



Decommissioning of the
USS RANGER (CV 61)

San Diego, California

10 July, 1993

RANGER's Decommissioning **A Ceremony Reflecting Centuries of Tradition**



It is a time honored tradition, this ceremony that decommissions a ship of the United States Navy. The decommissioning ceremony signifies the ship's retirement from active service and entry into the Reserve Fleet. The symbols used in today's ceremony have their origins in antiquity.

During the middle ages the mark of the knight and other nobles was a "coach whip pennant" called a pennon. The size of these pennons as well as their diverse splendor usually signified the relative rank and importance of the noble it heralded. During the infancy of modern naval seapower these nobles rarely embarked upon seagoing vessels, but when they did, they flew their pennons from the most visible place on the ship, usually the foremast or the main mast.

Perhaps the first time the commissioning pennant was used independent of feudal heraldry dates back to the 17th century during a conflict between the Dutch and English. Admiral Martin Harperton Tromp of the Dutch fleet hoisted a broom at his masthead to indicate his intention to "sweep the English Navy from the sea."

The gesture was soon answered by British Admiral William Blake who hoisted a horse whip to indicate his intentions to chastise the Dutch. The British carried out their boast and ever since, a narrow coach whip pennant, symbolizing the original horse whip, has been the distinctive mark of a vessel of war that has been adopted by all nations.

The commissioning pennant, as it is called today, is blue at the hoist, with a union of seven white stars; it is red and white at the fly, in two horizontal stripes. The number of stars is arbitrary. The pennant is flown at the main by vessels not carrying flag officers. In lieu of the commissioning pennant, a vessel with a high ranking officer or official embarked flies his own personal flag or command pennant.

Today's ceremony and its participants are enacting an age old tradition handed down from century to century. When the commissioning pennant is finally lowered from the main and handed over to the commanding officer, the ship is officially retired.

USS RANGER

A Long Line of Great Warriors

USS RANGER (CV-61) is the eighth ship of the Navy to bear the prestigious name.

The first RANGER was a Continental frigate, 18 guns, built at Portsmouth, New Hampshire in 1777. Sailing 1 November for France with 140 men under John Paul Jones she took two prizes enroute. On 14 February 1778 at Quiberon Bay, Jones negotiated the first salute to the American flag, thereby receiving the first official recognition of the American Republic by a foreign power.



The first USS RANGER at sea - 1777

On 10 April 1778 he sailed from Brest to cruise in the Irish Sea, taking several prizes including H.M.S. DRAKE, 20 guns, which was captured near Belfast. Jones led a landing party at Whitehaven, spiking the guns at the fort and setting fire to one ship. Another landing on St. Mary's Isle was not as successful, but Jones' bold tactics did cause the insurance rates of shipping to be greatly increased. RANGER returned to Brest and Jones left her to take command of BON HOMME RICHARD. Lieutenant Thomas Simpson took command 27 July and sailed for the United States 21 August. After being refitted at Portsmouth she made several cruises on the

Atlantic Coast taking many prizes. In July 1779 she defeated the British ship HOLD-ERNESS, 22 guns, of Newfoundland. When Charleston, South Carolina was captured by the British 12 May 1780, they secured RANGER among the ships of Commodore Whipple's squadron; later she was commissioned in the British Navy as HALIFAX.

The second RANGER was an armed schooner with one long 18-pounder purchased at Baltimore, Maryland in March 1814. She served as a picket ship in the Chesapeake Bay and was sold in 1816.

The third RANGER was a brig of 14 guns, purchased in 1814 to operate with Commodore Isaac Chauncey's squadron on Lake Ontario during the War of 1812. She was removed from service and sold 15 May 1821.

The fourth RANGER was a full rigged, iron vessel with auxiliary steam power, built at Wilmington, Delaware, 1873-76, mounting four heavy guns. She was commissioned 27 November 1876, with 21 officers and 127 men, under Commander H. DeHaven Manley. She saw service in the North Atlantic, Asiatic and Pacific waters, with 12 years spent on serving duty and 12 years laid up in storage until 1908. She sailed from the Pacific for Boston via the Suez Canal, arriving in November to be decommissioned and converted into a nautical school ship. On 26 April 1909 she was loaned to the state of Massachusetts. Her name was changed to ROCKPORT 30 October 1917 and to NANTUCKET 20 February 1918. She was well known by that name and gave important service as a school ship until her name was stricken from the Navy List 30 June 1940.

One of the six battle cruisers of 43,500 tons authorized in 1916 was named RANGER. Her keel was laid on 23 January 1921. However, on 8 February 1922, before RANGER was launched and with four per cent completed, construction was suspended upon the

signing of the Washington Treaty, limiting naval armaments. Her partial hulk was sold for scrap on 8 November 1923.



USS RANGER in port San Diego - 1887

The fifth RANGER (SP-237) was a converted steel yacht built at City Island, New York in 1910. She was commissioned 9 October 1917 and was employed on patrol duty in the coast defense of the Third Naval District. She served with the Coast and Geodetic Survey from 28 April 1919 to 31 January 1931. Her name was stricken from the Navy List on 4 September 1931.

The sixth RANGER (SP-369) was a minesweeper, built at New London, Connecticut in 1882. She was commissioned 11 September 1918 at Charleston, South Carolina and was employed in the coast defense of the Sixth Naval District until returned to her owner 10 January 1919.

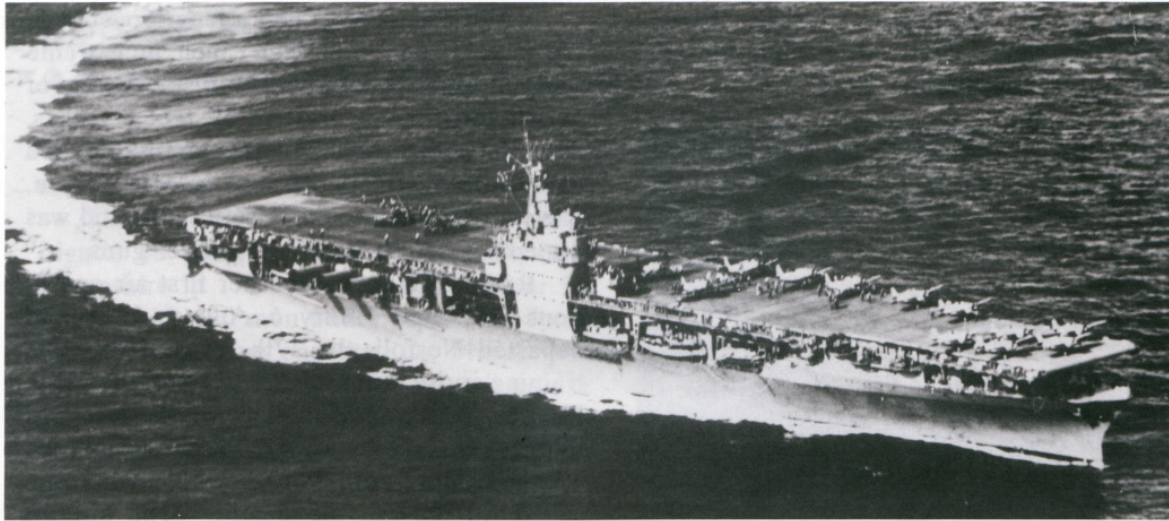
The seventh RANGER (CV-4) was the first ship of the Navy to be designed and built from the keel-up as an aircraft carrier. She was built by the Newport News Shipbuilding and Dry Dock Company, Virginia. Her keel was laid 26 September 1931. She was launched 25 February 1933, under the sponsorship of Mrs. Herbert Hoover, wife of the President of the United States. She was commissioned at the Norfolk Navy Yard on 4 June 1934, Captain Arthur L. Bristol, commanding.

RANGER (CV-4) had a length overall of 769 feet, a beam of 80 feet 1 inch, an extreme width at flight deck of 86 feet, displacement of 14,500 tons, mean draft of 19 feet 8 inches, designed speed of 29.25 knots and a designed complement of 178 officers and 1,610 men. She was designed to carry 86 aircraft and was armed with eight 5-inch .25 caliber guns.

RANGER conducted her first air operations off Cape Henry 6 August 1934 and departed Norfolk the 17th for a shakedown training cruise that took her to Rio de Janeiro, Buenos Aires and Montevideo. She returned to Norfolk 4 October for operations off the Virginia Capes until 28 March 1935 when she sailed for duty in the Pacific. The aircraft carrier transited the Panama Canal 7 April and reached her new base of San Diego, California on 15 April 1935. For nearly four years she participated in fleet operations reaching to Hawaii, and in western seaboard operating as far south as Callao, Peru, and as far north as Seattle, Washington. On 4 January 1939 she departed San Diego for winter fleet operations in the Caribbean out of Guantanamo Bay, Cuba. She then steamed north to Norfolk, arriving 18 April 1939.

RANGER cruised along the eastern seaboard out of Norfolk and into the Caribbean Sea. In the fall of 1939 she began service in the Neutrality Patrol, operating out of Bermuda along the trade routes of the middle Atlantic and up the eastern seaboard to Argentia, Newfoundland. The Japanese attacked Pearl Harbor, 7 December 1941, as she was returning to Norfolk from an ocean patrol extending to Port-of-Spain, Trinidad. She arrived in Norfolk 8 December and sailed the 21st for patrol in the South Atlantic until 22 March 1942 when she entered the Norfolk Navy Yard for voyage repairs.

Upon completion she steamed to Quonset Point, Rhode Island and loaded 68 Army P-40 airplanes and the men of the Army's 33rd Pursuit Squadron. She put to sea 22 April and launched the Army Squadron 10 May to land



USS RANGER (CV-4) at sea

at Accora, on the Gold Coast of Africa. She made a second trip to North Africa, launching 72 Army P-40 Warhawks to Accora on 19 June.

The flagship of Rear Admiral Earnest D. McWhorther, Commander Carrier Atlantic Fleet, RANGER was the only large deck carrier in the Atlantic Fleet. She led a task force comprising of herself and four SANGAMON class escort aircraft carriers. This enabled the Amphibious Force of the Atlantic Fleet to land fighting men to seize German dominated French Morocco within three days from the start of the invasion that began the morning of 8 November 1942. Sailing from Bermuda 25 October 1942, she and her escort carriers joined the invasion armada three mornings later for the approach to the Moroccan coast. She and her four consorts carried to Morocco 28 Grumman Avenger torpedo bombers (TBF), 36 Douglas Dauntless dive bombers (SBD) and 108 Wildcat fighter planes (F4F-4). In addition they ferried 76 United States Army P-40's for basing at the Casablanca airdrome as soon as it was captured. RANGER also carried three "Piper Cub" aircraft. Army Artillery officers flew them to

Fedela where they reconnoitered and spotted for Army artillery units.

It was still quite dark at 0615, 8 November 1942, when RANGER, stationed 30 miles northwest of Casablanca, began launching her aircraft to support the landings made at three points on the Atlantic coast of North Africa. Her aircraft were orbiting over targets by the time the "Play Ball" signal was passed to commence the invasion attack. Nine of her Wildcats attacked the Rabat and Rabat-Sale airdromes, headquarters of the Vichy French air forces in Morocco. Without loss to themselves, they destroyed seven planes on one field, and fourteen bombers on the other. Another flight destroyed seven enemy planes at Port Lyautey field. Four Vichy French destroyers were strafed in Casablanca Harbor while five planes strafed and bombed anti-aircraft batteries nearby.

In a display of prompt and effective aggressiveness of her Naval air arm, RANGER launched 496 combat sorties in the three-day operation. Her bombers scored two hits amidships the Vichy French destroyer ALBATROSS. RANGER aircraft also attacked Vichy French cruiser PRIMAUGUST as she

sortied from Casablanca Harbor, dropped depth charges within lethal distance of two submarines, and knocked out coastal defense and anti-aircraft batteries. More than seventy enemy planes were destroyed on the ground and 15 enemy fighters were shot down in aerial combat along with one enemy bomber. RANGER had 16 planes lost or damaged beyond economical repairs. It was estimated that 21 enemy light tanks were immobilized and some 86 military vehicles destroyed.

Probably the luckiest escape of any RANGER pilot was that of Lieutenant R.A. Embree, USN, and his rear seat man Aviation Radioman First Class J. M. Eardley. While concentrating on a strafing run of an enemy truck, Lieutenant Embree failed to clear a roadside tree and badly smashed the under-section of his plane and trail assemblage on the starboard side. Despite the heavy damage to the aircraft, Lieutenant Embree brought the plane safely back to RANGER. The escape was even more miraculous in view of the fact that the plane was carrying one 500-pound bomb and two 100-pound bombs, the latter being especially sensitive.

In the forenoon of 10 November 1942 the Vichy French submarine TONNANT fired four torpedoes which passed under the stern of RANGER as she maneuvered off shore. Depth charge attacks by destroyer ELLYSON kept the submarine from success. Casablanca capitulated to the American invaders 11 November 1942 as RANGER planes and destroyers dropped depth charges in concerted attack with RANGER'S guns in a maneuver and attack contest over a four hour period with another submarine. She departed the Moroccan Coast 12 November and returned to Norfolk 23 November 1942. Considering the Vichy French Air Force and Navy, coupled with extensive ground fortification, the invasion of Morocco might have been a long, drawn-out and bitter struggle. RANGER'S successful performance assured carrier-based air power an important place in every future

American amphibious operation.

Following training operations in the Lower Chesapeake Bay, RANGER was overhauled in the Norfolk Navy Yard (16 December 1942-7 February 1943.) She next loaded seventy-five P-40-L Army pursuit planes when launched for Casablanca 23 February, then patrolled and trained pilots along the New England Coast north to Halifax, Nova Scotia. She joined the British Home Fleet at Scapa Flow, Scotland, 19 August 1943, to patrol the approaches to the British Isles. Commander-in-Chief of British Home Fleet was Admiral Sir Brice Fraser in battleship HMS DUKE OF YORK. Under his command were HMS ANSON, three cruisers and six destroyers, and Admiral Hustvedt's task force, comprising RANGER, cruiser TUSCALOOSA and destroyer division.

