

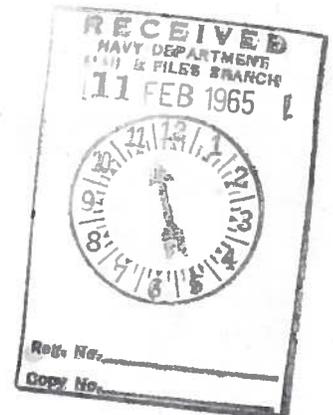
U.S.S. FRANK KNOX (DDR-742)  
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From: Commanding Officer, U.S.S. FRANK KNOX (DDR-742)  
To: Chief of Naval Operations (OP-291 56)  
Subj: Annual Revision of Ship's History; submission of  
Ref: (a) OPNAV INST 5750.7  
Encl: (1) History of USS FRANK KNOX (DDR-742), 1 January to  
31 December 1964  
1. In accordance with reference (a), enclosure (1) is submitted.

  
N. GRKOVIC



U.S.S. FRANK KNOX (DDR 742)  
c/o Fleet Post Office  
San Francisco, California

History of U.S.S. FRANK KNOX (DDR 742), 1 January to 31 December 1964

The new year 1964 began with U.S.S. FRANK KNOX (DDR 742) completing the holiday period in her homeport of Yokosuka, Japan. Although it was a holiday period, much needed work was being accomplished to ready the ship for the new year after a fast moving year before. On 6 January, the ship sailed with Task Group 77.4 consisting of U.S.S. KITTY HAWK (CVA 63) and Destroyer Division 92, of which FRANK KNOX was a part. The period 6 January to 19 January was spent conducting normal Seventh Fleet peace time carrier task group operations. These operations were conducted in the sea area to the East of Japan, Okinawa and Taiwan and included two days of comparative Anti-Air Warfare exercises with carrier task group 77.5 to evaluate AAW with Naval Tactical Data Systems, which Task Group 77.5 had, and AAW with out the aid of the computers. On 20 January, Task Group 77.4 entered Hong Kong, DCC, for a week of buying and recreation in that fine liberty port. The task group sailed again on the 27th of January and again conducted normal task group operations as it made its way North to the East of Taiwan and toward Japan. The time was spent in AAW exercises, ECM exercises and many hours of plane guarding during flight operations.

Task Group 77.4 entered Yokosuka, Japan on 10 February and FRANK KNOX along with the rest of the task group started what was expected to be 12 days of upkeep. Boilers were torn apart for maintenance, electronic equipment removed and disassembled for repair and chipping and painting started. On 18 February, message orders were received by FRANK KNOX to get underway as soon as possible to proceed and join Task Group 77.6 to relieve a ship that had experienced a major casualty. FRANK KNOX departed Yokosuka on the morning of 19 February while still reassembling one boiler and reinstalling electronic equipment. On 21 February, FRANK KNOX joined Task Group 77.6 made up of U.S.S. MIDWAY (CVA 41) and two other destroyers and operated with that task group until 27 February. During this period, the ship rescued two pilots who were forced to bail out of their aircraft. This recovery was done at night. The next morning, MIDWAY sent 5 gallons of ice cream by helicopter in exchange for two unscratched airmen.

As Task Group 77.6 neared Yokosuka, FRANK KNOX again received orders to proceed South and join Task Group 77.7. The ship left the MIDWAY group on 27 February and steamed independently to Subic Bay, P. I. where she joined carrier task group 77.7 on 1 March. On 3 March, Task Group 77.7, consisting of U.S.S. DON HOMME RICHARD (CVA 31) and two other destroyers, sailed from Subic Bay for operations in the South China Sea. Normal operations, with its hours of plane guarding, AAW exercises and ECM exercises, filled the time until 14 March, when the task group entered Subic Bay again. After a week of upkeep and with the other ships of Destroyer Division 92 screening the DON HOMME RICHARD along with FRANK KNOX, the task group departed Subic Bay and sailed for Hong Kong. Although this was the second time Destroyer Division 92 ships had visited Hong Kong in as many months, it was much enjoyed by all hands. After spending the five days from 23 to 28 February in Hong Kong, the task group sailed again to Subic Bay. With this trip to the liberty port of Hong Kong, rumors began to spread that something big was in the making for this task group.

