

# USS RANKIN NEWS

ISSUE #26 • THE NEWSLETTER OF THE USS RANKIN ASSOCIATION • AUGUST 2018

## HARRISBURG REUNION – 2017



**USS Rankin Shipmates at the Reunion. Seated:** Frank Draper, SN, 1961-1964; Tex Spicer, BT3, 1960-1962; Ray Spicer, BT3, 1960-1963; Harry Zimmer, LTJG, 1958-1959; Ed Gaskell, LT, 1954-1956; Paul Allen, ENS(SC), 1946-1947; Sherrill Pittman, RM3, 1955-1958; Charley Smith, PN3, 1964-1965; Carl Siciliano, CS3, 1962-1964; Buddy Stringer, MM3, 1965-1969. **Standing:** Dick Lacy, ENS, 1958-1959; Bob DeVault, SM2, 1959-1962; Hugh Doherty, SN, 1959-1961; Ray Falker, MMFN, 1964-1967; Jim Grant, RD2, 1961-1963; Willie Dunning, PFC, USMC, 1962; Dave Beeler, ETN3, 1963-1966; J. Harvey McCubbin, RD2, 1962-1965; Harry Fuerstenberger, ICFN, 1965; Pete Gersbacher, LTJG, 1959-1960; Skip Sander, LTJG, 1961-1963; Ralph Ayasse, SMSN, 1959-1962; John Gorham, SN, 1959-1962; Mark Thomas, IC3, 1967-1970; Allen Newell, RM3, 1959-1960. **Missing from picture:** Elton Gould, CSSN, 1956-1960; Jan Smits, EN2, 1956-1959.

This year's reunion, our fourteenth, was arguably the best one ever. There were 129 shipmates and guests in attendance, including contingents from four other amphibious ships – USS Bexar (APA-237), USS Cambria (APA-36), USS Pickaway (APA-222), and USS Yancey (AKA-93). It was great meeting new people with similar backgrounds in the Navy and in life, and to hear their sea stories over beer, wine, mixed drinks, and snacks. All those ships are planning to join us again in 2018, and we're planning to invite some additional AKAs and APAs.

As with all our reunions, we offered optional tours and events each day, just as the Navy did in liberty ports. The first day, Thursday, featured an interesting presentation about Harrisburg and Pennsylvania, followed by a reception dinner. After dinner, all hands gathered in the hospitality room to renew old acquaintances and establish new ones.

Friday morning we ate breakfast at the hotel, then boarded two modern buses for a day-long tour of the Amish Country in Central Pennsylvania. We ate dinner at an Amish Farm. Saturday featured a tour of the Get-

tysburg Civil War Museum and Battlefield, both of which exceeded all expectations for size, scope, and historical interest. Sunday featured a bus tour of Harrisburg and the "chocolate town" of Hershey, including a tour of the famous candy factory.

On Sunday evening we had our traditional farewell banquet, featuring good food, good talk, and professional photos of everyone in attendance. Retired Commander Rick Campbell, author of submarine-based thrillers like *The Trident Deception*, presented an autographed copy of his book to every sailor in attendance.

The entire reunion was documented in a 60-page Memory Book, viewable on the 2017 reunion page of our website at [www.ussrankin.org](http://www.ussrankin.org)

### 15th Annual Reunion Dallas, Texas – October 25-29, 2018

If we know your email address, you'll get details and a registration package by email. If we don't know it and you've attended a recent reunion, or if you call Skip Sander at 412-367-1376, you'll get them by postal mail. They are also on our website at [www.ussrankin.org](http://www.ussrankin.org)

## SHIPMATES ON PARADE



**Gary Montalbino, LT, 1961-1963. Born 1934.**

As a college student in upstate New York, I knew a professor who was a Captain in the Naval Reserve. At his suggestion, I enrolled in OCS at Newport, Rhode Island in May of 1957. In September of that year, I was commissioned as Ensign, USNR. After tours of duty in Morocco and Pittsburgh, I decided to make the Navy a career.

