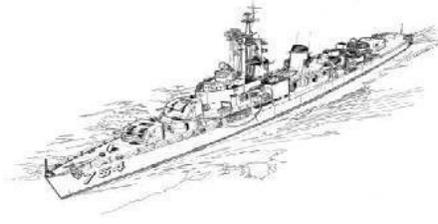


USS FRANK E. EVANS (DD 754) Association, INC.



Newsletter 53
2nd Quarter
2014

www.ussfee.org

Foot Locker Talk - Newsletter

Ahoy All,

With the advent of spring, hope this newsletter finds you all in good health and happiness! We have a lot of news to share with you.

CALIFORNIA STATE RESOLUTION - Let us update you on the most recent attempt to gain the California Assembly's approval on a State Resolution (AJR 33) requesting the Department of Defense take immediate action and add the names of our "Lost 74" to the Vietnam Memorial in Washington, D.C. On 8 April 2014 Tim Wendler presented background information and a compelling story about why he and the Association felt so strong about obtaining national recognition for our "Lost 74". The State Veterans Affairs Committee voted 9-0 in favor of the resolution. The next step is a vote by the State Assembly, as of this date it is expected to take place during the week of 21 April.

VIETNAM WAR MUSEUM - On 31 March 2014, Donna, Steve, Gary and Meredith Kraus, came to Weatherford, Texas to meet JC and Sylvia Campbell. The purpose of the visit was to conduct a tour of the National Vietnam War Museum. The rolling hills of Weatherford are an ideal location for this museum. The museum is still in the infancy stage and our Association has been afforded the opportunity to help design and form its future. We consider this opportunity to be a great honor for the Association. As we discussed at the last reunion one item the museum's management is looking forward to receiving is the missing panel of our "Lost 74." After looking at the layout it was felt that we should proceed with the panel, except it should be made to conform to the existing construction materials of the existing Memorial Wall. We are sure the cost will be much less than the \$5,000 we originally budgeted.

REUNION 2014, SEATTLE, WASHINGTON - Plans are well on their way for this year's reunion, Oct. 1-4. Expect to receive your information by mail in early May. If you want to reserve your room now, you can contact the hotel's central reservation system by calling 1-800-222-8733. The room rate is \$99.00. Make sure to mention you are with the USS Frank E. Evans (DD 754) Reunion. Yes, we are having a Pub Crawl on 1 October. The crawl will take us to downtown Seattle. We will start at Pikes Market then visit some unique bars and pubs as we work our way back by bus back to the hotel. The City of Bremerton approved our Memorial Stone placement for Alan Armstrong and Alan Flummer to be placed on the board walk that leads to USS TURNER JOY (DD 951). We are certain when you see the location you will agree it is an outstanding spot for the memorial. This reunion will definitely be one for the record books; don't miss it!

REUNION 2015, MOBILE, ALABAMA - Our reunion committee just returned from Mobile, Alabama where we conducted site visits to a variety of hotels. All the hotels were certainly viable but after weighting all the pros and cons we decided on the Holiday Inn in downtown Mobile. The hotel management was exceptional, they really did their homework and blew us away with an overall proposal we couldn't refuse. Once again we were able to negotiate a room rate still under the \$100 limit.

LOOKING FROWARD TO SEEING EVERYONE IN SEATTLE!

J.C. Campbell, President

Steve Kraus, Vice President

MEMORIALS AND GRIEF - To remember those who served; to honor those who died...

Grief, not a problem to be cured.... simply a statement you have loved someone....



Home states of the 74 men who died 3 Jun 1969

Memorials are personal. The most common is the memorial plaque or gravestone. For those in military service, even if a person's remains were not recovered, the Veterans Administration offers a headstone or marker for placement anywhere in the world for national, state veteran or military cemeteries. Flat and upright types are available consistent with the location. Headstones and markers include inscriptions such as the name of the deceased, the years of birth and death, and branch of service.

Over the next several issues of the newsletter, individual and group memorials will be featured including a little history, a description, and their location. Perhaps you like to travel with a theme in

mind. This would be a very special and meaningful journey, to visit each and every memorial dedicated to our fallen shipmates, and have yourself photographed there...Quite an honorable and perfect way to practice our informal lament, "Lest We Forget."

