

SPRING/SUMMER 2011

KNOX KNEWS

Received notice that EMERY E. FERGUSON, MMCS (8/66 – 10/67) passed away January 24, 2011. Sympathy card sent to family.

Plans for the 2011 Reunion well underway with many signing up to attend at Rapid City, South Dakota. First on the return invitation list MIKE HALOSKI; VAUGHAN KRUGER phoned to say he was putting his check in the mail.

As a reminder there will be a copy of the INVITATION further in this Newsletter. Don't be left out . . . sign up now; if you have not seen Mt. Rushmore Memorial this is your chance. Tours have been booked and the Banquet will be held at a restaurant now under construction and complete details with the menu and prices will be mailed to you later. It's going to be another grand reunion seeing old friends and shipmates and visiting a National Monument.

Received FRANK KNOX information from STEPHEN CROSS, LT. (67 – 69) concerning articles from San Diego Tribune and San Diego Union newspapers.

Thanks for the articles, reprints are exactly as received and Steve wrote:

This story deserves broader attention – Rear Admiral Mason Freeman is quoted as follows “It is time for fleet sailors to put aside the derogatory remark “Knox on the Rocks”. This is a ship that can do and does! Her restoration is one of the most dramatic stories in the annals of the Cruiser-Destroyer Force. Her captains and crew have been dedicated to restoring the ship to her former pre-eminence and this award is symbolic of that great improvement.”

Destroyer Frank Knox Escapes Graveyard, Tops Pacific Fleet

By KIP COOPER
The San Diego Union
Military Affairs Writer

A U.S. Navy warship which was so badly damaged after it ran aground in 1965 that it was recommended for the junk pile yesterday was awarded the Arleigh Burke Trophy as the top battle-ready ship in the Pacific Fleet.

Vice Adm. W. H. Baumberger, Pacific Fleet deputy commander in chief, traveled here from his headquarters in Hawaii to present the coveted award to the destroyer Frank Knox, skippered by Cmdr. James G. Baker.

The trophy is given to only one ship or aircraft squadron in each fleet — the Pacific and Atlantic fleets — which has achieved the greatest improvement in battle efficiency during the competitive year.

Knox received the honor for the period July 1, 1967 to June 30, this year.

The warship's comeback was described as being one from "rocks to riches," by Rear Adm. Mason B. Freeman, commander Pacific Fleet Cruiser-Destroyer Force headquartered in San Diego. Freeman introduced Baumberger, the guest speaker.

COMEBACK PRAISED

Baumberger praised Knox for coming "from the top of the rocks to the top of the pack."

"It is time now for fleet sailors to put aside the derogatory remark 'Knox on the Rocks,'" he said.

"This is a ship that can do and does," he said. "Her restoration is one of the most dramatic stories in the annals of

this award is symbolic of that great improvement."

Baumberger, a former commander of the Pacific Cruiser Destroyer Force here, said Knox was the first ship he saw off to the Western Pacific when he assumed command here in 1965.

The warship grounded on Pratas Reef near Taiwan in July, 1965.

What transpired in her restoration and subsequent winning of the award, said Baumberger, was what Adm. Arleigh Burke meant when he said, "success is the direct product of aggressive efforts and a propensity for excellence."

A TWISTED WRECK

Knox was a jagged mass of twisted steel when it was towed into Yokosuka (Japan) Navy Base in September to be restored by Japanese base workers under American supervision.

More than 66 per cent of her bottom had to be replaced. Where her sonar dome had been was a jagged 20-foot hole. Jagged fingers of metal, twisted beams and other debris extended from her sides and down to her keel line.

Her bow sagged below the keel line and had crushed the keel blocks. Side blocks had cracked and distorted. Her propeller blades almost had been chewed off by the coral.

