

USS RANKIN NEWS

ISSUE #24 • THE NEWSLETTER OF THE USS RANKIN ASSOCIATION • JULY 2015



AKA-103
1945-1947
1952-1968

LKA-103
1969-1971

GOLDE
1960-1961

SHIPMATES ON PARADE

We'd like to have more shipmate stories for this very popular feature. In fact, we'd like to have yours. Please take a few minutes to jot down how you came to join the Navy, how you got to the Rankin and what you did there, and anything else you think is interesting or important. If you're not a good writer, don't worry—we will edit your story before publishing it.

NO MORE DUNGAREES!

If you didn't know, this uniform has replaced dungarees throughout the Navy:



NASHVILLE REUNION

This year's reunion is in Nashville from September 24-28. Information and a registration form are on pages. Shipmates with email addresses have already gotten this information by email.

As last year, we will be joined in Nashville by the USS Yancey (AKA-93). Reunion group. Folks from our ships are very compatible, and many friendships have been formed between them.

USS Muliphen (AKA-61) joined us in 2011 and 2013, but they've decided to go back to a spring reunion schedule, which they had stuck to since 1996.

FUTURE REUNIONS

We're trying to make it easier for people to plan their attendance at our reunions. Basically that means making early decisions on reunion locations. We're not there yet, but we're doing better.

A Reunion Committee has been in place for two years or so, and its members have a lot of experience with reunion destinations. Skip Sander, through his work with a reunion membership group, is familiar with over a hundred of them. George Clifton from the Yancey has been involved with almost twenty. Others are similarly knowledgeable.

Preliminary plans are to have the 2016 reunion somewhere in the Western states. We've been thinking about Albuquerque, Los Angeles/Long Beach, San Francisco, and Seattle so far. Nothing is settled, and we'll let you know when it is.

We are thinking about Florida for 2017. Jacksonville, Tampa Bay, St. Augustine, and Cape Canaveral are some of the early candidates.

Our reunions have always been in September or October, with the exact dates depending on hotel availability and pricing. We will likely stick with that.

MEMBERSHIP REPORT

Here are counts of Rankin shipmates we have on our mailing list:

Living..... 1,104
Deceased..... 578
Unknown..... 2,191
Total..... 3,873

Our list of shipmates comes from rosters that we got from the National Archives back in 2003. We tried to get quarterly rosters for every year that the ship was in commission, and basically we were successful. We missed a few names of people who were only aboard between our rosters, and some parts of the WWII rosters were illegible due to age, but basically we have a pretty good list of all our shipmates.

In the early years we put a lot of effort into finding people. These days, we pretty much rely on people to find us on the Internet. Shipmates without computers tend to have children or grandchildren who search for the ship online. Because of our extensive Internet presence, it is easy for them to find us. Over the past two years we've signed up these shipmates:

James T. Cantrall, SN, 1964-1966
Richard A Devinny, LTJG, 1965-1967
Paul N. Federer, RD3, 1968-1969
Jacob C. Fischer, HM3, 1956
James R. Grant, RD2, 1962-1963
Bill Reichenbach, SM3, 1959-1962
Dewey L. Sloan, EN2, 1966-1968

Each year we learn the names of shipmates who have died, either recently or sometime in the past. We read their names at the memorial service at that year's reunion.

ANNUAL FUND DRIVE

Knowing that some shipmates are better off than others, we decided long ago not to have annual dues, but to rely on the generosity of some shipmates to give benefits to all.

We also decided not to use our annual contributions toward our annual reunion. The idea is that those benefiting from the reunion should be the ones to pay for it.

Both of those ideas still hold true today. Please consider them when you think about contributing to our fund drive. An envelope and information sheet are enclosed.

SHIPMATES ON PARADE

Tom Drayton – PN3, 1961

Tom passed away in 2013, a year or so after sending us these recollections of his Navy service: I did two years of active duty in the Navy and four years of reserves. I was 21 when I went to Great Lakes Naval Training Center for boot camp. I was a graduate of Colorado State University in Fort Collins, so they made me the educational petty officer of my recruit company. I lost one man to test failure on the first test, but I figured out how to get them through and I never lost another. I was company honor man because of that.

After boot camp I did 13 months in Philadelphia at PHILAGRULANTRESFLT. I was a good typist, so they gave me a personal office! I made PN3 just before I was transferred to the USS Rankin for sea duty. I was aboard until July when my two years were done. I was in the reserves in Omaha for the next four years.