Needing to see what shipboard life was all about, I requested some sea duty and was assigned to the Rankin as Boat Group Commander, in charge of second division.

My new wife Heidi and I departed Pittsburgh on 17 June 1961, and arrived in Norfolk the next day. We were still on our honeymoon after our marriage on 29 April. This was our first trip to Norfolk and we didn't know a soul. Our first order of business was to find a place to stay and get Heidi settled before my departure on 28 June, after which Heidi would be on her own. CAPT Howe apparently told his wife about Heidi, because Maxine Howe called her a couple weeks after I left and helped her with the acclimation to Navy life. She was quite helpful, and it was good to know that "the Navy takes care of its own".

I reported aboard the Rankin on 30 June 1961, in San Juan, Puerto Rico. I was a senior LTJG, and was promoted to LT on 1 September 1961.

The Rankin was an excellent ship to start my sea duty. How many ships have port calls to exotic cities in the Caribbean? St Croix, where they drove on the wrong side of the road, seemed like our home port back then. The wardroom was friendly and efficient and of course the 2nd division was the best on the ship—otherwise there would have been difficulties in getting ashore for liberty.

After settling in and finding the bridge and determining what was port and starboard, I was required to

complete a course that took me to all sections of the ship. I even found the engine room and also played navigator, trying to find stars at night. And then of course I had to learn about all those floating things stowed atop the hatches.

There were lots of positives aboard the Rankin, along with a few negatives. First the negatives. One LCVF sunk because the ramp wasn't properly secured; the water pump on the salvage boat wouldn't start, so the water couldn't be pumped out. We failed the battle efficiency competition because the ramp on an LCM wouldn't come up. This was a big disappointment, since the Rankin had won five of these competitions in a row.

One of the positives was the Rankin's involvement in the Cuban Missile Crisis. I worked with the Consulate in Santo Domingo to establish an escape route for some U.S. officials that were in conference there. More than that, I believe our continued presence and port visits in the Caribbean had a positive influence in the area.

The biggest positive was the friendships established in the Wardroom. Heidi was at the base package store at NOB soon after I had departed. She signed her name and the name of the ship for the purchase. The person behind her noticed Rankin and said that was his new duty assignment. He was LCDR Ben Pester, then the Operations Officer and later to be the Exec. Heidi sent me a letter about meeting Ben. We were at sea. About a week after he arrived I noticed a package in his stateroom with the word Heidi on it. I asked him what was going on. It turned out that his daughter is also named Heidi. Whew!

ENS Skip Sander was a ham radio operator aboard the ship, and would phone patch us back to Norfolk so we could talk to our families. I thought that was a good idea. I learned Morse code and eventually got my ham license, which allowed me to phone patch back home, too.

My farewell to the Rankin was not so good, as I was transferred to the Naval Hospital in March 1963 for a back operation. Some time later there was a Squadron party at the golf course near CINCLANT and we were talking to the Pestors. Nine months later the babies arrived. The Pestors had a girl and we had a boy.

The Rankin's Dale and Barbara Miner were also life-long friends. Barbara was essentially the midwife for our boy. I was at sea when he was born. Heidi stayed with the Miners and Barbara took her to the hospital. It was about 7 weeks before I got to see our son.

After my time on the Rankin, I was assigned to USS Neosho (AO-143) as Ops Officer, and in November 1964 I went to USS Wallace L Lind (DD-703) as Ops Officer. In December 1969, I went to USS Damato (DD-871) as XO. I retired from the Navy in June 1977.



## SHIPMATES ON PARADE



**Howard Hardegree, ENS, 1960-61. Born 1935.**

The summer of 1960 found me, a newly commissioned Naval officer, reporting to Little Creek for crypto and other training before proceeding to the Rankin. As it were, I had to arrive at Little Creek well in advance of required reporting date to try to figure out and obtain an appropriate uniform or two since all of my prior naval experience, including ROC training, had been as an enlisted reservist. Somehow it mostly got figured out except I didn't have a "Bridge Coat." Peggy and I had only been married for a very short time and there was no money for a "Bridge Coat" anyway.

