

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

Subj: History of USS FRANK KNOX (DDR 742); submission of

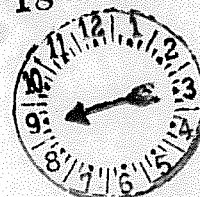
Ref: (a) OpNav Instruction 5750.7

Encl: (1) History of USS FRANK KNOX (DDR 742) from date of commissioning
through 31 December 1955

1. In accordance with reference (a), enclosure (1) is submitted
herewith.

John J. Haffey, Jr.
John J. Haffey, Jr.

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SHIP'S HISTORY OF THE U.S.S. FRANK KNOX (DDR 742)

U.S.S. FRANK KNOX (DDR 742), built by Bath Iron Works, was launched Sunday 17 September, 1944, at Bath, Maine. The sponsor of the ship was Mrs. Frank Knox, the widow of the late Frank Knox, Secretary of the Navy at the time of the Pearl Harbor attack. The ship was commissioned in Boston, 11 December, 1944. After a six week shakedown period in Bermuda, the ship was converted to a radar picket (DDR) at the Boston Navy Yard. In the spring of 1945, FRANK KNOX sailed for the Pacific War Zone, joined Admiral Halsey's Third Fleet, and participated in strikes off the Japanese home islands during the latter days of World War II. Upon the signing of the surrender, the ship remained in Japan as part of the occupation forces, returning to the states in early 1946.

FRANK KNOX operated out of San Diego until November 1946, at which time, she sailed for a tour of duty in China. The ship was involved in a collision with U.S.S. HIGBEE on November 17 enroute to Pearl Harbor and repairs were affected at the Pearl Harbor Navy Yard. This accident delayed the ship's arrival in China until February of 1947. FRANK KNOX then visited Chinese and Formosan ports and operated in Chinese waters until June of 1947 at which time she returned to San Diego, via Japan and Pearl Harbor.

FRANK KNOX remained and operated in the San Diego area with the exceptions of a visit to San Francisco with the fleet for the California-Navy football game in September of 1947 and to Seattle in October for Navy Day. In June of 1948 she again sailed for a tour of duty in China. Based in Tsingtsao, she visited Chinese and Formosan ports and operated in Chinese waters.

During the stay in the Orient, FRANK KNOX sustained structural damage due to heavy weather. This damage repaired by American Naval Repair facilities at

Yokosuka Navy Yard in Japan. She spent one month in Japan and then returned to her base in Tsingtao, China, resuming normal duties.

In February of 1949, she returned to San Diego via Japan and Pearl Harbor and operated out of West Coast ports, during which time she conducted underway training, spent one month on a midshipman cruise to the Canal Zone, and received her routine overhaul at Hunter's Point, San Francisco.

On 5 July, 1950, she sailed for the Western Pacific and the Korean war zone to join the Seventh Fleet. FRANK KNOX was one of the original ships which helped form fast Carrier Task Force 77 as we know it today. In mid-September the ship took part in the Inchon invasion, acting with other vessels of Task Force 77 as bombardment support screening ships. On 27 September 1950, FRANK KNOX in company with Destroyer Division 112 and U.S.S. MANCHESTER (CL 83), bombarded Communist shore installations and gun emplacements on the west coast of Korea near the 38th parallel. FRANK KNOX destroyed one gun emplacement and severely damaged numerous other gun emplacements and troop entrenchments.

In November FRANK KNOX with Destroyer Division 112 was assigned patrol duty in the Formosa straits. They were one of the US Ships that fled to Hong Kong from the November typhoon "Clara", which mauled Okinawa and other Pacific bases. FRANK KNOX suffered considerable structural damage from the extremely rough seas. On 12 December, the ship returned to Task Force 77 and Christmas aboard was postponed while the ship operated as a screening ship during the Hankung evacuation. On January 30, 1951, FRANK KNOX in company with a mock invasion force composed of such heavy ships as the Battleship MISSOURI and the cruiser MANCHESTER, further bombarded the North Korean Coast. This mock invasion was so effective that it was credited with causing Communist withdrawals off the weak right flank of our troops in central Korea.

