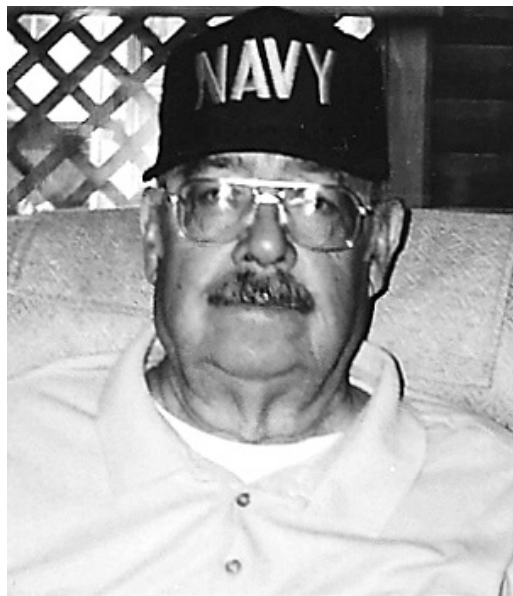


BM2 DONALD L. PISARCZYK - 9 September 1950 TO 1954



July 1950 - San Diego



I Donald L. Pisarczyk, "Donski" was born 8 February 1932 at Trinidad, Colorado. I had brown hair and eyes. I enlisted in the Navy at Denver, Colorado on 12 June 1950, and went to boot camp, Company 135, at San Diego, California.

Upon graduation from Boot Camp on 6 September 1950, 10 men from Company 135, including myself, were assigned to USS FRANK E. EVANS (DD 754) at the San Diego Naval Destroyer Base. We went to FRANK E. EVANS directly, without any leave to go home. Our assignment began on 9 September 1950 to de-mothball and commission FRANK E. EVANS back to the active fleet. There was an immediate need for destroyers because of the war in Korea.

On 11 September 1951, when we returned to San Diego from Korea, we did receive two weeks extra pay for our first leave home. Also, the men who joined the Navy before the outbreak of the Korean War on 25 June 1950, were allowed two months early discharge from their four year sign up date.

While aboard FRANK E. EVANS I wound up a BM2. This is what I did: Powder Man on the right gun barrel, Gun Mount 52; Coxswain on the Captains Gig; Gun Captain on Gun Mount 52 Condition 3 Watch; Master at Arms (ship's mess.) I was on the motor whale boat crew that rescued three aircraft carrier pilots. The boat crew was recommended for a commendation, or Life Saving Medal, for their efficacy and quick time it took to rescue the pilots in heavy sea and ice cold waters in the Sea of Japan, but the recommendation must have fallen on deaf ears or got lost some place. I guess the best reward was the good hardy hand shake, and "thank you" we got from the pilots before returning them to the carrier by high line.

It was 3 April 1954. FRANK E. EVANS was in dry dock at the Mare Island Naval Ship Yard in Vallejo, California, which was my third and last trip there. I left FRANK E. EVANS after spending 3 years, 6 months, and 28 days. Boy, that was a long time. (Ha, ha.) I was discharged at the Treasure Island Naval Center, San Francisco on 6 April 1954.

I graduated from Pueblo Junior College in 1956 and went to work for the Denver & Rio Grande Western Railroad where I retired on a disability in 1987.

"Donski" currently resides at 27454 Preston Road, Pueblo, Colorado 81006-9750. You can reach him at 719-543-3408.

U. S. WARSHIPS BOMBARD RED POSITIONS AS BAD WEATHER SLOWS ACTION

TOKYO, July 17. — (UP)— An American battleship, a cruiser and seven U. S. destroyers roved the Korean coast today to carry the war to the Communists while rain and heavily overcast skies bogged down UN ground and air operations.

The battleship Iowa, the cruiser Bremerton and the destroyers Kimberley, Evans, Hollister, Gurke, Endicott, Oriek and Southerland bombarded enemy ground troops and installations, shore batteries, bunkers, rail lines, bridges and transportation centers all along the enemy-held east coast.

The Iowa and the Kimberley teamed up to shatter four heavy gun positions.

DESTROYER UNIT HOME FROM 7 MONTHS OF WAR

12 September 1951

Their gun barrels considerably the worse for wear, the four destroyers of Division 131 arrived in San Diego at 11 a.m. today after 7 months' combat duty in Far Eastern waters.

The destroyers Blue, Bradford, Cunningham and Evans brought back a record for having engaged July 17 in the longest ship-shore battery engagement of the Korean war—4½ hours in Wonsan Harbor, on the east coast of Korea.

Sprayed With Shrapnel

On that day the hard-fighting destroyers were the targets of more than 500 rounds of enemy fire and fired thousands of rounds in return. The vessels suffered no hits and no casualties, though their decks were sprayed with shrapnel from near-misses.