I didn't know a lot of people on the Rankin. The ship assigned me two seaman apprentices who had no interest in learning anything about the Personnelman rate. They occupied the office when I went to lunch, and they cleaned and did errands. I took over the job on the Rankin from a 2nd class personnelman named Troy Johnson. I had come from a large personnel office and I didn't have much knowledge of shipboard personnel matters. Troy taught me how to cope with things like separations, reenlistments, etc. After about two weeks he left and I was in charge of the personnel office. The personnel officer was an Ensign who made everything as hard and disagreeable as he could. I don't think he ever said a civil word to me the entire time I was on the Rankin.

The Executive Officer was very nice to me and helped me when he could. He once told me "For my money, you are the best PN3 in the Navy; I won't let this get out of hand." For some reason I cannot recall his name. He made commander while I knew him. I had one real friend on that ship, and that was Dale Cox, a 2nd class hospital corpsman. He was a great friend, and look for his name every time I hear from the Rankin. So far no luck.

In 1963, Tom bought a King's Food Host restaurant franchise in Lincoln, Nebraska, and operated it for sixteen years. He moved to Fargo-Moorhead Minnesota-North Dakota, where he became a Realtor and owned a laundry.

He became active in the AFS high school foreign exchange program, placing more than sixty students with host families overseas, and eight times hosting students from eight different countries.



Tom Drayton

Bob Reynolds – ENS/LTJG, 1962-1964

While I was an Ensign waiting to join the Rankin as CIC officer, the Navy sent me to air control course. The course was useless on the Rankin since there were never any planes to control, but it qualified me to inspect air controllers on any ship that had them. I kept this qualification pretty low key because of the potential comments about air control on a gator freighter. Whenever the Rankin pulled into a port (most often Norfolk but occasionally San Juan and others) that had a ship with assigned air controllers, they would invariably need an annual or semi-annual air control inspection. Somehow, the Navy had a world-wide list of certified air control inspectors and what ship each one was on.

So it tended to work like this: We'd pull into port and about five minutes after our phone was installed the captain of the Rankin would get a call from the captain of the carrier asking for my services to inspect his air controllers the next day (of course, they always let it go until the last minute). The Rankin's captain would always accept and invite the carrier's captain to play golf.

The next morning I, a 22-year-old wet-behind-the-ears Ensign, would arrive aboard the carrier and be invited to the captain's cabin for coffee. During this brief session, the captain would offer his ship and planes and ask me to conduct a good and fair evaluation. I would then ask him to take the ship out to a place where we could operate. I needed either four or six planes in the air, depending on the type of inspection. If we were anywhere near an air base, and the carrier was in for more than a day, the planes would come out from the base. But if he had planes aboard, they would launch them from the carrier. I would then put the controllers through air intercepts and other air control functions and assign a grade.

A couple of exercises involved two carriers steaming along side-by-side and launching planes from one while landing planes on the other—this was an air controller's worst nightmare. After the inspection, it was back to the captain's cabin for more coffee. I was back aboard the Rankin within 6-8 hours from the time I left. It all was a lot of fun, and it made this Ensign feel REAL powerful, but it had nothing to do with the Rankin or her mission.

After the Navy, I went to law school and business school, and spent 32 years with DuPont as an IT Plant Manager.



Bob Reynolds

USS RANKIN 2015 REUNION

Nashville, Tennessee – September 24-28, 2015

Welcome to Nashville

Travel & Leisure Magazine recently named Nashville America's Friendliest City! Not only is *Music City* friendly, it is also one of the most popular cities in America to visit with something for everyone. The reunion's tours and excursions will let you experience some of the top attractions in Nashville. These will include the famous *Grand Ole Opry*, *Nashville Nightlife Dinner Theater* and the inimitable *General Jackson Showboat cruise*. Come see why Nashville is a Top 5 Places to Visit in the USA.

Hotel Information

The reunion officially runs from Thursday, September 24 until Monday, September 28. You will be staying at the full service **Holiday Inn Opryland Airport Hotel** located at 2200 Elm Hill Pike, Nashville, TN 37214.