In January while on "birddog" duty off the East Coast of Korea FRANK KNOX lowered it's whaleboat to search for a downed pilot from the carrier PHILIPPINE SEA. The men in the boat conducted their search only 300 yards off the shore. They were harassed by Communist small arms fire until their own small arms and the strafing of PHILIPPINE SEA planes kept the enemy under cover.

Although scheduled to depart the 1st of February for the states, FRANK KNOX and the other ships of Destroyer Division 112 volunteered for additional duty. She spent 40 days in bombarding the east coast rail centers of Chongjin and Sonjin, to cut the last of the remaining Communist supply routes to Central Korea.

FRANK KNOX returned to San Diego in April of 1951, and remained there until August of 1951 conducting underway training. From August to October the ship with Destroyer Division 112 was in Pearl Harbor assigned to duties as a "Ready Division". While in the islands, she made a recreation cruise to the Island of Hatii and anchored at Hilo for six days. Upon her return to San Diego, FRANK KNOX conducted routine training until early December, 1951. At that time, she entered the Mare Island Naval Shipyard, Vallejo, California, for a routine overhaul and the installation of modern anti-aircraft guns.

FRANK KNOX left Mare Island on the 14th of March, 1952, and proceeded to San Diego, California, for a period of intensive training. During this period the ship had a slight collision with a 30 ton female whale named "Winifred", the whale came out second best. At San Diego, Commander John M Cease of Lawton, Oklahoma, a veteran of three previous tours of duty in Korea, took command. On the 19th of April, the ship left the United States for duty in Korea again.

With Task Force 77 she participated in Hunter-Killer anti submarine

operations off Okinawa. Later in July, in company with Destroyer Division 112, she bombarded Communist shore installations and gun emplacements in the East Coast of Korea. FRANK KNOX then returned to Task Force 77. On August 6, she rescued five members of U.S.S. BOXER crew, who had been forced into the water by a large fire on that carrier's hanger deck.

In September FRANK KNOX, with Destroyer Division 112, was assigned to patrol duty in the Formosan Straits. After her Formosa tour, the ship participated in a mock invasion of Communist held areas south of Wonsan. The mock invasion force, composed of battleships, cruisers, destroyers, and a large amphibious group, undoubtedly caused the communists to relieve the increasing pressure along the actual battle line.

The ship took part in several "Cobra Patrols" while attached to Task Force 77. These patrols consisted of a cruiser and a destroyer making a surprise bombardment strikes along the coastline of North Korea. Several towns were set afire by FRANK KNOX's guns during these patrols. The ship also spent several weeks in Wonsan Harbor screening the minesweepers from enemy counter-battery fire. Installations destroyed by the ship included an ammunition dump, a main highway, railroad tracks, and several gun emplacements.

On 2 November 1952 FRANK KNOX left the Western Pacific for San Diego, in which area she operated until 5 January when she joined Task Force 13 and participated in extensive hunter-killer operations. This group of ships was the largest unit to enter San Francisco Bay since the termination World War II.

With the exception of a week when assigned to the U. S. Naval Postgraduate School at Monterey, California, and a short overhaul period at the San Francisco Naval Shipyard, FRANK KNOX operated in the San Diego area preparing for her third tour of Korean duty.

On 10 April 1953 in San Diego, Commander Alexander Scott Goodfellow of Seattle, Washington assumed command of the ship.

On 21 July, 1953 FRANK KNOX once more left San Diego for the Western Pacific. Arriving in Yokosuka, Japan on 11 August 1953, the ship went alongside U.S.S. FRONTIER (AD 25) for a seven day tender availability, after which she reported to Task Force 77 for two weeks of plane guarding, hydro guarding and destroyer duties. During the period FRANK KNOX assisted in the recovery of a wing tip tank from a crashed Banshee of U.S.S. LAKE CHAMPLAIN and assisted in the unsuccessful search for a man lost overboard from U.S.S. QUINCY (CA 75).

On September 4, 1953, FRANK KNOX reported to the operational control of Task Force 95 during which time she patrolled the Southern Coast of Korea and was given her Administrative Inspection, receiving an overall mark of good.

