

THE



JOLLY CHOLLY

Volume 4 Number 2

Fall 2001



DD 853 - Bow View - Christening - Bethlehem Steel - Quincy, Mass. - March 15, 1946

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Correction

Good Morning Joe, Just received my news letter and on page 3 the picture of the Roan in Trieste Harbor 12 May 1948. According to my records we were in Aden, Arabia on the 11th of May 1948 and left the 13th of May 1948 for Babrein, Arabia. I could be mistaken about the dates maybe a day or two, but I believe that I am correct. Please let me hear from you.
Your shipmate
Bill Burgess
SO 3 47 - 49

(editor - Bill Burgess is correct. I misread the photo caption. While the incident mentioned happened on the same cruise that the photo was taken, that is the only connection between the two.)

Please remember these shipmates in your thoughts and prayers

Binnacle List

Winston Dowland DC3 62 - 63

*May We Never Forget Our Departed Shipmates
Who Served With Us Faithfully and Gallantly*

Taps

Bob Christopher	MM1	68 - 70
Carl DeRocha		
Bill Higgins	EN3	47 - 49
Don Kendall	FTG1	59 - 60
Mrs. Thomas Mehlman		
Peter Perego	RDC	59 - 62

The following shipmate's last newsletters were returned with no forwarding addresses. Can you help us locate them?

Michael Achaffer	Hoboken, NJ
Flois Brice	Orange Beach, AL
Todd Cherry	Egg Harbor Township, NJ
Charles Italiano	Floral Park, NY
Lonnie Phillips	Fairhope, AL

HELP NOTICE

Will those of you who subscribe to local newspapers submit an article to YOUR local newspaper about our upcoming reunion? Please use the dates and place that we have set up for the reunion. You can use YOURSELF. Richard Souza, or Tom Van Petten as point of contact.

Trying to keep Her afloat



Brad York

SHSN 66 - 68

From the Signal Bridge



Shipmates, It has been 10 years since we started our Association. I can't believe that what started out as a challenge and a dream, became a reality. I would like to thank the many of you who have worked diligently and gave of your time to make our Association as successful as it is. Our Newsletter, Website, Reunion Hosts, Committees, Volunteers, people who help us search for other shipmates, our Board of Directors, and others who are unnamed have contributed to our success. To borrow a few words, "We are truly a Band of Brothers".

Our next reunion will be held in Norfolk, Va. on April 4, 2002. Our reunion host and his committee are putting a package together (page 8) that will be most enjoyable for all of our attendees. A survey form was sent out to our membership about attendance. The results (page 9) of which indicate to us that this may be our largest ever in attendance. We are asking all of you to put our reunion dates on your calendar, and make an effort to join all of us in a weekend to be ever remembered. Many of your shipmates are waiting and wanting to see YOU.

I would like to thank those who financially support us with donations. We do not charge dues and our sole support comes from you. Donations big and small are always welcomed.

Your Shipmate
RICHARD SOUZA
6396 MANASSAS CT.
PENSACOLA, FL 32503-7530
(850)476-1350

Rsouza1@worldnet.att.net

In July, shipmates who served under Captain Jack Nuttall got together for a mini reunion. The Group met at the Dock and Dine Restaurant in Old Saybrook, CT. After a fabulous lunch, our hosts, Captain Jack and his wife Ann, treated us at their home for after dinner drinks, fruits and desserts. The few hours were highlighted by reminiscing, and telling our sea stories while aboard the "Jolly Cholly". Everyone had a joyous time, and as we parted, the group made a generous contribution to the Association.

lived nearby, and who



L to R kneeling, Don Lincoln,
Standing, Carl Wishart,

Souza, Tom Leuthold, Bill Golding

Bob Hansen, Marty Kichar
Captain Jack Nuttall, Richard



Chaplains Corner

September 20, 2001

America has long been a welcome haven to many people from around the world. Their roots are from all nations and all faiths. We have always welcomed and embraced those who would come to make a better life for themselves and their families. They bring their strengths, their desires and their dreams and they strengthen the fabric of America.

