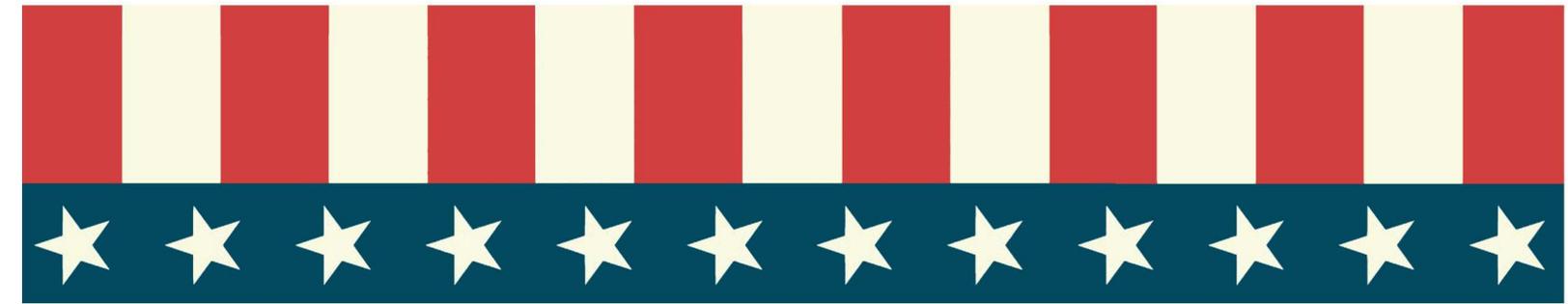


AMPHIBIOUS SHIPS REUNION

**DALLAS, TEXAS
OCTOBER, 2018**





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Amphibious Ships Reunion

Dallas / Fort Worth, Texas

October, 2018

USS Arneb - USS Bexar - USS Lenawee - USS Mathews

USS Pickaway - USS Rankin - USS Renville

USS Union - USS Winston - USS Yancey

The second annual Amphibious Ships Reunion began on Thursday afternoon, October 25, 2018 at the DFW Marriott South hotel in Dallas/Fort Worth, Texas.

Sponsored by the USS Rankin Association and the USS Yancey reunion group, the event included organized groups from those two ships, the USS Bexar and the USS Pickaway, plus shipmates and guests from six other AKAs and APAs: the USS Arneb, USS Lenawee, USS Mathews, USS Renville, USS Union and USS Winston. There were 63 shipmates and 51 guests in attendance, for a total of 114 people.

On Thursday evening, after everyone had registered and caught up with old friends in the hospitality suite, the reunion officially kicked off with a buffet dinner in the atrium. After dinner, the conversations continued back in our hospitality suite, which featured two rooms across the hall from one another. Each was well-stocked with snacks and premium brands of beer, wine, and liquor.

In those rooms, shipmates and guests from



ten AKAs and APAs got to know each other and set the stage for ongoing friendships. It's amazing how much in common we all have, even if we were aboard different ships at different times and different eras. A sailor is a sailor is a sailor, and a gator is a gator is a gator.

Friday morning we began three days of sightseeing in Dallas and Fort Worth. Those cities are the hubs of a huge metropolitan area known as the Dallas-Fort Worth Metroplex, or to Texans simply "the Metroplex". It includes 13 counties with a total population of 7.4 million, making it the

fourth largest metropolitan area in the country, trailing only New York, Los Angeles, and Chicago. The Metroplex covers 9,286 square miles, making it larger than the states of Rhode Island and Connecticut combined. Its primary airport, known as DFW, serves 244 domestic and international destinations. It is the fourth busiest airport in the world by aircraft movements, and is larger by area than the island of Manhattan.

As you can imagine, in three days we could see only a tiny fraction of the attractions in this giant American metropolis.

We boarded two buses on Friday morning and began a riding tour of Fort Worth. We saw lots of beautiful buildings, mostly new, but some of them classic and well preserved. One of the latter is the former Hotel Texas built in 1921, now known as the Hilton Fort Worth.

President and Mrs. John Kennedy stayed in Room 850 of the Hotel Texas on November 21, 1963. The next morning, in the Crystal Ballroom, Kennedy gave what would be his last address, just hours before he was assassinated in Dallas.

Around 10:30, the buses dropped us off at the Fort Worth Stockyards National Historic District, to witness the daily longhorn cattle drive down Exchange Street. The Texas longhorn and the American cowboy are two of the most enduring symbols of the Old West. They are a big reason why Fort Worth earned the nickname "Cowtown", and they formed the core of the great cattle drives of the late nineteenth century. Now, the romance and mystique of cowboys and cattle drives returns to Fort Worth with this herd of genuine Texas Longhorns, driven by genuine Texas Cowhands, offering us an unforgettable glimpse into the past.

The cattle drive is a daily event that lasts about thirty minutes, and it didn't disappoint. But this day we got a bonus—the annual Red Steagall Cowboy Gathering was taking place in the Stockyards. Each year this three-day event draws



close to 20,000 people, including ten competing chuckwagons and 70 competing cowboys from fourteen working Texas ranches. They bring their cattle, horses and mules, and parade them every day through the stockyards.

After watching the cattle drive, we explored the stockyard area and had lunch at various local establishments. Before returning to the bus, we had time to watch the Red Steagall parade and walk through the chuckwagon camp. It's amazing how much they can put in those wagons! Several of us were lucky enough to be welcomed by one wagon group and join them for a shot of their whiskey. It was quite an enjoyable visit.

The day ended with a tour of the Bureau of Engraving and Printing's Fort Worth Currency Facility, a high-security building where over half of the nation's money is printed each year. Security is so great that the halls full of art on the first floor are equipped with massive hinged doors that can be whisked into place in the event of a breach. You probably didn't notice them when you were there, but you can see them if you look carefully at the picture on page 16.

The tour of the actual money-printing operation was from a raised balcony high above the production floor. Each of us was issued a personal radio receiver that explained what was going on at each step of the tour, and directed us to the next step. It was interesting, but extremely technical.

Saturday started with a Dallas city tour, including a drive through some very expensive

neighborhoods and a walking tour of the JFK memorial at Dealey Plaza, the site of his assassination. Most of us were adults on that fateful day, and it is said that every such person remembers where they were when they heard the news.

The events of the assassination primarily took place at or near Dealey Plaza, a downtown park often called the "birthplace of Dallas". Though the Kennedy assassination brought the park to the forefront of national attention, its local historical importance was established long before that event.

The highlights of today's visit included the famous "grassy knoll", across from the Texas Schoolbook Depository from which Kennedy was shot, and on or near which many witnesses to the shooting were standing. Two X's on the roadway in front of the knoll mark the locations of cars in the Kennedy motorcade when the fatal shots were fired.

We viewed the exterior of the seven-floor Schoolbook Depository, now known as the Dallas County Administration Building. The sixth-floor window from which the shooting took place is memorialized with a white cardboard carton that can easily be seen from the street.

Next we stopped at Pioneer Plaza, another downtown park. There we experienced a huge sculpture of a 19th-century cattle drive, composed of fifty larger-than-life bronze longhorns. Little known except to Texans, it is the second most visited attraction in Dallas. The sculpture is believed to be the largest of its kind in the world.

Finally we headed to the George W. Bush Presidential Library and Museum, featuring hundreds of items from W's time in office. Many of the items and displays are related to the September 11, 2001 Islamic terrorist attack on New York's World Trade Center and the Pentagon. These attacks killed 2,996 people, injured over 6,000 others, and caused at least \$10 billion in

infrastructure and property damage. The museum also contains an exact replica of the Oval Office as it appeared during the Bush presidency.

Sunday morning it was back to Dallas and the Sixth Floor Museum at Dealey Plaza. This museum is inside the School Book Depository, and is an accurate replica of the building as it was on the day of the assassination, including the exact position from which Lee Harvey Oswald fired his fatal shots. It features a self guided tour explaining events in the 60's and the Kennedy assassination.

On a more uplifting note, we next visited Historic Grapevine, Texas, to have lunch and browse through the interesting shops and wine tasting rooms. We then headed back to the hotel to prepare for the Memorial Banquet.

Once all the photographs were taken, Skip Sander began the evening by welcoming us all to the banquet. Next were the Memorial Service and the traditional toasts by Commander Ed Gaskell. Jimmy Cee led us in giving thanks and dinner was served. After dinner, we were entertained by Legacy Road, the newly-crowned Dallas area championship barbershop quartet. When they sang the *Star Spangled Banner*, *God Bless America*, and *Ebb Tide*, we knew why they are the champs.

This brought an end to the second annual Amphibious Ships Reunion, with everyone looking forward to a bigger and better event next year in Buffalo-Niagara Falls, New York.



The Metroplex



DFW airport from the air...



...and from inside the terminal.



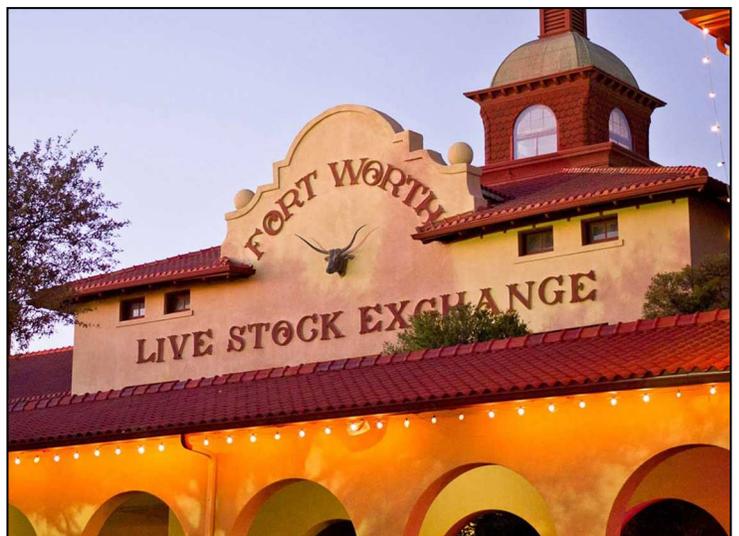
The famous Dallas skyline



The home of the Dallas Cowboys



Fort Worth is not so flashy...



...much like an old Texas cow town.

Our Hotel



Arriving at the hotel



Seeing friends in the lobby



The registration desk



A nicely furnished room



With a luxurious bath



The view from Room 816

The Atrium



Amphibious comrades



USS Union meets USS Rankin



Former Ensigns from Rankin and Arneb



Jimmy Cee at work



Gator guys and gator gals



Two gator daughters

Our Hospitality Rooms



Start with two empty rooms ...



... add some wine ...



... and some spirits ...



... and mixers and soft drinks ...



... and ice, or course, ...



... then welcome the people ...

Our Hospitality Rooms



... and they will certainly come!