The room rate is just **\$119.00** plus tax per night based on single or double occupancy including breakfast. For those who choose to arrive early or stay late, the same room rate is available three days prior and three days after, based on availability. Make your reservations NOW. Call the hotel at **615-883-9770**. You may cancel up until 48 hours before arrival with no penalty. Mention that you are with the USS Rankin to assure you are associated with your group. You may request specific room types when you call to make your reservations (handicap accessible room, etc.). The hotel check-in time is 3:00pm – please do not expect to get into your room before then. They will ask you for a deposit or credit card number to guarantee your room reservation. The hotel is holding rooms until they sell out or **August 25, 2015** whichever comes first. Ask the agent who answers if they are *actually at the hotel*. It is always best to make your reservation directly with the hotel and not a central hotel-chain call center. MRP has negotiated numerous amenities for you and the call centers may not be aware of all the goodies we got for you. (Note: only those booking under the reunion group code are eligible for amenities that may include free breakfast, parking, internet, etc. Booking through another channel like *reunionhotels.com* disqualifies you and your party from group amenities). Please note that the hotel is ADA compliant and in general, so are most of the events. If this is a concern please call MRP to discuss and note on your reunion reservation form if you have any special needs.

Transportation & Directions

For those flying the closest airport is Nashville International (BNA). The hotel offers complimentary shuttle to and from the airport. When you arrive just call 615-883-9770 and ask for the front desk. The hotel is also offering USS Rankin complimentary self-parking during your stay. Call the hotel directly should you need directions.

Reunion Reservations

ALL RESERVATIONS ARE DUE BY August 20, 2015. Late reservations will be accepted on a space available basis with a non-refundable \$15 per person late fee. Should you need additional information call us Monday through Friday at 817-251-3551 or email us at the address on page 6. Requests for cancellations and refunds must be made by email or in writing to MRP, P.O. Box 1588, Colleyville, TX 76034, and postmarked before the due date.

USS RANKIN REUNION EVENTS

Nashville, Tennessee – September 24-28, 2015

Welcome Buffet

Thursday, September 24 (6:00pm at the Hotel)

Gather with your friends for a casual welcome reception at the hotel and spend some time reminiscing and sharing your travel experiences. This is the ideal place to wind down after your trip to the Music City, to meet the shipmates you don't yet know, and to reconnect with the ones you do.

Nashville City Excursion

Friday, September 25 (9:00am-3:00pm)



You will enjoy a completely narrated tour of Downtown Music City including the 2nd Avenue North Historic District, the Nashville honky-tonk scene, a drive by the magnificent \$47 million Country Music Hall of Fame, Ft. Nashborough, Riverfront Park and the Historic Ryman Auditorium. Included in your tour is a stop at the Bicentennial Mall and then on to see Vanderbilt University, the Parthenon (a replica of the original in Greece), the stately homes and estates of Country Music's legendary performers on Millionaire's Row, as well as a stop at the WWII Memorial. You will have time to enjoy lunch and do a bit of exploring on your own in downtown Nashville after the tour ends. Wear your favorite comfy shoes and bring your camera for a great tour. Lunch is not included in this tour but you will have time for lunch on your own.

Nashville City Excursion with Country Music Hall of Fame Add On

Friday, September 25 (9:00am-3:00pm)

Select this option on the reservation form if you want to visit the CMHOF after the City Excursion ends. Enjoy this exciting and entertaining Hall of Fame with something for everyone. Rhinestone costumes, seasoned instruments and tear-stained lyric sheets are only the beginning. Add interactive exhibits, films featuring today's top country names, private songwriter sessions, and a day at the CMHOF museum turns into memories of a lifetime.



Nashville City Excursion with *The Hermitage* Add On

Friday, September 25 (9:00am-3:00pm)



Select this option on the reservation form if you want to visit the home estate of President Andrew Jackson. *The Hermitage* has something for everyone. The museum, manicured grounds, slave cabins, and the main residence give us an authentic glimpse of President Jackson's home life, faithfully restored. You will feel transported in time to the days of yore. The separate museum is a wonderful interpretation of the times with authentic memorabilia from the Jackson era and an interesting video of his life and times. There's talk of taking his image off the \$20 bill, so this is a good time to learn about him while his picture is still in your pocket.

Nashville Nightlife Dinner Theater

Friday, September 25 (5:00pm—8:30pm)

Voted Nashville's number one dinner and show. Come and experience a celebration of Country Music history along with today's hottest superstars. Enjoy the music of everyone from Hank Williams Sr. and Patsy Cline to the superstars of today like Sara Evans and Toby Keith! Throughout the season we have many guest stars appear at our theater including: (Grand Ole Opry Star) Jeannie Seely, "The Fiddle Man" Tim Watson, Diana Murrell, and "Nashville's favorite" Brenda Best. Included in admission is a hot Southern buffet meal prior to the live show—come hungry!