On the 21st of September FRANK KNOX was again alongside, U.S.S. FRONTIER (AD 25) in Yokosuka for a tender availability. On September the 24th she rode out typhoon "Tess" by leaving FRONTIER and mooring to buoy 3 in Yokosuka, Harbor.

On the 29th of September FRANK KNOX reported to the operational control of Task Force 96.7, a Hunter-Killer Group. This HUK period consisted of primary, intermediate, and advanced ASW and was composed of two destroyer divisions plus HMS DEFENDER and U.S.S. SICILY (CVE 118). The training was conducted while the group moved from Yokosuka down to Okinawa.

From Okinawa she sailed to Kaohsiung, Formosa for three uneventful weeks of Formosa Patrol, after which she sailed north to Kagoshima, Japan, arriving on 7 November 1953 for a tender availability alongside U.S.S. FRONTIER (AD 25). FRONTIER and FRANK KNOX were the first United States ships in Kogoshima in a two year period, and the second United States warships ever to visit there.

After the visit to Kagoshima, Japan FRANK KNOX arrived in Sasebo, Japan the 16th of November for briefing prior to her reporting to the operational control of Task Force 95 on the 18th of November. After a brief single ship patrol FRANK KNOX

rendezvoused with HMAS SYDNEY; after which she plane guarded for SYDNEY enroute to KURE, Japan for a four day leave and recreation period. Leaving SYDNEY, FRANK KNOX reported to the operational control of Task Force 77 on 28 November 1953 and participated in the filming of the BRIDGES OF TOKO-RI by Paramount Pictures. Once again FRANK KNOX with DesDiv 112 sailed into Yokosuka, this time the 21st of December for the Christmas Holiday season. Tender availability this time was alongside U.S.S. BRYCE CANYON (AD 36). Task Force 77 called again and the ship arrived in the Sea of Japan on the 1st of January 1954 for a seventeen day period of plane guarding, hydro guarding, air defense exercises and general tactics.

Leaving Task Force 77 the 18th of January, FRANK KNOX proceeded to Inchon, Korea where she joined five LST's loaded with approximately 4,400 ex-POWs for repatriation to Formosa. The trip south to Keelung, Formosa, was made in five days with top cruising speed of 8 knots. FRANK KNOX and the LST's arrived in Keelung, Formosa the 25th of January and came alongside U.S.S. ISBELL (DD 869) at Pier 18 awaiting the successful unloading of the LST's. While in Keelung the city and its officials rolled out the red carpet for FRANK KNOX and the other destroyers of DesDiv 112.

On 27 January 1954, FRANK KNOX sailed for Yokosuka, for the last time of the cruise, with U.S.S. HAMUL (AD 20) as the tender offering the availability before departing from Yokosuka, on 3 February 1954. The ship returned to San Diego on 19 February. The only stop made on the trip home was the stop at Pearl Harbor, T.H.

FRANK KNOX remained in the San Diego area for two months before reporting to the Mare Island Naval Shipyard on April 29, 1954 for a major overhaul.

During the three months spent in the yard the ship was partially converted to the DDR 711 class of radar picket ships. New radars and electronic equipments were installed as well as overhaul of much of the gear on board, and the tripod mast of the early DDR was removed.

FRANK KNOX left Mare Island on 28 July and immediately reported for refresher training in San Diego. Five weeks were spent with the Underway Training Group in a concentrated training program containing all the phases of destroyer warfare. On 3 September 1954 the ship went alongside U.S.S. PRAIRIE (AD 15) for its last tender availability before deploying for its seventh tour of Far East duty on 14 September 1954.

Enroute from San Diego to Pearl Harbor, FRANK KNOX and the rest of Destroyer Division 112 partook of an exercise involving the protection of a simulated large mercantile convoy actually composed of six Navy Attack Type Transports. On 27 September, FRANK KNOX left Pearl Harbor for Yokosuka, Japan in company with destroyer Division 112 and Cruiser Division 3, composed of the USS TOLEDO (CA 133) and USS HELENA (CA 75). The trip was highlighted by a continuous trans-Pacific simulated "battle" between the four destroyers and the two cruisers, who represented a fast raider force.