We have opened our institutions of higher learning, our financial markets and our economy to individuals who would come here to learn and to bring back to their countries the ideas and skills needed to enrich their own lands. This is part of the promise, the dream of America.

The events of the past week have shown us our weakness in our openness.

And it has shown us our strength. The dream of America can not be extinguished, because it is birthed in the soul of every little boy and girl that is born into this world. I believe this desire to live free is given by The Creator, who created all men equal in the safety of their mothers womb.

I have seen that dream alive even in the midst of our pain. I have heard the dream sung by Congress when they soberly sang "God Bless America" unified together on the steps of the Capitol Building this past week. The dream was alive in the prayers of Religious and National leaders throughout the world praying together in acknowledgment of Almighty God in our affairs.

I have seen the dream alive in the eyes of the rescue workers relentlessly laboring day and night to find the missing. I have seen the dream alive in the hospital workers and the countless volunteers who are helping their neighbors in any way they can through this critical time. I have seen the dream alive all across our land with blood drives and donations and offers of help from every corner of our nation and from around the world. And yes I am witness to the living dream in the eyes of countless others who are doing their part in keeping our Homeland the beacon of light that continues to shine to a hurting and dark world. I am proud of the United States of America and today I am proud to be called an American. I am praying for all Americans today, and in the days ahead, to keep this dream alive. I appeal to you to join me in this prayer.

True courage is birthed in adversity and is always activated by love. Love for God. Love for Country. Love for Family and love for fellow mankind. True courage is always rewarded, because true love never fails. Sadly there are times when this selfless courage is rewarded posthumously to those who were willing to pay the supreme price. There is no greater love than a man lay down his life for his friends. Americas heritage is rich in this type of love.

So it is today we must have the love to foster courage in our adversity in order to protect our families and our institutions from those who would destroy all for which this great nation stands. To this end, we must be committed to search out and destroy the evil that seeks to put an end to the dream of America, so that one day we will rejoice together in Victory over this Global evil. Rest assured that one-day this Victory will come!

In the days ahead, there will be a price to pay and I pray that each one of us will look deep within ourselves and not be found wanting of what it will take to overcome our common foe. Make no mistake our victory will only come from our unified determination, courage, and persistent efforts over the long haul. But most of all I believe we will emerge from this War as Champions of Freedom only if we keep a strong and selfless faith in the supreme ability of God Almighty, Who alone is the author of True Freedom. Faith without sacrifice gains nothing. Therefore we must be willing to sacrifice, following the example of the Founding Fathers of this our Homeland, who I believe gained their wisdom from the Holy Bible. For in the scriptures we learn that the ultimate act of selfless faith was activated by love.

For God so loved the world that He gave His only begotten Son that whosoever would believe on Him should not perish but have everlasting life.

In closing I must add that the outpouring of support our nation has received from around the world is encouraging. For other nations, too have tasted terrors heavy toll, and are joining us in our fight to destroy this evil force. Together, we can see the hope of a brighter day when all the children of the world may grow up without the threat of the terror that we have witnessed in these last days.

Let us remember this evil attack of September 11, 2001 and not ever forget that this was a most base and brutal demonstration of the deepest indiscriminate hate against men, women and children of every faith and race. And let us remember also the countless people from other Nations that share our deep and common desire to keep alive the dream that continues to make America the greatest Nation in the world.

Let the motto "In God we trust" not only be written on our currency but also on the heart of every American.

God Bless America
Frank J Manasseri Sr.
RM2 61 - 64

Chaplain USS C.H. Roan(DD-853) Association

Letters & E-Mails

Thanks Joe Lambert for a great dose of nostalgia. I received my first re-connect with the "Jolly Cholly" in some 45 years and it was like it was yesterday. The centerfold of the Equator Crossing urged me to dig into my "Navy Album Archives" and cross reference with Bill Sinko's pictures. I must have 20 more that are in the same category of a crew having a blast with Navy tradition. I was aboard from July 1954 to Sept 1955 and I will always remember those times. I took a lot of pictures (although not all so good), but I would be very happy to do some scans for any subsequent issues. Many pictures of past crew faces...and some places visited. I am doing some shipmate research and will be in touch with info.