Regarding our Lost 74, for some reason or another, the Association is unaware of individual memorials for the men listed below who were lost at sea in 1969. Eventually, over time their names will be placed on a memorial stone placed by the USS FRANK E. EVANS (DD 754) Association thanks to your contributions to the Cal Rankin Memorial Fund and the work of Cal's daughter Sharon Shirack. Until then, we pay tribute to them here.

Armstrong, Alan Herbert
Baker, James Robert
Bradley, James Franklin
Brown, Harris Melvin
Brown, William Daniel II
Cannington, Charles William
Carlson, Christopher John
Cool, Larry Wayne
Deal, Leon Larry
Earley, Raymond Joseph
Fields, William Donald
Flummer, Alan Carl
Frye, Henry Kenneth
Francis Joseph
Gonzales, Joe Luis
Henderson, Terry Lee
Hess, Edward Phillip
Johnston, Dennis Ralph
King, Willie Lee

La Liberte' George Joseph
Lehman, Eugene Francis
Lyons, Isaac (n) Jr.
Meister, Douglas Roy
Messier, Frederic Conrad
Miller, Timothy Lynn
Orpurt, Linden Russell
Pattee, Dwight Scott
Pennell, Craig Allen
Pickett, Jerome (n)
Preston, Earl Frederick Jr.
Rikall, Victor Thomas
Sauvey, John Alan Garcia,
Searle, Robert James
Smith, Gerald Wayne
Smith, Thurston Perry Jr.
Spray, John Raymond
Stever, Jon Kenneth
Tolar, John Thomas



We all die twice. The first is when our soul leaves our body... the second time is when no one ever utters our name again...

LEST WE FORGET!

MARINER SHIP 754 - My name is Sharon Cox. In 1960, my Girl Scout Mariner Troop was given permission to use USS FRANK E. EVANS (DD 754) as our official Mariner Name. I am writing my memoirs and have included letters written to us by W. A. Knopp, Lieutenant U.S. Navy, Executive Officer and H. H. Ellison Commander U.S. Navy, Commanding Officer. I thought you may like to have the letters; perhaps a relative would appreciate them. Our Mariner Troop has amazing memories associated with our connection to the Frank E. Evans, including pictures, as well as the letters.



The Mariner Girl Scout program was launched in October 1934. Similar to the Boy Scouts' Sea Scouts, the program was designed for older Girl Scouts interested in outdoor water-based activities. By the end of 1934, 12 Mariner ships were registered. The program remains active but in a smaller form. Most girls have joined the Sea Scouts, which has been co-ed since 1971.

We were GSUSA Mariner Scout Ship 754, a troop in Chino, California. Our troop, properly called a Ship, for girls 11 - 14 was designed to teach leadership and responsibility through boating and water related programs. While the Mariner Girl Scouts has changed over the years, the traditions of the sea are upheld under the auspices of the GSUSA high adventure program. Presently, there are only a handful of Mariner Ships in the U.S. Mariner Scouting is a fun and rigorous program that leads our youth through the skills necessary to be competent sailors and mature leaders.

With a big thank you to Karen, my fellow scout, for saving them, here are three letters our Mariner troop received from USS FRANK E. EVANS (DD 754).

From the USS Frank E. Evans (DD-754)
C/O Fleet Post Office
San Francisco, California January 27, 1960
From W. A. Knopp
Lieutenant U.S. Navy

The Captain is sending you a letter officially agreeing to sponsor your troop, but I wanted to add that I am happy that you have taken our ship for your name.

Naturally, we will attempt in every way to help you have the best Mariner Troop in the Girl Scouts. As of this time, action has been started to provide you with ship's patches. We will have to know how many you will need, however, before any final action is taken. Our present schedule makes taking your troop on a cruise prior to deployment difficult but something may be worked out at a later date. In port visits on weekends can, I am certain, be scheduled.

From the USS Frank E. Evans (DD-754)
C/O Fleet Post Office
San Francisco, California April 24, 1960
W. A. Knopp Lieutenant
t U.S. Navy Executive
Officer

We would be glad to have you aboard once more on 7 May. I do not believe that the 30th of April would be a good day as we are tentatively scheduled to shift berths and commence a tender repair period on that date. As I remember you are particularly interested in semaphore and marlin spike seamanship so I will have something set up to cover those areas. If all goes according to plan we will be at pier 7 in the Naval Station alongside the USS Frontier (AD-25) on that date

.I didn't get to go. I was home sick enough to not even want to go---phooey. I have the pictures they took and the stories of the inspection that was given the girls as they stood at attention. What a wonderful occasion and memory for us all.