On 2 October 1943 RANGER departed Scapa Flow with the British Home Fleet to attack German shipping in Norwegian waters. The objective of the task force was the Norwegian port of Bodo, a rendezvous for German and Axis sea traffic. The task force reached a launch position off Vestjord before dawn of 4 October 1943, completely undetected. At 0618 RANGER launched her first attack with 20 Dauntless dive-bombers escorted by eight Wildcat fighters. The planes skimmed low over the North Sea until they picked up the Myken Light 18 miles south of the target. The planes then gained altitude and swung north. While a division of dive bombers attacked the 8,000 ton freighter LA PLATA, the rest continued north to attack a small German convoy and shipping in the Bodo roadstead. There, they sank two of four small German merchantmen.

A second RANGER attack group of ten Avengers and six Wildcats destroyed the 5,000 ton German freighter with an American name - TOPEKA. They also destroyed a small coastal ship and gutted and bombed another ship. Three RANGER planes were lost to anti-aircraft fire. That afternoon (4 October 1943), three German planes finally managed to

locate RANGER. But her Combat Air Patrol instantly shot down two of them and turned the lone raider back to its base.

German records would later show that RANGER aircraft had destroyed six steamers amounting to 23,000 tons and badly damaged four others. The raid created a feeling of insecurity in the once arrogant occupation forces in Norway. The deployment of RANGER to the British Home Fleet demonstrated for the far future, the capabilities and effectiveness of joint operations between Allied Navies.

RANGER returned to Scapa Flow 6 October 1943. She patrolled with the British Second Battle Squadron in waters reaching to Iceland and departed Hvalfjord 26 November 1943, bound to Boston where she arrived 4 December 1943. On 3 January 1944 she became a training carrier out of Quonset Point, Rhode Island, with emphasis on carrier pilot qualification training. This duty was interrupted 20 April when she arrived at Staten Island, New York to load seventy-six P-38 Army aircraft along with Army, Navy and French Naval men for transport to Casablanca, French Morocco. At Casablanca she loaded damaged army aircraft for repairs stateside and embarked military passengers and arrived in New York 16 May 1944.

RANGER entered the Norfolk Navy Yard 19 May to have her flight deck strengthened and to install a new type of catapult system, radar, and other gear that gave her Combat Information Center the capability to conduct night fighter interceptor training. On 11 July 1944 she departed Norfolk for the Panama Canal which she transited 16 July. At Balboa, she embarked several hundred Army passengers for transport to San Diego, arriving 25 July 1944. Here, she embarked men of Night Fighting Squadron 102 along with their aircraft for training in Hawaiian waters. She sailed 28 July with nearly a thousand Marines, arriving in Pearl Harbor 3 August 1944. During the next three months she conducted day and

night carrier training operations out of Pearl Harbor.

RANGER departed Pearl Harbor 13 October 1944 to train pilots for combat duty in operations out of San Diego, California. Operating under orders of Commander Fleet Air, Alameda, she continued training air groups and squadrons along the coast of California throughout the remainder of World War II.

RANGER departed San Diego 30 September 1945 to embark civilian and military passengers at Balboa before transiting the Panama Canal for New Orleans arriving 16 October 1945. After the Navy Day celebrations there, she sailed 30 October for brief operations at Pensacola, Florida. She arrived at Norfolk 17 November 1945 and entered the Philadelphia Navy Yard the following day for overhaul. She remained on the eastern seaboard until decommissioned 18 October 1946.



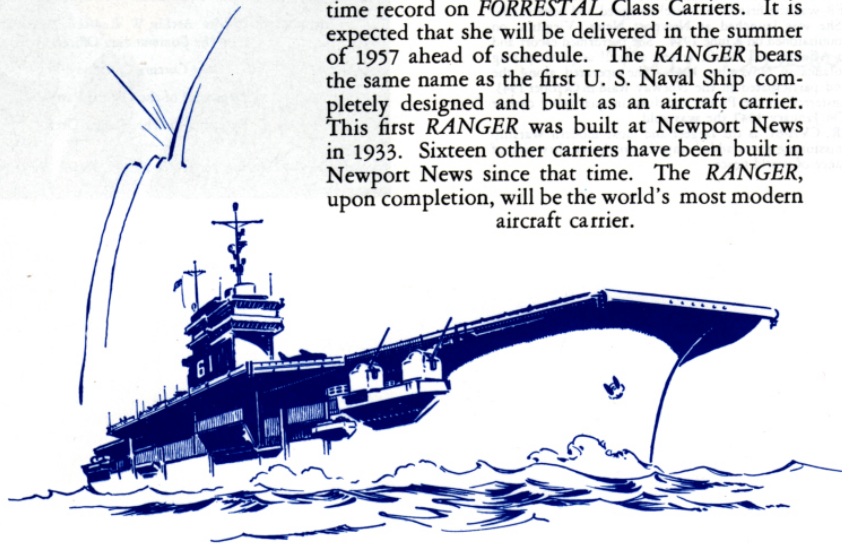
The crew of USS RANGER in port San Diego (circa 1887). Always ready for a good time (note the gorilla costume).

USS RANGER's Launch and Commissioning Continuing a Legacy of Greatness



MRS. ARTHUR W. RADFORD
Sponsor

The keel for the 1,046-foot Carrier *RANGER* was laid on August 2, 1954 and her launching 26 months after that date marks a new construction time record on *FORRESTAL* Class Carriers. It is expected that she will be delivered in the summer of 1957 ahead of schedule. The *RANGER* bears the same name as the first U. S. Naval Ship completely designed and built as an aircraft carrier. This first *RANGER* was built at Newport News in 1933. Sixteen other carriers have been built in Newport News since that time. The *RANGER*, upon completion, will be the world's most modern aircraft carrier.





CAPTAIN JOHN PAUL JONES AND THE FIRST RANGER.

RANGERS IN U. S. NAVAL HISTORY

The first RANGER, a continental frigate of 18 guns, was built in 1777 and was commanded by John Paul Jones. The RANGER negotiated the first salute to the American flag by a foreign power. After many cruises and the taking of many enemy prizes, she was secured by the British in 1780 and later commissioned in the British Navy as the HALIFAX.

The second RANGER was an armed schooner of one long 18-pounder purchased in March 1814. After routine service she was sold in 1816.

The third RANGER was a brig of 14 guns purchased in 1814 to operate on Lake Ontario during the War of 1812. She was sold in May 1821.

The fourth RANGER was a full-rigged, iron vessel with auxiliary steam power and mounting four heavy guns. She was commissioned 27 November 1876 and served in the Atlantic, Asiatic and Pacific waters until 1908 when she was converted to a nautical school ship. She was stricken from the Navy list on 30 June 1940.

The fifth RANGER was a converted steel yacht built in 1910 and commissioned 9 October 1917. She was employed on patrol duty in the coast defense of the Third Naval District and later with the Coast and Geodetic Survey from April 1919 to January 1931. She was stricken from the Navy list on 4 September 1931.

The sixth RANGER was a minesweeper built in 1882 and commissioned 11 September 1918. She was employed in the coast defense of the Sixth Naval District until 10 January 1919 when she was returned to her owner.

The seventh RANGER was the first U. S. vessel designed and constructed as an aircraft carrier. She was launched at Newport News, Virginia, on 25 February 1933 and commissioned on 4 June 1934. She performed escort and training missions in both Atlantic and Pacific waters as well as participating in the landings at Casablanca in November 1942. She operated along the northern convoy route and participated in the Norway Raid in October 1943. In July 1944 she was transferred to the Pacific for duty in qualifying carrier pilots until mid-1945. On January 1947 she was sold.

The eighth RANGER, CVA-61, is the largest and most modern warship in the world. Her commissioning gives added impetus to the mighty role of the Navy in the maintenance of world peace.



Arrival of the Official Party

Invocation by the Chaplain of the RANGER,
Commander E. E. Bosserman (CHC), U. S. Navy

Delivery of the ship by the President of the Newport News Shipbuilding and
Dry Dock Company, Mr. W. E. Blewett, Jr.

Acceptance of the ship for the Navy by the Commandant,
Fifth Naval District, Rear Admiral F. M. Hughes, U. S. Navy

The Commandant reads the commissioning directive and orders that
RANGER be placed in commission

Playing of the National Anthem and hoisting of Colors,
Jack, and Commission Pennant

Rendering of Honors

The Prospective Commanding Officer, Captain C. T. Booth, U. S. Navy,
reads his orders and assumes command

Setting the first watch

Introduction of the Chief of Naval Operations,
Admiral Arleigh A. Burke, U. S. Navy

Introduction of the Secretary of the Navy,
The Honorable T. S. Gates, Jr.

Introduction of the Chairman, Joint Chiefs of Staff,
Admiral Arthur W. Radford, U. S. Navy

Address by Admiral Radford

Address by the Commanding Officer

Benediction by Lieutenant Commander J. F. Cloonan (CHC), U. S. Navy

Introduction of Mrs. Arthur W. Radford, Ship's Sponsor,
by the Commanding Officer

Cake Cutting Ceremony

Departure of the Official Party

Reception on the Hangar Deck

Choral selections during ceremony by the Naval Aviation Cadet Choir

The Honorable William J. Clinton
President of the United States



THE WHITE HOUSE
WASHINGTON

June 11, 1993

As USS RANGER hauls down her colors after more than 36 years of patriotic service, I would like to express my appreciation to her current officers and crew and to all those who have served aboard this great ship.

From the Western Pacific to the Persian Gulf, USS RANGER earned her reputation as "Top Gun of the Pacific Fleet" in the defense of American freedom. Following the call of the first captain of the first RANGER, John Paul Jones, USS RANGER (CV 61) has been a "fast ship that has sailed in harm's way" throughout her lifetime. With distinguished combat service in Vietnam and DESERT SHIELD/DESERT STORM, deterrence missions during the Cold War, and humanitarian efforts in the Pacific and Indian Oceans, including Operation RESTORE HOPE in Somalia, RANGER has carried out all tasks assigned with honor and courage. Every RANGER crewmember who has walked her decks should take great pride in his contribution to our Navy and our nation.

Decommissioning may be the end of a ship's service, but it is not the end of the pride and tradition of service to America that remain in the hearts of the crewmembers and friends of RANGER.

I extend my very best wishes to the sailors of USS RANGER for continued success.

Bill Clinton

Captain Dennis V. Kozlowski, USN
Commissioning Officer
USS RANGER (CV 61)
FPO AF 36523-2750

D. V. Kozlowski
Captain, USN
Commissioning Officer

The Honorable Les Aspin
Secretary of Defense

Admiral Frank B. Kelso, II
Chief of Naval Operations



THE SECRETARY OF DEFENSE
WASHINGTON, THE DISTRICT OF COLUMBIA



CHIEF OF NAVAL OPERATIONS

24 May 93

Captain Dennis V. McGinn, USN
Commanding Officer
USS RANGER (CV 61)
FPO AP 96633-2750

Dear Captain McGinn:

RANGER has always been a bold ship ready to sail in harm's way in defense of American freedom. As RANGER leaves active service, a most distinguished legacy remains. Both in war and peace, the officers and crew of RANGER have proved themselves the "Top Gun of the Pacific Fleet." In honor of these accomplishments, I would like to express my sincerest appreciation to all who have served aboard RANGER.

RANGER's great contributions to peace in the Pacific and Indian Ocean regions were brought about by the dedication and courage of her crew and embarked airwing personnel. More than 15,000 aircraft sorties were flown from her deck in the course of seven combat cruises during the Vietnam conflict. Over 4,200 sorties were flown to help liberate Kuwait in Operation DESERT STORM. For 21 overseas deployments, Rangermen have excelled; their patriotism, leadership, and professional skill have always assured success. Deterrence and humanitarian actions, such as Operation RESTORE HOPE in Somalia, were always part of their repertoire.

Although decommissioning brings RANGER's contributions to an end, all Americans will remain grateful for the sacrifices of her sailors and Marines. To you, we owe our thanks and security. In you, the excellence that was RANGER will always remain.

Sincerely,

A MESSAGE FOR THE OFFICERS AND CREW OF
USS RANGER (CV 61)

As you prepare to decommission RANGER (CV 61), I congratulate current and former crew members for your historic contributions to our nation's security. It is always difficult to bid farewell to an old friend, but each of you can take justifiable pride in your fine ship's accomplishments throughout a distinguished career.

For nearly four decades, the RANGER's crews have served their country with distinction. RANGER's achievements, in peace and in war, are evidence of the dedicated professionals who served aboard the ship as a mighty deterrent against aggression.

Today's ceremony is not the final call of RANGER's journey. The spirit of the mighty warship will live on in the hearts of all those who served aboard and the hearts of freedom-loving people around the world.

FRANK B. KELSO, II
Admiral, U.S. Navy

Admiral Robert J. Kelly
Commander in Chief,
U.S. Pacific Fleet



Captain Dennis V. McGinn
Commanding Officer,
USS RANGER



DEPARTMENT OF THE NAVY
USS RANGER (CV61)
FPO AP 96633-2750

Commander in Chief
United States Pacific Fleet

15 June 1993

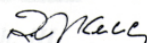
Dear Captain McGinn,

On behalf of all your fellow professionals in the Pacific Fleet, I extend my congratulations and best wishes to you and the crew of USS RANGER as you decommission your proud ship after 36 years of distinguished service to the Navy, the nation, and the cause of peace.

RANGER has made many important contributions to our nation's security, and it will not pass into naval history unnoticed. From her first homeport at Naval Air Station Alameda, to her first combat cruise in 1964 to her 4,000-plus combat sorties during Operation Desert Storm, RANGER has always answered the call of duty with great speed and determination. Everyone in the Navy, and particularly in the Pacific Fleet, has gained from her impressive spirit and tradition of excellence which you leave in your wake.

I wish each of you a traditional "Fair Winds and Following Seas" as you move on to new assignments and fresh challenges. Well done, RANGER.

Warm regards,


R. J. KELLY
Admiral, U.S. Navy

Captain Dennis V. McGinn, USN
Commanding Officer
USS RANGER (CV 61)
FPO AP 96633-2750

Men of RANGER,

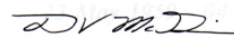
Today, we, the present crew of RANGER, gather to pay a final tribute to this great ship and to celebrate the tremendous contribution her crew and their families have made over the years to our Navy and to our country. In both war and peace, over 96,000 dedicated officers and sailors of RANGER and her embarked Air Wings have left a legacy of patriotism, dedication and professional excellence. During 22 overseas deployments and countless exercises and at sea operations, RANGER has been on the leading edge.