Best regards
Bob Hedrick
MM 3 54 - 55

Joe;

Just wanted to drop you a note to say thanks for your efforts in the publishing of the Jolly Cholly. I look forward to each issue.

This particular issue was of great interest. The events surrounding Norman's award was a very strong reminder of how close the Roan and it's crew came to some very serious trouble.

I was working the after engine room on the day the screw broke free. I heard the sound of what I thought was an explosion and the aft end of the ship lifting up. The next thing I saw was the forward engine shaft, which of course ran through the aft boiler and engine rooms, begin to spin extremely fast. I knew immediately something had taken place with the starboard engine, but had no idea what it was.

Thanks to what ever Norman did in getting that engine turbine shut down and the steam transferred aft resulted in the safe return of the ship and crew to port. Also thank God the screw went down when it broke off instead of up. If it had gone up it would have taken out the whole fan tail of the ship.

Oh well enough of my memories. Thanks again for the Jolly Cholly. Keep up the good work.

Jack Stinsman
MM3 1961 to 1964

Hello Joe:

You will have to bear with me, as I am new with this computer business. I received news letter number four and it was great. The anchor chain deal

brought back memories. I can say, "I was there." I remember it well. I believe we had another anchor chain deal. It was with an encounter, with or all things, an aircraft carrier. We were operating with a carrier, and for the life of me I can't remember what carrier it was, it's been so long ago. We were to the rear of her when she made a quick change of course. We didn't, you know the results. I think we lost all the chain in the chain locker. We punched a hole in the carrier just below her boat boom. Most likely could have covered it with a garbage can lid. On the other hand we had major damage. Of course the anchor chain. Our bullnose was pushed back about six feet and mount one was about six to ten inches from what was the main deck. That is when I learned the true meaning of Tin Can. Cholly was then called the "Ramin Roan" I also remember Willie Deragon well. I thought he was the best skipper I ever had and I had quite a few.

Well, Joe, this has been a long winded letter, but you know how old sailors are when they talk about the adventures they had aboard ship. I also remember that Triste harbor get together. Well, maybe next time. Got a lot to say about my first ship and a lot of good shipmates.

Good sailing and enjoy the Memories
Bob Adams
MM3 48 - 50

Hello Joe:

While scrounging around in some papers I found a few names to add to your list of shipmates. My number one best buddy was a little short fellow whose name was David L. Bingaman MM3. Our chiefs' name was Harry Dozier John Holzinger MM1, Ritchie Smart MM1, J.R. Coccozza MM3, Jessie was killed by a drunk driver after being transferred from the Roan. Clarence Brown MM3. We all went from Beantown to Newport. Oh those motor launch trips back to the ship in the winter time. Tied up to the tender in that god forsaken hole that I can't remember it's name. In the summer time it was skunks and in the winter it was the cold. From there we went on my first Med. cruise. I had three captains while I was on Chollie. Richard B. Derickson, William (Willie) N. Deragon, and the last was David L. Martineau. I remember Capt. Deragon because he was always fair to his crew. He always leaned to the snipes for some reason. He was a very good man I guess this is all for this trip. Hope I'm still around next year so I can meet you face to face I remain your shipmate.