From the USS Frank E. Evans (DD-754) C/O Fleet Post
Office San Francisco, California

June 1, 1960

MIXED EMOTIONS - Tuesday morning, May 17, 1960, was greeted with mixed emotions as the hour of departure grew closer. With families and friends watching the busy action from the pier, many men were growing downhearted with the idea of leaving for the seven months. But at the same time, the crew and officers alike could not help but feel an increasing eagerness to start the voyage and all the adventure which it promised.

Promptly at 9:30 the first of the eight destroyers of the two divisions backed from the pier into the harbor with the Destroyer Flotilla 3 band playing a medley of tunes including "Sayonara" and "Anchors Aweigh." Even the "old salts" were intrigued by the unusual method of leaving the harbor, the four ships of each division backed individually into the center of the harbor and pivoted with drill-team precision together before proceeding on out through the channel.

GOOD BYE SIS - A special goodbye was offered by Evans as she passed the harbor breakwater. Ensign McGuire yelled from the bridge, "So long, Sis," as the crew waved their hats to 8 year old Lalinda Smith. Lalinda, "Sis" to Evans, was made an honorary crew member on April 22, by Commander H. H. Ellison, commanding Officer of USS Frank E. Evans. "Sis" a Long Beach girl who lost her leg from cancer, was presented by the crew a specially fitted wheel chair and a dozen roses. Little Lalinda, holding closely a ship's insignia, thanked everyone with a big warm smile.

ROUGH WEATHER - The new faces aboard (and some of the old) found the sea a little rough Monday afternoon. As the appetites grew weaker and faces paler, the usual word was "pass the crackers, please." Everyone was happy to see calmer weather as the week continued.

ALOHA PEARL HARBOR - Evans and some 17 other ships were greeted Monday morning by Hawaii's famous warm sunny weather and by one of the islands' newspapers headlines reading: "Welcome Men Of the Navy"

WEEKS TO COME - As this letter is mailed to you, Evans' operating schedule is rather vague, however, it does promise Hawaiian weather until we start for Japan on July 5. Will write again as we continue on our next leg to the Western Pacific.



WELCOME NEW MEMBERS

Welcome and warm wishes to all new members. Interested in joining? Contact Donna Kraus at krausdf@cox.net or 760-941-8184, or go to our website www.ussfee.org

NAME	RATING/RELATIONSHIP	SERVED	CITY	STATE
Joesph E. Brusca	SN	67-68	Avoca	WI
Patrick Eppllett	SFP2 USS KEARSARGE	3 Jun 1969	Mammoth Springs	AR
Joseph E. Gauntt	ETN3	67-68	Maple Valley	WA

MESSAGE FROM USS KIDD - 19 Feb 2014

From: Varela, Gabriel A. CDR
To: Stephen Kraus
Subject: USS Peary Memorial

Mr. Kraus, I just thought to share a terrific opportunity KIDD's crew had while in port Darwin, Australia. We were asked to participate in a memorial service for the destroyer USS PEARY (DD 226). She was sunk during the bombing of Darwin 19 Feb 1942. Below is a great pic of some crew members near the Memorial, one of Peary's deck guns, sponsored by the Australian-American Association. Also attached is a speech I gave commemorating this event. Enjoy.



USS Peary Commemorative Service CDR Gabe Varela CO USS KIDD

Greetings: My name is CDR Gabe Varela, CO of USS KIDD (DDG 100), home ported in San Diego, CA. Thank you for inviting me to speak and for the warm hospitality you have extended to my crew during our remarkable visit to Darwin.

For over 100 years, the U. S. and Australia have been linked and our bonds can be traced to our common maritime interests and tradition. In 1908, at the invitation of the Prime Minister, President Theodore Roosevelt's Great White Fleet ported in Australia on its way to circumnavigating the globe. Shortly thereafter, Australia began construction on what became a world class first-rate Navy.