Belle Meade Plantation

Saturday, September 26 (10:00am-3:00pm)

Your visit to Belle Meade Plantation includes a tour led by a costumed guide through the plantation's beautiful Greek-Revival mansion commissioned by John Harding in 1845. Visit the home of where the bloodlines of Seabiscuit, Funny Cide, Smarty Jones and Barbarro began. Our historic Tour features the 1853 Greek revival mansion, historic outbuildings including the 1890's carriage house and stables and original 1790's log cabin. There is a museum store and excellent restaurant on property for lunch on your own.



Grand Ole Opry

Saturday, September 26 (5:00pm-10:00pm)

This is the show that made Nashville famous! The one, the only, the Opry! We never know which celebrities will turn up and perform, but one thing is for certain, it's always a great show, with something for everyone. Music, dancing, and lots of laughs make this variety show a Nashville tradition and a crowd favorite. Come see what all the fuss is about—you never know who might be back! Please note: There is some walking involved and at least 6 stairs in order to get to your seats. Dinner is on your own at the Opry Mills Mall where a variety of good food options abound.



General Jackson Lunch Cruise

Sunday, September 27 (10:00am-2:00pm)

Come onboard this authentic paddle wheeler for the most popular variety show in Nashville. The music, comedy and dancing are terrific, not to mention the bountiful buffet! You'll enjoy beautiful views as you cruise down the river. Come and immerse yourself in the proud tradition of the great showboats of yesteryear and delight in the panoramic sights and sounds of the scenic Cumberland River. This continues to be one of the most popular attractions in Nashville and a whole lot of fun for everyone.



FAREWELL RECEPTION & BANQUET

Sunday, September 27 (6:00 pm at the Hotel)

Join your friends and shipmates for a wonderful evening beginning with a no-host reception at 6:00 pm, followed by dinner at 7:00pm. Please make your entrée selection on the reservation form.

USS RANKIN 2015 REUNION RESERVATION FORM

Mail this completed form with a check payable to: MRP, Box 1588, Colleyville, TX 76034

DATE	TIME	EVENT	COST	QTY	TOTAL
		Reunion Registration Fee (per person non-refundable)	\$40 pp		
Thu 9/24	1800	Welcome Buffet	\$43 pp		
Fri 9/25	1000-1600	Event A: Nashville City Excursion - OR	\$39 pp		
Fri 9/25	1000-1600	Event B: Nashville City Excursion with CMHOF- OR	\$59 pp		
Fri 9/25	1000-1600	Event C: Nashville City Excursion with The Hermitage	\$49 pp		
Fri 9/25	1700-2030	Event D: Nashville Nightlife Dinner Theater	\$40 pp		
Sat 9/26	1000-1500	Event E: Belle Meade Plantation	\$35 pp		
Sat 9/26	1700-2200	Event F: Grand Ole Opry	\$59 pp		
Sun 9/27	1000-1400	Event G: General Jackson Brunch Cruise	\$69 pp		
Sun 9/27	1800	Farewell Banquet Dinner – make selection below			
		Grilled Sirloin	\$48 pp		
		Baked Salmon	\$46 pp		
		Non-refundable Late Reservation Fee (If registering after August 20, 2015)	\$15 pp		
		Tour Cancellation Insurance (Fee is non-refundable)	\$15 pp		
				TOTAL	

NAME (As you want it to appear on badge): _____
 SPOUSE: _____ GUEST: _____
 ADDRESS: _____ CITY: _____ ST: _____ ZIP: _____
 PRIMARY PHONE: _____ EMAIL ADDRESS: _____
 EMERGENCY CONTACT: _____ PHONE NUMBER: _____
 LIST ANY SPECIAL NEEDS: _____
 IS THIS YOUR FIRST REUNION: Yes/No Years on Rankin: 19____ to 19____

RESERVATIONS ARE DUE BY AUGUST 20, 2015

Reservation money is non-refundable after due date unless Tour Cancellation insurance is purchased above. Insurance holders are eligible for a refund less processing fee until Midnight before the 1st day of the reunion. Insurance ends once the reunion begins – notification must be received prior to start of reunion. Late reservations are accepted on a space available basis with a non-refundable \$15 per person late fee.