On 7 October FRANK KNOX berthed alongside the USS PIEDMONT (AD 17) in Yokosuka, Japan for voyage repairs, then sailed again on 16 October to Kure, Japan, with DesDiv 112 to rendezvous with Destroyer Division 101 and USS POINT CRUZ (CVE 118) for two week's Hunter-Killer Operations.

The HUK exercises were highlighted by two events. The first was extremely rough weather throughout most of the operation during which two cracks opened up in the bottom of the hull. The second was the assisting on one very dark night, in the locating and rescuing of a downed flier from POINT CRUZ.

Upon completion of the exercise, FRANK KNOX and the other three ships in DesDiv 112, headed into Yokosuka once again, where it stayed just long enough to refuel and to pick up U. S. mail. Then once again it sailed into the Inland Sea and then through the straits of Shimonoseki toward the Korean coast. The last day of October and the first day of November were spent in Korean waters conducting gunnery

exercises.

Following these exercises, the four ships of DesDiv 112 proceeded to Sasebo, Japan, where they moored alongside USS DIXIE (AD 14). It was during this tender availability that most of the damage incurred by the storm during the week of Hunter-Killer was repaired. The cracks in the hull of FRANK KNOX, though, were left to leak their estimated 200 gallons a day into the bilges, as the ship's operational demands did not allow sufficient time for drydocking.

These operational demands next took FRANK KNOX to Kaoshiung, Formosa, where she arrived the morning of 8 November to refuel. Late afternoon the same day found the ship patrolling the Formosa Straits, just off Nationalist Chinese Island of Quemoy. That night flashes of gunfire could be seen on the island as the Chinese Nationalists returned the artillery fire on the Chinese Communists on the Mainland. FRANK KNOX was on the well-known Formosa Patrol for the next 16 days, interrupted only by twice outrunning typhoons and three brief visits into Kaoshiung to refuel, to pick up U. S. mail and to provide a little relaxation for the crew.

Following the period on Formosa Patrol, the ship headed South to Subic Bay, Luzon, Philippine Islands, where she entered a floating drydock at the Ship Repair Facility, Subic Bay, and the two cracks in the hull were finally repaired.

On 6 December FRANK KNOX left Subic Bay and for the next eleven days participated in the SEVENTH Fleet's semi-annual maneuvers. These maneuvers were performed with three "independent fleets", which alternately scouted out and attacked one another. In this process FRANK KNOX was carried as far north again as the waters of Korea.

Returning to the Philippines, the ship spent a weekend in Manila, was a plane guard for the carriers WASP and KEARSARGE for two days, and then returned to Subic Bay for an availability alongside USS DIXIE (AD 14).

The ship left Subic Bay two days after Christmas and arrived in Hong Kong, British Crown Colony, on 29 December, where it stayed until 5 January 1955. More plane guarding and operating with the fast carriers of TF 77 was FRANK KNOX's job. From 10-15 January, the ship operated with Task Force 77 in the Formosa area before returning to Subic Bay for upkeep at the Ship Repair Facility there. The upkeep was designated to prepare the ships of DesDiv 112 for a scheduled trip to Singapore at the end of January.

But the upkeep period was cut short and the Singapore trip cancelled by increased Chinese Communist activity in the Formosa Straits area. Early on 21 January FRANK KNOX along with most of the other ships in Subic Bay got underway and once again joined Task Force 77. For several days the ship steamed with the Task Force, either in the screen, or as a picket ship, about a hundred miles off the Central China Coast. The news of increased international tension over the Tachen Islands area and of the proposed United States aided evacuation of the islands prompted the ship to spend much of this time in training personnel aboard to identify communist surface and aircraft.

Finally, on the morning of 6 February, a Sunday morning, on which it had previously been planned to highline chaplains aboard from other ships--FRANK KNOX was ordered to the Tachen area as a member of Task Force 75, together with USS TOLEDO (CA 133), USS HELENA (CA 75), USS OZBOURN (DD 846), USS ISBELL (DD 869), and USS SMALL (DDR 838). FRANK KNOX was one of the first six United States ships to reach the evacuation area.