General Douglas MacArthur commanded the Southwest Pacific Area from his Headquarters in Brisbane, which served as the launching pad for the Allies' island-hopping campaign. Australian troops have fought alongside Americans in every major armed conflict. Today, our nations enjoy a

prosperous trade relationship and share a common goal of supporting stability, international norms, individual freedoms and representative governments in the Pacific region. Today we commemorate the ultimate sacrifice paid by those who perished in the bombing of Darwin and who served in PEARY.

PEARY, like KIDD, was tasked to secure and defend the Pacific sea lanes for all mariners and sea going nations. Both ships trace their lineage to the opening salvos of World War II. Admiral Isaac Kidd, for whom my ship is named, served as Commander of Battleship Division One with headquarters in USS ARIZONA (BB 39), moored at Ford Island, Pearl Harbor, Hawaii. When the alarm sounded on 7 Dec 1941, Admiral Kidd raced to the bridge of his ship to coordinate his defenses and squadron's counter-attack. He "courageously discharged his duties as SOPA until ARIZONA blew up from a magazine explosion and a direct bomb hit on the bridge which resulted in the loss of his life."

Though PEARY was in the Philippines when the Japanese attacked Pearl Harbor, she was in this very harbor 72 years ago today when the Japanese launched a near-identical aerial attack. PEARY's crew, like those in Admiral Kidd's division, displayed steadfast courage in the face of a determined enemy; unrelenting dedication to mission; and caring devotion to both their ship and their shipmates. Indeed, they epitomized what it means to be a Sailor and these attributes can be readily found in my crew and in Sailors throughout the Royal Australian Navy past and present.

Admiral George Anderson, a former U.S. Chief of Naval Operations once observed, "The Navy, has both a tradition and a future—and we look with pride and confidence in both directions." As for tradition -- Though the world today is noticeably distinguishable from the one which relied on USS PEARY's warfighting prowess and on Admiral Kidd's bravery, we remember with great pride their contributions to our navies and to our nations.

And for the future - our navies can justifiably be proud and confident. Today, we are working hand-in-hand in the Pacific to ensure security and stability, open sea lanes for commerce, and steadfast support to international norms throughout the region. So while we pause to remember the service and sacrifice of PEARY's crew, we honor their legacy by pledging to continue to work together to promote and defend the freedoms and ideals they - and the Australian navy - helped secure in World War II - and continue to fight for today. Thank you, Fair winds and Following Seas.

10 MARCH 2014 - USS KIDD (DDG 100) joined USS PINCKNEY (DDG 91) in searching for Malaysia Airlines flight MH370. The ships bring their MH-60R Seahawk helicopters which are designed for search and rescue with the capability to conduct searches at night using its Forward Looking Infra-red (FLIR) camera. The helicopters have a range of 245 nautical miles. Both ships were conducting training and maritime security operations in international waters in the South China Sea before being sent to assist and have been released from search efforts. The two destroyers departed Naval Base San Diego 7 Jan on independent Westpac deployments. As of mid-April, the missing plane had not been located.

VICTORIA CLUTE

- In 2001, William Clute, Danny Victor Clute's nephew, wrote to President G. W. Bush and several other politicians, imploring them to do whatever possible to get his uncle's name, along with his seventy-three shipmates, inscribed on the Vietnam Wall. Just recently, William's twelve year old daughter Victoria, named in honor of Danny Victor, has followed in her father's footsteps with a school project shown here. Thanks Victoria; Lest We Forget! (See pg. 9)



The U.S.S. Frank E. Evans (DD-754), an Allen M. Sumner class destroyer commissioned on 3 February 1945.

At 3:00 am on 3 June 1969 after completing combat operations off the coast of Vietnam, and being deployed to the South China Sea to take part in SEAIO maneuvers the Evans was cut in half by an ally ship called the IIMAC Melbourne. The stern of the ship sank in less than 3 minutes taking with it the lives of 74 crewmen. Those 74 names have not yet been placed on the Vietnam Veterans Memorial in Washington D.C.



My Great Uncle Danny Victor Clute is one of the 74 whose name has been left off the wall. On 8 April 2014 we went to the California State Capitol with Assemblymen Holden for a State Assembly Hearing to create a bill to urge the Department of Defense to include the names of the 74 fallen sailors the Destroyer U.S.S. Frank F. Evans (DD-754) on the Vietnam Veterans Memorial in Washington D.C. We won the vote 9 to 0. The bill has moved forward. In doing this the State of California is going to add the names of those that were California residents to the Veterans Memorial here at the State Capitol.