Old reunion friends



Candid photography



Amphibious friendship

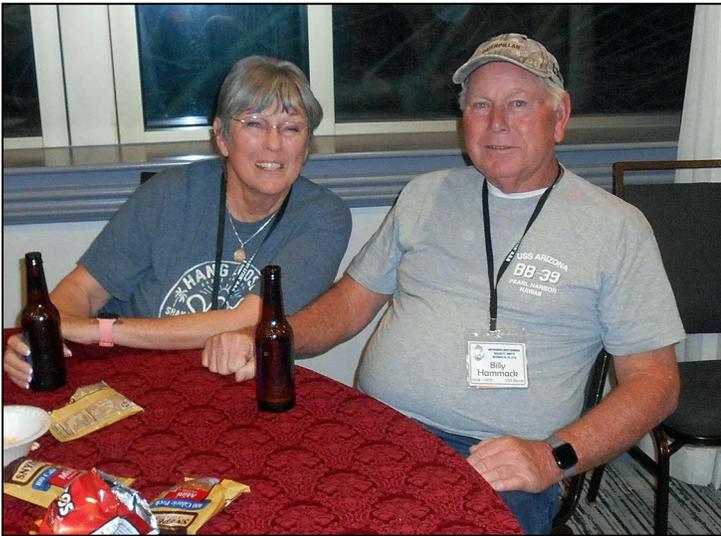


I think I like this place!



Let's party!

Our Hospitality Rooms



Man and wife



Father and son



Pre-millennial smart phone users



Remembering a Captain's inspection



Reminiscing with friends



Life is good!

Fort Worth City Tour



Before he left for Dallas, JFK ...



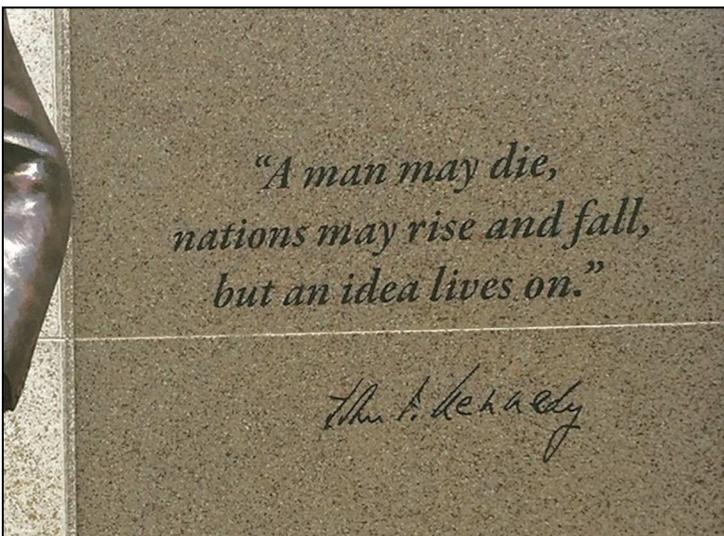
... stayed at Fort Worth's Hotel Texas.



A memorial stands nearby, ...



... and we stopped to see it ...

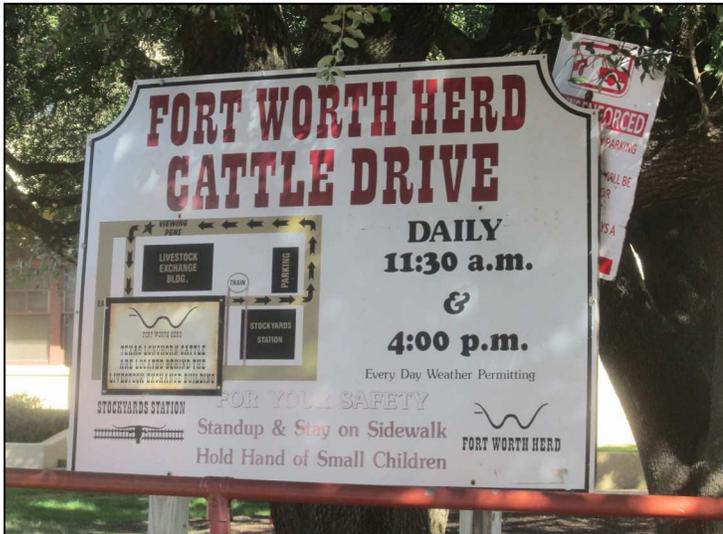


... including this prophetic quotation.



Downtown Fort Worth lights up at night

Fort Worth Stockyards



We came to see the cattle drive



They ambled right down Main Street



And they're definitely Texas longhorns



Stay out of their way!



The old-time wooden flagpole



And the newer water tower

Fort Worth Stockyards



There were many Old West people there



Mostly in full cowboy outfits



Like this good-looking fellow ...



... and this one ...



... and this rugged rancher ...



... and these blissful newlyweds.

Fort Worth Stockyards



There was a chuckwagon competition ...



... with twenty entrants.



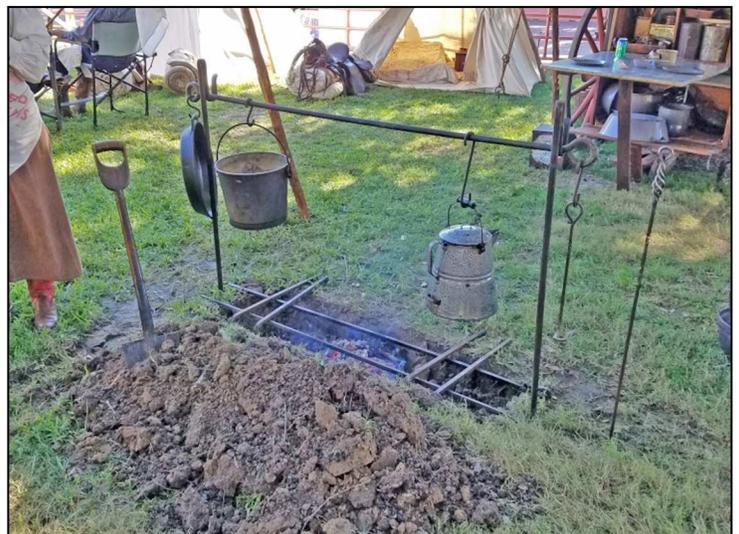
They set up on the grounds ...



... and befriended some greenhorns ...



... inviting them for dinner...



...and pre-Keurig coffee.

Fort Worth Stockyards



Ride 'em, cowgirl!



Chuck rounds up a posse



There are loads of local beverages ...



... with which we can toast our friends.



Or we can rest when we are tired ...



... and listen to some local music.

Fort Worth Stockyards



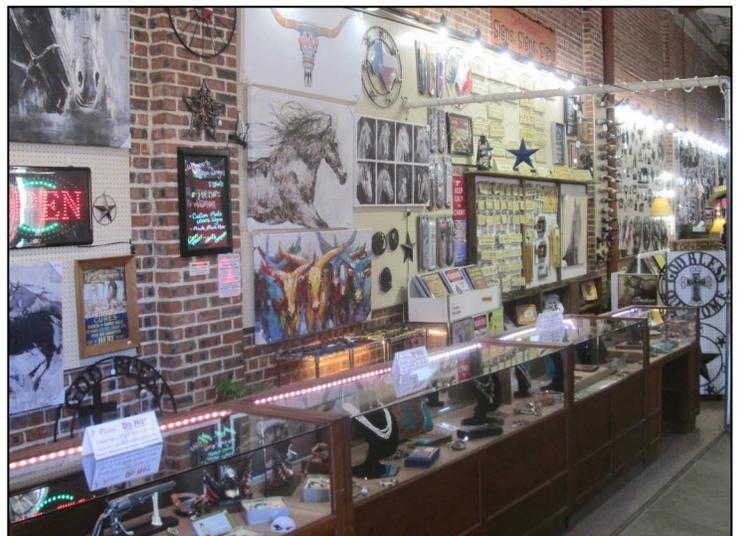
Some of us went shopping ...



... in one of the many stores.



This one looked very inviting ...



... and it didn't disappoint!



Others just stood and talked ...



... as the Stockyards parade continued.

Bureau of Engraving and Printing



An inviting sign ...



... but a forbidding entrance!



Inside the lobby



Art in the halls



A raised walkway upstairs



Looking down on a printing press

Bureau of Engraving and Printing



Inspecting the printed sheets ...



... and putting them into bundles



Preparing to cut them into bills ...



... and stacking them when cut.

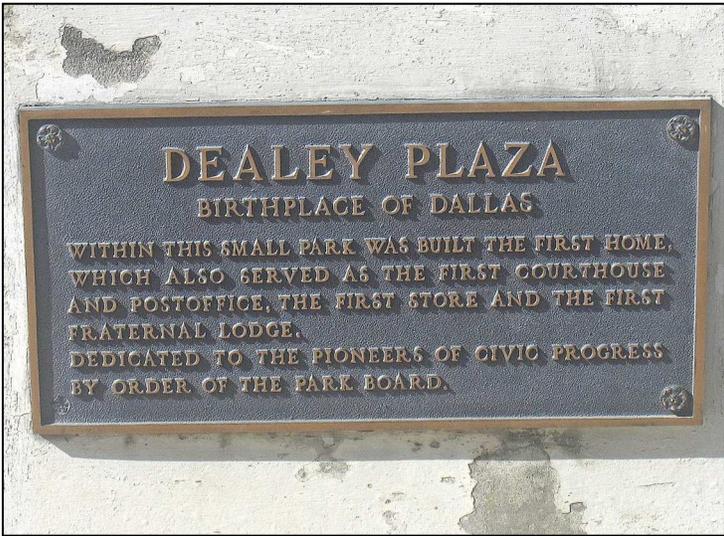


Each bill has a Fort Worth mint mark ...



... can you find one here?