FRANK KNOX's job during the evacuation was to "support" the operation. This meant continuous patrolling around the Tachens, protecting against the possibilities of air, surface, or subsurface attack and against any artillery bombardment of the Nationalist-held islands from the neighboring Communist-held islands, during the 5

day long evacuation every man on the ship was at Battle Stations each day at dawn and at dusk, and all gun crews were on station from 0500-1830. Some of the patrols took FRANK KNOX within 3 miles off the communist islands.

Upon the successful completion of the Tachen evacuation, FRANK KNOX proceeded with DesDiv 112 and USS TOLEDO to Yokosuka, Japan, where on 15 February the ship moored after 25 days at sea alongside USS HAMUL (AD 20). Here, the ship received a ten day tender availability prior to departing on 25 February for the return trip to the United States.

The ship returned to San Diego on 13 March 1955. The next month was a busy one. On Saturday, 17 March, CDR John J. HAFEEY, Jr., a native of Kansas City, Missouri, relieved CDR Alexander S. GOODFELLOW, Jr., as Commanding Officer. Two weeks later the ship moved to the Naval Repair Facility, San Diego, to prepare for first inspection by the Board of Inspection and Survey since 1947.

After the inspection and until her departure for WestPac, FRANK KNOX stayed in the San Diego area, operating just off the Southern California coast most weeks and back in port for liberty every weekend but one. Her duties were diverse and included plane guarding, gunnery and sonar school ship, Hunter-Killer and ASW, the training of reserves and the conducting of practice exercises. Highlights of the period included a week in San Francisco, where she participated in a display of Naval fire power for the annual convention of the American Ordnance Association; working with ComOpDevFor on a guided missile experiment; and the presentation by RADM Stokes, ComCrusPac, of a Battle Efficiency Plaque. This last was presented on 31 August for having obtained the highest total score in DesRon 11 for all competitive exercises conducted during the training year, 1954-1955.

After an availability alongside USS DIXIE, FRANK KNOX left San Diego 27 September, 1955 for her eighth WestPac trip. Delayed a few days in Pearl Harbor while emergency

repairs were made on a generator, the ship arrived in Yokosuka on 26 October. Three days later she sailed to Keelung, Formosa, thence to Kaoshiung and a month on Formosa Patrol. The first week in December FRANK KNOX was at the Ship Repair Facility back in Yokosuka repairing more hull cracks opened up while on patrol. Two weeks followed during which time the ship participated in a Seventh Fleet exercise and was one of more than thirty warships reviewed from a helicopter by the Secretary of the Navy. The close of the year 1955 found FRANK KNOX once again in Yokosuka for a restricted availability at the Ship Repair Facility.

In addition to her Battle Efficiency "E" for the year 1955, FRANK KNOX displays the China Service Medal, Asiatic Pacific Campaign Medal with one battle star, World War II Victory Medal, Navy Occupation Service Medal, National Defense Service Medal, Korean Service Medal with seven battle stars, United Nations Service Medal, and the Korean Presidential Citation.

Division of Naval History
Ships' Histories Section
Navy Department

77
CORRECTION TO PUBLICATION ON GROUNDS
OF MILITARY SECURITY

BR 886
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HISTORY OF USS FRANK KNOX (DD 742)

OFFICE OF PUBLIC INFORMATION
DEPARTMENT OF DEFENSE

Completed in time for the final phases of World War II, the destroyer USS FRANK KNOX remained on active duty with the fleet, earning four Battle Stars for her service in the Korean theater of operations.

The destroyer, named for the late Secretary of the Navy Frank Knox, was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid on 7 August 1942, and Secretary Knox's widow, Mrs. Annie Reid Knox, christened the ship as it slid into the Kennebec River on 17 September 1944. USS FRANK KNOX was first placed in commission on 11 December 1944. Commander Joel C. Ford, Jr., USN, was the ship's first commanding officer.

Early in January 1945 the ship reported to Bermuda for her shakedown cruise, during which she was put through tests and exercises designed to mold her crew into a fighting unit ready for any emergency. Returning to Boston for a post-shakedown yard period, the ship got underway for the war zone in April.

San Diego, California, was her first port of call in the Pacific, and from there she steamed to Pearl Harbor, arriving on 16 May 1945. More qualification tests followed until 28 May when she left for Ulithi with USS CALIFORNIA and SOUTHERLAND.