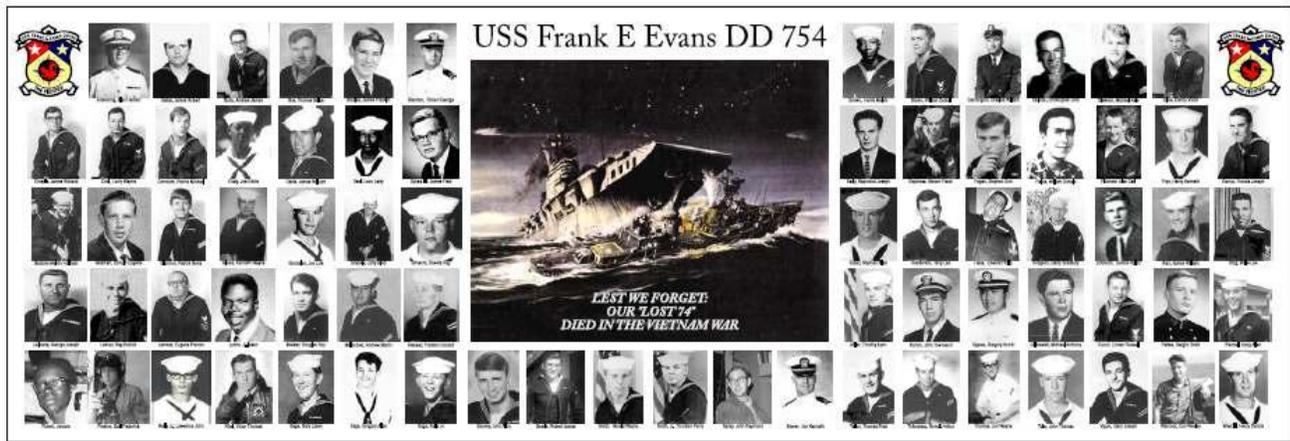


This is My Uncle Danny "Victor" Clute. I was named for him.



Made by: Victoria Clute

AMERICAN BOYS - After eight years, we have reached a very significant milestone. We now have the likenesses, photographs, of all 74 men who went down with our ship on 3 Jun 1969. As always, a lot was done by just a few who never gave up. The final piece of the puzzle was Alan Carl Flummer. In addition, and without haste, Steve Kraus had a new banner made with all photos. Louise Esola continues to work on the final stages of her book *American Boys*, coming in the fall of 2014. Be sure to be in Seattle for the roll out. See what she's up to by logging in at www.louiseesola.com



3 JUNE 2014, SYDNEY AUSTRALIA MEMORIAL CEREMONY - Several former shipmates of HMAS MELBOURNE (R 21) are hosting a 3 June Memorial Ceremony to pay tribute to the "Lost 74" and the crew of USS FRANK E. EVANS. The Australian National Maritime Museum is planning to display artifacts of USS FRANK E. EVANS (DD 754), for example, the Forward Engine Room Hatch Nameplate, Commissioning Pennant, Zippo Lighter, Inclinomometer, and Ash Tray.



THANK YOU FOR YOUR SERVICE - OSC/SW JOHNNIE SMITH, son of PC3 Mike Smith (Survivor)



returned from a nine month deployment to the Med just a few weeks after our reunion in Virginia Beach. He wishes he could have attended the reunion and given all our Tin-Can Sailors a tour of his proud warship, USS GRAVELY (DDG 107). Mike received a note from CDR Kennedy, CO USS GRAVELY. "The Commander of Task Force SIX FIVE, Commodore John Esposito, in Naples asked me to thank the crew for their sacrifice. 'Make no mistake, the Russians and Syrians backed down because of GRAVELY, the families of your Sailors need to know this.' Every Sailor aboard GRAVELY should be proud of the impact their service has had on stability in the region."

In August 2014, Johnnie will transfer to Afloat Training Group Atlantic for some well deserved shore duty. ATG is primarily engaged in National Security and operates in Norfolk Virginia. This establishment provides dynamic, quality afloat training to Navy and Coast Guard Sailors to ensure a combat-ready force capable of performing a broad spectrum of maritime missions. Special emphasis is placed on training ships' training teams, special evolution teams and watch

teams to institutionalize the onboard capability to sustain and improve combat readiness throughout an employment cycle.