At the Little Creek schools there were five young officers headed for the Rankin—Dave Bartholomew, Al Caplan, Frank Ellett, Dave Stone and me. From Little Creek we found our way to Mayport, Florida, the Rankin and the "Ensigns' Pit", which was the assigned living quarters for most of us.

The "Pit" was notoriously hot with only a thinly insulated bulkhead between my bunk and the engine room. When you added in the climate of the Caribbean, you knew it was hot. On many of these hot sultry nights you could find me, as well as others, sleeping topside on the hard steel deck. There wasn't much need for a Bridge Coat under these conditions.

While on the Rankin, I was first assigned as EMO and later Ship's Secretary. At some point in time, my sea and anchor detail assignment was the headphones on the bridge linking the Captain, OOD (Bill Hand during my time), helm, engine room, deck, etc.

Norfolk was not particularly known for bad winter weather but when you return to Norfolk finding yourself standing on the flying bridge with sleet, snow and a strong north wind hitting you in the face and all you have to wear is a raincoat and whatever else you could put under your uniform, you wish that CDR Poenicke had had an inspection—with "Bridge Coat" required—

as did the XO of my next ship, the USS Wyandot (AKA 92). While I was on active duty, the Wyandot inspection was the only time I ever wore my new Bridge Coat.

I left the Rankin in September 1961 and proceeded to the Wyandot which had been pulled from mothballs and was being retrofitted at a shipyard up river from New Orleans. We got the Wyandot recommissioned in November 1961, but its life was short, and it was again headed to mothballs in July 1962. It was then that my orders sent me to Algiers Naval Station in New Orleans and an assignment in the Office of District Intelligence, 8th Naval District.

Following this assignment, Peggy and I returned to civilian life in December 1963 and I was employed by a law firm in Amarillo, Texas. Luckily I had completed law school and had passed the Texas bar exam before reporting to the Rankin. In Amarillo, the Bridge Coat actually made it to one or two weekly reserve meetings.

Subsequent to Amarillo, I engaged in the general practice of law in Alpine, Texas for about seven years. The Spring of 1971 found Peggy and me, together with our children—Stephanie and Scott—in Fort Worth, Texas, where I was employed in the Office of Regional Counsel, Region 7, General Services Administration, an agency of the federal government. As time went on, I advanced to the position of Regional Counsel in that office, and it was from there that I retired in 1994.

## UNIFORM FACTS

**Peacoat** – A cold weather version of the first uniform authorized, the Pea-Jacket. A warm, heavy coat made from "Pee" cloth or "Pilot" cloth, a course stout kind of twilled blue cloth with a nap on one side.

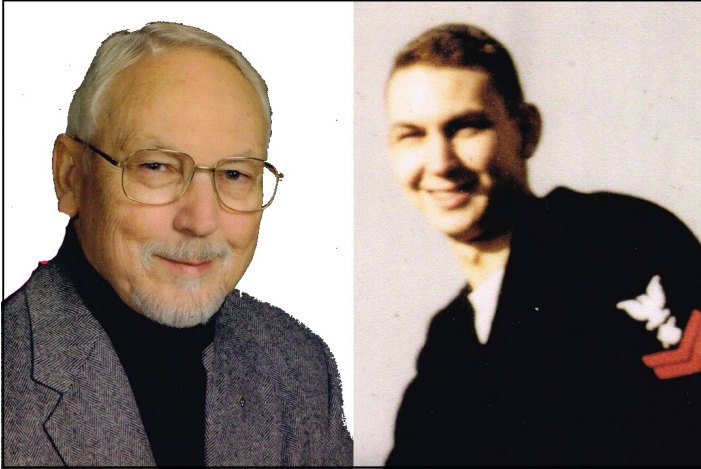
**Dungarees** – In 1901 regulations authorized the first use of denim jumpers and trousers, and the 1913 regulations originally permitted the dungaree outfit to be used by both officers and enlisted with the hat of the day.