Throughout the cold war, RANGER provided a powerful presence in supporting the United States' forward strategy. The "Top Gun of the Pacific Fleet" has always been ready on arrival to "Fly, Fight, and Win." She established an outstanding combat record during seven Vietnam combat deployments and was the standard of warfighting excellence during Operation DESERT SHIELD and Operation DESERT STORM. It is especially fitting that during her last deployment, her great strength and flexibility exemplified the "...From the Sea" strategy as a key enabling force during Operation RESTORE HOPE in Somalia.

Our great ship's service life is far from exhausted. Due to a reduced global threat and refocused national priorities, she is being carefully stored away, a priceless heirloom in the "Navy's attic" in Puget Sound, Washington. The first "Supper Carrier" to be decommissioned, she will remain a national asset in reserve, ready to once again sail the oceans of the world if needed as a powerful force for freedom.

As RANGER's last Commanding Officer, I am deeply honored to have had the opportunity to command this fine ship and her superb crew. Words cannot adequately describe my admiration for the personal sacrifice, professional accomplishments and winning excellence that RANGER shipmates have displayed every single day, throughout thirty-six demanding and eventful years of service. It is with both sadness and hope that I carry out this decommissioning. My sadness reflects that this visible and tangible focus of our endeavors, the good ship RANGER, will no longer grace the high seas. My confident hope is that the essence of her life and spirit, the crew who manned her, will continue to honorably serve the world's greatest navy and nation in achieving global democracy and prosperity for all people.

Good luck and Godspeed. And always remember to care of yourself and take care of your shipmates. Captain, out.


D. V. MCGINN
Captain, U.S. Navy
Commanding Officer

Captain Dennis V. McGinn **Commanding Officer**

Captain Dennis V. McGinn was born and raised in Attleboro, Massachusetts. He is a 1967 graduate of the U.S. Naval Academy and was designated a Naval Aviator in 1969.

Captain McGinn served as a Light Attack Pilot in several Pacific Fleet squadrons. He made two combat deployments to the Western Pacific with Attack Squadron One Thirteen aboard USS RANGER (CV 61) and later served as Operations and Maintenance Officer in Attack Squadron One Forty-Six aboard USS CONSTELLATION (CV 64). Captain McGinn commanded the Light Attack Weapons School, Pacific at Naval Air Station Lemoore, California. He was Executive Officer and Commanding Officer of Attack Squadron Twenty-Seven aboard USS CORAL SEA (CV 43).



Captain McGinn is a graduate of the U.S. Navy Test Pilot School, Patuxent River, Maryland. He was assigned to Test and Evaluation Squadron Five, China Lake, California where he served as test pilot and Air Warfare Tactics Officer. Following his squadron command tour, Captain McGinn served as Chief Test Pilot, Strike Directorate at the Naval Air Test Center. Upon departing Patuxent River, he reported back to Lemoore, California for training in the F/A-18 Strike Fighter and assumed command of Strike Fighter One Twenty-Five, then the Navy's largest jet aircraft squadron. Moving to the Atlantic Fleet after squadron command, Captain McGinn served in USS CORAL SEA (CV 43) as Executive Officer and on the Staff of Commander, Naval Air Force Atlantic.

Captain McGinn commanded USS WICHITA (AOR-1), a fleet replenishment oiler, and the aircraft carrier USS RANGER (CV 61). During both command tours, the ships were chosen as Pacific Fleet Battle "E" excellence winners and made highly successful Western Pacific/Indian Ocean deployments.

Captain McGinn was chosen as a member of the Strategic Studies Group, Naval War College, Newport, Rhode Island as a Chief of Naval Operations Fellow. During the one-year fellowship, the Group studied the future strategic environment and identified major challenges facing the nation and naval service over the next twenty years.

Captain McGinn's awards include the Legion of Merit, the Distinguished Flying Cross, Meritorious Service Medals and eighteen Air Medals. He attended the post command course at the Naval War College, and the Program for Senior Officials in National Security, John F. Kennedy School of Government, Harvard University. He is a member of the Society of Experimental Test Pilots.

Captain McGinn and his wife, Kelly, reside in Coronado, California. They have four children, John, David, Daniel and Susan.

At the Helm RANGER's Commanding Officers

The Job Behind the Title



Only a seaman realizes to what great extent an entire ship reflects the personality and ability of one individual; her commanding officer. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so.

A ship at sea is a different world unto herself and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility, and trust in the hands of those leaders chosen for command.

In each ship there is one man who, in the hour of emergency or peril at sea, can turn to no other man. There is one who alone is ultimately responsible for the safe navigation, engineering performance, accurate gunfire and morale of his ship. He is the Commanding Officer. He is the ship!

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour as commanding officer that he can escape the grasp of command responsibility. His privileges in view of his obligations are almost ludicrously small; nevertheless this is the spur which has given the Navy its great leaders.

It is a duty which most richly deserves the highest, time-honored title of the seafaring word...CAPTAIN!



CAPT Charles T. Booth, III
10 Aug 1957 - 05 Mar 1958



CAPT Paul E. Buie
05 Mar 1958 - 23 May 1959



CAPT Noel A. Gaylor
23 May 1959 - 04 Jun 1960



CAPT Donald Gay, Jr.
04 Jun 1960 - 05 May 1961



CAPT William N. Leonard
05 May 1961 - 07 May 1962



CAPT George C. Duncan
07 May 1962 - 20 May 1963



CAPT William E. Lemos
20 May 1963 - 28 May 1964



CAPT Alton B. Grimes
28 May 1964 - 10 May 1965



CAPT Leo B. McCuddin
10 May 1965 - 07 Jun 1966



CAPT William M. Harnish
07 Jun 1966 - 20 Oct 1966



CAPT William M. Donnelly, Jr.
20 Oct 1966 - 27 Mar 1968



CAPT William H. Livingston
27 Mar 1968 - 28 Jun 1969



CAPT John P. Moorer
28 Jun 1969 - 20 Jun 1970



CAPT Joseph L. Coleman
20 Jun 1970 - 03 Sep 1971



CAPT Hank P. Glindeman
03 Sep 1971 - 21 May 1973



CAPT Arthur E. Hill
21 May 1973 - 22 Nov 1974



CAPT John L. Nicholson, Jr.
22 Nov 1974 - 17 Sep 1976



CAPT Douglas R. McCrimmon
17 Sep 1976 - 17 Jun 1978



CAPT Thomas G. Moore
17 Jun 1978 - 28 May 1979



CAPT Roger E. Box
28 May 1979 - 20 Oct 1980



CAPT Daniel A. Pedersen
20 Oct 1980 - 11 Jun 1982



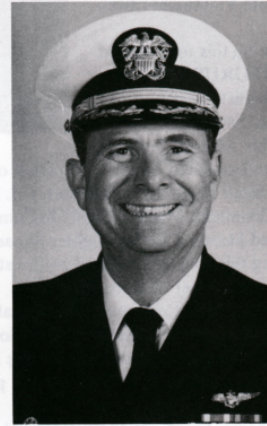
CAPT Anthony A. Less
11 Jun 1982 - 08 Jul 1983



CAPT Arthur H. Fredrickson
08 Jul 1983 - 26 Jun 1985



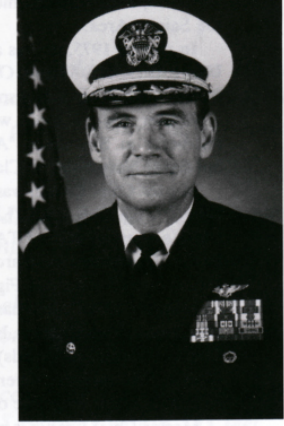
CAPT William J. Davis, Jr.
26 Jun 1985 - 08 May 1987



CAPT Donald W. Baird
08 Mar 1987 - 08 Jul 1988



CAPT Robert P. Hickey
08 Jul 1988 - 13 Feb 1990



CAPT Ernest E. Christensen, Jr.
13 Feb 1990 - 21 Aug 1991

Captain Frank T. Bossio Executive Officer

Captain Frank T. Bossio is from Morgantown, West Virginia. He received his bachelor's degree in industrial technology from Fairmont College and subsequently earned a master of arts and a master of science degree in the areas of education and management. He was commissioned in February 1973 and designated a Naval Aviator in March 1974.

Captain Bossio's first sea tour was with the "Tigertails" of VAW-125, flying the E-2C "Hawkeye" where he made several Mediterranean and Northern Atlantic deployments. After a short tour in RVAW-120 as an instructor pilot, Captain Bossio received transition orders to the F-14A "Tomcat." His first fighter assignment was with CVW-1 as the CAG LSO where he flew with the "Swordsmen" of VF-32 and deployed to the Mediterranean.

In 1981, he was assigned to VF-101 as an F-14A flight instructor. He served as assistant Maintenance Officer and Operations Officer prior to receiving orders to VF-84 aboard USS NIMITZ where he served as Operations Officer deploying once again to the Mediterranean Sea. In January 1986, Captain Bossio was assigned to the first "Super CAG" CVW-8 as the operations officer and flew with the "Jolly Rogers" of VF-84. His next assignment was with VF-43 "Aggressor Squadron" where he flew the A-4 and F-21 KFIR in the adversary role. During his tour he served as Operations Officer and Government Contract Representative for the F-21 and F-16N contracts. After graduation from the Naval War College in Newport, Rhode Island, where he earned a masters degree in national policy making and strategic studies, Captain Bossio reported to Strike Training Squadron TWENTY-SIX as Executive Officer and then Commanding Officer. On May 15, 1992, he reported aboard USS RANGER as Executive Officer.

Captain Bossio has over 4,000 flight hours and 500 carrier landings.

Captain Bossio is married to Jeanne Ireland, a native of Norfolk, Virginia and they reside in Bonita, California.



SMCM(SW/AW) Duane S. Cronin Command Master Chief

Master Chief Signalman (SW/AW) Austin Cronin was born in Brooklyn, New York and enlisted in the Navy on March 11, 1965. Following recruit training at Great Lakes, Ill., he was assigned to Fleet Training Center (pre-commissioning Unit) for duty aboard USS ST. FRANCIS RIVER (LFR 525), homeported in San Diego.

In April, 1966, USS ST. FRANCIS RIVER was permanently assigned overseas as part of the Seventh Fleet. From May 1966 to January 1970 while aboard ST. FRANCIS RIVER, Master Chief Cronin participated in eight combat campaigns off the coast of South Vietnam.

He was then ordered to Commander, Fleet Activities, Yokosuka, Japan, serving as an air traffic controller for helicopters at the Yokosuka Heliport. In November 1972, he returned to sea aboard the USS WESTCHESTER COUNTY (LST 1167) as Leading Signalman. Next he served aboard the USS RICHARD B. ANDERSON (DD 786) from September 1973 to July 1975, during which time he participated in the evacuation of the South Vietnamese from the Saigon Area.

In August 1975, he was assigned to USS PARSONS (DDG-33). During this tour aboard USS PARSONS, Master Chief Cronin was selected as COMNAVSURFGRUWESTPAC's Sailor of the Year and also qualified as Enlisted Surface Warfare Specialist (1979).

Master Chief Cronin was then ordered to Naval Training Center, San Diego, as an instructor at Signalman "A" School. During his tour, he received his Master Training Specialist Navy enlisted Classification, was advanced to Senior Chief and assumed duties as Director of Signalman "A" School.

Master Chief Cronin was selected to attend the U.S. Navy Senior Enlisted Academy in Newport, R.I. Following graduation, he served aboard USS TARAWA (LHA 1). In May 1984, he was assigned as Command Master Chief for Commander, Amphibious Squadron ONE, embarked aboard TARAWA. His next assignment was Command Master Chief of Fighter Squadron 21 and included a Western Pacific deployment onboard USS CONSTELLATION (CV 64). During this tour he qualified as Enlisted Aviation Warfare Specialist. He reported for duty at Fighter Airborne Early Warning Wing, U.S. Pacific Fleet in December 1988.

Master Chief Cronin has been awarded the Meritorious Service Medal, Navy Commendation Medal, Combat Action Ribbon, Navy Presidential Unit Citation, Navy Unit Commendation (two awards), Navy Meritorious Unit Commendation, Navy "E" Ribbon, Navy Good Conduct Medal (six awards), Navy Expeditionary Medal, Vietnam Service Medal, Humanitarian Service Medal, Sea Service Deployment Ribbon (five awards), Overseas Service Ribbon, Republic of Vietnam Meritorious Unit Citation with palm (Gallantry Cross and Civil Action) and the Republic of Vietnam Campaign Medal.

Master Chief Cronin is married to the former Yukiko Fujita of Yokohama, Japan. They have a daughter, Florence Teresa, and a son, Patrick Michael.