Complicating her restoration was the fact that the ship's hull had been riveted when it was built in 1944. Modern ships are welded together. The Navy shipyard at Yokosuka decided to weld her new hull. This necessitated prefabrication of a new



—Staff Photo

Cmdr. James G. Baker, left, accepts Arleigh Burke Trophy from Vice Adm. Walter H. Baumberger in ceremony on the destroyer Frank Knox. Baker is skipper of ship named most battle-ready in the Pacific Fleet.

accepted the job. More than 150 tons of steel were put into Knox' restoration.

The Navy praised the whole job as "the largest hull design and fabrication project accomplished on a U.S. warship outside the United States since World War II.

On Oct. 18, 1966, Knox set out

ists to Japan are familiar with the one-eyed Daruma dolls. The blank eye is painted in when a wish for good luck is made.

A thoughtful Japanese worker painted in the second eye of the ship's doll as she put to sea.

Baker, who lives at 5977 Agee St., University City, said yesterday credit for the ship's selec-

Battleship's Guns Silenced by Order

By BOB DIETRICH

The bombing halt north of the Vietnamese Demilitarized Zone prevented the battleship New Jersey from demonstrating her full potential, Rear Adm. Mason Freeman, commander of the Pacific Fleet's Cruiser-Destroyer Force, said yesterday.

Freeman spoke after ceremonies presenting one of the highest honors the Navy can give to the destroyer Frank Knox.

The 22-year-old Knox came back from the near death three years ago to work her way to the top Pacific Fleet battle-readiness position. The San Diego based ship was presented the Arleigh Burke Fleet Trophy.

Freeman has returned to his San Diego headquarters after a tour of warships in Vietnam.

He said the New Jersey had been in action only a month when President Johnson ordered the bombing halt Nov. 1. The order included naval gunfire as well as aerial attacks north of the DMZ.

The New Jersey since has been assigned targets in the DMZ and just south of it, said Freeman.

The ship's 16-inch guns can fire one-ton shells at targets more than 20 miles away.

A report from the battleship received earlier this month said she had fired at targets as far as 145 miles north of the DMZ before the bomb halt order. Most of the targets were supply areas and roadways.

Baumberger Recalls Comeback of Knox

Freeman was joined at his press conference by Vice Adm. Walter H. Baumberger, deputy commander-in-chief of the Pacific Fleet.

Baumberger had presented the trophy to the Knox.

He had been present when the rebuilt Knox was recommissioned and returned to duty two years ago.

In July, 1965, the Knox ran aground on a South China Sea reef and nearly received the Navy's death sentence for a ship — to be stricken from the active list.

Before he presented the trophy to Knox's commanding officer, Cmdr. James G. Baker of 5977 Agee St., Baumberger recalled the warship's comeback for the paraded 250-man crew.

"Her recovery was one of the most dramatic stories in the annals of the cruiser-destroyer force," he said.

"That's certainly a tribute to the officers and men who took Frank Knox from a derelict and recreated her into a first line ship in the cruiser-destroyer force and an asset to the Pacific Fleet."

Reds Pounded in Operation Sea Dragon

It took 386 working days to restore the ship at the Navy's repair facility at Yokosuka, Japan.

Baumberger said the crew had to retrain as a fighting team.

The ship won the Burke Trophy for showing the greatest improvement in annual Pacific Fleet battle efficiency competition.

"This kind of performance is what I like to call a propensity for excellence," Baumberger told the Knox crew.

The Knox returned from a seven-month duty assignment in Vietnam waters last January. She served as plane guard ship for Yankee Station carriers, as a radar surveillance ship and as a gunship south of the DMZ.

She also pounded North Vietnamese targets in Operation Sea Dragon assignments. Once, she and another destroyer dueled with enemy batteries for several hours. More than 100 enemy shells were fired at the ships, but evasive maneuvering caused them all to miss.



FLEET AWARD—Cmdr. James G. Baker, left, commanding officer of the destroyer Frank Knox, receives the Arleigh Burke Fleet Trophy from Vice Adm. Walter H. Baumberger, deputy commander-in-chief of the Pacific Fleet, during ship-board ceremonies yesterday. The ship was nearly scrapped three years ago after running aground.