From Ulithi FRANK KNOX steamed to San Pedro Bay, Leyte, where she paused for a tender availability alongside USS PIEDMONT. On 25 June she arrived in Manila, returning to San Pedro Bay on the 26th. As July opened, she put to sea for her first war operations, the carrier strikes against Japan.

Since FRANK KNOX had been equipped as a radar picket ship and fighter director ship, she was on station almost continuously, steaming well in advance of the carrier groups in order to detect and intercept any Japanese planes attempting to raid the fast carrier task force. The force headed directly for Japan, with little hope of concealing its location from the Japanese.

On 10 July, 72 enemy planes were destroyed on the ground and extensive damage was inflicted on the industrial installations in the Tokyo area. Five days later the battleships WISCONSIN, IOWA and MISSOURI, together with their screening destroyers, shelled Muroran, Hokkaido, wrecking steel mills and oil facilities in the city. On the 17th the 16-inch guns of the battleships blasted the Hitachi Mito area of Honshu, northeast of Tokyo. In this bombardment British battleships joined the United States forces, all units shelling the Japanese homeland at will without opposition.

The Yokosuka Naval Base in Tokyo Bay received the carrier planes' attention the next day, and one of the two remaining Japanese battleships, NAGATO, was put out of action. On 24 and 25 July the Inland Sea between the islands of Honshu, Kyushu and Shikoku was penetrated, with especial attention

given to blasting the Kure Naval Base, where six major fleet units were badly damaged and 258,000 tons of naval shipping were either sunk or put out of action to finish off the threat of Japanese sea power.

Back again on 28 July, the force worked over merchant shipping and railroad installations. The United States force lost 36 planes to 144 enemy planes downed. Tokyo was struck again on the 30th.

The first week of August brought an unprecedented typhoon, which forced the fleet to stand out to sea to ride it out. The mass barrage of destruction was resumed on 9 and 10 August with an attack on northern Honshu. Against almost no airborne opposition, the carrier planes destroyed 397 enemy planes and damaged an additional 320.

The final blows continued until the "cease fire" order on 15 August. Since 10 July the force had destroyed or damaged 2804 enemy planes, sunk or damaged 148 combatant ships and 1598 merchantmen, and rendered the same "honors" to 304 locomotives while striking additional blows at industrial targets. FRANK KNOX, while steaming on "Watchdog" and plane guard stations, had rescued four pilots, while her fighter-director team directed the destruction of 10 enemy planes.

Following the Japanese surrender FRANK KNOX remained at sea with other fleet units until 27 August, when they entered Sagami Wan. On 1 September she entered Tokyo Bay, where she was on patrol when the instrument of surrender was signed aboard USS MISSOURI.

She remained on occupation duty in the Orient until 4 January 1946, when she steamed back to the United States. FRANK KNOX then operated out of San Diego, California, until November 1946, when she sailed for a tour of duty in China.

A collision with USS HIGBEE while enroute to Pearl Harbor delayed her arrival until February 1947. The destroyer then visited Chinese and Formosan ports and operated in Chinese waters until June 1947 when she returned home via Japan and Pearl Harbor.

FRANK KNOX remained in the San Diego area with the exception of a visit to San Francisco with the fleet for the California-Navy football game in September 1947, and a cruise to Seattle in October for Navy Day. In June 1948, she sailed for her second China tour of duty.

During this tour, FRANK KNOX sustained structural damage due to heavy weather and spent a month in Japan at the American Naval Repair facilities at the Yokosuka Navy Yard before returning to her base in Tsingtao, China. In February of 1949 she returned to San Diego via Japan and Pearl Harbor. Operating out of West Coast ports, she conducted underway training, spent one month on a midshipman cruise to the Canal Zone, and received a routine overhaul in San Francisco.

In the summer of 1950 the Communists poured south across Korea, and on 5 July FRANK KNOX was dispatched to the war zone. From 4 August 1950 until 21 March 1951 she supported the United Nations forces in action in Korea, conducting shore bombardment, acting as a plane guard and picket destroyer, and steaming on reconnaissance patrol in the Formosa Straits.