A Floating City

RANGER's Statistics

Keel laid: August 02, 1954
 Construction site: Newport News, VA
 Commissioning: August 10, 1957
 Aircraft complement: 70-80 assorted
 Crew complement: 5100 w/air wing aboard
 Propulsion: 8 diesel-fired boilers
 Horsepower: 280,000+
 Speed: 33 knots (40 MPH)
 Length:
 Overall: 1071 feet
 Waterline: 998 feet
 Width:
 Flight deck: 271 feet
 Main deck: 129 feet
 Displacement:
 Full: 82,000 tons (37' draft)
 Empty: 52,000 tons (25' draft)
 Height:
 Total: 212 feet (25 stories)
 Flight deck: 64 feet
 Area of flight deck: 4.1 acres
 Propellers:
 Number: 4 (5-bladed)
 Weight: 22 tons each
 Height: 21 feet
 Number of rudders: 2 @ 45 tons each
 Anchors: 2 @ 30 tons each
 Anchor chain links: 1128 @ 360 lbs each
 Number of catapults: 4 (steam powered)
 Aircraft elevators: 4 @ 130,000 lb capacity
 Telephones: 2,300
 Compartments: 2100+
 Electric motors: 2000+
 Air conditioning units: 13
 Miles of piping: 180
 Miles of copper conductor: 290
 Miles of fire hose: 5+
 Ship fuel capacity: 2.4 million gallons
 Jet fuel capacity: 1.8 million gallons
 Population electrical power could serve: 62,000 homes
 Equivalent power in automobiles: 1745
 Homes fuel supply could heat in one year: 5000
 Ship's stores: 4
 Monthly business in ship's stores: \$750,000
 Monthly payroll: \$1,000,000
 Fresh water produced daily:
 Personnel use: 390,000 gallons
 Overall: 480,000 gallons

Meals served daily: 17,000+
 Daily food requirements:
 Bread: 200-300 loafs/day
 Vegetables: 5,000 pounds
 Meat: 5,000 pounds
 Dry provisions: 20,000 pounds
 Potatoes: 3,000 pounds
 Ship's capacity for consumable goods:
 Dry provisions: 1,000,000+ pounds
 Vegetables: 200,000 pounds
 Meat: 200,000 pounds
 Dairy: 100,000 pounds

First arrested landing:

Date: 14 October 1957
 Type aircraft: Grumman TF-1 (C-1) Trader
 Pilot: Captain C. T. Booth, III, USN
 RANGER's CO
 Copilot: CDR H. J. Epes, Jr., USN

First launch:

Date: 14 October 1957
 Type aircraft: Grumman TF-1 (C-1) Trader
 Pilot: LCDR P.W. Ratte, USN
 RANGER's Asst. CIC Officer
 Copilot: LCDR J. F. Grosser, USN

Last catapult launch and arrested landing:

Date: 11 March 1993
 Type aircraft: Grumman F-14 Tomcat
 Pilot: LT Mark Garcia, USN
 CVW-2 LSO
 RIO: LT Tim Taylor, USN

OTHER FACTS

- * *The several million blueprints used in construction would form a pathway 30 inches wide by 2100 miles long.*
- * *If her 2,000,000 lbs of weld metal were 1/4 inch wide, it would extend 2400 miles. It took 5000 workers 3 years to assemble the 52,000 tons of structural steel.*
- * *RANGER's air conditioning units could cool the Empire State Building.*
- * *The 188-fathom anchor chains could sustain the weight of 4 of the world's largest locomotives.*
- * *Each catapult can accelerate a 25-ton aircraft from 0 to 150 MPH in 2.5 seconds within 253 feet.*
- * *Each of RANGER's arresting gear wires have an 80 ton tug capacity and can stop a 25-ton aircraft traveling 150 MPH within 310 feet in 2.5 seconds.*

Airpower

RANGER's Air Wings, Squadrons and Aircraft

CVG-14: 1959

VF-141, VF-142, VA-145, VA-146,
VA-116/144, VAH-6, VAW-11,
VA(AW)-35 DET, VFP-61, HU-1

CVG-9: 1960-63

VF-91, VF-92, VA-93, VA-94, VA-95,
VAH-6, VAW-11, VAW-13, VCP-63, VFP-63,
HU-1

CVW-9: 1964-65

RVAH-5, VF-92, VF-96, VA-93, VA-94,
VA-95, VAW-11 DET M, VAH-2 DET M,
VFP-63 DET M, HU-1 DET M

CVW-14: 1965-66

VF-142, VF-143, VA-55, VA-145, VA-146,
VAW-11, VAH-2, RVAH-9, HC-1

CVW-2: 1967-82

VF-1, VF-2, VF-21, VF-154, VA-22, VA-25,
VA-56, VA-93, VA-113, VA-145, VA-147,
VA-155, VA-165, VA-196, VAH-2, VAH-10,
RVAH-1, RVAH-5, RVAH-6, RVAH-7,
RVAH-9, RVAH-13, VAQ-130, VAQ-134,
VAQ-135, VAQ-137, VAQ-143, VAW-13,
VAW-111, VAW-112, VAW-115, VAW-116,
VAW-117, VQ-1, VQ-1 DET B, VS-21,
VS-29, VS-37, HC-1, HC-1 DET 1,
HC-1 DET 4, HS-2, HS-4

CVW-9: 1983-4

VF-24, VF-211, VA-165, VA-192, VA-195,
VAQ-138, VAW-112, VS-33, HS-8

CVW-2: 1986-93

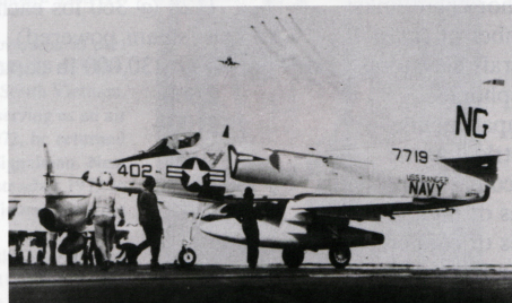
VF-1, VF-2, VA-145, VA-155,
VMA(AW)-121, VAQ-131, VAW-116, VS-38,
HS-14, VQ-1 DET C



An F-14A from the Wolfpack of VF-1 launching a Phoenix missile during 1989 workups



An A-6E Intruder from the "Swordsmen" of VA-145 enroute to Iraq during Operation DESERT STORM



An A-4C Skyhawk from the "Mighty Shrikes" of VA-94 during a WESTPAC deployment in 1963



An F-4J from the "Freelancers" of VF-21 during the last Vietnam combat cruise



An A-7E Corsair II from the "Golden Dragons" of VA-192 over the North Arabian Sea during 1983-1984 deployment



An E-2C Hawkeye from the "Sun Kings" of VAW-116 during FFARP 1990



An S-3 Viking from the "Red Griffins" of VS-38 who dropped more ordnance during Operation DESERT STORM than any other S-3 squadron



An SH-3H Sea King from the "Chargers" of HS-14 provides close-in ASW defense for RANGER and her Battle Group



An RA-5C Vigilante from the "Savage Sons" of RVAH-5 who made four of the ten Vigilante cruises onboard RANGER

Designation

A-1H/A-1J
 A-3B/D/D2/EA-3B
 A-4C/D/D-2/E/F
 AD-5N/AD-5W/AD-6/AD-7
 A-6/A/B/C/E/KA-6/KA-6D
 A-7/A/B/E
 C-1
 C-2
 E-1B/WF-2
 E-2A/B/C
 EA-6B
 F3H-2N
 F4D-1
 F-4B/F-4J
 FJ-4B
 F8C/F-8U-1/F-8-1P/F8-2
 F-14A
 KA-3B/EKA-3B
 RA-5C/D
 RF-8A
 S-3A/B
 SH-3/A/D/G/H
 F9F
 HUP-2/3/UH-25A/UH-25C
 UH-2A

Nickname

SKYRAIDER
 SKYWARRIOR
 SKYHAWK
 SKYRAIDER
 INTRUDER
 CORSAIR
 TRADER
 GREYHOUND
 TRACER
 HAWKEYE
 PROWLER
 DEMON
 SKYRAY
 PHANTOM II
 FURY
 CRUSADER
 TOMCAT
 SKYWARRIOR
 VIGILANTE
 CRUSADER
 VIKING
 SEA KING
 PANTHER
 RETRIEVER
 SEASPRITE



An EA-6B Prowler from the "Lancers" of VAQ-131 provides electronic countermeasure support for CVW-2 aircraft over Iraqi territory.

A large aircraft carrier, the USS RANGER, is shown at sea, moving from left to right. The ship's deck is filled with various aircraft, including fighters and transport planes. The ship's superstructure is visible, featuring a complex arrangement of masts, antennas, and radar equipment. The sea is dark blue with white foam from the ship's wake. The sky is a clear, bright blue with a few wispy clouds. The overall scene conveys a sense of power and operational readiness.

The History of USS RANGER **35 Years as Pacific Fleet's "Top Gun"**

Construction of large aircraft carriers had come to a virtual standstill with the completion of World War II. Recognizing the changing world political and economic climate, the United States embarked on a program to secure the nation's future. The Forrestal class carrier program consisting of four ships, USS FORRESTAL (CV 59), USS SARATOGA (CV 60), USS RANGER (CV 61) and USS INDEPENDENCE (CV 62), began in 1951 with RANGER's keel being laid in the summer of 1954. The eighth ship to bear the prestigious name RANGER, she was the only modern aircraft carrier in service protecting the West Coast of the United States for several years. Her outstanding operational record earned her the moniker "*Top Gun of the Pacific Fleet.*"

USS RANGER at 33 knots off the coast of San Diego in June 1989

Schedule of Events
Decommissioning Ceremony
USS RANGER (CV 61)
July 10, 1993

Musical and Vocal Selections

Navy Band San Diego and DT1 Carl Fritts, USN

Arrival of Official Party

Honors

Invocation

Captain Thomas F. Johnson, CHC, USN

Inspection of Honor Guard

**Welcome, the Introduction of Distinguished Guests
and Principal Speaker**

Captain Dennis V. McGinn, USN
Commanding Officer

Remarks by Principal Speaker

Admiral Robert J. Kelly, USN
Commander in Chief, U.S. Pacific Fleet

Remarks and Reading of Orders

Captain Dennis V. McGinn, USN
Commanding Officer

Reading of Decommissioning Directive

Rear Admiral Steven R. Briggs, USN
Commander Fleet Air, Western Pacific

Decommissioning Ship

Captain Frank T. Bossio, USN
Executive Officer

Securing the Watch

Captain Dennis V. McGinn, USN
Commanding Officer

Final Salute and Flyover

Benediction

Captain Thomas F. Johnson, CHC, USN

Departure of Official Party

Admiral Robert J. Kelly
Commander in Chief,
U.S. Pacific Fleet
Principal Speaker



Admiral Kelly was born in Reading, Pennsylvania. He graduated from the U. S. Naval Academy, Annapolis, Maryland and was commissioned as an Ensign, U. S. Navy, in June 1959. The Admiral completed flight training and was designated a Naval Aviator in February 1961.

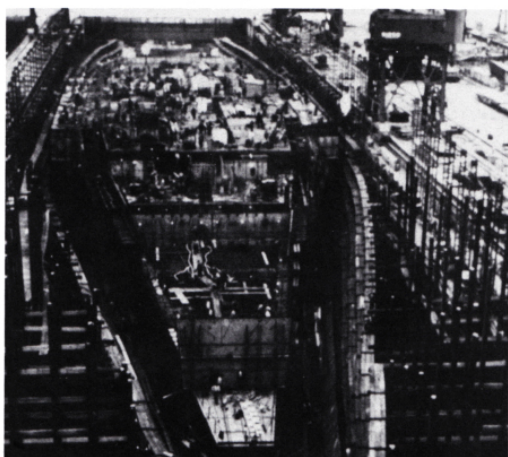
The Admiral's principal operational flight experience was amassed during three tours in light attack flying the A-4 SKYHAWK and A-7 CORSAIR II, operating from carrier decks in both Atlantic and Pacific Fleets. During his 17 years of sea duty the Admiral also served as Operations Officer and Executive Officer of USS ENTERPRISE (CVN 65). He has commanded Attack Squadron SEVENTY-TWO, the amphibious transport USS PAUL REVERE (LPA 248), the nuclear carrier USS ENTERPRISE (CVN 65) and Carrier Group EIGHT. During the latter tour the Admiral was dual-hatted as Commander Battle Force SIXTH Fleet (CTF 60).

Admiral Kelly was awarded the degree of Aeronautical Engineer (AeE) following postgraduate studies. He is also a graduate of the Navy Nuclear Power training program. Other significant shore assignments include Deputy Chief Engineering Division in the USN/USAF Joint Engine Project Office, which developed the F400/F401 engine, Director, Tactical Air, Surface and Electronic Warfare Development Division (OP 982) within the office of the Chiefs of Naval Operations, Vice Director for Operations (J-3), Joint Chiefs of Staff, and Director, Institute for National Strategic Studies at the National Defense University. His last assignment was as the Deputy Chief of Naval Operations (Plans, Policy and Operations) (OP-06).

Admiral Kelly's personal decorations include the Defense Distinguished Service Medal, Navy Distinguished Service Medal, Legion of Merit (two awards), the Air Medal (10 awards), and Navy Commendation Medal (two awards with combat "V").

Admiral Kelly is married to the former Caroline M. Welch of Philadelphia, Pennsylvania. They have three daughters, Michele, Patricia and Jacqueline.

RANGER (CV-61), a Forrestal-class aircraft carrier, was laid down 2 August 1954 by Newport News Shipbuilding & Drydock Company, Newport News, Virginia. She was launched 29 September 1956, an event sponsored by Mrs. Arthur Radford, wife of Admiral Radford, Chairman of the Joint Chiefs of Staff. She was commissioned at the Norfolk Naval Shipyard on 10 August 1957 with Captain Charles T. Booth, III in command.



**USS RANGER under construction
Spring 1955**

RANGER joined the Atlantic Fleet on 03 October 1957. Just prior to sailing 4 October for Guantanamo Bay, Cuba, for shakedown, she received the men and planes of Attack Squadron 85. She conducted air operations, individual ship exercises, and final acceptance trials along the eastern seaboard and in the Caribbean Sea until 20 June 1958. She then departed Norfolk, Virginia, with 200 Naval Reserve officer candidates for a 2-month cruise that took the carrier around Cape Horn. She arrived at her new homeport, Alameda, California, on 20 August and officially joined the Pacific Fleet.

The carrier spent the remainder of 1958 in pilot qualification training for Air

Group 14 and fleet exercises along the California coast. Departing 3 January 1959 for final training in Hawaiian waters until 17 February, she next sailed as the flagship of Rear Admiral H. H. Caldwell, COMCARDIV TWO, to join the 7th Fleet. Air operations off Okinawa were followed by maneuvers with SEATO naval units out of Subic Bay. A special weapons warfare exercise and a patrol along the southern seaboard of Japan followed. During this first WESTPAC deployment, RANGER launched more than 7,000 sorties in support of 7th Fleet operations. She returned to San Francisco Bay 27 July.