**Bell Bottom Trousers** – It is believed that these were introduced in 1817 to permit men to roll them above the knee when washing down the decks, and to make it easier to remove them in a hurry when forced to abandon ship or when washed overboard. The trousers may be used as a life preserver by knotting the legs.

**Officer Stars** – First approved on line officers uniforms on 28 January 1864. All regulations since 1873 have specified that one ray would point downward toward the gold stripe on the sleeve. The reason for this is unknown.

**CPO Stars** – Introduced with the creation of the Senior and Master Chief rates in 1958. The reasoning for stars pointed one ray down is unknown, however, indications point to following the line officers standard.

## SHIPMATES ON PARADE



**Paul Beaty, PN2, 1957-1959. Born 1938**

I grew up in Osceola Mills, a small town in Clearfield County, Pennsylvania. I turned seventeen in December, 1956, when I was a senior in high school. In February, five classmates and I went to Altoona and enlisted in the Naval Reserve, mainly for some excitement and to have something to do. We graduated on May 24 and on the 31st we were on a train from Altoona to Baltimore and thence to the U.S. Naval Training Center, Bainbridge, Maryland.

In boot camp they discovered that I could type, so they made me the regimental clerk. I joined the Bainbridge choir and enjoyed the experience; our theme song was the "Navy Hymn"—Eternal Father Strong to Save. I still enjoy singing it in our church choir. I wanted to go to radioman school but didn't get the opportunity, perhaps because my hearing wasn't up to snuff. I had extended a year to try to get a school and ended up serving three years active duty instead of the usual reservist's two years.

In August, 1956, I was assigned to Boston and the Naval Receiving Station 1st Naval District as a personnelman striker. While in Boston I was advanced to Seaman, took the test for PN3 and passed but not high enough and so I had to leave Boston for sea duty. I applied for an aircraft carrier out of Mayport, Florida, but was assigned to the USS Rankin, which at the time was at the Army piers in Norfolk. I wasn't a happy camper... no service school, no aircraft carrier! When I saw the Rankin I was even more depressed as she may have been in dry-dock.

While on the Rankin I was in great company in the ship's office, as most of the guys were my age. One PN3 was from Clearfield High School, and on long weekends I could get rides home with him and his buddy, who was stationed at Little Creek.

During my one year, eleven months and twenty-two days (but who's counting?) aboard the Rankin, I made third class and then second class PN. Captain John Harlee made me his GQ phone talker, which I thought was pretty cool. I was also the guy on the fathometer when we entered and left port. While I was aboard we made three trips to the Caribbean and two to the Med. The second trip to the Med was only three months long for me, as I was sent from Naples via MSTs to Brooklyn, NY for separation at the end of May, 1959.

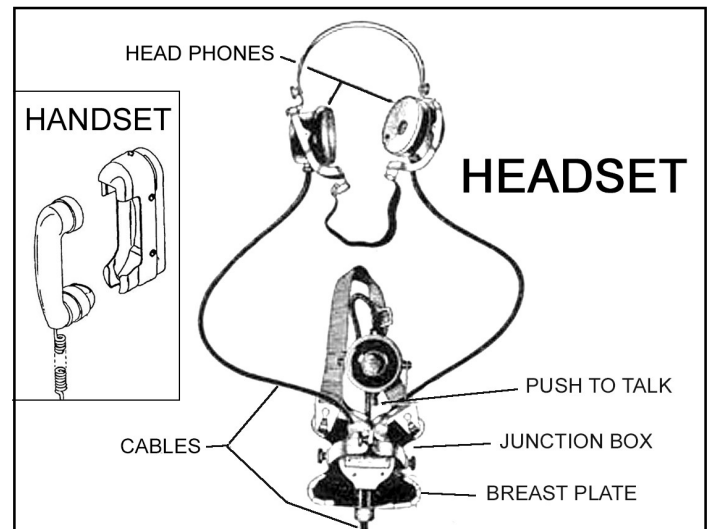
With the help of education officer ENS Richard Lacy, I had applied to Pennsylvania's Indiana State Teachers College while we were in the Med. I was accepted, and I graduated in August, 1963. The school is now called Indiana University of Pennsylvania (IUP).