DESTROYER WINS TROPHY

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Wednesday, February 3, 1971

Destroyer Frank Knox Being Given To Greece

The destroyer Frank Knox government will be yesterday with two Greek em-
will be transferred to the Greek Ambassador to the bassy officials, Col. Flores As-
navy today in ceremonies at United States Basil George Vit-
the Naval Station. trimidis, military and defense
Attache, and Capt. S. S. Kap-
Accepting the ship for the Vitsaxis arrived in San Diego salls, naval attache.

The skipper of the Knox will
be Cmdr. O. Kappitos.
The ship will be transferred
to the Greek navy by Rear
Adm. Douglas Plate.

'Doomed' Navy Ship Comes Back

Don't knock the Knox.

She's one Pacific Fleet destroyer with a fighting spirit strong enough to say "No" to the Navy repair men who said she couldn't be fixed. They were going to strike her off the Navy list in 1965 after she ran aground on a reef.

Tomorrow the San Diego based ship will receive the Arleigh A. Burke Fleet Trophy for shaping up as the top battle-ready warship in the Pacific Fleet.

Recipient of Trophy

Vice Admiral Walter H. Baumberger, the Pacific Fleet's deputy commander in chief will present the trophy in ceremonies aboard the ship at 10:30 a.m.

The ship, named for former Secretary of the Navy Frank Knox, ran aground on Pratas Reef in the western Pacific on July 18, 1965, while enroute from South Vietnam to Taiwan. It took more than a month to refloat her.

Repair Crews Dubious

Navy repair crews at Yokosuka, Japan, were dubious about putting her back in service. A Navy news release said she "came perilously close to being stricken from the Navy's active warship list."

But, the release said, dedication and plain hard work on the part of her crew and the work force at the Yokosuka ship repair facility won out in the end.

386 Days of Work

Restoration of the Knox to full active service condition required 386 days of work.

Her skipper, James G. Baker of 5977 Agee St., University City, will accept the trophy for the ship.

The Arleigh Burke Trophy is presented annually to only one ship or aircraft squadron in the Atlantic and Pacific Fleets. It is given to the command which achieves the greatest improvement in the Navy's yearly Battle Efficiency Competition.

MIDWATCH LOG ENTRY: It is a time honored custom that ships' mid-watch log entries are written as a poem. Following is the traditional log entry for the USS FRANK KNOX (DD-742) dated 1 January 1969. [The Frank Knox departed 4 January 1969 for another tour in the Western Pacific and Vietnam waters.]

The ship is moored, starboard side
To the FLOYD B. PARKS at the highest tide,
Mooring lines doubled connect us two
As if held together like epoxy glue.

FRANK KNOX the Radar Picket Destroyer
Has dropped the "R" but is still the same warrior,
As a DDR she's had quite a history
But as a DD she'll not be quite the mystery.

FLOYD B PARKS is moored starboard side,
In that harbor just south of Oceanside,
Called San Diego, Juan Cabrillo's discovery
In recent history it's made quite a recovery.

Father Junipero Serra established the town
He'd be pleased today at it's world wide renown,
It's been two hundred years since he built the Mission
Congratulations San Diego on your old age position.

We're at the Naval Station, thirty-second street
And to be here is really a treat,
Because unlucky friends are out steaming around
Over far off seas and uncharted ground.

We're at berth thirty five to be precise
Alongside pier three and it's really nice,
To see all the ships in their holiday best
Its put the electricians to the utmost test.

The engines are cold, the boilers are clear
We're receiving our services right from the pier,
Steam, water and electricity too
To enable the ship to provide for the crew.

The myriad of units that are within sight
Are Pacific Fleet ships and aircraft in flight,
The yard and service craft are all put away
Resting for another strenuous work day.

The Senior Officer present afloat
Has been taken home in his very own boat.
His Flagship remains the USS SAINT PAUL
Moored to North Island long, straight and tall.

Commander First Fleet is SOPA tonight
he's responsible for all ships both heavy and light.
His ships are all manned up and down the coast
He's a grand old man we're willing to boast.