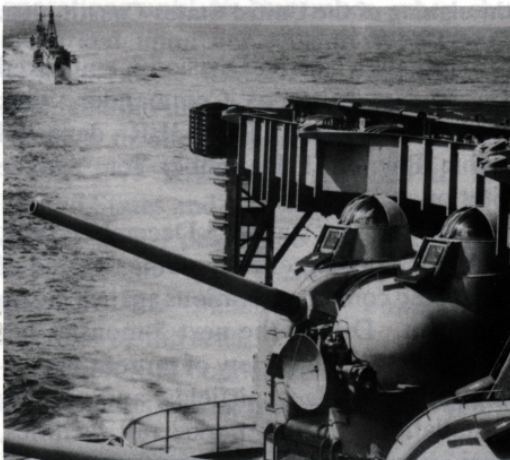


**One of eight USS RANGER boilers
being lowered into position**

During the next 6 months, RANGER kept herself in a high state of readiness through participation in exercises and coastal fleet operations. With Carrier Air Group 9 embarked, she departed Alameda 06 February 1960 for a second WESTPAC deployment and returned to Alameda 30 August. From 11 August 1961 through 08 March 1962, RANGER deployed to the Far East a third time.

The next 7 months were filled with intensive training along the western sea-

board in preparation for operations in the troubled waters of Southeast Asia. RANGER departed Alameda on 09 November for brief operations off Hawaii, thence proceeded via Okinawa to the Philippines. She steamed to the South China Sea 01 May 1963 to support possible Laotian operations. When the political situation in Laos relaxed 04 May, she resumed her operations schedule with the 7th Fleet. Arriving at Alameda from the Far East 14 June 1963, she underwent overhaul in the San Francisco Naval Shipyard 7 August 1963 through 10 February 1964. Refresher training out of Alameda commenced 25 March, interrupted by an operational cruise to Hawaii from 19 June to 10 July.



Two of RANGER's 5-inch guns (8 total were installed). The guns were removed in stages between 1962 and 1974.

RANGER again sailed for the Far East on 06 August 1964. This deployment came on the heels of the unprovoked assault against MADDOX (DD-731) on the night of 02 August and, two nights later, against both MADDOX and TURNER JOY (DD-951), by North Vietnamese motor torpedo boats. In retaliation for this aggression on the high seas by North Vietnam, President Johnson on 05 August directed the Navy to strike bases used by

the North Vietnamese naval craft. As RANGER steamed from the Western seaboard, some 60 attack sorties rose from the decks of TICONDEROGA (CVA-14) and CONSTELLATION (CVA-64).

RANGER made only a 8-hour stop in Pearl Harbor 10 August then hurried on to Subic Bay, then to Yokosuka, Japan. In the latter port on 17 October 1964, she became flagship of Rear Admiral Miller who commanded Fast Carrier Task Force 77. In the following months, she helped the 7th Fleet continue its role of steady watchfulness to keep open the sea lanes for the Allies and stop Communist infiltration by sea.

General William Westmoreland, commanding the Military Advisory Command in Vietnam, visited RANGER on 09 March 1965 to confer with Rear Admiral Miller. RANGER continued air strikes on enemy inland targets until 13 April when a fuel line broke, ignited, and engulfed her No. 1 main machinery room in flames. The fire was extinguished in little over an hour. There was one fatality. She put into Subic Bay 15 April and sailed on the 20th for Alameda, arriving home on 6 May. She entered the San Francisco Naval Shipyard 13 May and remained there under overhaul until 30 September.

Following refresher training, RANGER departed Alameda on 10 December 1965 to rejoin the 7th Fleet. She and her embarked Carrier Air Wing 14 received the Navy Unit Commendation for exceptionally meritorious service during combat operations in Southeast Asia from 10 January to 6 August 1966.

RANGER departed the Gulf of Tonkin 6 August for Subic Bay, then steamed via Yokosuka for Alameda, arriving on the 25th. She stood out of San Francisco Bay 28 September and entered Puget Sound Naval Shipyard 2 days later for overhaul. The carrier departed Puget



USS RANGER in company with USS LONG BEACH (CGN-9) and USS LEWIS B. PULLER (FFG-23) commemorating the 200th anniversary of the signing of the United States Constitution.

Sound 30 May 1967 for training out of San Diego and Alameda. On 21 July 1967, she logged her 88,000th carrier landing.

From June until November, RANGER underwent a long and intensive period of training designed to make her fully combat ready. Attack Carrier Air Wing 2 (CVW-2) embarked on 15 September 1967, with the new Corsair II jet attack plane and the UH-2C Seasprite turboprop rescue helicopter, making RANGER the first carrier to deploy with these powerful new aircraft. From carrier refresher training for CVW-2, RANGER proceeded to fleet exercise "Moon Festival." From 09 to 16 October, the carrier and her air wing participated in every aspect of a major fleet combat operation.

Her efficiency honed to a fine edge, RANGER departed Alameda 4 November 1967 for WESTPAC. Arriving Yokosuka 21 November, she relieved CONSTELLATION and sailed for the Philippines on the 24th. After arriving at Subic Bay on 29 November, she made final preparations for combat operations in the Tonkin Gulf.

Commander, Carrier Division 3, embarked on 30 November as Commander, Task Group 77.7, and RANGER departed Subic Bay on 1 December for Yankee Station.

Arriving on station 3 December 1967, RANGER commenced another period of sustained combat operations against North Vietnam. During the next 5 months, her planes hit a wide variety of targets, including ferries, bridges, airfields, and military installations. Truck parks, rail facilities, anti-aircraft guns and SAM sites were also treated to doses of Air Wing 2's firepower. Bob Hope's "Christmas Show" came to RANGER in Tonkin Gulf on 21 December. Another welcome break in the intense pace of operations came with a call at Yokosuka during the first week of April. Returning to Yankee Station on 11 April, RANGER again struck objectives in North Vietnam.

After 5 months of intensive operations, RANGER called at Hong Kong 5 May 1968 and then steamed for home. There followed a shipyard availability at Puget Sound that ended with RANGER's

departure 29 July for San Francisco. Three months of leave, upkeep, and training culminated in another WESTPAC deployment 26 October 1968 through 17 May 1969. She departed Alameda on yet another Westpac deployment in December 1969 and remained so employed until 18 May 1970 at which time she returned to Alameda, arriving 1 June. RANGER spent the rest of the summer engaged in operations off the West coast, departing for her sixth WESTPAC cruise 27 September. She returned to Alameda on 7 June 1971 and remained in port for the rest of 1971 and the first 5 months of 1972 undergoing regular overhaul. On 27 May 1972 she returned to West coast operations until 16 November, when she embarked upon her seventh WESTPAC deployment. RANGER returned to Alameda in August 1973 and remained in the area through January 1974.

In 1975 RANGER returned to the United States and a new home port -- San Diego. In her peacetime role, RANGER deployed to the Western Pacific to maintain the balance of power and freedom of the seas.

RANGER conducted six WESTPAC deployments during the next several years

in support of peacetime operations.

On her 14th deployment RANGER deployed to the Persian Gulf, remaining in the region for 130 days during the Iranian hostage crisis.

On her WESTPAC '83 - '84 deployment, RANGER assumed a station in the North Arabian Sea, and set a conventional carrier at-sea record of 121 consecutive days.

Following a brief layover at NAS North Island, RANGER made the transit to Puget Sound Naval Shipyard for Complex Overhaul, an extensive renovation of existing systems.

During the Complex Overhaul period a number of significant alterations were accomplished:

RANGER's lower decks and voids were adapted to hold 2.5 million gallons of ship's fuel, and 2 million gallons of JP-5 aviation fuel.

A complete inventory brought RANGER's supply documentation up-to-date. The Integrated Logistics Overhaul program physically moved more than 30,000 items to and from the Puget Sound Naval Supply Center in two three-week periods.



USS RANGER steams past Point Loma, California with Carrier Air Wing TWO embarked during training exercises in July 1990.

RANGER increased her capacity to produce fresh water with the replacement of one of her older units by a 100,000 gallon-a-day distilling unit.

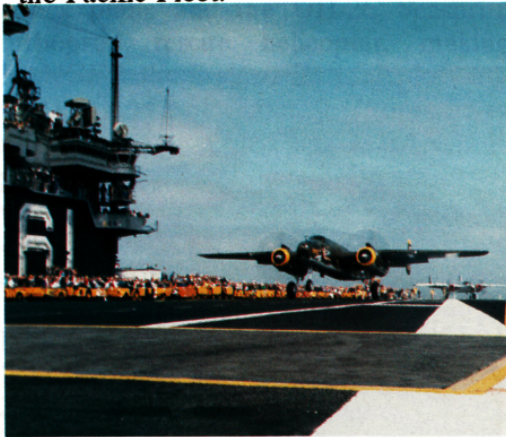
The ship's company accounted for the overhaul of more than 2,700 valves.

RANGER returned to her home port of San Diego 08 June 1985. The Forrestal class carrier sported six coats of semi-gloss enamel gray paint that was guaranteed to last seven years and formulated to wear off gradually and evenly.

During October 1985, the crew of RANGER combined hustle and enthusiasm to complete its Refresher Training Exercises (REFTRA) with flying colors.

RANGER participated with five other nations in a major maritime exercise called "RIMPAC 86" in June 1986. Over 50 ships, approximately 250 aircraft and more than 50,000 sailors, airmen and marines from Canada, Japan, Australia and the United Kingdom took part with RANGER in the training exercise.

In 1987, RANGER won the Navy's prestigious Battle Efficiency Award and re-affirmed her nickname - "Top Gun of the Pacific Fleet."



Mitchell B-25 Bomber deck launches from RANGER off Point Loma, 21 April 1992 to reenact the 1942 Doolittle Raid on Japan.

RANGER completed her 20th Western Pacific cruise in August 1989. Upon returning, RANGER underwent an extensive repair availability and a two-month dry-dock period. Repairs included repainting the entire hull, replacing one of the ship's four 21-foot propellers, and replacing two original-equipment evaporators with a new 26-ton 100,000 gallon-per-day evaporator.

OPERATION DESERT STORM

RANGER and her 5,100 embarked men left San Diego December 8, 1990, to begin her 21st Western Pacific deployment to head for the war-imminent waters of the Persian Gulf. Making a hastened 39-day transit from the West Coast, RANGER and her eight-ship battle group stopped only five days at Subic Bay, Republic of the Philippines.

On the morning of January 15 (the United Nations deadline authorizing the U.S.-lead coalition to use force with Iraq), RANGER steamed through the Straits of Hormuz to join USS MIDWAY (CV 41) on station in the gulf. It marked the first presence of two aircraft carriers in the Persian Gulf at the same time.

Less than 48 hours after arriving on station, the RANGER and Carrier Air Wing TWO (CVW-2) team launched air strikes into Iraq and Kuwait to free Kuwait from the grip of Iraqi occupation. So began the Gulf War and Operation Desert Storm.

Two other aircraft carriers later entered the gulf to make an unprecedented four-carrier battle force. From the beginning of the war until the end, coalition forces pounded Iraqi positions relentlessly with around-the-clock air strikes.

The RANGER/Carrier Air Wing TWO team played a significant role



USS RANGER enters the inner harbor at Vancouver, British Columbia, Canada in June 1992.

during the war by completing over 4,200 aircraft sorties and dropping over 4.2 million pounds of ordnance on enemy targets (see inset). RANGER/ CVW-2 aircraft flew 75 percent of their 166 strikes at night, inspiring the battle group commander to coin the phrase, "We own the night."

RANGER also flew one of the last missions of the 43-day gulf war. RANGER remained on station following the cessation of hostilities to ensure Iraq complied with the terms of the cease-fire agreement.

The only West Coast carrier participating in Operation Desert Storm, RANGER was also the last of the four-carrier battle force to leave the Persian Gulf, having spent over three months on station. RANGER began her 12,000-mile easterly transit on April 18 and entered her homeport of San Diego June 8, 1991 to end an exceptionally successful deployment with an enthusiastic homecoming. RANGER's demonstrated operational excellence was recognized officially when she was awarded the 1991 Battle Efficiency award by COMNAVAIRPAC.

Following an intensive workup period between June 1991 and May 1992, RANGER

DESERT STORM 1991 USS RANGER/CVW-2 TALLY

Tanks	115
Vehicles	425
Ships	48
Aircraft	1
Structures	72
Radars	69
Mines	2
Bridges	1
Combat sorties	4,253
Strikes	166
Ordnance	4,229,200 Lbs

paid a visit to Vancouver, B.C.. There she became the first modern aircraft carrier to pass under the Lion's Gate bridge (with only four feet to spare) and lay at anchor within

the city's harbor.

RANGER departed San Diego 01 August 1992 on her 22nd and final WESTPAC deployment that included a tumultuous journey through the edge of Hurricane Penelope. Following visits to Yokosuka, Japan and Pusan Korea, she once again entered the Persian Gulf to engage in Operation SOUTHERN WATCH. 04 December 1992 found RANGER ordered to transit immediately to the coast of Somalia where she provided vital air reconnaissance and logistical helicopter support for Operation RESTORE HOPE. She departed on 19 December and arrived in Fremantle, West Australia on 29 December. RANGER once again set a precedent, becoming the first Forrestal class CV (and largest ship ever) to ever moor to a

pier within the harbor. Following port calls in Sydney and Pearl Harbor, RANGER returned to San Diego 31 January 1993.

After a brief standdown period, RANGER performed her final operational act, providing a practice landing platform for qualifying Naval Aviators. The 36 year young carrier performed nearly 2000 landings during a ten day carrier qualification period. A final day at sea was spent conducting RANGER's final comprehensive inspection by the Navy's Board of Inspection and Survey.

Following her return to port, RANGER was once again awarded the coveted Battle Efficiency award for 1992. RANGER finished her operational service 14 March 1993 as she had begun it nearly 36 years before - as *Pacific Fleet's TOP GUN*.



USS RANGER off the coast of Somalia during Operation RESTORE HOPE in December 1992.