Dealey Plaza



An important civic location



The grassy knoll



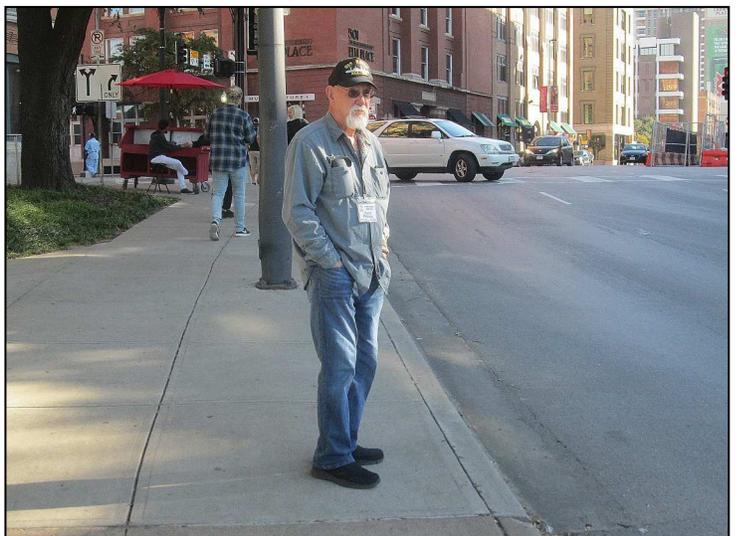
The Texas School Book Depository



Lee Harvey Oswald's perch



JFK's car was here



Pondering the assassination

The Sixth Floor Museum



This was a very popular tour



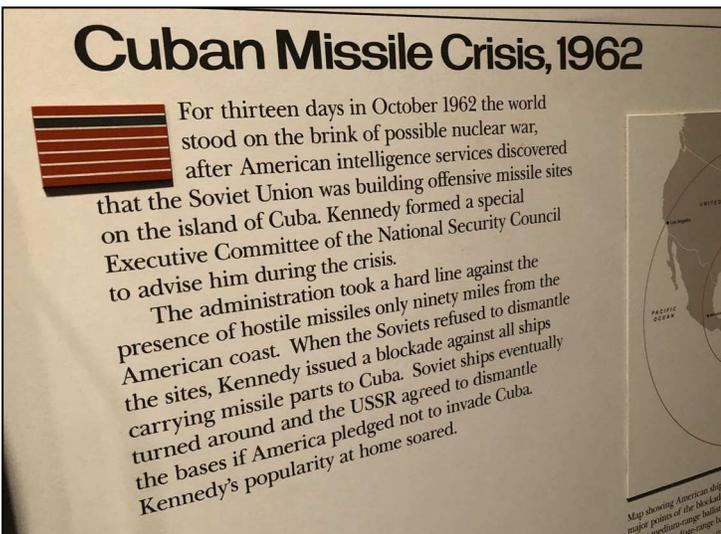
Lee Harvey Oswald's perch



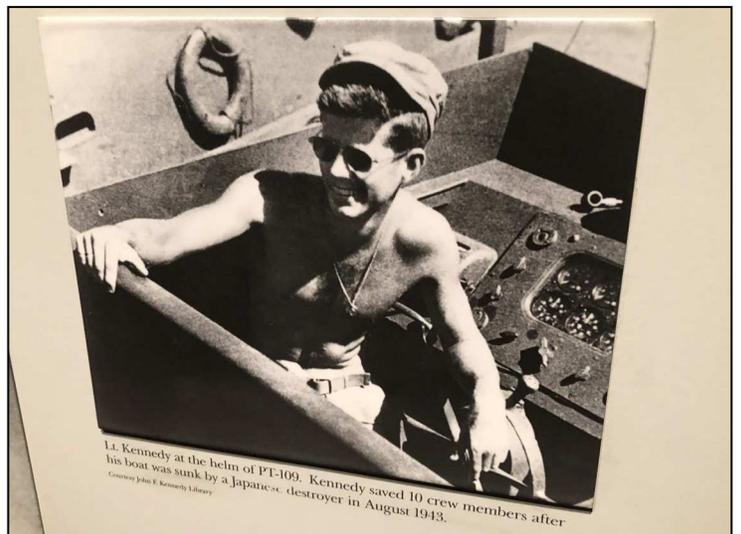
His rifle



His line of fire

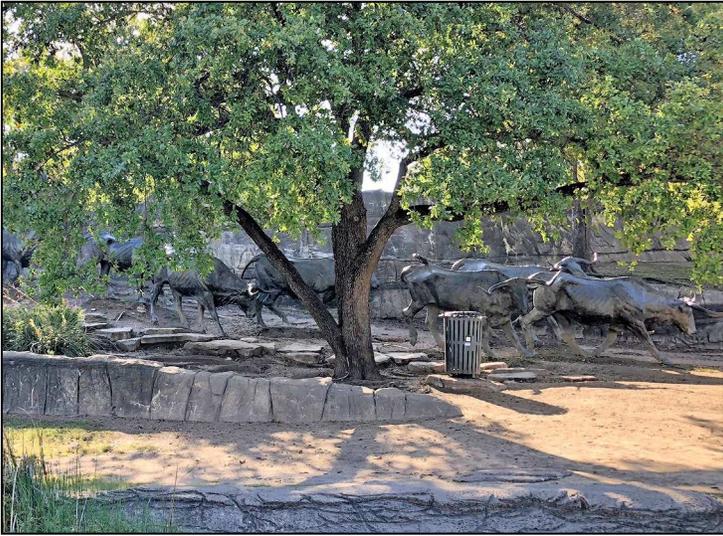


One year before Dallas



Twenty years before Dallas

Pioneer Plaza Cattle Drive



Fifty larger-than-life bronze steers ...



... are ambling down a bluff ...



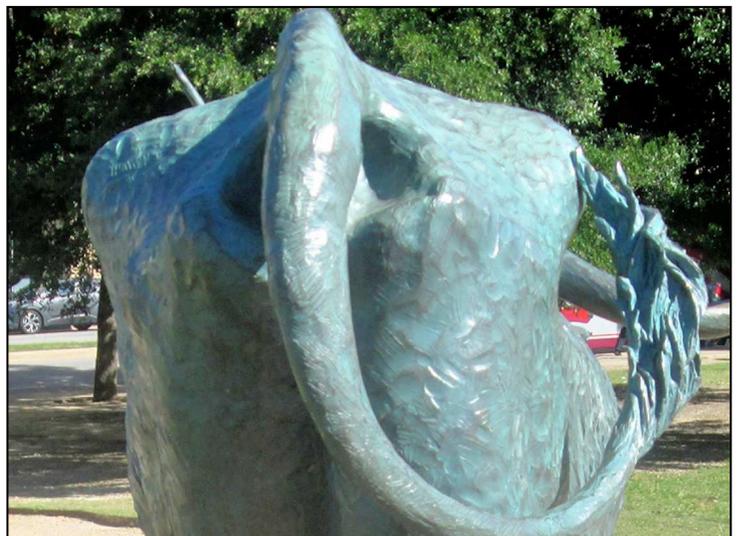
... and across a stream ...



... as life-sized humans look on.



Unless you're the lead steer ...



... the view never changes.

Pioneer Plaza Cattle Drive



Cowboys handle the herd ...



... of well-bred Texas longhorns ...



... with famous Texas brands.



Old and new, animals and people



Chuck Legler wrangles an ornery one ...



... to break him for John Beck.

George W. Bush Presidential Library and Museum



Arriving at the Museum ...



... which is quite an imposing structure.



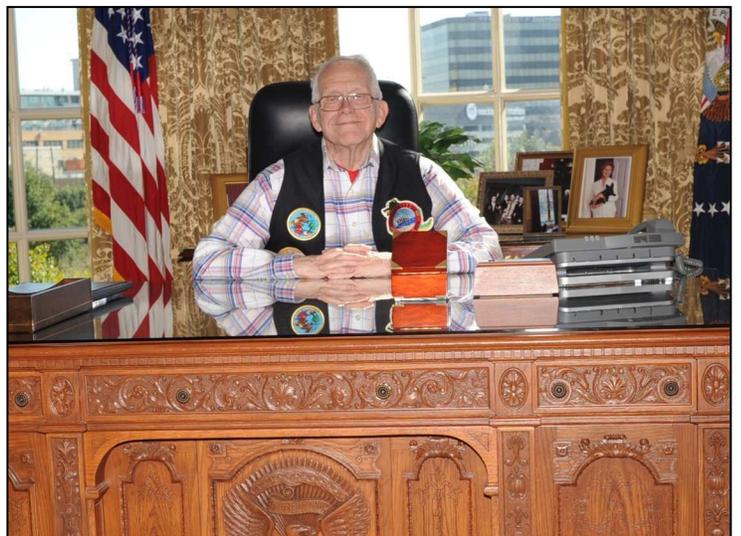
We are met in the oval office ...



... which is a replica, of course ...



... but is still intensely interesting ...



... with good amphibious reason.

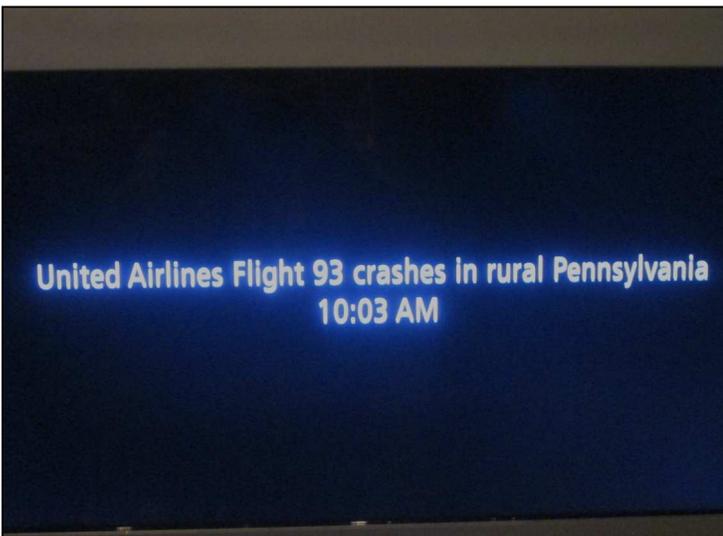
George W. Bush Presidential Library and Museum



W. and his father



A president gets many gifts ...



... and some unpleasant surprises ...



... such as this one on 9/11/01.



A look at some unidentified rubble ...



... and we're ready to move on.

Historic Grapevine, Texas



Historic railroad lore



Train robbers' glockenspiel clock



Interesting Shops



Wineries



Restaurants



Thank you for your service!

Our Annual Banquet



This is the place!



But before we begin the banquet...



...we remember our departed shipmates...



...from all the ships in attendance.



And here's a toast to the living!



I'll drink to that!

Our Annual Banquet



Dinner is served...



...to over a hundred guests...



...enjoying everything individually...



...or in couples...



...while listening to the speakers...



...and keeping up friendships.

Our Annual Banquet



Skip and Ray made it all happen...



...and after dinner...



...Legacy Road Quartet...



...left us all happy and smiling...



...as you can see here...



...and especially here!

USS Bexar Shipmates and Guests



John Beeler
USS Bexar
SK2, 1967-1969



Ray & Steven Butler
USS Bexar
RD/3, 1946-1947



Billy & Karen Hammack
USS Bexar
FN, 1968-1970



Kelly & Cathy Kolb
USS Bexar
SFM2, 1964-1968



Don Laubhan & Carol Blackburn
USS Bexar
RDSN, 1960-1963



Chuck Legler
USS Bexar
SN, 1960-1964

USS Bexar Shipmates and Guests



Bill & Nancy Macmillan

USS Bexar
MM2, 1960-1962



Gary Padgette & Meredith Zallar

USS Bexar
BMSN, 1961-1964

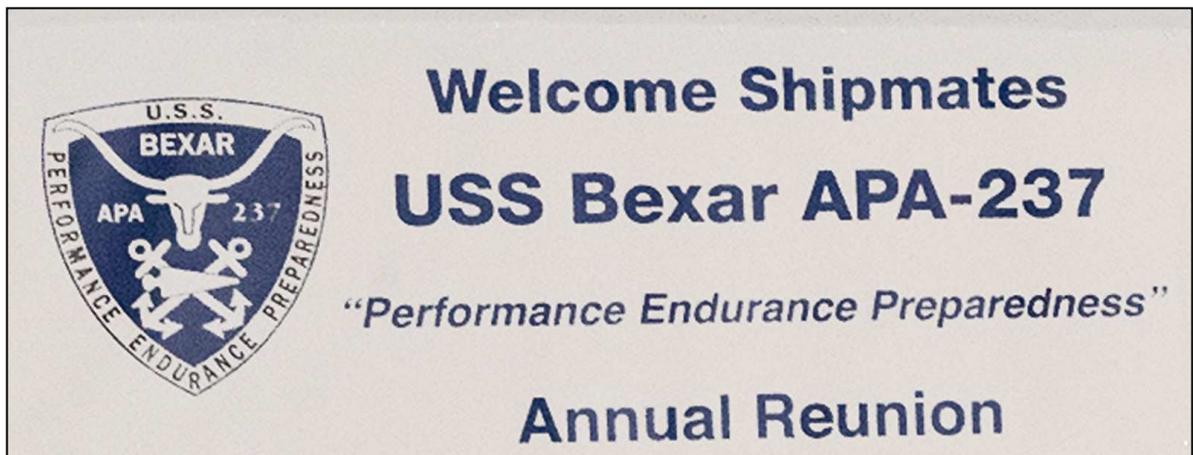


Richard & Eunice Stiger

USS Bexar
SK3, 1954-1956

Sponsors of the banner below:

Richard Beckley
John L. Beeler
Harold Cranford
Tosh Kimura
Kelly Kolb
Don Laubhan
Chuck Legler
Walter Miller
John Sabow
Ernest Shea



USS Pickaway Shipmates and Guests



Jimmy Cee & Louise Miller

USS Pickaway
EN2, 1960-1964



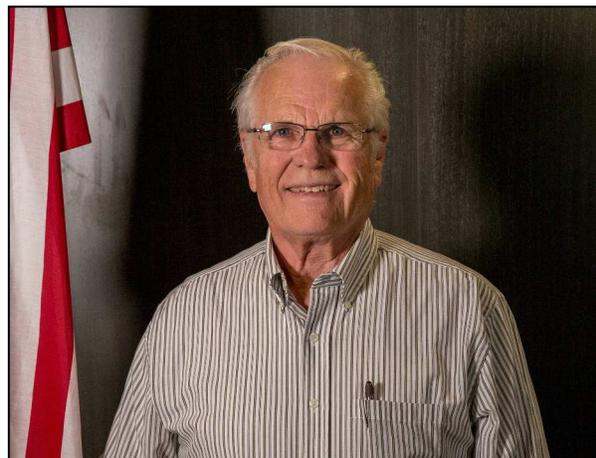
Chuck & Chris Chidsey

USS Pickaway
SHS3, 1967-1969



Harold Dee & Melba Elders

USS Pickaway
EN2, 1951-1955



Robert Godfrey

USS Pickaway
EM2, 1962-1966



Jerome & Gloria Gonzales

USS Pickaway
HM3, 1964-1966



Chilly & Susie Luna

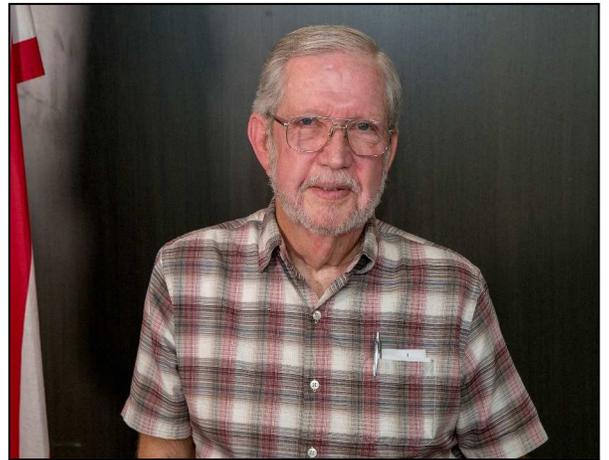
USS Pickaway
GMSN, 1970-1971

USS Pickaway Shipmates and Guests



Joe, Bettye & Frank Reed, Fay Lee

USS Pickaway
GMSN, 1955-1959



Dwight Rivers

USS Pickaway
SF2, 1964-1966



Melton Rivers

USS Pickaway
SFFN, 1964-1966



Susan Roe

Daughter of Frank Roe
GM2, 1957-1960



Sandy, Dean, & Wendy Severe

USS Pickaway
GM3, 1957-1959



Steve Smock & Lynda Prince

USS Pickaway
FN, 1969-1970

USS Pickaway Shipmates and Guests



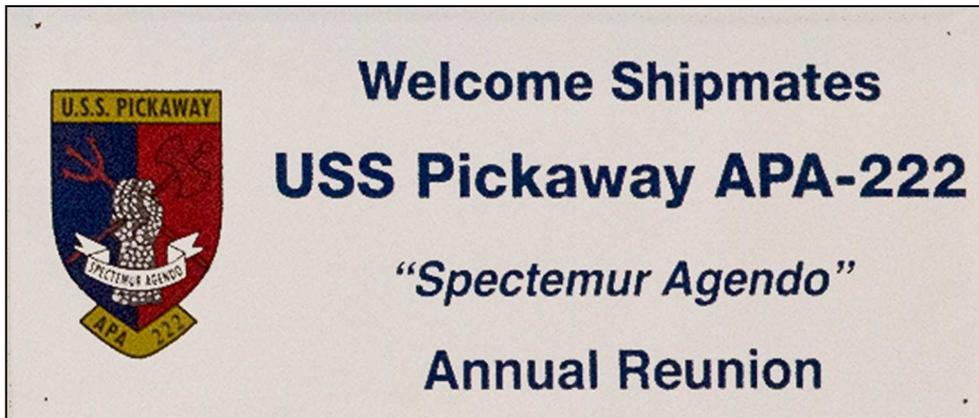
Douglas Voeltz

USS Pickaway
FN, 1965-1967



Bobby & Nancy Wisely

USS Pickaway
TE2, 1951-1953



This USS Pickaway Banner was Sponsored by:

Edwin Beer
Gary Ceccarelli
Chuck Chidsey
Joe Reed
Susan Roe
John Sauerwald
Paul Schraeder
Dean Severe

USS Pickaway Shipmates Not Present



Don Miehls

USS Pickaway

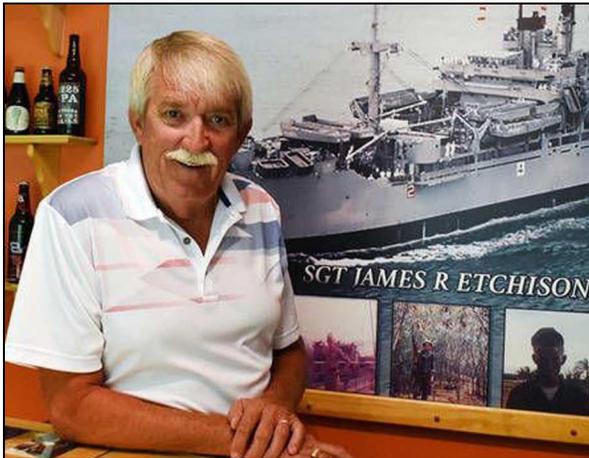
1945-1946. Found on the Internet.



Don & Christel Miehls

USS Pickaway

2017 photo. Found on the Internet.



James Etchison

USS Pickaway

Vietnam era. Found on the Internet.



Wesley Jaska

USS Pickaway

Korean era. Found on the Internet.



Three Buddies

USS Pickaway

Unknown. Found on the Internet.



Richard Morin

USS Pickaway

Unknown. Found on the Internet.

USS Rankin Shipmates and Guests



Paul & Faye Allen
USS Rankin
ENS(SC), 1946-1947



John & Sondra Beck
USS Rankin
LT, 1963-1964



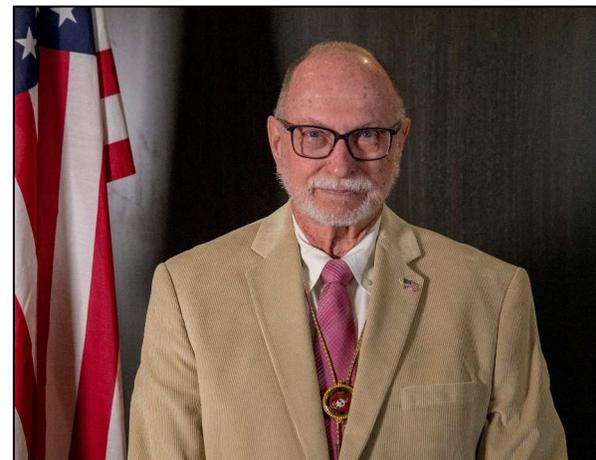
John J. Burke
USS Rankin
EN2, 1966-1970



Ridgely & Christine Conant
USS Rankin
HM2, 1969



Bill & Bette Devroe
USS Rankin
SK3, 1963-1965



Willie D. Dunning III
USS Rankin
PFC, USMC, 1962

USS Rankin Shipmates and Guests



Harry & Virginia Fuerstenberger
USS Rankin
ICFN, 1965-1965



Ed Gaskell
USS Rankin
LT, 1954-1956



Pete & Lola Gersbacher
USS Rankin
LTJG, 1959-1960



Elton & Margaret Gould
USS Rankin
CSSN, 1956-1960



Stew & Ellie Gully
USS Rankin
LTJG, 1957-1958



Allen & Donna Newell
USS Rankin
RM3, 1959-1960

USS Rankin Shipmates and Guests



Joe & Carla Paulsen

USS Rankin
SM3, 1968-1971



Sherrill & Shirley Pittman

USS Rankin
RM3, 1955-1958



Craig & Debbie Holliday

Guests of Sherrill Pittman
RM3, 1955-1958



Skip Sander

USS Rankin
LTJG, 1961-1963



Dewey Sloan

USS Rankin
EN2, 1966-1969



Jan Smits & Carol Fuos

USS Rankin
EN2, 1956-1959

USS Rankin Shipmates and Guests



Ray & Alice Spicer

USS Rankin
BT3, 1960-1963



Tex Spicer

USS Rankin
BT3, 1960-1962



Mark & Linda Thomas

USS Rankin
IC3, 1967-1970



Matchbook

The USS Rankin Association
From our memorabilia collection



USS Rankin officers in San Juan, Puerto Rico, 1963

USS Yancey Shipmates and Guests



Jeffrey & Isabelle Amundsen

USS Yancey
RD3, 1967-1968



Connie & Jeffrey Boyd

Family of Norman Boyd
EMC, 1961-1963



George Clifton

USS Yancey
QM2, 1963-1967



Paul & Patricia Dunn

USS Yancey
LTJG, 1966-1969



Walter & Toby Gillespie

USS Yancey
FN, 1961-1963



Gene & Shereen Hill

USS Yancey
PC3, 1966-1968

USS Yancey Shipmates and Guests



John Karlis
USS Yancey
EM3, 1966-1968



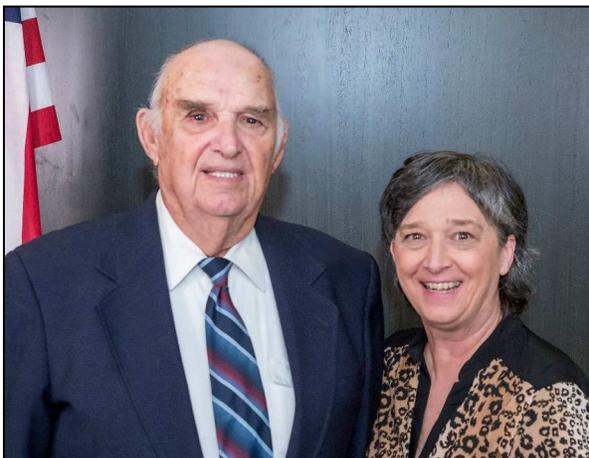
Sonja, Duane & Betty Malme
USS Yancey
MM3, 1954-1957