Bob Adams
MM 3 48 - 50

FINANCIAL REPORT

USS Charles H. Roan DD-853 Association

LAST FINANCIAL REPORT - MARCH 1, 2001 NEWSLETTER

TOTAL BALANCE OF CHECKING ACCOUNT	\$10,207.27
RESERVE FUNDS (SEPARATE ACCOUNT)	\$ 1,400.00
TOTAL ASSETS	\$11,607.27

EXPENDITURES

COMPUTER	\$1,475.99
POSTAGE	\$265.38
OFFICE SUPPLIES	\$173.10
GOLF SHIRTS (EMBROIDERED)	\$1,034.00
JACKETS	\$204.14
HATS	\$539.74
LICENSE PLATE HOLDERS	\$351.00
MEMBERSHIPS (FINDING SHIPMATES)	\$30.00
NEWSLETTER/POSTAGE	\$1,200.88
REFUNDS	\$13.50
REUNION DEPOSITS	\$500.00

TOTAL	\$5,787.73
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DEPOSITS	\$1,955.80
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SEPTEMBER 25, 2001

TOTAL BALANCE OF CHECKING ACCOUNT	\$6,375.34
RESERVE FUND	\$1,400.00
TOTAL ASSETS	\$7,775.34

A RECOLLECTION OF USS CHARLES H ROAN HISTORY IN THE 1950s AND SOME PERSONAL OBSERVATIONS COMMANDER ROBERT F. BOOROM, USN (Ret.) - YN1 54 - 58 USS CHARLES H. ROAN

(An Excerpt)

I reported on board **USS CHARLES H. ROAN DD 853** on 23 April 1954 as she returned from refresher training in Guantanamo (GTMO). Her voice call sign was SUCCESS and it did not take long to determine the call sign and the ship were synonymous. She was a clean ship and a happy ship. The Captain was **Commander C.H. Curran** and the Exec was **LCDR Clyde Lasswell** one of the most wonderful characters and leaders I ever knew. Leadership oozed out of his ears. I'll get back to LCDR Clyde later. Captain Curran left shortly after I reported and **Commander Charles Samuel Hart** took command before we left for the Far East.

In the summer of 1954 we left Newport bound for the Far East to participate in the "police" action in Korea a political term heretofore unknown. People were being killed - it was war.

We went through the Panama Canal. **BM1 Joe Slaboda** - a great shipmate ordered the first division to put on swimming trunks and report to the foc'sle. The deck force could not figure out why he wanted them topside in swimming trunks. We were taking on fresh water from the canal and he wanted to fresh water wash down the topside deck and bulkheads.

San Diego was our first stop although I believe we did spend one night at one end of the canal either Colon or Cristobol, then on to Pearl Harbor. En-route to the Far East we fueled at Midway Island and escorted a carrier - I believe the VALLEY FORGE - to Yokosuka. At some time we also visited Sasebo.

We did our turn on the gun line several times. I remember we would go out into the "combat zone" toward the end of the month and come back after the first thereby entitling us to combat pay (which was tax-free). It was all sanctioned as a morale booster. If the Navy did that today there would be an investigation by some Washington committee.

A storm forced the fleet to sortie from Japan one day. The Captain was in the hospital for a minor ailment. **LCDR Lasswell** took the ship to sea. He was a mustang. Came into the Navy in the mid 30's and was a fireman for 6 years when making rate was difficult in a Navy stood down. He gave lectures on the mess decks on retention before that became a buzzword. He was fair and kindly but could be tough when needed. In addressing recalcitrance (we had many - as did other ships at the time) he would tell them "you are so dumb you couldn't pour piss out of a boot if the instructions were printed on the heel." I saw him leave the ship in civilian clothes one day with a red sock on his left foot and a green one on his right. Said it was the way he remembered the rules of the road requirement. He was marvelous. He sailed extensively and had a beautiful teak decked cabin cruiser in Newport which we visited after he retired when he came alongside.

When we sortied, we were about the sixth ship coming out in a line with no pilot on board. He told the conning officer to give the helmsman a clear view of the channel through the porthole of the pilothouse and to order the helmsman to "steer in the wake of the ship in front of us." In a staid surface Navy this was remarkable. But it was practical. He had tons of common sense.