Johnnie is a survivor of the 12 Oct 2000, terrorist attack on USS COLE (DDG 67) in Yemen. He participated in the retirement ceremony of OSC Mike Lehman, son of RD1 Eugene Lehman one of our 74 Lost. Mike has written a book about his time aboard FRANK E. EVANS and includes many poignant aspects. The book's title is "In The Presence Of Heroes." Ask him about it...you're probably in it!

USS TURNER JOY (DD-951) - HISTORY (A highlight of our upcoming reunion in Seattle, Washington)



Destroyer USS TURNER JOY (DD 951) named in honor of Admiral Joy.

THE MAN - Charles Turner Joy born in St. Louis, Missouri, 17 Feb 1895. Commissioned Ensign U. S. Naval Academy in 1916; served in the battleship USS PENNSYLVANIA (BB 38); Aide and Flag Lieutenant to Commander, Yangtze Patrol; XO destroyer USS POPE (DE 134); sea duty in battleship USS CALIFORNIA (BB 44); CO destroyer USS LITCHFIELD (DD 336); and staff Commander Destroyers, Battle Force. Between 1937- 40, CDR Joy was instructor at the Naval Academy; then XO of heavy cruiser USS INDIANAPOLIS (CA 35). In 1941 was Operations Officer for Commander Scouting Force, Pacific Fleet and, helped plan and execute combat operations against Japan. CAPT Joy CO of heavy cruiser USS LOUISVILLE (CA 28) 1942-43, active in Aleutians and South Pacific war theaters. RADM Joy commander of a cruiser division, leading it through intense combat service against the Japanese. In August 1945, Joy was assigned duty in China. 1946-49. OinC Naval Proving Ground at Dahlgren, Virginia from 1946-49. VADM Joy sent back to Westpac Commander Naval Forces, Far East until mid-1952, directing Navy's effort during the first two years of the Korean War; he was the senior U. N. Delegate to the Korean Armistice talks. His final assignment was Superintendent of the U. S. Naval Academy. Retired in July 1954, Admiral Joy made his home in California, where he died 13 Jun 1956.

THE SHIP - USS TURNER JOY was the last ship in the FORREST SHERMAN class and the first to bear the name. TURNER JOY is most remembered for participation in the Gulf of Tonkin incident which escalated the U. S. involvement in the Vietnam War.

On 13 Mar 1964, TURNER JOY departed Long Beach to Westpac. During late July, TURNER JOY, while attached to USS TICONDEROGA (CVA 14), began making "watch dog" patrols off the coast of Vietnam. On the afternoon of 2 Aug, USS MADDOX (DD 731) engaged in a similar patrol, called for assistance when three North Vietnamese motor torpedo boats attacked her. As MADDOX evaded the torpedo boats, aircraft from TICONDEROGA joined her in knocking out two of the hostile craft. Meanwhile, TURNER JOY raced to MADDOX to provide additional surface strength. By the time she reached MADDOX, the remaining boat had fled; but TURNER JOY remained with MADDOX, and the two destroyers continued their patrols of the gulf.

Less than 48 hours later, TURNER JOY's radar screens picked up a number of what appeared to be small, high-speed surface craft approaching. As a precaution, the two destroyers called upon TICONDEROGA to furnish air support. By nightfall, the unidentified radar echoes suggested that North Vietnamese small craft were converging upon the two American warships from the west and south. TURNER JOY reported she sighted one or two torpedo wakes, then rang up full speed, maneuvered radically to evade expected torpedoes, and began firing in the direction of the unidentified blips. Over the next two and one-half hours, TURNER JOY and planes from TICONDEROGA fired at the supposed hostile craft. Reports claimed at least two of those were sunk by direct hits and another pair severely damaged, and the remaining assailants retired rapidly to the north. Whether or not the North Vietnamese attacked the two ships on the 4th remains a mystery. Only they know for sure. It could well have been bad weather and the freakish radar conditions for which the Gulf of Tonkin is famous, that caused radar echoes to appear on TURNER JOY's screen and prompted her captain and crew to take defensive action in consideration of the events two days earlier.

See story below...