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On 31 March, the task group, made up of BON HOMME RICHARD and FRANK KNOX plus U.S.S. SHELTON (DD 790), U.S.S. BLUE (DD 744) and U.S.S. HASSAYAMPA (AO-145) with COMCARDIV 5 embarked in BON HOMME RICHARD and COMDESDIV 92 in SHELTON, sailed from Subic Bay and set a course to the Southwest. The rumors that something big was in the making were correct. This task group assumed a new name on departing Subic Bay. It was called the Concord Squadron. This squadron sailed past Singapore and into the Indian Ocean to become the first carrier task group to operate in that ocean. The period from 31 March to 14 April was spent in transit to Madagascar, conducting normal carrier operations along the way. On 8 April, King Neptune's Royal Court boarded the ships of the squadron and initiated all pollywogs into the Ancient Order of the Deep.

On 14 April, the ships entered Diego Suarez, Madagascar for their first port visit. This visit lasted three days, during which time the crew got to know the people of Madagascar and the people of Madagascar got to know the goodwill ambassadors from the United States. The Concord Squadron departed Madagascar on 17 April and set course to the Northwest and Africa. On the morning of 20 April, the ships entered Mombasa, Kenya for another three day visit. While in Mombasa, the crew took advantage of one day safaris into the bush country of Kenya where many of the big game animals of Africa were seen. As in Madagascar, good will projects were undertaken in Mombasa by the crew. Good will was the key note of this cruise and the men to the ships showed they were good ambassadors. Messages received from CNO, CINCPACFLT, the ambassadors of Kenya and Madagascar and many other high ranking people showed nothing but pride and admiration in the manner in which the men of the squadron carried out their role in furthering relations between these countries and the United States.

On 23 April, the Concord Squadron sailed for Aden, BCC, arriving there on 28 April. Just two days were spent in this small British colony at the entrance to the Red Sea. The five ships sailed from Aden on 30 April and set course to the Northeast and the Gulf of Oman. For the next five days the squadron practiced for a fire power demonstration at every opportunity. FRANK KNOX was selected as the ship to display the fire power of 5 inch guns and hedge hogs. On 4 May, the Shaw of Iran flew out to the BON HOMME RICHARD and the demonstration was put on for him. He departed on the 5th of May.

The Concord Squadron departed the Gulf of Oman on 5 May and sailed down the Western coast of India and then direct to the South China Sea, conducting carrier operations on the way. The squadron arrived off Subic Bay on 15 May where FRANK KNOX, SHELTON and BLUE detached from BON HOMME RICHARD and HASSAYAMPA and proceeded to Yokosuka, arriving on 20 May.

FRANK KNOX spent the period 20 May to 2 June in upkeep in Yokosuka. On 2 June, Destroyer Division 92 sailed again for the South China Sea and Carrier Task Group 77.6. On 6 June, the division joined Task Group 77.6 with U.S.S. CONSTELLATION (CVA 64). FRANK KNOX was assigned to a station about 100 miles to the North of the task group as a radar picket. With one exception on the 10th of June, FRANK KNOX remained on this "Watchdog" station until 28 June. It was a 22 day period of task group operations in which FRANK KNOX actually saw the rest of the task group only once, although she was in continual communications with the task group. It would be only a little over a month from then that other units would come under fire very close to FRANK KNOX's station.