We took an adventurous way home. Subic Bay in the Philippines, Hong Kong, Colombo, Ceylon (Sri Lanka now), Singapore, Ras Tanura Saudi Arabia, Aden, through the Suez Canal (where we had swim call in the Great Salt Lake). During our transit of the canal fog rolled in and we had to stop. All the ships nestled against the banks of the canal. When it was time to proceed, Captain Hart told the Chief Engineer to maximize the out put of the main circulator pump thus gently easing us off the bank without screw damage.

We visited Naples (maybe Genoa - I either went there on **ROAN** or had gone there earlier on the **PORTER** a year earlier on my first visit to Korea) Cannes, Barcelona, Gibraltar, Ponta del Gada in the Azores then home to Newport some nine months after we departed. A great cruise.

Captain Hart was relieved probably in January 1957 in the Brooklyn Navy Yard by **Commander David George Bryce**, USN. Shortly thereafter **LCDR David Flathers** became Executive Officer when **LCDR Lasswell** retired.

USS CHARLES H. ROAN (DD853)

REUNION

4 to 7 APRIL 2002

The 2002 USS Charles H. Roan DD 853 Reunion will be held in Norfolk, VA from 4 to 7 April 2002. The Reunion will be held at the Norfolk Waterside Marriott Hotel on East Main Street.

The Norfolk Waterside Marriott is centrally located and within walking distance of all our activities except the tour to Williamsburg. The Marriott Hotel is connected by covered walkway to the Waterside Festival Marketplace, a dining and entertainment complex featuring specialty shops. The hotel is also within walking distance of Nauticus Maritime Center with the USS Wisconsin and the Navy Museum, Mac Arthur Center, that features 120 stores including Nordstroms and Dillard's, Mac Arthur Memorial, and historic St. Paul's Church. The hotel has an indoor swimming pool with three hot tubs and a fitness center on the 6th Floor.

The tentative schedule for the Reunion is as follows:

- Thursday 4 April:
 - 1200 - Hospitality Room opens. Bring your memorabilia; the room will be secured at night. Hospitality Room will remain open during Reunion activities.

 - 1830 - Early bird tour: Harbor Dinner Cruise on the Spirit of Norfolk.

- Friday 5 April:
 - 0800 - Golf Tournament. Course to be announced.

 - 1200 to 1600 - Self guided tour of Nauticus and USS Wisconsin

 - 1430 - Memorial Service on USS Wisconsin.

 - 1900 - Welcome Aboard Reception.

- Saturday 6 April:
 - 0900 - Association meeting.

 - 1030 - Tour of Williamsburg, VA (Lunch on your own).

 - 1700 - Pictures of all attendees

 - 1900 - Banquet.

- Sunday 7 April: Depart.

As you all know, the attack on the World Trade Center and the Pentagon on 11 September has changed the planning for our reunion. Security on the Naval Bases in the Norfolk area is very tight. At this time, all base tours have been cancelled until further notice. Tours of active duty ships has been cancelled and will not be renewed. All activities on the bases are strictly controlled. There is a possibility that we will not be able to have the Golf Tournament on the base. If the base is not available for golf, we will play on a civilian course. Since base and ships tours are cancelled we are planning a Saturday tour to Williamsburg, VA.

COST

- Rooms at the Norfolk Waterside Marriott Hotel will cost \$99.00 + tax, per single/double with two breakfasts included. (Tax is 11.5%.)
- The cost of the reunion will be \$75.00 per person (the same that we paid at St. Augustine, FL two years ago). The \$75.00 covers the Hospitality Room, Welcome Aboard Reception, and the Banquet.
- The Early Bird Tour: Harbor Dinner Cruise will be \$40.00 per person.
- The Golf Tournament will cost about \$45.00 including green fees, cart, and prizes.
- The tour to Williamsburg on Saturday will cost \$29.00 per person.

More detailed information with Reunion Registration Forms, Hotel Reservation Forms, and Directions to the Reunion will be mailed to each shipmate in early November.

If you have any questions, call Tom Van Petten at (757) 436 3007 (Home) or (757) 620 7846 (Cell).