Milestones

A Chronology of RANGER's Major Events

- 02 Aug 1954 Built at Newport News SB & DD. Cost: \$181,600,000
- 29 Sep 1956 Launched by Mrs. Arthur W. Radford, wife of Chairman, JCS
- 29 Sep 1956 Named after 1777 sloop and CV-4 (1st designed aircraft carrier)
- 10 Aug 1957 Commissioned at Norfolk Naval Shipyard
- 20 Jun 1958 1st cruise departs Norfolk around Cape Horn and homeports Alameda, CA
- 03 Jan 1959 1st Westpac cruise includes Formosa straits transit and Japan visit
- 02 May 1959 President Garcia of Philippines visits ship at Subic Bay
- 19 Jun 1959 Imperial Japanese Family visits ship at Yokosuka
- 06 Jul 1959 Deploys off Formosa to thwart Chinese attack
- 06 Feb 1960 2nd WESTPAC cruise includes 17,000 air wing flying hours
- 24 Jun 1960 Quemoy & Matsu Island crisis deployment, 24-25 June 60
- 11 Aug 1961 3rd WESTPAC cruise
- 09 Nov 1962 4th WESTPAC cruise
- 07 Aug 1963 Larger flight deck installed during San Francisco overhaul
- 05 Aug 1964 1st Vietnam war cruise includes a record 59-day line duty
- 13 May 1965 Major overhaul at San Francisco Naval Ship Yard
- 10 Dec 1965 2nd Vietnam war cruise includes 1st Haiphong raid and 90,000 miles steamed
- 30 Sep 1966 Comprehensive overhaul on Puget Sound Naval Ship Yard
- 04 Nov 1967 3rd Vietnam war cruise includes a Korea patrol from 23 Jan-22 Mar 68
- 04 Nov 1967 Corsair II A-7A conducts first major deployment by VA-147
- 23 Jan 1968 Deploys to North Korea area after USS PUEBLO capture
- 26 Oct 1968 4th Vietnam war cruise. EC-121 crisis near Korea, Yellow Sea
- 14 Apr 1969 Deploys Sea of Japan after Koreans down Navy EC-121 plane
- 14 Oct 1969 5th Vietnam war cruise
- 27 Sep 1970 6th Vietnam war cruise
- 16 Nov 1971 7th Vietnam war cruise
- 07 May 1974 12th WESTPAC cruise
- 01 Mar 1975 Homeported in San Diego
- 30 Jun 1975 Designated CV-61, All-purpose carrier
- 30 Jan 1976 13th WESTPAC cruise
- 12 Jul 1976 Deploys to Kenya coast to counter Uganda invasion threat
- 09 Feb 1977 Comprehensive overhaul at Puget Sound Naval Ship Yard
- 21 Feb 1979 14th WESTPAC cruise
- 10 Sep 1980 15th WESTPAC cruise includes 139 days spent in Indian Ocean operations
- 03 Apr 1981 Gives support to Iranian hostage crisis in Northern Arabian Sea
- 07 Apr 1982 16th WESTPAC cruise
- 05 Mar 1983 Queen Elizabeth visits ship in San Diego
- 15 Jul 1983 17th WESTPAC cruise includes Nicaragua crisis and North Arabian Sea operations
- 29 Feb 1984 Record conventional 121-days at sea tour while in Indian Ocean
- 15 Apr 1984 Complex overhaul at Puget Sound Naval Ship Yard
- 27 Aug 1986 18th WESTPAC cruise
- 02 Mar 1987 Team Spirit '87
- 14 Jul 1987 19th WESTPAC cruise
- 31 Dec 1987 Navy Pacific Battle "E" awarded for 1987
- 24 Feb 1989 20th WESTPAC cruise
- 08 Dec 1990 21st WESTPAC cruise in support of Operation DESERT STORM
- 31 Dec 1991 Navy Pacific Battle "E" awarded for 1991
- 01 Aug 1992 22nd and final WESTPAC cruise includes Operation SOUTHERN WATCH
- 04 Dec 1992 Operation RESTORE HOPE
- 31 Dec 1992 Navy Pacific Battle "E" awarded for 1992

RANGER's Decommissioning Crew

The Final Crew on RANGER

Commanding Officer

CAPT Dennis V. McGinn

Executive Officer

CAPT Frank T. Bossio

DEPARTMENT HEADS

Supply

CAPT David Orr

Space Closeout/Air

CDR Thomas Mackin

Quality of Life/ Ceremony

CDR Patrick Madison

Decomm. Coord.

CDR Richard Stevens

Safety

CDR Robert Roberts

Engineering

CDR Scott Wetter

ALABAMA

ASAN Raymond Ashley
 ABFAN Willie Byrd
 QMSN Eric Carpenter
 MM3 Derrick Coleman
 AT3 Richard Collins
 FC3 Anthony Dorsey
 ENS Christopher Graham
 AR Scott Herring
 IC3 Jamie Johnson
 IC2 Keith Landy
 EMFN Samuel McDaniel
 AGAN Brian Moss
 AA Richard Rambo
 BM1 Terry Robbins
 EM3 Jeffery Rudolph

PHAA Michael Stringer
 AO2 Billy Welch
 AKC Larry Welch
 AN Randal Williams

ALASKA

ABH3 James Doty
 SN Clifford Long
 ABFAN Peter Speerstra
 DP2 Kenneth Weitzel

ARIZONA

LT Keith Bluestein
 RM3 Michael Bradley
 MMFA Donald Crossman
 AW1 Arthur Eckhart
 RMSN Eric Forsythe
 MS1 Gregory Garrett
 MM2 Santos Gonzalez
 EM3 Buddie Hogan
 EN2 Kenneth Jones
 AO3 Joel Martin
 BM1 Elio Martinez
 LCDR Michael Mellor
 DCFA Thomas Mondhink
 EWSN Sean North
 BM2 Robby Perrin
 AW3 Michael Rhode
 HM1 Kenneth Richards
 AK2 Patrick Rutherford
 ETC Wright Shill
 AZ3 Daniel Shivel
 ABH3 Erik Sonesen
 MSSA Erik Swanson
 ET3 Paule Threet
 AR Daniel Underwood
 DCFA Frederick Wass

ARKANSAS

ABE2 Robert Bailey
 AS1 David Habeger
 SN Michael May
 AD3 James Mcraven
 PNSN Frederick Mierow
 DK3 Christopher Rorie

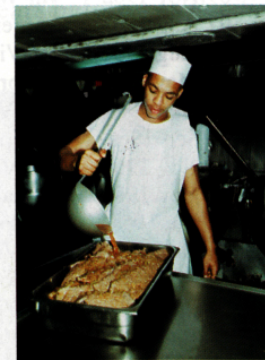
CALIFORNIA

BT1 Gregory Allen
 ABF2 James Allison
 MMFN Triflo Almajano



ABE3 Henry Ceballos
 SA George Chahua
 MSSN Mike Chavez
 MS2 Carlos Cirera
 FA Cal Cook
 MM2 Sofronio Corpuz
 LISN Joseph Costa
 SHCS Benjamin Cruz
 AN Francisco Cruz
 BT2 John Cummins
 SK1 Augusto Cuajunco
 AK3 Lamar Dansby

DK3 Jesus Alvarez
 AK1 Robert Araiza
 SN Alex Arvizu
 MS2 Richard Atienza
 AA Lamour Atkins
 DC3 Shane Bales
 MS3 Daniel Baniqued
 EN3 Kevin Bankston
 IC3 Steve Bao
 MSSN Willy Baquiran
 DCFN Andrew Barnes
 SN Ralph Bautista
 SKSN Michael Baysinger
 WT3 Elmore Beck
 SA Alejandro Bernardo
 MA2 Aaron Black
 PH1 Kimberly Blakemore
 EM3 Harold Bond
 ABHAN Neal Brady
 BT3 Ronny Braswell
 ET1 Timothy Bratcher
 OS1 David Brown
 DS2 James Bray
 QM3 Dwight Brooks
 SN Stephen Brown
 SK2 Alvilito Bugay
 ICFN Melvin Bullock
 AN Shane Burdette
 AE1 Milton Burgoa
 CWO2 Rafael Burgos
 EMCM Julius Caballero
 QM3 Anthony Cabrera
 AKCS Benito Cagayat
 ABHAN Manuel Cairo
 ABFAN Steven Caltabiano
 EM1 Bienvenido Camilon
 BT1 Carlos Cano
 ABE2 Joselito Carlos
 IC1 Donald Carr
 AD3 Matthew Carr
 FN William Carrier



MM3 Peter Daunch
 EM1 Ruben Delosreyes
 MR3 Joseph Derouen
 SH2 Caesar Devera
 DC3 Edward Dills
 ICFN Henry Dodge
 AA Kirk Douglas
 BT3 Brian Dover
 SN William Dreher
 BT1 Ben Duenas
 MSSR Reymundo Dumayas
 MS1 Ramon Duya
 EN1 Jose Erfe
 SKCM Rosendo Espinosa
 ABH2 Ray Esteban
 WT3 Brian Ethier
 AN Robin Famador
 DC3 Mark Farey
 DS2 Michael Fleischmann
 QMC Ronald Flesher
 MR1 Ramon Flores
 FC3 Gregory Folkins
 BMC Danny Fontillas
 MS2 Henry Ford
 DT1 Carl Fritts
 DKC Romeo Galeon
 HT3 Eduardo Garcia

LT Peer Gerber
 SK3 Todd Gillam
 DC3 Daniel Goebel
 EMFN James Gonzales
 AK1 Erwin Green
 AA Spencer Greene
 MM3 Philip Grover
 EM3 Hilario Gudez
 AOAN Lewis Guillory
 SN Derrick Haaland
 AT3 Ronald Hall
 AE1 Nick Hallinan
 SA Mike Han
 ABH1 Danny Hancock
 AR Brian Harper
 AN Charles Harris
 RP2 Clifford Harris
 BT3 Kevin Hemme
 FR Yancy Holt
 SN Robert Howard
 EM3 Jose Illera
 PCSA Brian Hulsey
 ENS Mark Hurvitz
 ABFC Donald Ingram
 AN Abdul Ismael
 SA Herron Jackson
 AKAN Kenny Jacobs
 OS3 Maurius Jefferies
 BM3 Alvin Jett
 AKAN Cesar Jimenez
 SA Richard Jones
 LT Murphey Johnson
 BM3 Jonathan Jones
 ABE1 Fernando Juarez
 AN Christopher Kane
 FC3 Scott King
 LT Randall Knapp
 FN John Kohlruss
 FR Brian Kohndrow
 HT2 Gary Kralicek
 MSSA James Kranz
 SN Edward Kraus
 ABH1 Thomas Lamb
 PR1 Peter Landry
 MM3 Derrick Lange



LI1 Glen Lanphear
 An Randal Laster
 MM2 Gordon Latta
 SHSN Allan Lazar
 QMCS Barry Lee
 BTCM Nestor Leonor
 LT Karl Liebl
 DK1 Gonzalo Limson
 EM3 Leopoldo Llanda
 BTC Roy Loeffen
 AN Eric Loesch
 MR3 Robert Lorenz
 CWO2 James Lowden
 ABF3 Kennedy Lowe
 BM1 Joseph Lunsford
 HTCS Andrew Macias
 MSSA Gustavo Maciel
 ABE3 Todd Mack
 DTC Roland Manahan
 BT2 Brian Mannerino
 CWO2 Marasigan
 EM2 Bienvenido Marcelo
 SN Aaron Marples
 AOAN Milton Marroquin
 AKAN William Martinez
 ABE3 Kenny Matelski
 SN Thomas Maxwell
 ABHAN Troy McAfee
 IC1 Alonzo McCastle
 DT2 Harold Medina
 BTFA Sergio Mendezcoloco
 AMSAN Reynaldo Mendoza
 AK2 Erole Mesadieu
 AN Dion Middleton
 BT2 Bruce Miller
 ABE3 Joseph Morales
 ABE3 Phillip Moreno
 FA Michael Morris
 FN Robert Morton
 SK3 Daniel Nell
 OS3 Michael Newman
 FA Thomas Newton
 RMSN Chad Niswonger
 MS1 Manh Nguyen
 FA Aubrey Orsua
 QMSN Brian Palmer
 FA Rick Palomo
 ET1 William Parcaut
 DM1 Rolando Pasibe
 BT3 John Payne
 FR Philip Perrault
 ABE3 Jaime Perez
 BM2 John Peterson
 GMG2 Bryan Pettengil
 LT James Piburn
 ADFAN Sean Porter
 ABH3 Richard Poslendi
 PNSA John Penafior AO1
 Edmund Provost
 ABE1 Aproniano Prugalidad

EM3 Cesar Quitariano
 EMFN Edwin Racelis
 AR Robert Rackett
 MSSN Romeo Ramos
 PHAN David Reed



AK2 Eduardo Reyes
 MS1 Miguel Reyes
 IC3 Braden Richard
 AK3 Ariel Rivera
 YN2 James Robertson
 EMFN Robert Robertson
 MSSA Michael Rosso
 FC1 Steven Rubio
 EM2 Felix Sadaya
 EM1 Rodolfo Salazar
 AA Benjamin Salvania
 SN Rene Sanchez
 LT Robert Santiago
 AO2 James Santillano
 AKAN Roberto Santos
 LCDR Ray Scott
 MMFN Brett Simpson
 ABHAN John Skelton
 AN Romualdo SImst
 ABF3 Windsor Solar
 HM2 Alberto Sotalbo
 ABFAA Stanley Stanchfield
 DS2 James Stephenson
 BT3 William Stokes
 ABF1 Francisco Suarez
 EN3 Joseph Sweigart
 EM2 Martin Tamayo
 EM1 Rusty Tatunay
 MMFN William Taylor
 AT1 Antonio Terlaje
 FN Tracy Thomas
 DA Jason Tower
 IC2 Mark Trahan
 EMC Thomas Tucker
 PNSN Reymond Umali
 ABHAN Pascualito Valenzona

ABH3 Sean Vanburen
 ATAN Clifford Vanderhyden
 MSSA Kenneth Vanderweide
 MM2 Juan Vargas
 YN3 Edward Vasquez
 DA John Vernon
 AS3 Ramon Vidrio
 LCDR Eric Watabayashi
 HT1 Douglas Werner
 DT2 Carl White
 ABE3 James White
 IS1 Wayne Williams
 MMFR Robert Wilson
 SK1 Ernest Wright
 DC3 Robert Yates
 SR David Yentes
 DP2 Laurence Young

COLORADO

RM1 Robert Anselm
 AT3 Scott Bergers
 AK3 John Clayton
 EW3 Dennis Depperschmidt
 PH3 Edward Estrella
 AT2 Andrea Fowler
 AR Gregory Harris
 ICFN Michael Hood
 AT1 Michael Horton
 CWO2 Michael Jacobson
 IC3 Phillip Land
 HM3 Francis Maese
 ICFN David McQueen
 ABE3 Dale Pacheco
 DS3 Brian Palmgren
 LTJG Jongkap Park
 PHAN Christopher Roach
 QMSN Michael Senecaut
 MM2 Scott Sutton
 BTFA James Vanmatre
 AO3 Jeffrey Weese