After graduation I taught geography and history at Huntingdon High School in Pennsylvania, then geography and New Mexico history at a junior high school in Albuquerque, New Mexico.

In 1965 I enrolled in the Library and Information Science Dept. of the University of Pittsburgh and after graduating in 1966 took a job as a college librarian at the University of Delaware. In 1968 I accepted a position at East Stroudsburg University of Pennsylvania. During my twenty-nine years at ESU I was lucky to rise to the rank of Associate Professor and was department chairperson for ten years and acting Library Director for one academic year. In 1997 I retired with the designation of Professor Emeritus.

While at college I met the love of my life, Linda Gay Herbst from West Mifflin, PA and in June, 1964, after she graduated we married. We have two grown children, Sean Paul and Heather Joelle. Sean lives in SC and Joelle in FL. We also have three granddaughters and one great granddaughter.

### Phone Talker's Sound-Powered Telephones





## SHIPMATES ON PARADE



**Mark Thomas, IC3, 1967-1969. Born 1947**

One of my most memorable events on the Rankin was actually the showing of the movie "The Wild Bunch." I was the projectionist on the mess deck that night and the reaction of the crew to that movie made a lasting impression on me. Sam Peckinpah was the director of "The Wild Bunch" and it was a ground breaking movie at the time. It contained a lot of graphic action and mayhem unrivaled by any contemporary movie. Our crew loved it, clapping and yelling throughout the showing. It was the first time I had seen that kind of response to any movie I had shown.

My other duties on the Rankin were more mundane. As an Interior Communications Electrician, I was usually repairing sound powered phones or checking why the 1MC was not working. It actually was a pretty good gig. We had gear all over the ship which allowed the IC crew more freedom than most to roam around. On one occasion I had to climb up the ship's mast to remove the anemometer for repair and on another, pull the ship's sword (a device used to measure the ship's speed) from the keel.

By far the most important thing I was responsible for was the acquisition and showing of movies. How important? The only reason I had a Navy driver's license was to operate the ship's pickup or Suburban to go get movies. Norfolk Naval Base had hundreds of movies on hand including many newly released titles. In addition, I was trained to "field strip" a Bell & Howell 16mm movie projector. The Rankin carried enough spare parts on board to assemble an additional projector if necessary.

When the Rankin was tied up at Little Creek Naval Base, those movie runs usually had to include a side trip to the newly built Burger King located just outside the base entrance. Whoppers were a popular alternative to navy chow and I could not leave the ship without a

large order. My movie chore was now a "Whopper run." Due to the numerous orders, I was always more nervous about getting everything right than making it back to the ship with the movies.

One enduring fact of shipboard duty was boredom, especially at sea. A lot of energy was expended to alleviate this, but probably the most important was the availability of movies because there was no radio or TV. Before we would get underway for an extended tour at sea, I would stock up with at least half dozen titles that I carefully picked from the base library, usually with the help of Time magazine movie reviews. Movies were usually shown each evening on both the mess deck and the wardroom. Projectionists were trained to operate the 16mm projectors and repair a broken movie reel if necessary.