News of last year has been good and bad
Much of it's made us sickly and sad,
Robert F KENNEDY, that young forceful man
Died of a wound from an assassins hand..

Martin Luther KING, the preacher of great
Suffered from wounds and a similar fate.
Our own proud ship PUEBLO taken by storm
Her gallant crew returned all beaten and worn.

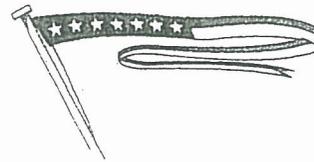
Oh God what direction's our confused world going
With Middle East and Vietnam Wars so annoying,
We all pray for peace in the coming New Year
For to fill mankind's hearts with happiness and cheer.

One fourth of the crew is on board tonight
preparing the ship for its far eastern flight,
Soon we must go, it's our chosen direction
To give the less fortunate people protection.

Welcome New Year to this world so confused
We Navy men hope to make it much less abused,
To bring freedom to all, and choice as they please
So they may enjoy rivers, mountains and trees.

The intrepid FRANK KNOX and her stalwart crew
Who'll soon be sailing those oceans of blue,
Wishes all mankind a prosperous New Year
And for Auld Lang Syne, goodness and cheer.

J R Sanford, Jr., LTJG USNR



*The Commanding Officer U.S.S. Frank Knox DD-742
request the pleasure of your company at the presentation of the
Arleigh Burke Fleet Trophy Award
by VADM W.H. Baumberger, Deputy CincPacFlt
at ten thirty o'clock, Wednesday, 20 November 1968
on board the U.S.S. Frank Knox
at the U.S. Naval Station, San Diego, California*

On 3/14/11 PLANK OWNER IRV EISENBERG sent this:

CONFIDENTIAL

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(EV. 1-44)

DECK LOG—REMARKS SHEET

SHIP FRANK KNOX (DD-742)

Friday 20 April 1945
(Day) (Date) (Month)

4 Steaming independently on base course 095° (T) and (pgc), 098° (psc), proceeding to rendezvous off Virginia Capes; zigzagging in accordance with plan No. 23, standard speed 15 knots. Steaming at 12 knots (100 r.p.m.) on boilers No. 2 and 3. Ship darkened and in condition of readiness 3. 0000 changed base course to 240° (T) and (pgc), 250° (psc), zigzagging as before. 0205 commenced steaming on various courses to investigate small surface contact. Changed speed to 15 knots. 0240 set course 220° (T) and (pgc), 238° (psc) to return to base course line. 0334 resumed base course 240°, speed 12 and zigzagging to plan No. 23.

P.C. Koelsch
P.C. KOELSCH
Lt., USN.

3 0530 ceased zigzagging; resumed base course. 0645 changed course to 187° (T) and (pgc), 192° (psc). Sighted buoy "XM" bearing 300°, range 4½ miles. 0700 resumed zigzagging in accordance with plan No. 23.

T.V. Beard, Jr.
T.V. BEARD, JR.
Lt., USNR.

0800 mustered crew on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal. Held steering casualty drill. Made weekly test of magazine sprinkling systems; conditions satisfactory.

S.D. Estep
S.D. ESTEP
Lt.(jg), USNR.

1200 changed base course to 195° (T) and (pgc), 199° (psc). 1250 changed course to 300° (T) and (pgc), 314° (psc) and changed speed to 20 knots to investigate submarine contact made by two blimps and one PBM bomber. 1253 changed speed to 25 knots. Set all depth charges on 50 feet. 1300 changed speed to 15 knots. 1324 dropped 7 depth charges at L. 37° 11' 00" N and 74° 47' 00" W (by DRT) in 174 feet of water. Charges set at 100 feet. 1336 changed course to 170° (T) and (pgc), 173° (psc). 1340 dropped 9 depth charges at L. 37° 08' 00" N and 74° 45' 20" W (by DRT) in 174 feet of water. Charges set at 150 feet. 1348 dropped 11 depth charges at L. 37° 08' 40" N and 74° 45' 20" W (by DRT) in 174 feet of water. Charges set at 150 feet. 1406 dropped 11 depth charges at L. 37° 08' 10" N and 74° 45' 20" W (by DRT) in 174 feet of water. Charges set at 150 feet. 1415 conducted fighter direction exercises with all hands at general quarters. Maneuvering at various courses and speeds to avoid simulated air attacks. 1505 sighted buoy "XS" bearing 178° (T), distance 5 miles. 1516 passed buoy "XS" abeam to starboard bearing 260° (T). Changed course to 127° (T) and (pgc), 133° (psc) at 15 knots.