Ruth La Liberte' Widow RDC George La Liberte' Portsmouth, VA Deceased 2/21/2014

It seems more and more often we of EVANS' "crew" hear that someone has passed away...and this message is no exception. On 21 Feb, around 5pm (1700 for you "old salts"), my Mother passed away peacefully. She was the surviving spouse of CPO George J. La Liberté, who was "lost at sea" in the EVANS collision. She is survived by her three sons Gerald, Dennis and Richard, and our family members.

My Mother, Ruth La Liberté, met my Father, George at a USO dance in Norfolk; near the Naval base. Years ago I found a box of old letters to my Mother from my Dad. For years, I could not bring myself to read them. However, as my Mother's health deteriorated more over the last year, I did start to read the letters. The letters started in 1958 before they were married and continued until...1969—we all know why the letters stopped coming.

I have still only read a few of the letters, but it is obvious how smitten they were with each other. What I had not expected from reading the letters, is a realization of just how young these EVANS men were at the time of their death. Some men were younger than others, some more naive than others; but all were "EVANS men."

Mom never remarried. She felt there never would be another man like Dad. I'm biased; but, think I have to agree. Dad was awarded the Navy/Marine Corps Medal for assisting 10 men get through the mess hall and out of EVANS before she sank. I realize there were numerous other brave acts and sacrifices that day, and other men were certainly deserving; but, we all know the brave men of EVANS did not act just to be rewarded. They acted because of their character and the "brotherhood of war" that only military personnel understand.

Years after the collision, I recall one late afternoon, I had seen my mother sitting on the front porch steps. She was rocking herself on the front step, holding tightly, a framed photo of Dad; and, she was crying. I could only stare. I realized she missed him deeply. She missed him 'til the day she died. Forty-five years later, we all still miss the men of the EVANS..."Lest we forget"

Richard La Liberté, (George and Ruth's son.)

SON OF PEARL HARBOR VETERAN SHARES FATHER'S STORY - 7 DEC 2012 0000 Hours

December 7, 1941 - There are certain dates permanently etched into America's consciousness -- the date the Japanese attacked Pearl Harbor -- is certainly one of them. Longtime Luxemburg resident Rich Cmeyla was a member of the U.S. Navy stationed at Kaneohe Naval Air Station when the attack occurred. The 94-year-old Cmeyla, currently residing in a nursing home in Green Bay, was unable to talk to us due to health reasons, but his son shared his father's story with us.



YN Richard
Cmeyla

(Below is a copy of the menu for the 1941 Thanksgiving Day meal served at the Kaneohe Naval Air Station just a few weeks before the attack.)

Jack Cmeyla says on the morning of the attack, his father, a Navy yeoman, was on the second floor of the barracks, ironing his whites to get ready for church when he looked outside and saw planes flying really low -- unusual for a Sunday morning. Jack says, "When the second wave came, my father and two other men dived under a cable spool." Afterwards Jack says, "My father helped put the fires out and attended to those who were wounded, then they were ordered to take an unusual step."



Rich & Bess

"They thought the invasion was coming so they were all ordered -- because the Japanese were all in white -- all the American sailors went into the mess halls and got coffee and they were required to dump their whites in coffee to brown them out, then they put them on wet." More than a week went by before his mother Bessie found out her future husband was OK. That news put their wedding on the fast track.