Reunion Survey Results

As you know, we put out a survey in the last newsletter. We asked shipmates to let us know if they were coming to the April 2002 reunion. We asked if they were 100%, 75%, or 50% sure of coming. The response has been outstanding and I know that there are some people that will attend that did not mail in the survey. The results of all the surveys are as follows:

Number attending: 219

Rooms to be rented:

3 April: 11
4 April: 85
5 April: 112
6 April: 113
7 April: 18

Number signed up for Thursday evening Diner Cruise: 118

Number signed up for Saturday afternoon tour of Naval Base: 186

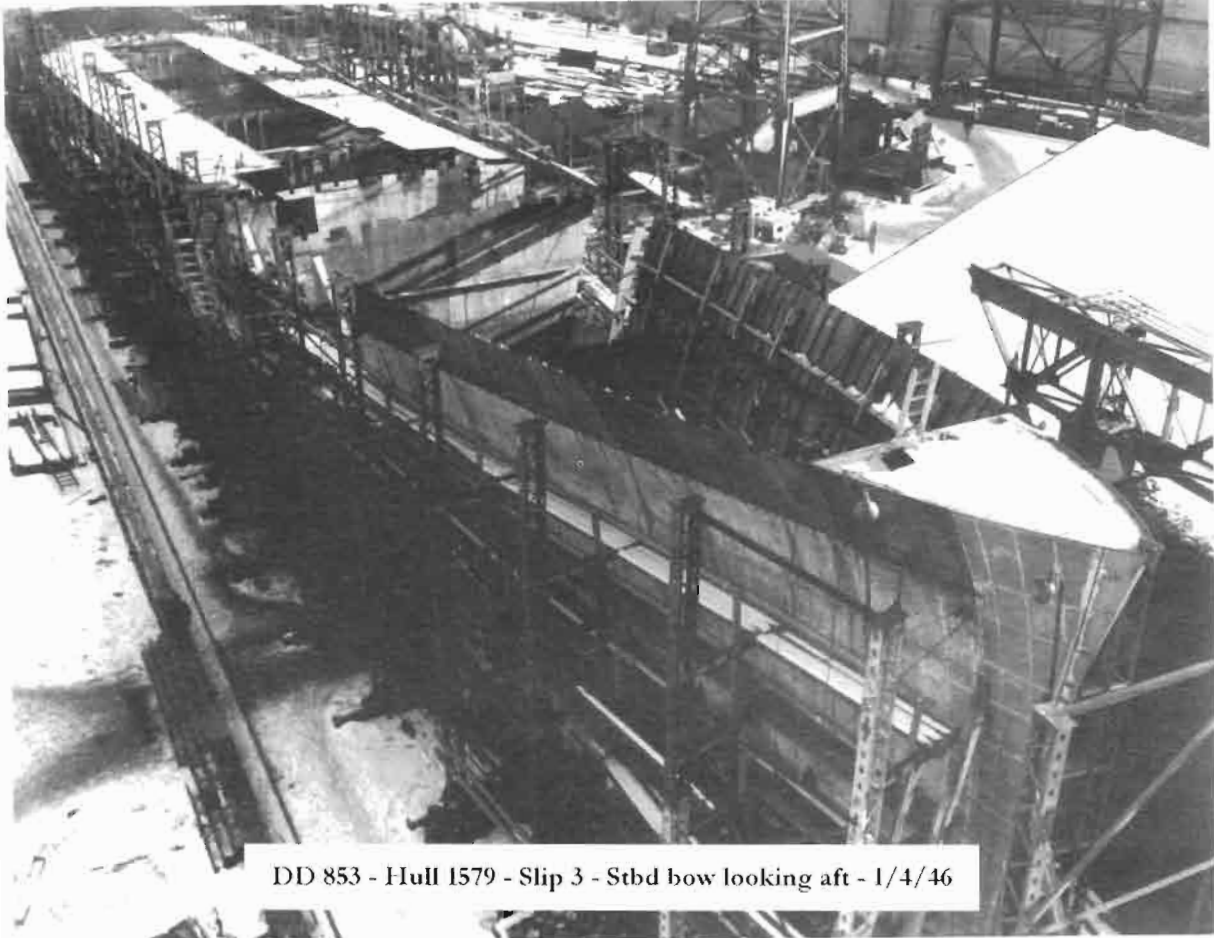
Number signed up for Golf on Friday morning: 17