Call or email MRP if you need to add, cancel or modify your reservation at 817-251-3551 or email info@MilitaryReunionPlanners.com.

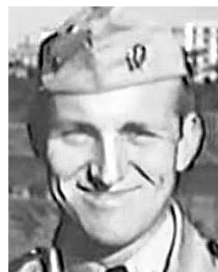
MRP agents are available weekdays from 9-4 CST. Our voicemail answers 24/7

Date Rec'd:	Check#:	Amount:	XCL#:
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SHIPMATES ON PARADE

Roland "Drew" Miller – LTJG(MC), 1946-1947

I was the Rankin's LTJG medical officer in 1946-47. A good friend of mine was Paul Allen, our paymaster. In those days, the ship's nickname was "The Mighty R." Some of the crew modified that to "The Reekin' Rankin." Soon after the war, The Rankin joined the occupation forces in Japan, which at that time was a mass of twisted steel. After one practice landing at the south end of Honshu in late 1946, we headed off for the China fleet in Tsingtao and stayed through Christmas and New Year's. Then we evacuated the 7th regiment of the 1st Marine division from Tientsin (now Tianjin) back to San Diego.



Drew Miller

When the Rankin was decommissioned in 1947, I was assigned to Naval Ordnance Test Station, Inyokern, CA, where I stayed until being discharged in 1948. After that, I was a physician at Mayo Clinic for 45 years, specializing in pulmonary medicine. I stayed in Mayo's ready reserve in a unit and retired as a Captain, MC, USNR, with a small pension.

I'm now living in a 22-story retirement facility owned by Mayo. At 92 years old, I'm possibly the oldest surviving Rankin veteran. I went to the Norfolk reunion in 2004, and to the one in San Antonio in 2013, and I got a kick out of both of them, especially when I reconnected with Paul Allen.

Dave Beeler – ET3, 1963-1966

I was on my way to college in Buckhannon, West Virginia, when a group of us from my high school decided to join the Navy. I enlisted Oct. 11, 1961 and after passing all exams was flown to Midway airport in Chicago for the ride to Great Lakes Naval Training Center.

I made it through Boot Camp by the skin of my teeth, and was scheduled for Electronics A School. The school was full, so I spent the first seven months of Navy life as an electronics striker on board the destroyer tender USS Arcadia (AD-23) stationed at Newport RI.

I arrived at the ship in the middle of a blinding New England snow storm. All I could think was "What the Hell did I do?" But within two weeks we were in



Dave Beeler

San Juan, PR, tied up for three months and servicing destroyers and the new nuclear subs. When we returned to Newport I was volunteered to go on the base to work for the DESLANT Ball. I spent two more months decorating a huge Drill Hall to look like Times Square. Then I was sent to "A" school, back at Great Lakes.

I spent the better part of a year there (we lived out of our seabags during the Cuban Crisis). When I graduated I was assigned to a new Comm station in Greece. As I was young and in love with a girl from Chicago, I asked a friend to lose my orders so I could stay at the school. He did, but I got assigned to the Rankin instead. When I reported aboard in 1963, she was moored three ships outboard of the pier. I'm glad I didn't have a new hat on, since while crossing the other ships I got deck gray paint all over the one I was wearing. Thus started my time on the USS Rankin. I checked into OI Division and met the ET's on board: Will Overall, Mike Lipp, and Rich Eckler.

As the new man on board, I inherited boat radio maintenance from Eckler. At first I kept thinking "what the hell are these things for?" Then I started learning about amphibious landings, which I had previously thought were only John Wayne stuff. We worked on the radios and got them running before every landing. During a landing my job was to make sure the radios worked. They constantly crapped out, so I became the only ET to ride the Salvage Boat. I spent a good bit of time jumping from the Salvage Boat to a moving Mike boat. It's not just a job, it's an adventure.

Will Overall left the ship, and Eckler left not too much later. I made rate (ETN3), so for a while it was just Mike Lipp and me in the ET shack. Then he left, others came aboard, and life went on. I was aboard for the Dominican Republic intervention of 1965, and spent many a night riding around in a Mike boat, keeping those boat radios working. The powers that be finally decided to put me on the Boat Group Commander's LCPL. At last, something without a flat bottom!