Phil & Charlie Messer
USS Yancey
EN1, 1960-1963



Paul Smith
USS Yancey
EM3, 1966-1968



J. W. Young & Virginia Greer-Young
USS Yancey
SH2, 1951-1954



J. W. Young
USS Yancey
SH2, 1951-1954

Shipmates and Guests from Other Ships



Joseph & Ingrid Benny

USS Arneb
SN, 1960-1962



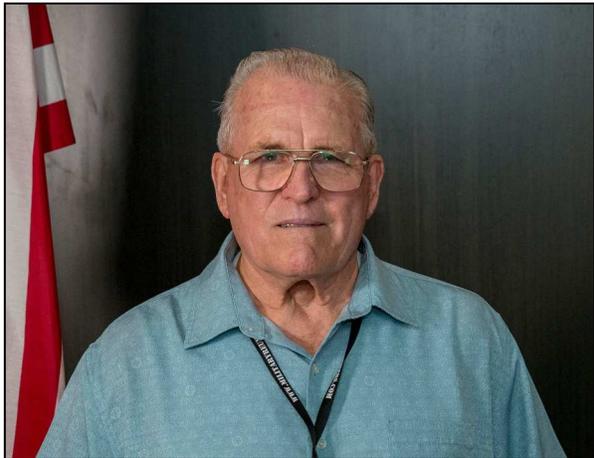
David Blanch

USS Arneb
ENS, 1961



Clyde & Carol Byerly

USS Lenawee
EN2, 1964-1965



Bobby Scott

USS Lenawee
SN, 1954-1955



Roy & Barbara Ann Gnirke

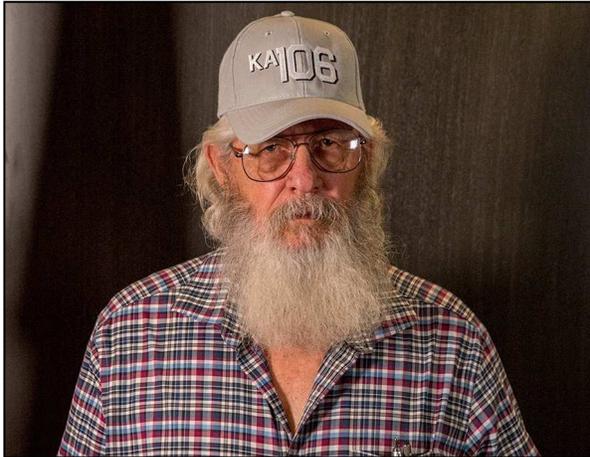
USS Renville
BMSN, 1957-1959



Danny & Kathy Green

USS Union
SM3, 1966-1969

Shipmates and Guests from Other Ships



Elie Rodrigue

USS Union
BM2, 1966-1969



Lawson Adams

USS Winston
SW3, 1966-1969



Clyde Byerly, USS Lenawee; Joseph Benny, USS Arneb; Elie Rodrigue, USS Union; Lawson Adams, USS Winston; Danny Green, USS Union; Roy Gnirke, USS Renville; David Blanch, USS Arneb; Bobby Scott, USS Lenawee; Joe Lanning; USS Mathews
NOTE: A portrait photo of Joe and Linda Lanning is not available.





USS Bexar: Gary Padgette, John Beeler, Don Laubham, Bill MacMillan, Kelly Kolb, Richard Stiger, Chuck Legler, Billy Hammack. Missing: Ray Butler



USS Pickaway: Dean Severe, Harold Elders, Melton Rivers, Bobby Wisely, Jerome Gonzales, Robert Godfrey, Dwight Rivers, Chuck Chidsey, Doug Voeltz, Jimmy Cee, Chilly Luna, Billy Hammack (also served on USS Bexar), Joe Reed. Missing: Steve Smock.



USS Rankin: John Beck, Willie Dunning, Stew Gully, Harry Fuerstenberger, Tex Spicer, Sherrill Pittman, Paul Allen, Joe Paulsen, Ray Spicer, Ridgely Conant, Ed Gaskell, Jan Smits, Allen Newell, John Burke, Mark Thomas, Skip Sander.



USS Yancey: Jeffrey Amundsen, Phil Messer, George Clifton, Paul Dunn, Paul Smith, John Karlis, James Young, Walter Gillespie, Duane Malme. Missing: Gene Hill.

USS Arneb



USS Arneb (AKA-56/LKA-56) was an *Andromeda*-class attack cargo ship named after the brightest star in the constellation Lepus. She was built by the Moore Dry Dock Company at Oakland, California, and launched on July 6, 1943. Arneb served as a commissioned ship for 27 years and 3 months, the longest time in commission of any AKA.

Arneb received four battle stars for her World War II service, and a Meritorious Unit Commendation for the recovery mission for Apollo 7.

She participated extensively in WWII Pacific campaigns. Decommissioned in 1948, she was modified for polar operations, and recommissioned in 1949. From 1955-1957, she participated in Antarctic Operation Deep Freeze I, suffering extensive ice damage. She made five more cruises to Antarctica to resupply the research stations and to transport hundreds of scientists involved in polar research.

Later, *Arneb* was modified for normal duty with the Atlantic Fleet Amphibious Force. She underwent intensive amphibious training through exercises in the Caribbean. In 1965, she transported supplies to American forces during the Dominican Republic crisis. *Arneb* began a routine of operations in Atlantic and Caribbean waters and practiced with Navy and Marine Corps personnel in landings at Onslow Beach, N.C., and Vieques Island, Puerto Rico.

Arneb deployed to the Mediterranean in January 1968 and spent five months there as part of the 6th Fleet's Amphibious Ready Force. In August 1968, she became the first amphibious ship qualified for spacecraft recovery duty, and she was on station as the secondary recovery vehicle for the Apollo 7 flight in October.

In January 1969, she was reclassified as an amphibious cargo ship, (LKA-56). She made three more Mediterranean cruises in 1969 and 1970, before ending her Naval service.

USS Arneb was decommissioned at Norfolk on 12 August 1971. She was sold in 1973 to a Houston, Texas company, and scrapped.

USS Bexar



USS Bexar (APA-237/LPA-237) was a *Haskell*-class attack transport built on the Victory ship design by Oregon Shipbuilding of Portland, Oregon. She was named after Bexar County, Texas.

Bexar received three battle stars for Korean War service and five campaign stars for Vietnam War service.

She was launched on July 25, 1945 and commissioned on October 9, too late to see action in WWII. She joined *Operation Magic Carpet* and returned troops from the Pacific until early 1946.

In June *Bexar* proceeded to Bikini Atoll to participate in *Operation Crossroads*, a test of the effectiveness of atomic bombs on warships. Over 200 warships participated in the operation, 75 of them as targets. *Bexar* served as an equipment supply center.

Based in Norfolk from 1947 onward, *Bexar* operated along the Eastern seaboard and in the Caribbean, making a Mediterranean cruise in 1948.

In September 1949 she took part in a large amphibious exercise in Hawaii. In July 1950 *Bexar* departed Norfolk for the Mediterranean. In August she was ordered to embark Marines and proceed via the Suez Canal to Japan. Upon arrival, she proceeded to Korea where she participated in the Inchon and Wonsan landings and the evacuation of Chinnampo and Inchon. Departing the Far East in January 1951 she proceeded to San Diego.

Between August 1951 and December 1953 *Bexar* made two more Far Eastern tours in support of Korean operations. During the latter she served as flagship for *Operation Big Switch*, the movement of prisoners from Koje Do to Inchon, Korea.

In 1954-1955 *Bexar* made another tour of the Far East during which she helped in the Tachen Islands evacuation.

Bexar also saw extensive service in the Vietnam War. In 1965, she helped land the first US ground troops at Chu Lai. *Bexar* was decommissioned in 1970. In 1982 she was scrapped in either South Korea or Taiwan.

USS Lenawee



USS Lenawee (APA-195) was a *Haskell*-class attack transport named after Lenawee County, Michigan. Of the VC2-S-AP5 Victory ship design, she was built by Kaiser Shipbuilding Company of Vancouver, Washington, and commissioned on October 11, 1944. She saw service during World War II, the Korean war and the Vietnam War. *Lenawee* received two battle stars for World War II service and three for service in Korea.

In February, 1945, only four months after commissioning, *Lenawee's* boats helped place the first wave of Marines ashore at Iwo Jima. During the subsequent invasion of Okinawa from April 9-14, she landed troops and cargo each day and retired to open sea each night, receiving many kamikaze attacks during her stay, but suffering no damage from them. With 1,135 troops of the 1st Cavalry aboard, *Lenawee* was present in Tokyo Bay when the Japanese surrendered on September 2, 1945. USS *Lenawee* was decommissioned at Stockton, California, in August, 1946.

The outbreak of hostilities in Korea led to her recommissioning in September, 1950. During the war, she primarily operated among the Japanese Islands, twice transporting men and supplies to the Korean theater. *Lenawee* was at Inchon in July, 1953, when the final truce of the war was signed.

In November, 1964, following the North Vietnamese PT boat attacks on USS *Maddox* and USS *Turner Joy*, *Lenawee* left port for her tenth Far Eastern tour since recommissioning. She was in the South China Sea from December until April, 1965, when she helped land 3rd Division Marines at Da Nang. Five days later, her boats landed men of the 4th Marines at Hue. She returned to San Diego in October, participating in training exercises until her last deployment in September, 1966. She returned home in January to prepare for inactivation.

Lenawee was decommissioned in June, 1967, and placed in the National Defense Reserve Fleet at Suisun Bay, California. In 1975, she was sold for scrap, for \$129,089.78.

USS Mathews



USS Mathews (AKA-96) was an *Andromeda*-class attack cargo ship named after Mathews County, Virginia. She served as a commissioned ship for 18 years and eight months, primarily in the Pacific, but with occasional assignments in the Atlantic

Mathews was built by the Federal Shipbuilding and Drydock Co., of Kearny, New Jersey. Her keel was laid on September 15, 1944. She was launched just fourteen weeks later, on December 22, and was commissioned on March 15, 1945, exactly six months after her keel had been laid.

With less than a month's training behind her, *Mathews* departed Norfolk for the Pacific on 8 April 1945, carrying military cargo and passengers. In July, with U.S. Army passengers and equipment on board, she sailed for Okinawa, which had recently been secured after 82 days of fighting. While later carrying cargo to Guadalcanal and Guam, she got word of Japan's unconditional surrender.

In November, her passenger accommodations filled with returning veterans, *Mathews* departed Korea for Norfolk, arriving on December 23. In October 1946, she sailed for San Francisco, where she was decommissioned on April 4, 1947.

Mathews was recommissioned in 1951 and began a long period of service with the Pacific Amphibious Force, focusing on Southeast Asia and the seal-rich Pribilof Islands. In 1962, she reported briefly to the Atlantic, in connection with the Cuban Missile Crisis. In 1963-64 she served a month as a unit of the Amphibious Ready Group at Subic Bay. During 1965, she shuttled troops and cargo from Okinawa to Da Nang and Chu Lai, South Vietnam, and Republic of Korea Army units from Pusan, Korea, to Qui Nhon. In May, 1966, she got underway for her third Western Pacific deployment in 370 days, with Marine engineers on board enroute to Chu Lai. She then shuttled between Subic Bay, Da Nang and Hue, before returning home to the U.S. for a period of amphibious operations and one more cruise to the Western Pacific.

