Marines to Shanghai to protect U.S. lives and essential property "if and when circumstances make it advisable."

ED-3 A SMALL DELAY – The Frank Knox and fellow Bath ship USS Higbee were enroute to Tsingtao. An Unrep was conducted by the two ships about 540 nm East of Hawaii. At the conclusion of the Unrep Frank Knox accelerated and gained distance over the Higbee. Suddenly, according to Ed, the Frank Knox swerved to the right in front of the Higbee and the Higbee collided with the Frank Knox, just ahead of the depth charge rack on the starboard side of the Frank Knox. The ships separated from the collusion and then the Higbee, unable to stop their forward motion, struck the Frank Knox again. The second blow caused the bow of the Higbee to separate from the ship, forward of MT 51, and sink in to the deep Pacific. Ed Ewoldt was climbing the ladder from the 02 level to the Bridge level when a warning shout alerted Ed to scamper up the ladder to avoid a wave of water surging up the starboard side of the Frank Knox. Ed could not believe the sight before his eyes – the bow of the Higbee gone and both ships dead in the water, assessing damage. Damage to the Frank Knox was not serious but needed attention of the ship repair folks in Hawaii. Higbee on the other hand need much more. Assistance was dispatched to the wounded Higbee and she started the long journey backwards to Hawaii. The Frank Knox was able to proceed independently to Pearl Harbor and repair. The Honolulu paper covered the story and there is a series of pictures taken from the Frank Knox of the Higbee by a sailor named Travis who had the only camera aboard according to Ed. By January 1947 the repaired Frank Knox was at sea headed for Tsingtao China. After the Frank Knox returned to the US in June and July 1947. Ed was discharged and took the train back to Iowa.

ED-4 BAKER'S DOZEN? – Ship's bakers are treasured souls – baking their way into the hearts of Captains and all the way to the lowliest seaman. Yeoman Ed Ewoldt was recording for a Captains Mast when the following case came before the Captain. On report was the ship's baker. The ship's baker, a second class, was observed sitting on a stainless-steel counter reading a book. His pants were rolled up to his knees and his legs were in a tub of bread dough – he was kneading the bread dough with his bare feet! Ed could not help but laugh at the report. The Captain however was not amused. The baker was reduced from second class to third class and docked 6 months of pay for his unique style of food preparation. Ed adds that the bread dough in question was dumped overboard. The former Supply Officer of USS Midway thought the Baker was making "sour dough bread". (????) (Mmmmmmm) If you were the CO what would you have done?