In NATO's Operation Steel Pike in the Med, I worked with the Spanish Marines. During the day I was on the BGC's boat. At night the Spaniards came alongside and we did our best to repair their electronics. The great part about that was the payback... as we worked, they plied us with Spanish white wine. It was an adventure returning to ship.

I was extended because of Vietnam and served an extra six months or so after my normal enlistment. In early 1966, I was a short timer and the ship was due for a three month deployment to the Caribbean, so I was transferred to NOB for discharge in February.

My experience on the Rankin was good times and bad times, and I enjoy reliving the good ones. The people in our division were some of the best. The work was fairly easy, and I acquired a lot of sea stories, like the infamous Christmas party in the ET shack. I'll tell you about it some time.

SOME HISTORY OF NAVAL UNIFORMS

NAVY COLORS

27 August 1802 the Secretary of the Navy signed an instruction which set a pattern for the dress of the U.S. Navy in Blue and Gold.

UNIFORM REGULATIONS

The first uniform instruction for the U.S. Navy was issued by the Secretary of War on 24 August 1791. It provided a distinctive dress for the officers who would command the ships of the Federal Navy. The instruction did not include a uniform for the enlisted man, although there was a degree of uniformity. The usual dress of a seaman was made up of a short jacket, shirt, vest, long trousers, and a black low crowned hat.

FOULED ANCHOR



The fouled anchor as a naval insignia got its start as the seal of the Lord Howard of Effingham. He was the Lord Admiral of England at the time of the defeat of the Spanish Armada in 1588. During this period the personal seal of a great officer of state was adopted as the seal of his office. The fouled anchor still remains the official seal of the Lord High Admiral of Great Britain. When this office became part of the present Board of Admiralty, the seal was retained—on buttons, official seals, and cap badges. The Navy's adoption of this symbol and many other customs can be directly attributed to the influence of British Naval tradition. The fouled anchor is among them.

EAGLE ON CROWS/DEVICES



For many years the U.S. specified modified forms of the Napoleonic Eagle in the devices and insignia used to distinguish the various ranks and ratings of enlisted men and officers. This eagle was usually cast, stamped or embroidered facing left and the same practice was

used by the Navy. Why the Napoleonic eagle faced left is unknown. In 1941 the Navy changed the eagles facing direction to follow the Heraldic rules which faces the right toward the wearers sword arm. This rule continues to apply and the eagle now faces to the front or the wearer's right.

RATING BADGES

In 1841, insignia called distinguishing marks were first prescribed as part of the official uniform. An eagle and anchor emblem, forerunner of the rating badge, was the first distinguishing mark. In 1886 rating badges were established, and some 15 specialty marks were also provided to cover the various ratings.

On 1 April 1893, petty officers were reclassified and the rating of chief petty officer was established. Until 1949 rating badges were worn on the right or left sleeve, depending on whether the person concerned was on the starboard or port watch. Since February 1948, all distinguishing marks have been worn on the left sleeve between the shoulder and elbow.

RIGHT ARM RATES

Established in 1841 and disestablished 2 April 1949, originally signified men of the Seaman branch. During WWII these rates included Boatswains Mate, Turret Captain, Signalman, Gunners Mate, Fire Controlman, Quartermaster, Mineman, and Torpedomen Mate. Other ratings wore rates on the left sleeve.

WHITE HAT

In 1852 a white cover was added to the soft visorless blue hat. In 1866 a white sennet straw hat was authorized as an additional item. During the 1880's the white "sailors hat" appeared as a low rolled brim high-domed item made of wedge shaped pieces of canvas to replace the straw hat. The canvas was eventually replaced by cotton as a cheaper and more comfortable material. Many complaints on the quality and con-

struction led to modifications ending in the currently used white hat.

13-BUTTON TROUSERS

Contrary to a common belief, there is no relationship between the 13 buttons on the trousers and the thirteen original colonies. Before 1894, the trousers had only seven buttons and in the early 1800's they had 15 buttons. It was not until the broad-fall front was enlarged that the 13 buttons were added to the uniform and only then to add symmetry of design.

MEN'S NECKERCHIEF

The black neckerchief or bandanna first appeared as early as the 16th century and was utilized as a sweat band and collar closure. Black was the predominant color as it was practical and did not readily show dirt. There is no truth to the myth that the black neckerchief was designed as a sign of mourning for Admiral Nelson's death.

NECKERCHIEF KNOT

There is no historical significance to the knot other than it being a knot widely used by sailors which presents a uniform appearance.

USS RANKIN NEWS

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