Trading movies at sea was a crap shoot. If we were refueling at sea, the tanker would send over several titles by highline and we would reciprocate with same. We usually just traded the dogs someone else gave us on our last trade and they, in turn, would return the favor. Sometimes I was required to get on a Mike boat or Papa boat and lug several movies to another ship. If the seas were rough, I had to time my grab for the ship's ladder carefully or the movies and I would end up in the drink. On one movie run, I was immediately escorted to the other ship's captain's cabin. He looked at me and said, "What have you got?" Knowing I had pretty good movies to trade, I in turn, asked, "What have you got?" As I recall, we came to an amicable agreement.

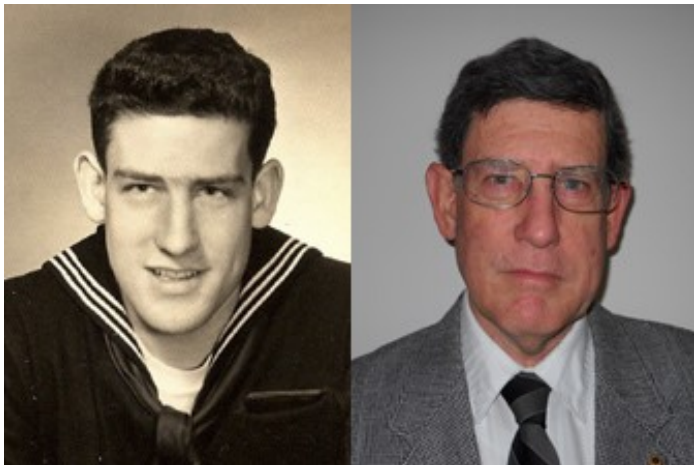
My experience with movies and projectors came in handy after I left the Navy to go back to college. The training helped me to get a part-time job in the audio visual center at Oklahoma State University, where I had the skill and confidence to work on most of the gear they needed to maintain.

I got my degree there, and went on to a career publishing a weekly "swap and shop" newspaper that was distributed to 300 locations in nine Oklahoma counties.

### **Bell & Howell JAN 16mm Movie Projector**



## SHIPMATES ON PARADE



**Harvey McCubbin, RD2, 1962-1965. Born 1943.**

On September 21, 1961, an article in the Bridgeton (NJ) Evening News, had the headline "Four BHS Grads Join U.S. Navy". Those four were my twin brother and I, plus two of our classmates. We were headed off to Great Lakes Naval Training Center to take our place with Company 430 and begin our four year Navy enlistment. Since that time, a lot of water has passed beneath our keels. Sadly, I am the only sailor of the four that is currently among the living.

Following recruit training; I was off to class A radar school for the next six months. After school, my orders directed me to the USS Rankin, (AKA-103) in Norfolk, Virginia. A daunting feeling crept over me as I walked down that pier with my sea bag on my shoulders and my orders in my hand. When I saw the ship that would be my home for the next three years, I thought "This thing doesn't look like those fleet "greyhounds" that you see in the recruiting posters". Welcome to the Gator Navy!

The Rankin turned out to be pretty good duty, even if the air conditioning didn't work so well on our many trips to the Caribbean. The OI division became a pretty close knit group as we stood hundreds of hours of watch together in CIC. One of my friends still reminds me today of the advice that I gave him shortly after he came aboard. When he asked what we were expected to do when we were not on watch, I told Jim McCourt, "hide". He learned that lesson well. In turn, he taught me how to run a slush fund on the ship. Together, we made quite a bit of spending money. His training served him well as he became a CPA and owned a business.

The joint Naval exercise that took us to Rota, Spain was a highlight of the time I spent on the Rankin. On the return trip across the Atlantic from Spain in November of 1964, a hurricane blew up as we were some-

where off the Azores. I wasn't sure the old bucket was up to the task as we slid down mountains of green water and the screw partially came out of the water. We would watch the inclinometer measure the degree of roll and for a while it didn't look so good. Heavy equipment that should have been secure in the holds was breaking loose and that could have proven to be catastrophic. By the grace of God, we are still here to talk about it.

I eventually made E5 as my enlistment drew near to an end. Reenlistment did not seem like a viable option, Vietnam was heating up, and I was concerned about being extended.