USS *Mathews* was decommissioned at San Diego on October 31, 1968. She was sold for scrap in 1969.

USS Pickaway



USS Pickaway (APA/LPA-222) was a *Haskell*-class attack transport built by Permanente Metals Corporation, Yard No. Two, in Richmond, California. She was named after Pickaway County, Ohio.

Pickaway's keel was laid on September 1, 1944. She was launched 66 days later and commissioned on December 12, 1944. She saw service with the US Navy in World War II, the Korean War and the Vietnam War. *Pickaway* received one battle star for World War II service and six battle stars for Korean War service.

In February 1945, she evacuated Marines who were finishing off the Japanese forces on Iwo Jima. During the rest of the war, she transported personnel between San Francisco and various ports in the Pacific.

Pickaway visited Japan and China in 1947 and participated in *Operation Sandstone*, the second atomic test in the Pacific, early in 1948.

During the Korean War, *Pickaway* was deployed to the Korean area four times. She landed troops at Inchon and most of the major Korean beachheads.

During 1957 and 1958, she made regular deployments to WestPac. In 1958, she took part in *Exercise Blue Star*, the largest amphibious exercise conducted since WWII.

In 1964, she took a Marine battalion from Okinawa to Vietnam to help build up American forces after the Gulf of Tonkin Incident.

In March 1965, she participated in the US Pacific Fleet Exercise *Silver Lance*. In July 1965, together with other elements of Amphibious Squadron 3, *Pickaway* landed the 2nd Battalion of the 9th Marine Regiment over the beaches of Da Nang, South Vietnam.

During 1966, she participated in *Operations Jackstay, Osage, Deckhouse I, Nathan Hale, Deck House II, and Hastings*.

USS *Pickaway* was decommissioned on January 30, 1970, and struck from the Naval Register in 1976. She was sold for scrap in 1980.

USS Rankin



USS Rankin (AKA-103/LKA-103) was a *Tolland*-class attack cargo ship built by the North Carolina Shipbuilding Company of Wilmington, North Carolina. She was named after Rankin County, Mississippi.

Rankin's keel was laid on October 31, 1944. She was launched 52 days later and commissioned in Charleston, South Carolina on February 25, 1945. She joined the Pacific Fleet in April, participating for 17 days in the Battle of Okinawa. During her time there, she faced more than 100 *kamikaze* air raids. On June 28, she sailed for San Francisco. She was in Seattle when hostilities ended, and sailed for the Philippines.

Rankin took part in *Operation Magic Carpet*, repatriating U.S. soldiers who had been stationed in the Far East. She visited China and Japan during 1946 and early 1947. The ship was decommissioned in San Francisco in May 1947, and placed "in mothballs" at Suisun Bay, California.

Rankin was recommissioned in March, 1952 at the Todd Shipyard in Alameda, California. She transited the Panama Canal to join the Amphibious Force, Atlantic Fleet, and began a second career supporting amphibious training operations in the Atlantic, Mediterranean, and Caribbean.

In July 1958, she helped land 5,000 U.S. troops in Lebanon, helping to avoid a civil war. In November 1962, she was one of hundreds of ships responding to the Cuban Missile Crisis. In February 1963, she visited the Dominican Republic for the inauguration of President Juan Bosch, and in April, she patrolled for 31 days off the coast of Haiti until tensions eased in that country.

From 1956-1960, *Rankin* won an unprecedented five straight Battle Efficiency Awards, enabling her crew to wear a Gold E on their uniforms. In 1958, she simultaneously held every award available to an AKA.

USS *Rankin* was decommissioned in 1971, and in 1988 was sunk as a fishing and diving reef off the coast of Stuart, Florida. She rests on her starboard side in 130 feet of water.

USS Renville



USS Renville (APA/LKA-227) was a *Haskell*-class attack transport named after counties in Minnesota and North Dakota. Laid down on August 19, 1944 by Kaiser Shipbuilding of Vancouver, Washington, she was launched on October 25 and commissioned on November 15, less than ninety days after her keel-laying.

She served in World War II, the Korean War and the Vietnam War, receiving one battle star for World War II service, two for the Korean War, and four for Vietnam.

Following shakedown out of San Diego, *Renville* sailed in January 1945 for Guadalcanal, where she embarked 1,620 combat-ready troops for the invasion of Okinawa. Her assault boats transported the troops to the beach at Okinawa on April 1st. During the rest of the war, she transported troops and supplies between various Pacific Islands and the United States.

In 1947, she was Headquarters ship for the U.N. Truce Commission that negotiated settlement terms between Dutch military forces and Indonesian nationalists.

USS *Renville* was decommissioned on June 30, 1949 at Mare Island, California, and recommissioned in January, 1952 for service in the Korean War. There she shuttled troops between Japan and Korean ports.

After the war, she pursued training missions with the Pacific Fleet. In October, 1962, *Renville* headed for the Caribbean in response to the Cuban Missile Crisis.

In 1964, she participated in the making of the film *In Harm's Way*.

In response to the Gulf of Tonkin Incident in 1964, she ranged the coast of Vietnam from Da Nang to Saigon with 1,350 Marines on alert status for 67 consecutive days.

After making two more WestPac tours, USS *Renville* was decommissioned on April 23, 1968, and assigned to the National Defense Reserve Fleet at Suisun Bay, California. She was redesignated an amphibious transport (LPA-227) in January 1969. She was scrapped in 1982.

USS Union



USS Union (AKA/LKA-106) was a *Tolland*-class attack cargo ship of the United States Navy, the fourth ship with this name.

She was laid down as the Type C2-S-AJ3 ship *North Carolina* on September 27, 1944 by the North Carolina Shipbuilding Company, Wilmington, N.C.; launched on November 23, 1944 and renamed *Union* at the time of launching. She was moved to the Bethlehem Shipbuilding Co. at Hoboken, N.J., to undergo conversion into an AKA, and commissioned on 25 April 1945.

Union served as a commissioned ship for 25 years and one month. She was awarded two battle stars for Korean service and nine battle stars for service in Vietnam.

After provisioning and receiving ammunition on May 6, 1945, *Union* proceeded to Norfolk, Virginia, for shakedown training. On May 27, she left Norfolk for Hawaii, arriving on June 18.

She proceeded to Guam, where she arrived on August 2. She later loaded and transported units of the Americal Division to Japan, picked up repatriated prisoners of war, and transported Marines to Tsingtao, China for occupation duty. She also transported elements of the 52nd Chinese Nationalist Army from Subic Bay to Chinwangtao, North China. She returned to the U.S. on December 29, 1945.

Based in San Diego from 1946-1950, *Union* operated throughout the Pacific and in Alaska, sometimes with fewer than fifty men on board.

During the Korean War, *Union* performed transport duties around Korea, including opposed landings at Jinsen and Koje-do. Her postwar activities included several WestPac cruises.

Union was heavily involved in Vietnam, transporting Marines and equipment, and engaging in various special operations projects in Da Nang, Baie De Dung, and Chu Lai. In 1966, she engaged in a lengthy period of support operations for Commander, Military Assistance Command, Vietnam.

USS *Union* was decommissioned on June 5, 1970 and mothballed at Suisun Bay. She was sold for scrap in 1977.

USS Winston



USS Winston (AKA-94/LKA-94) was an *Andromeda*-class attack cargo ship named after counties in Alabama and Mississippi. She was laid down on July 10, 1944 at Kearny, NJ, by the Federal Shipbuilding & Drydock Co., launched on November 30, 1944, and commissioned at the New York Navy Yard on January 19, 1945.

Winston earned seven battle stars during the Korean War and another seven for Vietnam service. She served as a commissioned ship for 19 years and 11 months.

After fitting-out at New York, *Winston* conducted shakedown training in the Chesapeake Bay, then headed to the Pacific, making five voyages ferrying ammunition between Oahu and San Francisco. The war ended before she saw any combat.

After the war, *Winston* spent three months supporting the Asian occupation, then returned to Norfolk. She was inactivated at Baltimore in late 1947, then reactivated early in 1948, operating out of Norfolk.

In August, 1950, hostilities in Korea sent her back to WestPac, where she participated in landings and cargo operations at Inchon, Pusan and Wonsan, returning to San Diego in August, 1951. She headed back to WestPac, remaining there until the armistice, when she repatriated over 3,000 POWs and civilian internees. She returned to San Diego, making two more WestPac deployments.

USS *Winston* was decommissioned in February 1957, and recommissioned in San Francisco in November, 1961. In 1962, she carried typhoon relief supplies to Guam, joining the 7th Fleet until mid-1963. She shuttled between California and WestPac until early 1966.

From 1966-1969, *Winston* was involved in major operations in Vietnam. In January, 1969, she was redesignated (LKA-94), and joined Operation *Bold Mariner*, said to be the largest amphibious operation of the war. She arrived in San Diego in June, and prepared for decommissioning.

USS *Winston* was decommissioned in November 1969 and laid up at Suisun Bay, California. She was scrapped in 1980.

USS Yancey



USS Yancey (AKA-93/LKA-93) was an *Andromeda*-class attack cargo ship built by the Moore Dry Dock Company of Oakland, California. She was named after Yancey County, North Carolina.

Yancey's keel was laid on May 22, 1944. She was launched on July 8, and commissioned on October 11, 1944. She operated in the Pacific during the war and participated in the amphibious landings at Iwo Jima in February, 1945 and Okinawa in April. After Japan's sur-render in August, *Yancey* was in Tokyo Bay for the signing of the Japanese Instrument of Surrender on September 2, 1945.

She made voyages delivering troops for the occupation of Japan before returning to the United States in January 1946. After spending most of the next year on the East Coast, *Yancey* was ordered back into the Pacific in November, and took part in *Operation Highjump*, a Navy expedition to Antarctica, in January 1947; Yancey Glacier was named in the ship's honor.

After spending most of the next decade in duties in the Western Pacific, *Yancey* was decommissioned in March 1958 and placed in reserve at Olympia, Washington. She was reactivated in the aftermath of the Berlin Crisis of 1961 and recommissioned in November.

During the October 1962 Cuban Missile Crisis she sailed in support of the U.S. blockade of Cuba, and during the April 1965 U.S. intervention in the Dominican Republic she carried almost a quarter of all of the evacuees from Santo Domingo. In January 1970, *Yancey* was blown by a storm into the Chesapeake Bay Bridge-Tunnel, closing it for sev-eral weeks.

USS *Yancey* was decommissioned for the final time in January 1971. After being stripped of salvageable mater-ials, she was sunk in 1990 as an artificial reef off Morehead City, North Carolina, a place she had visited often in the past. She rests on her starboard side at a depth of 160 feet.

AKA / APA History

AKAs and APAs were designed during WWII specifically to carry troops, equipment and supplies in support of amphibious assaults, and to provide boats and naval gun-fire support during those assaults.

They were originally designated as Attack Cargo Ships (AKA) and Attack Transports (APA). In 1969, they were renamed as Amphibious Cargo Ships and Amphibious Transports and redesignated LKA and LPA.