R.H. Doolittle
R.H. DOOLITTLE
Lt.(jg), USN.

1632 changed speed to 23 knots (218 r.p.m.). Secured from fighter direction exercises.

P.C. Koelsch
P.C. KOELSCH
Lt., USN.

Changed course to 181° (T) and (pgc), 188° (psc).

T.V. Beard, Jr.
T.V. BEARD, JR.
Lt., USNR.

To remarks.

S.D. Estep
S.D. ESTEP
Lt.(jg), USNR.

UNITED STATES SHIP FRANK KNOX (DD-742)

Sunday 22 April, 1945
(Day) (Date) (Month)

~~0 to 4~~ Steaming singly enroute to Guantanamo Bay, Cuba, on course 185° (T) and (pgc), 184° (psc), speed 23 knots. Condition 3 and Baker set. Boilers No. 2 and 3 in use. 0045 sighted San Salvador light bearing 206° (T). 0103 changed course to 143° (T) and (pgc), 144° (psc). 0140 changed course to 198° (T) and (pgc), 196° (psc).

S.D. Estep
S.D. ESTEP
Lt.(jg), USNR.

4 to 8 0356 sighted Bird Rock Light bearing 266° (T), distance 23 miles. 0452 passed Bird Rock Light abeam to port, distance 12 miles. 0521 changed course to 195° (T) and (pgc), 193° (psc). 0720 changed course to 155° (T) and (pgc), 154° (psc).

R.H. Doolittle
R.H. DOOLITTLE
Lt.(jg), USN.

8 to 12 0800 muster on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal.

P.C. Koelsch
P.C. KOELSCH
Lt., USN.

12 to 16 1205 passed Cape Maysi Light abeam to starboard, distance 5 miles. 1220 changed course to 213° (T) and (pgc), 209½° (psc). 1334 changed course to 270° (T) and (pgc), 271° (psc). 1335 to 1530 conducted fighter direction exercises. 1532 changed speed to 20 knots. 1539 changed course to 341° (T) and (pgc), 351° (psc). 1545 commenced steaming on various courses at various speeds proceeding in to Guantanamo Bay, Cuba.

T.V. Beard, Jr.
T.V. BEARD, JR.
Lt., USNR.

16 to 18 1615 passed through nets into Guantanamo Bay, Cuba. 1654 moored port side to U.S.S. HIGBEE alongside fueling dock. 1725 commenced taking fuel from dock.

S.D. Estep
S.D. ESTEP
Lt.(jg), USNR.

18 to 20 1955 secured from fueling operations having taken aboard 104,690 gallons of fuel oil.

H.H. Doan
H.H. DOAN
Lt.(jg), USNR.

~~20 to 24~~ 2005 underway from alongside U.S.S. HIGBEE at fueling pier, captain and navigator on bridge, captain at the conn. Proceeding on various courses at various speeds to Pier "B", Guantanamo Bay, Cuba, B.W.I. 2015 moored port side to Pier "B". 2030 commenced taking aboard ammunition. 2035 secured No. 3 boiler, No. 2 boiler in use for auxiliary purposes. 2040 Ensign J.A. BRADY, USNR, detached in accordance with basic orders and pursuant to Commanding Officer's orders of this date, having completed temporary duty. 2330 completed taking on ammunition, receiving aboard 781 rounds 5"/38 AA Common projectiles; 331 rounds 5"/38 flashless powder; 450 rounds 5"/38 smokeless powder; 3,648 rounds 40 MM ammunition; 5,940 rounds 20 MM ammunition; 6 short rounds 5"/38 smokeless powder; 39 depth charges, Mk. 9 complete with boosters and pistols; 22 arbors; 24 depth charge impulse cases.