CONNECTICUT

AR Rohan Green
 AR Kenneth Joyce
 OS3 Frederick Sinclair

DELAWARE

AR Brian Hoffman

FLORIDA

AO1 Stephen Allen
 LCDR Lawrence Barrett
 AA Thomas Bealer
 MSSN Quentin Bennett
 SA David Bosley
 EWCM Dwight Brumley
 FA Ian Bryson
 PNC Ramon Cardenas
 AG2 David Casella
 AO1 John Coggins
 LT Carl Davis
 AT1 Kevin Doyle
 AA Kermit Flores
 DPSN Richard Fogaras
 AA Joel Griffing
 AC1 James Grimes
 FN Keith Hampton
 DS2 Loren Hill
 LCDR Walter Jacunski
 MM3 Lynden James
 OS2 Eric Lier
 YNSN Thomas Matthews
 AMSC James Mitchell
 EMC James Mitchell
 FR Alvin Moore
 DKC Heroll Moran
 ABE3 Darian Morris
 IC3 Gregory Morris
 BM2 Robert Nidefske
 AOAN Douglas Rasmussen
 BM1 Brian Ricks
 DK3 Johnny Robbins
 SH1 Crisanto Sabino
 AZ3 John Sherman
 PNSA Stephen Storzynsky
 LT Jose Vasquez
 MM2 Robert Veeder

**GEORGIA**

MSSA Christopher Bankston
 MM3 Leroy Bruton
 MSSA Solomon Crockett
 AT1 Edwin Davidson
 LTJG Joseph Duncan
 RMC Marvin Earl
 OS3 Russell Grier
 MSSA Ulysses Nash
 AMS1 Arthur Paradise
 AR Willaim Phillips
 EM3 Christopher Shivers
 ENS James Smith
 BT3 Samuel Stephenson
 PN3 Bruce Tidaback
 IC3 Ricky Vinson

HAWAII

LT David Cacho
 DK1 Antonio Gonzales
 BT3 Hyuk Kim
 LT Richard Lorentzen
 AS1 Allen Pelayo
 QM3 Michael Perreira
 MA1 Jacob Thomas
 DSCM Michael Woodruff

IDAHO

AN Glen Johnson
 BTFA James Mace
 ABH3 Woodrow Wilson

ILLINOIS

PH1 Bill Adler
 AS1 Mark Buchanan
 LCDR Jack Conroyd
 PH2 Steven Cooke
 AN James Craft
 AK3 David Desmedt
 AK1 Ronald Dixon
 AOAN Demos Fournier
 PN3 Bernard Gladstone
 OSSN Robert Gloeckner
 AN Wesley Harmon
 DCFA James Head
 RMSN Jon Johnson

FN Scott Johnson

LT Kevin Jones
 ABH3 Lamont Jones
 ABH1 Gary Kahler
 ETCS Earl Labrador
 MM3 Karl Leckner
 ABH2 Robert Meleod
 OSSN Jonathan Owens
 AN Daniel Patarozzi
 SN Leonard Richmond
 LTJG Donald Ross
 IS3 Laurence Sorensen
 MSSN Kenneth Svihlik
 AO2 Gary Teets
 ABE2 David Tournear
 ET3 Charles Ward
 FC3 Thomas Williams
 NCCM Delbert Worrell
 ABHC Scott Youngs

**INDIANA**

AA Matthew Altekruise
 ET1 Allen Cook
 LT Joseph Correia
 AGCS Geoffrey Dille
 AS3 Brandon Duckworth
 MMFN Todd Ellingwood
 MM3 Johnathon Farnsley
 CWO2 Jeffrey Gochenour
 ATC Herman Hardebeck
 MM3 Christopher Hermann
 FA Michael Malicoat
 MM1 Michael Owens
 ET3 Benjamin Payne
 IC3 John Todd
 RMC Billy Ward
 ABECS Charles Ward
 FR Michael Werner

IOWA

BM3 Mark Bird
 WT1 William Huster
 ABF3 Jason Jarr
 ABE1 Jeffrey Johnson
 MM1 Jack Lyons
 BT3 Scott Mitchell
 SA Daniel Orona
 BM3 Jeffrey Orona
 HTFA Brett Petersen
 LCDR Roger Thorstenson

KANSAS

AK2 John Bullard
 AT2 Joseph Crandall
 ET2 Elijah Fletcher
 ICFN Steven Swart
 EWSN Billy Taylor

KENTUCKY

SN George Francis
 SN Bruce Hollon
 AOAN Chris Klehammer
 ABFAN Brian Knifley
 LT Sean McDougal
 LT Timothy Newsom
 EMFN Adrian Patterson
 MM2 William Richeson
 ICFN Paul Smith

LOUISIANA

HN Owen Aucoin
 CTM1 Guy Babin
 BM3 Mark Balli
 BTFN JESSIS Boese
 AO3 Landrakus Christmas
 BM3 Reginal Coker
 MM3 Kurk Dugas
 MSSA David Hamilton
 YNSN Avery Henderson
 AO3 Michael Hewett
 AO1 Henry Jones
 AS3 James Landry
 MSSN Reginald McDaniel
 PC2 Michael Olinde
 ISSN Corbett Reddoch
 IC2 Renwick Reedom
 DPSN John Rivera
 FN Byron Verrett
 FN Jermaine Williams
 ABE3 Johnny Williams

MAINE

MMFA Jim Nault

MARYLAND

LI3 John Alt
 BT3 John Brewer
 EM1 Robert Dorsey
 MM2 Robert Drenning
 SK1 Freeman Huff
 SHSA Brett Jones
 AN Radcliffe Lewis
 ACC Mark Neiswender
 IC3 Paul Owens
 AS3 Bryan Sanders
 YN2 Robert Turner
 LT Mark Wolff
 TM1 Randy Zellman
 OSSN Wade Zimmer

MINNESOTA

ABE2 Danne Brown
 IC2 Lon Carter
 MS2 Brian Fultz
 OSSA Richard Hillestad
 BT3 James Nordrum
 DP3 James Perrone
 PNCM Harry Samuelson
 DCFN Cory Shamatt

MISSISSIPPI

ICFA Sherman Ferguson
 PNSN Terrence Grady
 ABE2 Clarence House
 AK2 Luetenant House

**MASSACHUSETTS**

BM3 Kevin Curtin
 GMG3 Todd Dick
 EN3 Timothy Hurley
 LT Michael Leonard
 LT Alan McCoy
 IC1 Anthony Soares

MICHIGAN

ET3 Alan Beaudry
 SMSN Donald Brooks
 ABH1 Jeffrey Callahan
 AOC Keith Cobb
 AT1 David Hartle
 FN David Hayes
 MM3 Randall Itter
 FN Lawrence Kelley
 DTC David Laforest
 MM3 Jamy Marnon
 ICFN Ian Murray
 SK3 Joselito Ocampo
 AE2 Terry Rhodes
 MMC Anthony Rizzo
 ICFN Prsiliano Saenz
 LNC Mark Sobodash

MISSOURI

AR Morgan Alexander
 ABCM Larry Bramhall
 MM1 Jeffrey Carver
 AMS3 Walden Embrey
 DCFN Jesse Glenn
 BT2 Robert Hill
 RMSN Edward May
 DCC Charles Phillips
 OS3 Bobby Turner

MONTANA

MS2 William Abbott
 OSSN Robert Howard
 ABH3 Kenneth Keller
 OSSN Thomas Pitts
 ABFAN Charles Sites

NEBRASKA

BT3 Mark Anderson
 IC1 Dean Baker
 AO3 Jeffery Crawford
 DP3 Thomas Kangas
 RMSN Cory McLaughlin

BM3 Terry Mendlik
 LCDR Richard Middleton
 SN Scotty Munsinger
 SN Ryan Sheffield
 LT Christopher Solee

NEVADA

LCDR Douglas Ashman
 BT2 David Burroughs
 FA Eric Ellenwood
 AT1 George Mullen

NEW HAMPSHIRE

MMFN Adam Ferland

NEW JERSEY

RMSN Kevin Boyle
 PHAN Devlin Drew
 DN James Hernandez
 IC3 Thomas Kopervos
 HMC Robert Lewis
 OS3 Barry Novack
 AN Chetram Pershad
 EN3 Miguel Romero
 OS1 Harry Toomey
 LT Andrew Tunnard
 EMFA James Williams

NEW MEXICO

DS2 Jeffrey Atencio
 MM3 Patrick Baca
 DK2 Ronald Barbera
 DC3 Timothy Bulger
 ENS Billy Burch
 AA Dean Delara
 FA Jonathan Dolfen
 PN1 Richard Otero
 OS3 Garret Rex
 SR Edward Sanchez
 DC2 Michael Sanchez
 ET3 Dennis Smith
 MM3 Paul Taraddei

NEW YORK

EWSN Mark Adams
 ABHC Kirk Belden
 LT James Cooney
 SMCM Austin Cronin
 MM1 Dennis Dickson
 OS3 David Evans
 RP1 Michael Flower
 JO1 Michael Frost
 MSSA Kevin Gibbons
 BT3 Marvin Hinkson
 SN Bobby Jones

FC3 Richard Labadie
 SK1 Anthony Lindsay
 AA Eric Martinez
 BM3 Wayne McCants
 MACS Patrick McNamara
 AK3 Orville Morris
 DS3 Gregory Mueller
 ABF3 Marino Nunez
 SN James Owens
 AN Victor Quinones
 SN Eric Rosario
 MS3 Benjamin Savage
 MMC Hans Schwab
 IC3 Christopher Starr
 AKAN Donald Tehoke
 AD1 Basil Thomas
 ICFN Mark Tomlins
 ATAN Juan Torres
 RMC Joseph Werner

NORTH CAROLINA

SH3 Shawn Atkinson
 MMC Timothy Burroughs
 MSSA Shedrick Byrd
 EW3 Michael Dyson
 EMFN William Gardner
 SN Terrence Gaynor
 AR Richard Hagan
 DCFN Mark Mckinney
 PN2 Scott Ragan
 SN Curtis Stillwell
 BT2 Richard Taylor
 AMH1 Dwight Williams

NORTH DAKOTA

BT2 Darin Slusher

OHIO

RMSR Delmar Adkins
 AS1 Jeffrey Barch
 AR Michael Bartish
 LTJG James Bogden
 MM3 Steven Bowersock
 ABF3 Philip Burton
 DK2 Robert Curry
 MMFN David Demay
 SA Andre Diggs
 HTFA Jonathan Engleka
 ABE3 Jerry Estridge
 DPSN Phillip Evans
 AG3 David Fishbaugh
 YNSN Brian Gohlke
 AO3 Bruce Griffin
 FA Alexander Gryskevich
 YN2 Jeffrey Haner
 EM3 Richard Hayes
 EM3 Jeffrey Jackson

BT3 Eric Napier
HT1 Stephen Nemanic
ABEAN Damein Reese
MM3 Randall Stoeckmann
DP2 James Tester
IC3 Jason Turner
OSSN John Williams
MR3 James Wyant

OKLAHOMA

MMFN Larry Andoe
BT3 Charles Betts
DCFA Gary Cline
DC2 Charles Cook
MM2 Stephen Hamilton
ICFN Michael Jenkins
IC3 Robert Look
AOAN Steven McKinney
OSCS Michael Ryan
SHSN Thomas Smith
AT1 Lavon Young

OREGON

MMC Edward Alspaugh
HT1 David Ensign
AOAN Randall Evans
BTFN Scott Flanders
SN Jeffrey Kimbrel
BM3 Jason Levasseur
PHAN Brad McCormick
IC2 Jason Moore
TM2 Ben Stone



PENNSYLVANIA

SA Stewart Adams
FN Calvin Andrews
RMC Patrick Drain
FA Matthew Ferguson
LCDR Joseph Frankwich
LT Donald Griffin
MM1 Kenneth Hullenbaugh
RM3 Apollo King-el
AE1 Kelvin Klinger
MM3 Mark Lint
OS3 Dennis Mead

HM1 Edwin Ocasio
MSSA Daniel Paden
LT Michael Plasko
YNC Gary Smeal
AO1 Stephen Snyder
AO3 Thomas Stiver
BM3 Joseph Thomas

RHODE ISLAND

ET3 Eric Booth
LT Michael Rogers

SOUTH CAROLINA

ICFN Brian Bauew
IC3 Larry Bilka
FA Harlod Butler
ABH3 Richard Bryson
IC3 Steven Frazier
FN Michael Fuller
SK3 Shawn Gaillard
DC3 James Hill
IC1 Arnold Hiott

SOUTH DAKOTA

AO3 Glenn Neiger
BT3 Richard Niles

TENNESSEE

MM3 Russell Bussell
CWO4 Joe Cummings
BT3 Leonard Davidson
HT2 Timothy Fort
ABH3 Stephen Heidelberg
YNSA Gary Hughes
RMSN David Parrish
HT2 David Santana
ABH1 Robert Simmons
ABE3 Raymond Talbott
DT2 Carl White
RMC John Wilhelm
BMSN Trifton Williams

TEXAS

PN3 Troy Adkins
HT3 Joel Allen
FA Peter Anderson
ET2 Ray Banks
HN Steven Baur
YN3 Kevin Belt
MM1 Howard Bostwick
AOAN Roderick Carr
AZ1 Bobby Clinton
AS3 Ruben Cruz
HM3 Robert Davalos
IC2 Hector Deltoro