In the early 1940s, as the Navy expanded in response to the threat of involvement in World War II, a number of civilian passenger ships and freighters were acquired and converted to APAs and AKAs. Compared to the civilian types, the converted ships could carry landing craft, were faster, had more armament, and had larger hatches and booms. APAs had facilities to house and feed large numbers of troops. AKA holds were optimized for combat loading, a method of cargo storage where the items first needed ashore were at the top of the hold, and those needed later were lower down. Because these ships went into forward combat areas, they had Combat Information Centers and significant amounts of equipment for radio communication, neither of which were present in other similar ships.

As amphibious operations became more important in WWII, new designs were created for these ships, and new shipyards were constructed to build them. The shipbuilding process was extremely well-organized and efficient, and building a ship often took only sixty days from keel laying to launch. A total of 388 AKAs and APAs (230 APA and 108 AKA) were built for service in World War II, in at least fifteen classes, averaging one ship built every eight days. Depending on class, they were armed with one or two 5-inch guns to assist in shore bombardment, and a variety of 40 mm and 20 mm guns to assist in air defense.

AKAs and APAs played a vital role in the Pacific War, where many were attacked by kamikazes and other

aircraft, and several were torpedoed, but none were sunk or otherwise destroyed. Nine AKAs, including the USS *Yancey*, and 21 APAs, including USS *Lenawee*, were present at the Japanese surrender ceremony in Tokyo Bay on September 2, 1945.

These ships played a less important role in the Mediterranean theater, but two APAs were sunk there by German torpedoes.

After the war, many AKAs and APAs were "mothballed" and put into the National Defense Reserve Fleet. Others were converted for other uses, such as oceanographic surveying, undersea cable laying, and repairing other ships. Some of the reserve ships were recommissioned for the Korean War, and some stayed in service during and after the Vietnam War.

As part of the 1950s' modernization of the Navy's amphibious force with faster and better ships, three more AKAs and APAs were built.

By the end of the 1950s, it was clear that boats would soon be superseded by helicopters and air cushion landing craft (LCACs) for landing on enemy shores. Throughout the 1960s, new varieties of amphibious ships began to replace APAs and AKAs. Both the United States Navy and the British Royal Navy developed amphibious transport docks (LPDs), with well decks and flight decks, which gradually took on their role and today have assumed it completely.

The last AKAs, featuring a completely new design, were commissioned between 1968 and 1970. There were no corresponding new APAs. In 1969, when the remaining AKAs and APAs were redesignated as LKAs and LPAs (retaining their previous numbers), only a few were still in commission. The last APA/LPA was decommissioned by the early 1970s, and the last amphibious cargo ship, USS *El Paso* (LKA-117), was decommissioned in 1994.

A 21st Century LPD





USS Bexar Reunion History

- 2018 - Dallas, TX
- 2017 - Harrisburg, PA
- 2016 - Reno, NV
- 2015 - Tulsa, OK
- 2014 - Pensacola, FL
- 2013 - Portland, OR
- 2012 - Branson, MO
- 2011 - Boston, MA
- 2010 - Long Beach, CA
- 2009 - Nashville, TN
- 2008 - Newport News, VA
- 2007 - Tucson, AZ
- 2006 - Chicago, IL
- 2005 - Washington, DC
- 2004 - Seattle, WA
- 2003 - San Antonio, TX
- 2002 - Charleston, SC
- 2001 - Reno, NV
- 2000 - St. Louis, MO
- 1999 - Norfolk, VA
- 1998 - San Diego, CA
- 1997 - Colorado Springs, CO
- 1996 - San Antonio, TX
- 1995 - Jacksonville, FL



USS Pickaway Reunion History

- 2018 - Dallas, TX
- 2017 - Harrisburg, PA
- 2016 - Reno, NV
- 2015 - Tulsa, OK
- 2014 - Pensacola, FL
- 2013 - Portland, OR
- 2012 - Branson, MO
- 2011 - Boston, MA
- 2010 - Tucson, AZ
- 2009 - Jacksonville, FL
- 2008 - Lexington, KY
- 2007 - Nashville, TN
- 2006 - Chicago, IL
- 2005 - San Diego, CA
- 2004 - Grand Rapids, MI
- 2003 - Seattle, WA
- 2002 - Indianapolis, IN
- 2001 - Denver, CO
- 2000 - San Antonio, TX
- 1999 - Omaha, NE

The Pickaway and the Bexar reunions merged in 2011, continuing this way until their reunion company discontinued operations in late 2016. That event led to the two reunion groups merging with the Rankin and Yancey reunions in 2017.

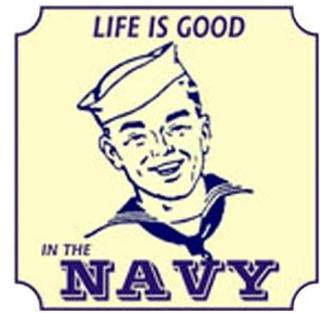


USS Rankin Reunion History

- 2018 - Dallas, TX
- 2017 - Harrisburg, PA
- 2016 - Jacksonville, FL
- 2015 - Nashville, TN
- 2014 - Newport, RI
- 2013 - San Antonio, TX
- 2012 - New Orleans, LA
- 2011 - Charleston, SC
- 2010 - Branson, MO
- 2009 - Norfolk, VA
- 2008 - Stuart, FL
- 2007 - New London, CT
- 2006 - Washington, DC
- 2005 - San Diego, CA
- 2004 - Norfolk, VA

There were some informal reunions in the 1990s, all held in Virginia Beach. The USS Rankin Association was started in 2003 when Skip Sander and four other officers from the early 1960s decided to find as many shipmates as they could. They found them by the hundreds, and due to popular demand they held a reunion in 2004. It drew 297 people, a total never approached again.





USS Yancey Reunion History

2018 - Dallas, TX
 2017 - Harrisburg, PA
 2016 - Jacksonville, FL
 2015 - Nashville, TN
 2014 - Newport, RI
 2013 - Washington, DC
 2012 - San Diego, CA
 2011 - New Orleans, LA
 2010 - Boston, MA
 2009 - Mobile, AL
 2008 - Seattle, WA
 2007 - Washington, DC
 2006 - Chicago, IL
 2005 - Norfolk, VA
 2004 - San Francisco, CA
 2003 - Corpus Christi, TX
 2002 - Charleston, SC
 2001 - San Diego, CA
 2000 - Baton Rouge, LA
 1999 - Washington, DC
 1998 - Pensacola, FL
 1997 - San Francisco, CA
 1996 - No reunion
 1995 - Norfolk, VA

The Yancey reunion group merged with the Rankin group in 2014.



Other Ships in Attendance:

USS Arneb Reunion History

None known

USS Lenawee Reunion History

2017 - Seattle, WA
 2015 - Newport, RI
 2013 - San Diego, CA
 2011 - San Pedro, CA
 2009 - Tucson, AZ
 2007 - Branson, MO

USS Mathews Reunion History

None known

USS Renville Reunion History

2016 - Branson, MO
 2015 - Washington, DC
 2007 - Branson, MO
 2006 - Corpus Christi, TX
 2005 - Norfolk, VA
 2004 - San Diego, CA
 2003 - Philadelphia, PA
 2002 - Seattle, WA
 2001 - New Orleans, LA
 2000 - Chicago, IL
 1999 - New York, NY
 1998 - Boston, MA
 1997 - San Francisco, CA
 1996 - Charleston, SC
 1995 - Washington, DC

USS Union Reunion History

None known

USS Winston Reunion History

2012 - Cruise reunion
 2010 - Cruise reunion
 2018 - San Diego, CA
 2006 - Baton Rouge, LA
 2004 - Baton Rouge, LA

Top Amphibious Reunion Cities

- 1 - Branson, MO
- 2 - Norfolk Area, VA
- 3 - Charleston, SC
- 4 - San Diego, CA
- 5 - San Antonio, TX
- 6 - Washington Metro, DC
- 7 - Nashville, TN
- 8 - New Orleans, LA
- 9 - Newport, RI
- 10 - Seattle, WA
- 11 - Savannah, GA
- 12 - Chicago, IL
- 13 - Las Vegas, NV
- 14 - New London, CT
- 15 - Annapolis, MD
- 16 - St. Louis, MO
- 17 - Reno, NV
- 18 - Myrtle Beach, SC
- 19 - Cruise Reunion
- 20 - Colorado Springs, CO
- 21 - Boston, MA
- 22 - Baltimore, MD
- 23 - Buffalo, NY
- 24 - Portland, OR
- 25 - Philadelphia, PA

The above list was compiled from a study done by the USS Rankin in 2015.

They asked 69 large amphibious ships to tell where they held their reunions from 2001-2015. Twenty-seven ships responded, providing data for 330 reunions, held in 91 different cities.

The top four cities accounted for 25% of all these reunions; the top 12 accounted for 50%, and the top 25 accounted for 64%. Branson hosted 28 reunions, Norfolk held 24, Charleston held 19, San Antonio and Washington DC hosted 16 each. The other cities in the Top 25 held from nine to four reunions each. Five reunions were held on cruise ships.

Attendee Directory

Amphibious Ships Reunion

Dallas / Fort Worth, Texas – October 25 to October 29, 2018

USS Arneb

Benny, Joseph

SN, 1960-1962
Ingrid Benny
117 Merlin Dr
Hummelstown, PA 17036
717-329-8690
jbenny117@verizon.net

Blanch, David

ENS, 1961
394 Hickory Point Rd
Pasadena, MD 21122
410-294-7621
dblanch259@aol.com

USS Bexar

Beeler, John L

SK2, 1967-1969
3113 1/2 Yale St N
St. Petersburg, FL 33713
317-223-8090
napajb4624@yahoo.com

Butler, Ray

RD/3, 1946-1947
Steven Butler
11201 E Lake Highland Dr, #1050
Dallas, TX 75218
214-349-3644
rayjbutler@yahoo.com

Hammack, Billy

FN, 1968-1970
Karen Hammack
PO Box 19122
Tucson, AZ 85731
520-405-0814
bkhammack1@q.com

Kolb, Kelly

SFM2, 1964-1968
Cathy Kolb
5520 Enterprise Drive
Lincoln, NE 68521
402-438-8890
kolbkck2@aol.com

Laubhan, Don

RDSN, 1960-1963
Carol Blackburn
7315 Paso Robles Ave
Lake Balboa, CA 91406
818-344-0917
sl1919a4@earthlink.net

Legler, Chuck

SN, 1960-1964
18100 107th PI SE, Unit 60
Renton, WA 98055
425-970-3606
55chuckwagon@gmail.com

Macmillan, William

MM2, 1960-1962
Nancy MacMillan
17 Ash St
Hopkinton, MA 01748
508-435-3719
nanamac17@aol.com

Padgette, Gary

BMSN, 1961-1964
Meredith Zallar
720 9th Ave NE
Brainerd, MN 56401
218-829-4492
mazallar@gmail.com

Stiger, Richard

SK3, 1954-1956
Eunice Stiger
9135 S 115th
Bixby, OK 74008
918-557-5338
estiger45@gmail.com

USS Lenawee

Byerly, Clyde

EN2, 1964-1965
Carol Byerly
3425 7th Av S
Great Falls, MT 59405
406-454-3677
muskets shooter44@gmail.com

Scott, Bobby

SN, 1954-1955
420 Eagle Dr
Bedford, TX 76021
817-577-1715
scott2597@sbcglobal.net