After becoming re-acclimated to CIVLANT, I worked for an office supply company for a year. I then took a job with New Jersey Bell (which later became Bell Atlantic and then Verizon) and spent the next 42 years with them. During that time, I went back to Cumberland County College and earned my associate degree at night. I spent the last 22 years of my employment in management.

In 1970, Jane Coyle from Norristown, PA and I were married. Together, we have one daughter and two granddaughters. My involvements include activities with my church and the Cumberland County College alumni association. I am also a member of the Bridgeton Lions Club and have served as president, past president and current sight and program chairperson.

When I learned of the Ship's reunion in San Antonio in 2013, I decided that since I had not attended any of the former events, and almost fifty years had passed, I'd make the effort to attend. It was a rewarding experience and was well attended by OI division people I hadn't seen for half a century. The group of men, both officers and enlisted, couldn't have been more cordial. It was sad to attend the memorial ceremony for those that had passed in the past year.

I was also lucky to attend the reunions in Rhode Island, Nashville, and this year in Harrisburg. Many of us are in the "fall" season of our lives and our ranks are thinning. I strongly encourage everyone to attend any of our future reunions. If you are able, come out and enjoy the company of others... Good accommodations, good meals, good tours, and a great Hospitality Room.

## DO YOU HAVE THIS?

Our mini-museum of USS Rankin artifacts aims to include stamped envelopes mailed from the Rankin during each of the years she was in commission. Stamp collectors call these envelopes "covers." We still need an envelope from 1958. If you were aboard then and have one, we'll give you \$20 for it. Call Skip Sander at 412-367-1376.





April 3, 1970

Little Creek, Virginia



The amphibious cargo ship Rankin celebrated 25 years of outstanding service with the U.S. amphibious forces with a gala silver anniversary celebration on February 24, 1970.

The festivities took place in the Caribbean where the ship was participating in Operation Springboard. Highlight of the anniversary celebration was the traditional cake-cutting ceremony. Prior to cutting the huge birthday cake, Captain C. N. Pierozzi, the ship's commanding officer, read congratulatory letters to the officers and crew from Admiral Thomas H. Moorer, Chief of Naval Operations, and Vice Admiral Luther C. Heinz, Commander Amphibious Force, Atlantic.

Admiral Moorer's message read: "On the 25th anniversary of first commissioning, I take great pleasure in conveying warmest regards to all hands in Rankin. The men who have sailed Rankin have demonstrated in an outstanding manner the flexibility and dedication for which the amphibious are renowned.

"During participation in the Okinawa campaign, the Cuban missile crisis, and in present operations in the Atlantic, Rankin has carved a record of which you can be justly proud. May your future be as productive and as successful as your past." The ship, which returned to Norfolk last week, is a member of Amphibious Squadron Four.

## SAILORS' UNIFORMS

This undated list showed up in a pile of papers about the Rankin. It seems to be a checklist of items that a sailor was required to have aboard ship.

With proper folding and rolling, all these items could fit into a seabag or the single metal locker that each sailor was assigned. It's interesting to remember how little space we had for our personal items, and how restricted we were in what we could have.

Today's ships are a lot more livable, and the Navy pays a lot more attention to things like comfort, family matters, and general well being. It's probably an improvement.

### ARTICLE 0710 UNIFORM REQUIREMENTS

Bag, Duffel	1	
Belts:		
Black	1	
White	1	
Caps:		
Blue working	1	
Knit (watch)	1	
Coat (peacoat)	1	
Drawers	6	
Gloves, black	1	Pr
Handkerchiefs	1	
Hat, White	4	
Insignia	*	
Jacket, blue work	1	
Jumpers:		
Blue dress	1	
Blue undress	2	
White undress	3	
Neckerchief	1	
Raincoat Blue	1	
Shirts:		
Blue Chambray	3	
White Tropical	2	
Shoes:		
Black, dress	2	
Black, Service	1	
Gymnasium	1	
Socks, black	8	
Towel, bath	4	
Trousers:		
Blue	3	
Dungaree	3	
White	4	
Trunks, swim	1	
Undershirts	6	
* as required		