HT3 John Detmore
FA Mark Douglas
AR Steven Dowling
EMFA Christopher Eagleson
ENS Peter Felarca
BT3 Ismael Fonseca
MM2 James Garrett
AKCM Carlos Gloria
QM3 James Godfrey
SMSN Bernardo Gomez
DS3 David Gonzales
BM2 Martin Gonzalez
PCC Jesus Gonzalez
BM3 Michael Graham
ABH3 Lee Hall
FA Melvin Harris
ABFAN Michael Irby
IC3 David Jacob
AA Bradford Johnson
RM2 Jamie Johnson
OS3 Marcial Johnson
ABE3 Keith Jones
LTJG Edward Kaiser
HT3 Danny Kaspar
SN Matt Kruger
RMSN Cory Larkins
MM2 Keller Lenamond
AN Kenvin Lewis
MSSA Bryan Martinez
BTC James Mayhew
EM3 Dante Mendez
AS3 Leo Metoyer
BT3 Ramon Miranda
AS1 Darryl Mosely
BM2 Pedro Moya
DS2 Jerome Oneil
YN3 Kevin Polk
SN Michael Porter



AGC Marc Puhl
AO1 Raymond Ramirez
WT2 Michael Reed
AS3 Gerald Reichl
FC1 Roy Richardson
BT3 Narciso Rodriguez
ABE3 Herbert Rogers
MA2 Jeffery Rusie

AW3 Blake Russell
DK3 Juan Sanchez
AOAA Felix Saucedo
SR Keith Shaw
SA Kyle Shaw
MM3 Darryl Smith
HN Gregory Steiner
RM3 Jeffery Sturdivant
ABE3 Ruben Suniga
BM1 Robert Thomas
BT3 James Tuggle
PNSA Armando Vasquez
ET3 Aaron Waddington
MSSN Chad Williams
DCFN Marcus Williams
AR Bryan Woitena

UTAH

WT3 Michael Roberts
DKSA Stephen Rose
RMSA Donald Stark

VERMONT

PC3 Shawn Kilburn

VIRGINIA

YN3 Timothy Aldridge
LT Owen Curley
AA Steven Evans
OSSN Todd Hannon
GMC Sterling Marshal
FA Terry Marshall
AOAN Mark Minnis
ABF3 Kenneth Moss
BM2 Michael Primm

WASHINGTON

PNSN Phillip Abbott
SN Brenton Baldwin
TMC Steven Bates
AOCM Kirk Brado
MRFA Steven Brunn

ISCS James Coughlin
 PNC Mathew Duckworth
 AD3 Curtis Flatray
 PN3 Samuel Garcia
 SH1 Dennis Gilson
 FR Demetrius Glover
 BM2 Christopher Hays
 MA1 James Jernigan
 MMC Robert Miller
 AO3 Armando Morales
 CWO2 Anthony Naanos
 BM3 Eleazer Ochintang
 DCCM Kenton Olson
 HM3 Shawn Oreilly
 MSSN Eduardo Perry
 LCDR Robert Posey
 ABH3 Humberto Ramirez
 MMFN Donald Salmon
 MS1 Bruce Thomas
 YNCS Kenneth Thompson
 BTC Joseph Zagata
 OSSN Wade Zimmer



WEST VIRGINIA

BM3 Gerald Hercules
 OSSN Shannon Nelson
 BM3 David Radcliffe
 MM3 Richard Runkle

WISCONSIN

HTFA Joshua Behrendt
 BT3 Jason Cambern
 BMSN Christopher Galde
 WTCS Thomas Kluwin
 SN Brian Metz
 SH3 Scott Miller
 AGAA Jeremie Nelson
 ABF2 James Siebert
 MMFN Glen Sponable
 DC1 Richard Vandehei

WYOMING

BMSN Michael Cozzens
 DC1 Richard Ruff

CANADA

AA Arnold Bomberry
 AN Francois Lefebvre

GUAM

AZC Aurelio Hernandez
 AK1 Rogelio Marquez

PUERTO RICO

EN3 David Ramirez

REPUBLIC OF THE PHILLIPPINES

BT1 Dante Albao
 SKC Joselito Albao
 MS1 Luis Angeles
 PN2 Robert Atienza
 MS3 Amory Bahoy
 MM1 Efren Binongcal
 MM1 Mandlito Cabiles
 AS1 Ariel Canoza
 DS1 Armando Demesa
 MA1 Ferdinand Desilva
 MRFA Albert Dionisio
 PN1 Emmanuel Estella
 SH3 Rustico Gatchalian
 AMS2 Florestel Joeson
 DK2 Edward Labayen
 MS3 Dennis Laforteza
 EM3 Nestor Lagrada
 MSSA Isagani Malveda
 SH3 Romeo Mandal
 MS3 Godofredo Magsino
 ASAN Roberto Majillo
 PN3 Ernesto Malicdan
 AA Jose Mendoza
 PN1 Armando Perez
 MS3 Rodante Sarmiento



RANGER's Awards **Symbols of Pride and Success**



Navy Unit Commendation: (Three awards) Jan 66 - Aug 66; Nov 68 - May 69; Jan 91 - Feb 91.

Meritorious Unit Commendation: (Five awards) Dec 67 - May 68; Oct 69 - May 70; Nov 70 - Jun 71; May 86 - Jan 88; Jul 88 - Aug 89.

Battle Efficiency Award: (Three awards) Jan 87 - Dec 87; Jan 91 - Dec 91; Jan 92 - Dec 92.

Navy Expeditionary Service Medal: Oct 80 - Mar 81.

National Defense Service Medal: (Two awards) Dec 1960 - Aug 74; Jan 91 - Mar 91.

Armed Forces Expeditionary Medal: (Thirteen awards) Jun 60; May 63; Sep 64; Oct 64; Nov 64 - Jan 65; Jan 65 - Mar 65; Apr 65; Jan 68 - Mar 68; Mar 69; Apr 69; Jan 70; Apr 70; Dec 90.

Vietnam Service Medal: (Twenty-five awards) Jan 66 - Feb 66; Feb 66 - Mar 66; Apr 66 - May 66; May 66 - Jul 66; Jul 66 - Aug 66; Dec 67; Jan 68; Mar 68 - Apr 68; Apr 68 - May 68;

Vietnam Service Medal: (continued) Jan 69; Feb 69 - Mar 69; Apr 69; Nov 69 - Dec 69; Dec 69 - Jan 70; Jan 70 - Feb 70; Feb 70 - Mar 70; Apr 70 - May 70; Nov 70 - Dec 70; Dec 70 - Jan 71; Feb 71 - Mar 71; Mar 71 - Apr 71; Apr 71 - May 71; Dec 72 - Jan 73; Jan 73; Feb 73.

Southwest Asia Campaign Medal: (Three awards) Jan 91; Jan 91 - Apr 91; Sep 92 - Dec 92.

Humanitarian Service Medal: May 76 - Jun 76; Mar 81.

Sea Service Ribbon: (Eleven awards) Aug 74 - Jan 93.

Republic of Vietnam Gallantry Cross Unit Citation: (Twenty-five awards) Jan 66 (3); Feb 66 (4); Mar 66 (3); Apr 66; Dec 67; Jan 68 (4); Mar 68; Mar 68 - Apr 68; Apr 68 (3); Apr 68 - May 68; Jan 69; Feb 69 - Mar 69; Apr 69.

Republic of Vietnam Campaign Medal

Saudi Arabia's Kuwait Liberation Medal

The Last Watch

RANGER's Final Plan of the Day

USS Ranger CV-61

Commanding Officer
D. V. MCGINN
CAPTAIN, U.S. NAVY

Plan Of the Day

Executive Officer
F. T. BOSSIO
CAPTAIN, U.S. NAVY



The Plan of the Day contains information both official and unofficial matter.
All hands are charged with knowledge of its contents.
All orders shall be considered as issued by the Commanding Officer.

SATURDAY JULY 10 1993
IN PORT

MISCELLANEOUS		DATE:	SATURDAY 10 JUL 93
CMC: SMCN(AW/SW) CROWIN 7496		DEUTY SECTION:	FOUR
CHAA: MACS(AW/SW) MCNAMARA 7971		JULIAN DATE:	191
CCC: NCCM(SW) WORRELL 7900		SAFETY COLOR:	RED
DAPA: DSCM WOODRUFF/EMC(AW/SW) MITCHELL 7166		NAVOSH OF THE MONTH:	ASBESTOS
CAAC: ENCH(SW) MARA/MRC(SW) BALARES 5-8226		SAFETY HOTLINE:	7422
ELECTRICAL SAFETY: 7130			
FAMILY ADVOCACY LIAISON OFFICER: LT OFFERMANN			
INFORMATION SECURITY MANAGER: LT JEFFRIES 7152			
FRAUD, WASTE & ABUSE HOTLINE NUMBER: COMNAVIRFAC 5-5287			
EQUAL OPPORTUNITY ADVISOR: ENS PAFFORD 7608			

UNIFORM OF THE DAY	DECK WATCHSTANDERS UNIFORM
OFFICER/CPO - SERVICE DRESS WHITE	OFFICER/CPO - SERVICE DRESS WHITE
E1-E6 - SERVICE DRESS WHITE JUMPER	E1-E6 - SERVICE DRESS WHITE JUMPER
DATE: SATURDAY JULY 10 1993	SECTION: FOUR
	JULIAN DATE: 191

SHIP'S DAILY ROUTINE CARRY OUT THE STANDARD IN PORT DAILY ROUTINE IAW RANGERINST 5330.1, EXCEPT AS MODIFIED BELOW.

0600 REVEILLE
0630 SWEEPERS
0700 LIBERTY EXPIRES ON BOARD FOR ALL HANDS
0755 FIRST CALL TO COLORS
0800 COLORS
0845 DEPARTMENTAL DUTY OFFICERS MUSTER WITH THE COMMAND DUTY OFFICER
0900 MUSTER ALL DUTY DRIVERS WITH OOD
1000 PARKING DIRECTORS MUSTER ON STATION
1015 LIBERTY EXPIRES ON BOARD FOR ALL HANDS
1030 SWEEPERS
1030 USHERS/GATE GUARDS MUSTER ON STATION
1130 MUSTER CASUALTY RESPONSE TEAM IN MEDICAL SPACES ON BARGE 502
1200 DISTINGUISHED VISITORS START ARRIVING
1215 MAN THE RAILS
1245 SECRETARY OF THE NAVY ARRIVES
1300 COMMENCE DECOMMISSIONING CEREMONY
TBA RETIRE THE COLORS
TBA CARETAKER CREW ASSUME THE WATCH OF EX-USS RANGER
1430 COMMENCE PIERSIDE RECEPTION
TBA DECOMMISSIONING RECEPTION CONCLUDES
TBA COMMENCE FIER CLEAN-UP
1600 MUSTER ALL CARETAKER CREW PERSONNEL WITH LCDR CONROYD ABBREAST ELEVATOR 1

ANNOUNCEMENTS

1. **EXECUTIVE OFFICER'S ANNOUNCEMENT.** TODAY WE TURN THE LAST PAGE AND CLOSE THE FINAL CHAPTER IN RANGER'S HISTORY. AS ONE OF THE MIGHTIEST WARSHIPS OF HER TIME, WE DO SO WITH RESPECT AND HONOR. FOR HER HISTORY IS ONE THAT HAS SIGNIFICANTLY INFLUENCED THE EVOLUTION OF FREEDOM AND DEMOCRACY THROUGHOUT THE GLOBE. THE NAME RANGER IS KNOWN VIRTUALLY ON EVERY OCEAN IN THE WORLD. FROM VIETNAM TO THE ARABIAN GULF, SHE HAS TRAVELED TO STAND 'IN HARM'S WAY' AND VANQUISH WHATEVER FOE WOULD DARE TO THREATEN THE PEACE. VOLUMES OF HISTORY HAVE BEEN AND WILL CONTINUE TO BE WRITTEN ABOUT RANGER'S GREAT CONTRIBUTIONS; HOWEVER, THE GREATNESS OF RANGER IS NOT FOUND IN HER OVERSHADOWING SILHOUETTE ON THE HORIZON, WHICH WOULD MAKE ANY WOULD-BE FOE POWDER THE WISDOM OF HIS CHOSEN ACTION, BUT IN YOU, THE OFFICERS AND CREW WHO GIVE RANGER LIFE, PURPOSE AND MEANING. NEVER BEFORE HAS ANY NAVY WITNESSED THE KIND OF TEAMWORK THAT MAKES RANGER GREAT. I AM ABSOLUTELY AMESTRUCK BY ALL THAT YOU HAVE ACCOMPLISHED. ON THIS DAY AS WE BID FAREWELL TO THE OLD "GREY EAGLE," TAKE TIME TO REFLECT ON THOSE TREMENDOUS ACCOMPLISHMENTS OF WHICH YOU CAN BE JUSTIFIABLY PROUD. IN YEARS TO COME, THE WORLD WILL REMEMBER OPERATIONS DESERT SHIELD, DESERT STORM, AND SOUTHERN WATCH. HISTORIANS WILL ASK "WHAT WOULD THE WORLD LOOK LIKE IF RANGER HAD NOT BEEN THERE TO HELP PUT SADDAM BACK IN HIS BOX?" STILL OTHERS MAY WONDER WHAT WOULD HAVE BECOME OF SOMALIA IF THE RANGER WASN'T THERE TO INTERVENE AND RENDER THE HUMANITARIAN ASSISTANCE SO DESPERATELY NEEDED DURING OPERATION RESTORE HOPE. THE LIST, OF COURSE, IS ENDLESS AND TOO EXTENSIVE TO MENTION HERE. TAKE COMFORT IN THE FACT THAT MANY PEOPLE WILL ONLY BE ABLE TO READ THE HISTORY THAT YOU, AS A PART OF RANGER'S CREW, CREATED. SERVING WITH YOU HAS BEEN THE MOST REWARDING PROFESSIONAL EXPERIENCE OF MY LIFE. MAY FAIR WINDS AND FOLLOWING SEAS GRACE THE COURSE THAT YOU SET.

F.T. Bossio
F.T. BOSSIO
CAPTAIN, U.S. NAVY
EXECUTIVE OFFICER

For of those to whom much is given, much is required. And when at some future date the high court of history sits in judgment on each of us, recording whether in our brief span of service we fulfilled our responsibilities to the state, our success or failure, in whatever office we hold, will be measured by the answers to four questions:

First, were we truly men of courage...Second, were we truly men of judgment...Third, were we truly men of integrity...Finally, were we truly men of dedication?

-- John Fitzgerald Kennedy

USS RANGER at sunset off Point Loma



USS RANGER (CV 61)

1957-1993

***"TOP GUN
of the
PACIFIC FLEET"***