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On 28 June, Destroyer Division 92 was relieved by another division as the screen and "Watchdog" for Task Group 77.6 and departed for Yokosuka. FRANK KNOX had a man in need of medical treatment so the decision was made to send FRANK KNOX to Subic Bay to drop this man off, while the rest of the division proceeded direct to Yokosuka. While enroute to Subic Bay, FRANK KNOX found it was on a collision course with a typhoon coming across the Philippine Islands. A course change to the South was made and, except for some choppy seas, the typhoon was avoided. The ship arrived in Subic Bay on 30 June, sent the man requiring medical attention to the Naval Hospital, refueled, and departed for Yokosuka the same day. The trip to Yokosuka was uneventful except for a dog leg course to the East off Okinawa to avoid another typhoon. FRANK KNOX arrived in Yokosuka, Japan on 5 July to start her last upkeep period in that port after nearly three years of being homeported there.

The homeport of Destroyer Division 92 changed from Yokosuka, Japan to San Diego and Long Beach. FRANK KNOX's new homeport was San Diego. By the time the division had returned to Yokosuka shortly after the first of July, most of the dependents had moved back to the United States. The effective date of this change had been 1 July. From 5 July to 17 July, FRANK KNOX was in upkeep in Yokosuka, making final preparations for the return trip to the United States. The ship had last left the United States on 4 October 1961 and had called Yokosuka home since 20 October 1961. Many friends had been made in Japan over these two and a half years and much of the time during this last upkeep period was used in saying goodbye.

On 18 July, Destroyer Division 92 departed Yokosuka, Japan for the last time. FRANK KNOX displayed a homeward bound pennant that measured 234 feet long. The trip home was not to be direct but via Australia. The ship arrived in Guam for fuel on 21 July and departed on 22 July. The period 22 July to 27 July was spent in preparing for and conducting competitive Operational Readiness Inspections, while transiting the Coral Sea. The division arrived in Cairns, Australia on 28 July for fuel. After a short liberty in that port, the division departed for Brisbane and Newcastle. FRANK KNOX and U.S.S. BLUE (DD 744) arrived in Newcastle, Australia on 1 August and visited that port until 3 August. During this period the other two ships of the division were visiting another port. On 5 August, FRANK KNOX and BLUE departed Newcastle and joined the rest of the division off Sydney, Australia the next morning. The division entered Sydney harbor on the morning of 6 August and remained in that port until 10 August, enjoying the very fine liberty there.

On 10 August, FRANK KNOX, along with the rest of the division, sailed from Sydney enroute for her new homeport of San Diego, California. This transit was interrupted twice for fuel stops. Once at the tropical isle of Pago Pago and again for two days at Pearl Harbor, Hawaii. The former stop was on 17 August and the latter on 23 and 24 August. The ship arrived in San Diego on 31 August.

The period 1 September to 22 September was a period of leave and upkeep and at the same time a busy period for those aboard in preparation for shipyard overhaul. On 23 September, the ship departed San Diego and steamed to Seal Beach to off-load her ammunition and then to Long Beach Naval Shipyard to start a regular overhaul.

From 24 September to the end of the year, the ship was in Long Beach Naval Shipyard. During this overhaul she received new and improved ASW and communica-

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tions, equipment and much of her electronic, gunnery and engineering equipment was overhauled. The period offered time to train new personnel in schools and permitted personnel to go home on leave after nearly three years out of the United States.

On 1 October, the ship was administratively transferred from Destroyer Division 92 to Destroyer Division 53, in Destroyer Squadron 5 and Cruiser-Destroyer Flotilla 11. On this same date the competitive period for Destroyer Squadron 9 was completed. FRANK KNOX was awarded the squadron Battle Efficiency "E" for the second consecutive year, the Operations green "E" for the third consecutive year, the Communications green "C" for the second consecutive year, the ASW "A" for the second consecutive year, the director "E" for the second consecutive year, and an "E" for each gun mount. 1964 was a good year for FRANK KNOX. In addition to the awards noted above, she also set a Seventh Fleet record in underway refueling from an AO-143 class oiler, having received 8150 barrels of NSFO per hour in one refueling while with the Concord Squadron. During the period 1 January to 31 August, she steamed just over 58,000 miles, crossed the equator twice from North to South and visited four continents. During the entire year she spent 319 days of the 365 days out of her homeport. At the end of the year she was completing her overhaul and preparing to join the fleet again as a ready destroyer.

ENCLOSURE (1)