**BEFORE THE BOARD OF SUPERVISORS**  
**FOR RANKIN COUNTY, MISSISSIPPI**

**A Resolution Honoring the Servicemen of the United States Navy  
 who Served Aboard the Tolland Class Attack Cargo Ship USS Rankin  
 and Declaring September 28, 2017 through October 1, 2017  
 to be USS Rankin Days in Rankin County, Mississippi,**

WHEREAS, it is with great pride that the Rankin County Board of Supervisors recognize and honor the servicemen of the United States Navy who so ably and capably served our great country aboard the Tolland Class Attack Cargo Ship, USS Rankin, a warship named for Rankin County, Mississippi; and

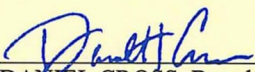
WHEREAS, the USS Rankin was commissioned during the final year of World War II, serving briefly during the conflict and for two years during the postwar transition to peacetime. She was re-commissioned during the Korean War and served her country with honor and distinction until her final de-commissioning in 1971; and

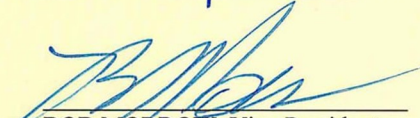
WHEREAS, for her service during World War II, the USS Rankin was awarded the American Campaign Medal, the Asiatic-Pacific Campaign Medal with one star, the World War II Victory Medal, the Navy Occupation Service Medal with an Asian Clasp, the National Defense Service Medal, and the China Service Medal. During the eight years after her 1952 re-commissioning, the USS Rankin was awarded the Battle Efficiency Award six times, including an unprecedented five straight from 1956–1960. By special order of Commander in Chief, Atlantic Fleet, USS Rankin sailors were authorized to wear the Gold “E,” signifying five straight Battle Efficiency Awards, and the ship wore the Gold “E” on her stack; and


WHEREAS, the USS Rankin was a very special ship during her time in commission, being characterized by high morale and outstanding performance. Many of her captains and officers proceeded to high rank and distinction within the U.S. Navy, including a Medal of Honor recipient, a Navy Cross recipient, and a member of the Blue Angels flight team; and,

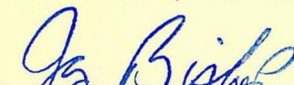
WHEREAS, it is with great pride on behalf of all citizens of Rankin County, Mississippi, that we, the Rankin County Board of Supervisors, recognize and commend the Servicemen of the United States Navy who sacrificed willingly for the good of their country, serving with honor and distinction, and representing the great people of the United States aboard the USS Rankin, a warship proudly named for the grateful people of Rankin County, Mississippi. The citizens of Rankin County, Mississippi, owe a debt of gratitude to the servicemen aboard the USS Rankin for securing the freedoms we enjoy. May we never take for granted the great price paid for our freedoms and liberties. May we endeavor to serve our fellow man with a similar spirit of personal sacrifice and devotion to duty as that displayed by the Servicemen aboard the USS Rankin. We hereby declare September 28 through October 1, 2017, to be USS Rankin Days in Rankin County, Mississippi, and we wish for the Servicemen of the USS Rankin gathering in Harrisburg, Pennsylvania, a meaningful time of fellowship and reflection as they celebrate their history with this great warship.


SO RESOLVED AND ADOPTED this the 5<sup>th</sup> day of September, 2017.

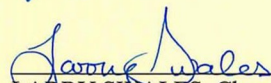
  
 DANIEL CROSS, Board President

  
 BOB MORROW, Vice-President

  
 STEVE GAINES, Supervisor

  
 JAY BISHOP, Supervisor

  
 JARED MORRISON, Supervisor

  
 LARRY SWALES, Chancery Clerk