The destroyer then sailed for San Diego, where she remained from April until August 1951. She proceeded next to Pearl Harbor with Destroyer Division 112, acting as a "Ready Division." Returning to the mainland in October, she conducted routine underway training until early December, when she entered the Mare Island Naval Shipyard for a routine overhaul and the installation of more modern anti-aircraft guns.

The ship left the yard on 14 March 1952, and proceeded to San Diego for a period of intensive training. On 19 April she left the United States for a second tour in Korea.

Assigned to fast carrier Task Force 77, she operated off Okinawa in June and July on anti-submarine patrol. Later in July, in company with Destroyer Division 112, she bombarded Communist shore installations and gun emplacements off the East Coast of Korea. Returning to her carrier task force, she rescued five men from USS BOXER on 6 August, when a fire on the carrier's hangar deck forced them overboard.

In September the division was assigned to patrol duty in the Formosa Straits. During this period she visited Hong Kong before steaming back to Wonsan to participate in a mock invasion. The invasion force, composed of battleships, cruisers, destroyers and a large amphibious group, undoubtedly caused the Communists to reshuffle their troops, relieving the pressure along the actual battle line.

FRANK KNOX steamed over 50,000 miles during this period, a distance equal to twice around the world. She was at sea 145 days of the 182 days she spent in the Western Pacific, remaining at sea for 38 days during one cruise. Replenishing at sea 25 times, she fired over 1300 rounds of fire at enemy forces.

On 2 November 1952 the destroyer left the Western Pacific for her home port of San Diego. Since that time she has operated out of San Diego, and in April 1953 entered the yard at San Francisco for a limited availability overhaul.

As of July 1953 the ship was still active with the U.S. Pacific Fleet.

USS FRANK KNOX earned one Battle Star on the Asiatic-Pacific Area Service Medal for participating in the following operation:

1 Star/THIRD Fleet Operations against Japan -- 10 July - 15 August 1945

She received the Navy Occupation Service Medal, Asia, for the following periods: 2 September 1945 - 4 January 1946; 23 - 25 February 1947; 18-22 June 1947; 31 July - 15 August 1948; 5 November - 6 December 1948; 31 December 1948 - 6 January 1949; and 9 - 12 February 1949.

-4- USS FRANK KNOX (DD 742)

The ship was awarded the Korean Service Medal for the periods: 4 August - 4 November 1950; and 13 December 1950 - 21 March 1951. Four Engagement Stars on this medal were earned for participation in the following operations:

- 1 Star/North Korean Aggression -- 6 August - 12 September 1950, and 18 September - 3 October 1950
- 1 Star/Communist China Aggression -- 21 December 1950 - 24 January 1951
- 1 Star/First United Nations Counter Offensive -- 25 January - 15 March 1951
- 1 Star/Inchon Landing -- 13 - 17 September 1950

For the period 5 November to 12 December 1950, USS FRANK KNOX received the China Service Medal (Korea).

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STATISTICS

OVERALL LENGTH	391 feet
BEAM	41 feet
SPEED	35 knots
DISPLACEMENT	2420 tons

* * * * *

NO OBJECTION TO PUBLICATION ON GROUNDS
OF MILITARY SECURITY

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OFFICE OF PUBLIC INFORMATION
DEPARTMENT OF DEFENSE

Compiled: July 1953

Division of Naval History
Ships' Histories Section
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given to blasting the Kure Naval Base, where six major fleet units were badly damaged and 258,000 tons of naval shipping were either sunk or put out of action to finish off the threat of Japanese sea power.

Back again on 28 July, the force worked over merchant shipping and railroad installations. The United States force lost 36 planes to 144 enemy planes downed. Tokyo was struck again on the 30th.

The first week of August brought an unprecedented typhoon, which forced the fleet to stand out to sea to ride it out. The mass barrage of destruction was resumed on 9 and 10 August with an attack on northern Honshu. Against almost no airborne opposition, the carrier planes destroyed 397 enemy planes and damaged an additional 320.