USS Mathews

Lanning, Joe

BM3, 1967-1968
Linda Lanning
3153 Mabel St
Indianapolis, IN 46234
317-293-9561
lmlanning@att.net

USS Pickaway

Cee, Jimmy

EN2, 1960-1964
Louise Miller
527 Childers Ln
Ringgold, GA 30736
423-605-9082
sailor@catt.com

Chidsey, Chuck

SHS3, 1967-1969
Chris Chidsey
3053 Stone Meadow Dr
Milford, MI 48380
248-676-0628
c3pg@aol.com

Elders, Harold Dee

EN2, 1951-1955
Melba Elders
21 Fairway Ct
Deland, FL 32724
386-943-9813
mehele4@gmail.com

Godfrey, Robert

EM2, 1962-1966
2361 Saddlebrook Ln.
Rockwell, TX 75087
972-771-2424
bobbyg32@gmail.com

Gonzales, Jerome
HM3, 1964-1966
Gloria Gonzales
PO Box 812
Pleasanton, TX 78064
830-281-5842
gloria5842@yahoo.com

Luna, Chilly
GMSN, 1970-1971
Susie Luna
6357 Beagle Rd
Temple, TX 76501
254-231-9752
NONE

Reed, Joe
GMSN, 1955-1959
Bettye Reed
Fay Lee
2502 S Spruce
Amarillo, TX 79103
806-681-0875
joebettye@hotmail.com

Rivers, Dwight
SF2, 1964-1966
3317 Castle Dr
Rowlett, TX 75089
214-213-0512
decan1@yahoo.com

Rivers, Melton
SFFN, 1964-1965
606 Rosewood Hills Dr
Garland, TX 75040
972-272-8405
mhorivers@outlook.com

Roe, Susan
Daughter of Frank Roe
8200 Stewart Ave
Los Angeles, CA 90045
310-261-4649
cocomany@yahoo.com

Severe, Dean
GM3, 1957-1959
Sandy Severe
Wendy Brady
3174 E Maryland St
Decatur, IL 62521
217-428-0695
seversandean@comcast.net

Smock, Stephen
FN, 1969-1970
Linda Alyce Prince
20202 Westfork Ct
Katy, TX 77449
281-578-9160
s_smock@sbcglobal.net

Voeltz, Douglas
FN, 1965-1967
952 22 St SE
Rochester, MN 55904
507-282-3953
dmvoeltz@charter.net

Wisely, Bobby
TE2, 1951-1953
Nancy Wisely
9983 Riley St
Overland Park, KS 66212
913-649-7401
bwiseley17555@yahoo.com

USS Rankin

Allen, Paul
ENS(SC), 1946-1947
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PFC, USMC, 1962
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LTJG, 1959-1960
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SM3, 1968-1971
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RM3, 1955-1958
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BT3, 1960-1963
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BT3, 1960-1962
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SW3, 1966-1969
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USS Yancey

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Ranks, Rates, and Ratings

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The directory on this and the preceding pages shows each man's name and contact information, along with the names of his registered guests. The line below his name shows his highest *rank* or *rating* and his *rate* while he was assigned to his ship, plus the years he was aboard.

The terms *rank*, *rate*, and *rating* are well-known to those who have served in the Navy, but might be mystifying to others. Here is an explanation:

Naval officers have *ranks*, shown in **bold** in the table below. SC indicates the officer was in the Supply Corps.

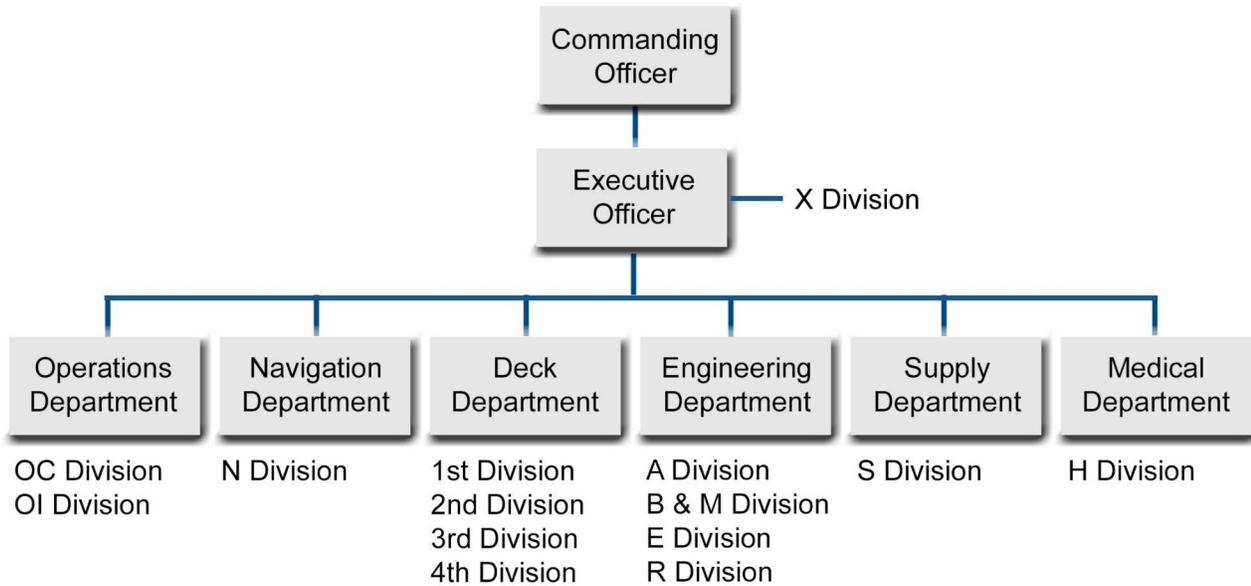
Enlisted men have *ratings* and *rates*. *Ratings* are occupational specialties, signified by the two-letter abbreviations shown below. Separately, each man's *rate* corresponds to his pay grade.

A number following a man's rating abbreviation indicates his *rate*: he was a third, second, or first class petty officer. If the letter C replaces that number, he was a Chief Petty Officer, or Chief for short. The rates of Senior and Master Chief were introduced in 1958; men holding these rates have an S or M appended to their rating abbreviation. Master Chief Boatswain's mate would be abbreviated BMCM.

Men without the petty officer designations, FN and SN in the list, are known as non-rated men. If one of them is on track for a specific rating, he is known as a *striker*, and his rating abbreviation is added in front of his non-rated designator. A seaman striking for radarman, for example, would be an RDSN.

BM	Boatswain's Mate
BT	Boilerman
CPL	Corporal, United States Marine Corps
CS	Commissaryman
EM	Electrician's Mate
EN	Engineman
ENS	Ensign
ET	Electronics Technician
FN	Fireman
FT	Fire Controlman
GM	Gunner's Mate
IC	Interior Communications
LT	Lieutenant
LTJG	Lieutenant, Junior Grade
MM	Machinist's Mate
PFC	Private First Class, United States Marine Corps
PN	Personnelman
QM	Quartermaster
RD	Radarmam
RM	Radioman
SF	Shipfitter
SH	Ship's Serviceman
SK	Storekeeper
SM	Signalman
SN	Seaman
TE	Teleman
YN	Yeoman

Amphibious Ship Organization



A ship's organization remains fairly constant over time. Things are somewhat different in wartime when crews are significantly enlarged, but the general outline typically remains the same.

This page describes the USS Rankin's organization in the mid-1960s, but it is believed to apply generally to all AKAs and APAs from the postwar period through the early 1970s.

The Commanding Officer, also called the CO, Captain, Skipper, or Old Man, has total charge of the ship and everything that happens aboard.

The Executive Officer, also called the XO, Exec, or Commander, is second in command, and is responsible for implementing the CO's orders through the others on the ship. He also controls the ship's day-to-day administration. He is assisted by a Personnel Officer, yeomen and personnelmen.

The Operations Department is responsible for all communications and information flow inside and outside the ship. The Operations Officer is assisted by the Communications Officer, the Combat Information Center Officer, and the Electronics Material Officer, who together supervise the RMs, SMs, RDs, and ETs.

The Navigation Department is responsible for the safe navigation of the ship. It

is headed by the Navigator, who is assisted by enlisted Quartermasters.

The Deck Department is responsible for the weather decks, the ship's boats, and for operating all the ship's cargo handling equipment. It is headed by the First Lieutenant, whose assistants include the ship's Boatswain, the Boat Group Commander, the Gunnery Officer, and several Division Officers and Boat Officers. The enlisted members of the department include Seamen, Boatswain's Mates, Gunners Mates, and Fire Controlmen. The first two are fondly referred to as "deck apes."

The Engineering Department operates and maintains the ship's power plant, the engines on the ship's boats, and various mechanical equipment throughout the ship. The department head is the Engineering Officer, also called the Chief Engineer or Chief Snipe. He is assisted by a Main Propulsion Assistant, a Damage Control Assistant, an Electrical Officer, and a Repair Officer. The members of the engineering department, both officer and enlisted, are fondly referred to as "snipes." Enlisted snipes include BTs, EMs, Firemen, ICs, MMs, and SFs, plus others not represented at this reunion.

The Supply Department manages the

ship's payroll and expenses and provides many supplies and services: food, laundry, barber shop, supplies, repair parts, the ship's store, and more. Its enlisted crewmembers include Comissarymen, Ship's Servicemen, Storekeepers, and several more ratings not represented at this year's reunion. Due to their responsibilities for feeding the crew and the perceived shape of their oak leaf insignia, Supply Officers are fondly referred to as "pork chops".

The Medical Department consists of a doctor called the Medical Officer, and a group of Hospital Corpsman. They are known for providing remedies for hangovers and seasickness.

A day aboard ship begins with reveille at 0600. The workday runs from 0800 to 1600. During the workday, every crewmember has a job that they work at, usually related to their rate and rating.

In addition, most officers and crewmembers "stand watches," where they are involved with sailing the ship and keeping her safe. These watches run around the clock, and are four hours in length. They start with the midwatch, from midnight to 0400. The 1600-2000 watch is usually divided into two two-hour "dog watches", to accommodate the evening meal.

The 2018 Amphibious Ships Reunion was planned and organized by Military Reunion Planners of Grapevine, Texas, under the leadership and guidance of:



George Clifton
USS Yancey

Skip Sander
USS Rankin

Ray Casey
MRP

Attendees from the USS Bexar and USS Pickaway were invited by Jimmy Cee of the Pickaway. Attendees from the USS Rankin and USS Yancey were invited by their respective reunion groups. Most of the others were invited by Skip Sander, based on communication with present and former AKA and APA reunion groups, and reunion announcements posted on hullnumber.com.

This Memory Book was conceived and created by Skip Sander and printed by blurb.com. All shipmate photos and many banquet photos were taken by Kristin Miller of Kdmiller.photo. Other photos were provided by John Beck, George Clifton, Danny Green, Chuck Legler, Elie Rodrigue, and Skip Sander.

Hospitality Room liquor was provided by Willie D. Dunning, III of the USS Rankin.

Funding for the Legacy Road Quartet was provided by Courtland "Sonny" Byrd, BM2 1965-1967, of the USS Bexar.



PARTICIPATING SHIPS

USS Arneb

USS Bexar

USS Lenawee

USS Mathews

USS Pickaway

USS Rankin

USS Renville

USS Union

USS Winston

USS Yancey