Crew members of the division were welcomed by scores of wives and children who were brought aboard by Navy boats soon after the destroyers tied up at buoys in the bay.

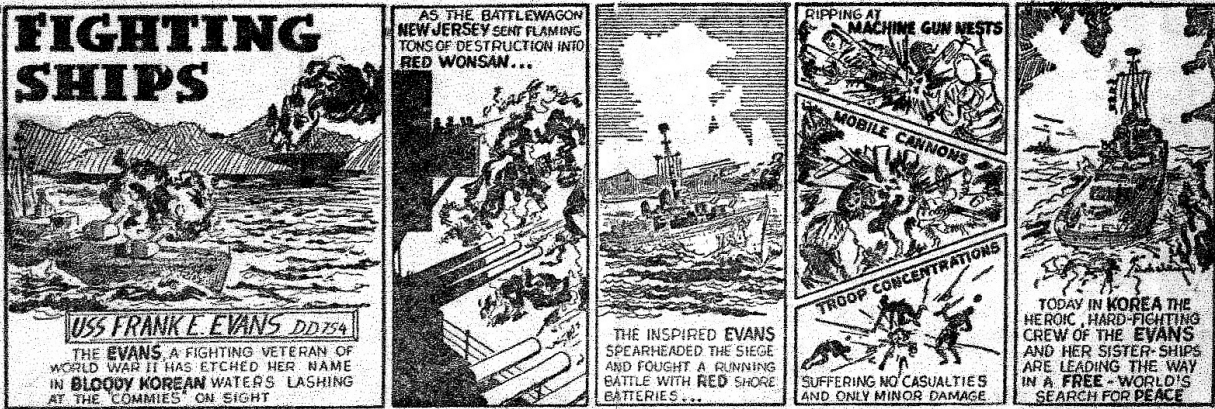
Reactivated Last Year

Recommissioned late last year, Destroyer Squadron 13, of which the division is a part, was the first complete destroyer squadron from the Reserve Fleet to go into action in the Korean war. Of the division's 1200 men, nearly 60 percent are reservists called to active duty after the war's outbreak.

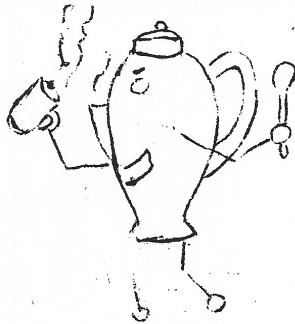
In addition to battering the port of Wonsan during most of July, the division's ships ranged the entire east coast of Korea supporting United Nations ground forces with gunfire, bombarding other coastal targets and taking part in the siege of Songjin.

On Formosa Patrol

The Cunningham was the only ship of the division to serve on the Formosa patrol and did a short tour of duty at Hongkong. The division commander is Capt. William L. Anderson, of San Diego. The Blue is commanded by Comdr. Robert S. Burdick, of La Mesa; the Cunningham by Comdr. Louis P. Spear, of Coronado, the Bradford by Comdr. Francis D. Boyle, of La Jolla, and the Evans by Comdr. Gerald L. Christie, of Coronado.



EVANS HERE FOR OVERHAUL. SKIPPER: COMDR. N. D. SALMON



THE "JO" POT

The Jo pot is one of the most important pieces of gear in this man's Navy; It has often been said that if the ole coffee pots were to stop brewin not a Ship in the Fleet would move and I believe it too. The Navy must feel that way to because it has its own coffee factory in Brooklyn going day and night.

Coffee business in the Navy is big business—important to the welfare and morale of practically every Navy man. Its big business here aboard the Evans. Here are some facts to prove it—

DO YOU KNOW THAT THERE ARE

1. 18 private coffee messes aboard
2. 280 lbs are consumed each week
3. It costs \$193.00 per week for 280 lbs.
4. 280 lbs makes 9300 cups a mud

Ever stop to think about that, Rube.

Get a load of this - we have 320 sailors aboard but look at what they're eating with.

Knives	159	-	Should have	-	325
Forks	160	-	"	"	"
Cups	111	-	"	"	"
Bowls	55	-	"	"	"
Spoons	70	-	"	"	"

Even with normal breakage this is far to much lose. Whats this got to do with the price of coffee on the Evans. Well, Sailor, its like this - such a shortage causes the chow line to bog down - ice cream melts and all you guys get wee'd off. The Ship's Allotment is effected making us spend money on these items instead of those that will keep us in fighting shape.

Continued disappearance of messing gear gives us no other alternate than to clamp down on your coffee messes, so lets cooperate by buying these utensils on the beach.

J.J. PINKA JR.