R.H. Doolittle
R.H. DOOLITTLE
Lt.(jg), USN.

Received a note from Russell Judah (50-54) of South Padre Island, TX:

"Thought it interesting that another destroyer reunion was being held at the same area 2 weeks prior to Knox schedule."

We're not the only sailors who think Rapid City is a good place to visit.

From Reunion Magazine:

USS John R. Craig (DD-885), Sept. 7-11, Rapid City, S.D. Contact: J. Chwalek, 9307 Louisiana St., Livonia, MI 48185, (734) 525-1469, jer mail@ameritech.net, www.ussjohnrcraig.com.

NEW MEMBER!!!

GAYLORD K. BROCK BT3 (50-54) is now a member of the association! Info will be in next Master Roster but for now you can reach him at:

Gaylord K. Brock 83 Welle Road, Crockett, CA 94525-1558 (510-787-2673)

Received phone call from long time member FRANK TREADWAY informing us PAUL H. WELLS, GM3, 02/49 - 10/52 passed away April 24, 2011. Paul and wife JUNE attended many reunions and were looking forward to Rapid City, SD.

We tried sending postal cards reminder of the Rapid City reunion that was part successful, seems the glue stick method is not the most appropriate as some of the pasted notes came off in the mail and all that was received was an addressed card. Those that called or emailed about the mystery were informed the Card was a reminder to attend this year reunion.

The reservations for the reunion have been coming in and the reminder was out to those who have not as yet contacted us or the hotel. If you have misplaced your

Invitation let me know and I will send another.

Also in a previous Newsletter we mentioned the possibility of a get together in December for the 70th anniversary of Pearl Harbor. You will find questionnaire later in the Newsletter to be filled out and returned. We are trying to arrange hotel accommodations. The people in Pearl are helping as they want to have folks from the Frank Knox attend the ceremonies as our ship was in Tokyo Bay at the signing of the surrender.

Received from BILL and BARBARA MATTHEWS:

The Secrets of Old Age

To All Retired Friends

Secrets of life in 6 words:

Before middle age - Do not fear!

After middle age - Do not regret!

Enjoy life while you can

**Do not wait till you cannot even walk just to be sorry and to regret!*

**As long as it is physically possible, visit places you wish to visit.*

When there is an opportunity, get together with old classmate, old colleagues & old friends. The gathering is not just about eating; it's just that there is not much time left!

Money kept in the banks may not be really yours. When it is time to spend, just spend, treat yourself well as you're getting old!

Whatever you feel like eating, just eat! It is most important to be happy!

1. Foods, which are good for health - eat often and more but that is not everything.
2. 2. Things, which are not good for health - eat less once in a while but do not abstain from them totally.

Treat sickness with optimism.
Whether you are poor or rich.
Everyone has to go through birth, aging, sickness and death. There is no exception, that's life!

Do not be afraid or worried when you are sick. Settle all the outstanding issues before hand and you will be able to leave without regret!

Let the doctors handle your body, Let GOD/NATURE handle your life, but be in charge of your own moods!

If worries can cure your sickness, then go ahead and worry!
If worries can prolong your life, then go ahead and worry!
If worries can exchange for happiness, then go ahead and worry!

Our kids will make their own fortune.

Look After Four Old Treasures

1. Your old body-pay more attention to health, you can only rely on yourself in this
2. Retirement funds - money that you have earned, it is best to keep them yourself

3. Your old companion- treasure every moment with you other half, one of you will leave first!
4. Your old friends- seize every opportunity to meet up with your friends, such opportunities will become rare as time goes by.

THINGS YOU MUST DO EVERYDAY!

Smile and laugh

Running water does not flow back. So is life, make it happy.

Bless You!

*Fair Winds
&
Following Seas*

"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."