The final blows continued until the "cease fire" order on 15 August. Since 10 July the force had destroyed or damaged 2804 enemy planes, sunk or damaged 148 combatant ships and 1598 merchantmen, and rendered the same "honors" to 304 locomotives while striking additional blows at industrial targets. FRANK KNOX, while steaming on "Watchdog" and plane guard stations, had rescued four pilots, while her fighter-director team directed the destruction of 10 enemy planes.

Following the Japanese surrender FRANK KNOX remained at sea with other fleet units until 27 August, when they entered Sagami Wan. On 1 September she entered Tokyo Bay, where she was on patrol when the instrument of surrender was signed aboard USS MISSOURI.

She remained on occupation duty in the Orient until 4 January 1946, when she steamed back to the United States. FRANK KNOX then operated out of San Diego, California, until November 1946, when she sailed for a tour of duty in China.

A collision with USS HIGBEE while enroute to Pearl Harbor delayed her arrival until February 1947. The destroyer then visited Chinese and Formosan ports and operated in Chinese waters until June 1947 when she returned home via Japan and Pearl Harbor.

FRANK KNOX remained in the San Diego area with the exception of a visit to San Francisco with the fleet for the California-Navy football game in September 1947, and a cruise to Seattle in October for Navy Day. In June 1948, she sailed for her second China tour of duty.

During this tour, FRANK KNOX sustained structural damage due to heavy weather and spent a month in Japan at the American Naval Repair facilities at the Yokosuka Navy Yard before returning to her base in Tsingtao, China. In February of 1949 she returned to San Diego via Japan and Pearl Harbor. Operating out of West Coast ports, she conducted underway training, spent one month on a midshipman cruise to the Canal Zone, and received a routine overhaul in San Francisco.

In the summer of 1950 the Communists poured south across Korea, and on 5 July FRANK KNOX was dispatched to the war zone. From 4 August 1950 until 21 March 1951 she supported the United Nations forces in action in Korea, conducting shore bombardment, acting as a plane guard and picket destroyer, and steaming on reconnaissance patrol in the Formosa Straits.

The destroyer then sailed for San Diego, where she remained from April until August 1951. She proceeded next to Pearl Harbor with Destroyer Division 112, acting as a "Ready Division." Returning to the mainland in October, she conducted routine underway training until early December, when she entered the Mare Island Naval Shipyard for a routine overhaul and the installation of more modern anti-aircraft guns.

The ship left the yard on 14 March 1952, and proceeded to San Diego for a period of intensive training. On 19 April she left the United States for a second tour in Korea.

Assigned to fast carrier Task Force 77, she operated off Okinawa in June and July on anti-submarine patrol. Later in July, in company with Destroyer Division 112, she bombarded Communist shore installations and gun emplacements off the East Coast of Korea. Returning to her carrier task force, she rescued five men from USS BOXER on 6 August, when a fire on the carrier's hangar deck forced them overboard.

In September the division was assigned to patrol duty in the Formosa Straits. During this period she visited Hong Kong before steaming back to Wonsan to participate in a mock invasion. The invasion force, composed of battleships, cruisers, destroyers and a large amphibious group, undoubtedly caused the Communists to reshuffle their troops, relieving the pressure along the actual battle line.

FRANK KNOX steamed over 50,000 miles during this period, a distance equal to twice around the world. She was at sea 145 days of the 182 days she spent in the Western Pacific, remaining at sea for 38 days during one cruise. Replenishing at sea 25 times, she fired over 1300 rounds of fire at enemy forces.

On 2 November 1952 the destroyer left the Western Pacific for her home port of San Diego. Since that time she has operated out of San Diego, and in April 1953 entered the yard at San Francisco for a limited availability overhaul.

As of July 1953 the ship was still active with the U.S. Pacific Fleet.

USS FRANK KNOX earned one Battle Star on the Asiatic-Pacific Area Service Medal for participating in the following operation:

1 Star/THIRD Fleet Operations against Japan -- 10 July - 15 August 1945

She received the Navy Occupation Service Medal, Asia, for the following periods: 2 September 1945 - 4 January 1946; 23 - 25 February 1947; 18-22 June 1947; 31 July - 15 August 1948; 5 November - 6 December 1948; 31 December 1948 - 6 January 1949; and 9 - 12 February 1949.