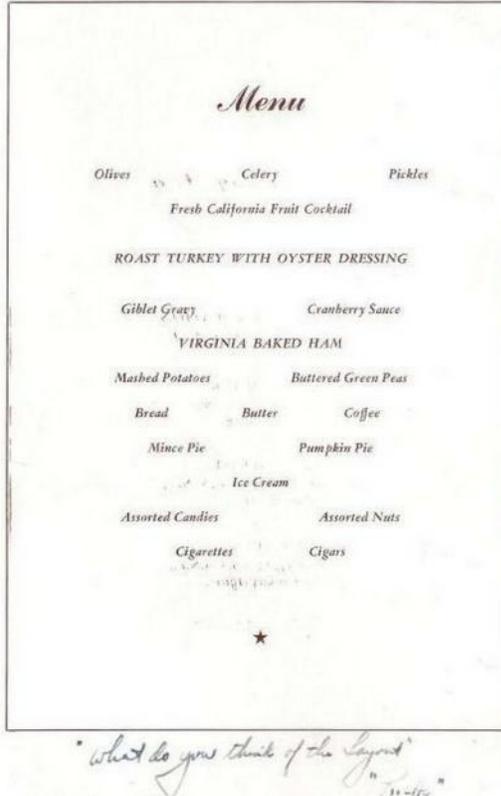
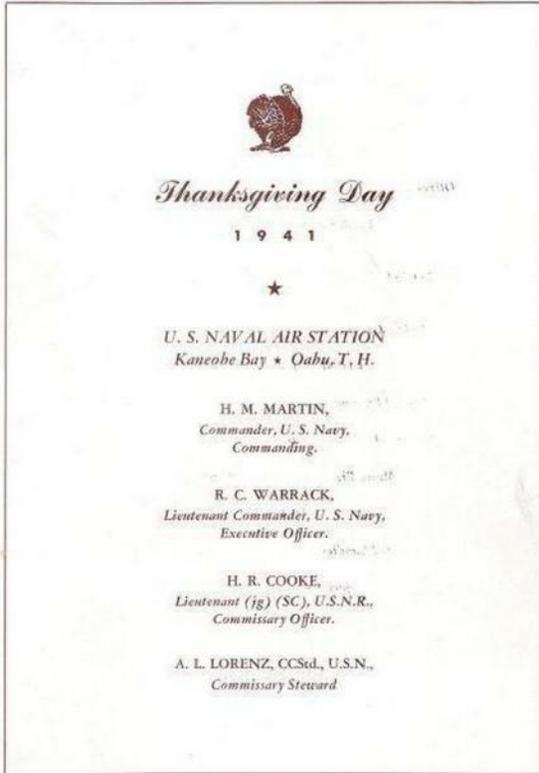
"He wanted to get married but she wouldn't marry him," says Jack. "Then Pearl Harbor happened and she didn't know for over a week whether he was dead or alive. After she found out he was alive she thought, 'I better marry him.' She realized she did love him."

June 12, 1943 -- Rich and Bess got married less than two years later at St. Joseph Cathedral in San Diego. They moved to Norfolk, Virginia where their first son, James Richard was born. They were blessed with three more children and have now been married for 69 years.



YN3 James R. Cmeyla

June 3 1969 -- Yeoman James Richard Cmeyla USN, one of their sons, was killed when his ship, the destroyer USS FRANK E. EVANS (DD 754) was in collision with the Australian aircraft carrier HMAS MELBOURNE (R 21). In all, 74 men were lost.



Photos courtesy of Jack Cmeyla; Story by Bob Dohr (Door County, Wisconsin, Daily News)

February 18, 2014 -- It is with heavy heart to report the death of Elizabeth A. "Bess" Cmeyla, 94 of Luxemburg, Wisconsin. She passed away peacefully. Bess was born January 19, 1920, in Red River, Kewaunee County, Wisconsin. She was a Luxemburg resident since 1935. Bess graduated from Luxemburg High School, attended Badger Business College, and was employed by the Wisconsin Public Service Co. and Badger State Cheese Co. She enjoyed playing bridge, golfing and her

true joy was time with her family at the cottage and being with her grandchildren. Survivors include Richard, her husband of 70 years, one daughter Laura, two sons, Joe and Jack, and four grandchildren.

"Lest We Forget" Steve Kraus VP - USS Frank E. Evans (DD 754) Association

REUNION - 2014 - SEATTLE

SAVE THESE DATES

OCTOBER 1 THROUGH 4

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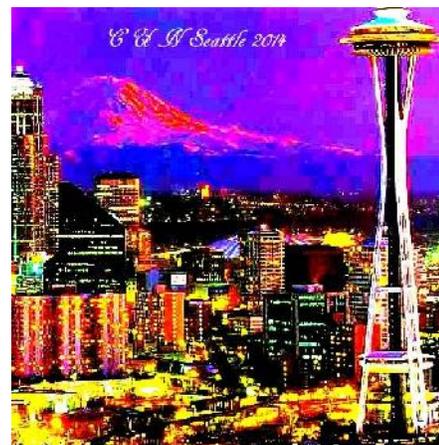
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FORWARDING SERVICE REQUESTED

**HUNTER - KILLER GROUP
San Diego
1961**

Note: USS EVANS (DE 1026)



**LEST WE FORGET...
OUR "LOST 74" EARNED THEIR PLACE ON THE VIETNAM MEMORIAL WALL
WWW.USSFEE.ORG**