Banquet food preferences:

Prime Rib was top choice,
Roast Sirloin was second,
Roast Pork was third by one vote,
Roast Chicken was fourth,
Grilled Salmon was fifth,
Chicken Parmesan was sixth,
Braised Chicken was seventh.
We plan to serve at least two of the choices, maybe three.

Contracts have been signed with the Hotel and Dinner Cruise. We are still working a contract with the bus companies and the Officers Club lunch for the Base Tour. (*editor - as stated in the reunion notice; because of recent events, activities at the base most likely will not take place.*) Should have that settled within a month. We are also looking at some entertainment, but that will not be finalized for a while.

Tom Van Petten
LTjg
58 - 61



DD 853 - Hull 1579 - Slip 3 - Stbd bow looking aft - 1/4/46



DD 853 - Mrs. Roan - Christening - Bethlehem Steel - Quincy, Mass. - March 15, 1946



DD 853 - Launching - Vessel entering water - Quincy, Mass. - March 15, 1946



DD 853 - Afloat after launching - 3/15/46

IN MEMORY

By Tom Van Petten

The year 1999 was a bad year for the Charles H. Roan shipmates. We lost several good men. I want to talk about two of these men.

1. LTjg Robert Stevenson.



Bob Stevenson was Communications Officer during our 1960 Mediterranean Cruise. I was the new Gunnery Officer and a little overwhelmed with the responsibility, daily work routine, and the endless watches. When I was really frustrated and started to get that “I don’t give a s— attitude, Bob would talk to me. He would see to it that I had my head back on straight, give me a pep talk, and lift my morale. I never really got a chance to thank him before I left the Roan but hoped that I would see him at one of the reunions so I could tell him how much he helped me during that cruise and how much I appreciated it. This was not to be. Bob and his wife were killed in an aircraft accident in April 1999. They were flying to the Bahamas from Vero Beach FL with a friend who was a pilot. This was to be a nice vacation for the two families. The aircraft lost power on take off and crashed in a populated area killing all four onboard. Cause of the accident was a loss of engine power due to a disconnected throttle cable. The mechanic failed to install a cotter pin in the throttle control cable.

2. Donald Kendall FT1



Don Kendall was the Fox Division Leading Petty Officer during the 1960 Mediterranean Cruise. I worked with him daily. He was an excellent leader, and a great guy. Later we were both stationed in the Norfolk area and we would see each other often. We shared many family Bar-be-cues and would talk about the good ‘ole days and the bad ‘ole days on the Charles H. Roan. Don and his family moved to Florida and we lost contact. When I went to my first reunion, one of the first questions was “Where is Kendall”. I have been looking for him for 5 years. Just a few days ago, his wife called me after she saw an advertisement for the Reunion in 2002. She informed me that they moved from Florida to New York about 7 years ago and that Don passed away in May 1999 of a heart attack.

We, as a group, are not getting any younger. We need to contact as many shipmates as we can and let them know about our association and the reunions. It is a shame when we lose dear friends and have not had the chance to meet and talk with them again. I urge each member of the association to find at least one old shipmate and make them aware of the good times that they are missing.

Military Retirement Facilities

For more than a century and a half the U.S. Naval Home in Gulfport, Miss., and the U.S. Soldiers' and Airmen's Home, in Washington, D.C., have provided the finest retirement and medical care for our nation's veterans. Both facilities, now under the unified management of the Armed Forces Retirement Home, are considered model retirement centers, complete with on-site assisted living and long-term health care facilities to meet the future needs of each resident.

Residency is open to veterans from all of the Armed Services whose active-duty military service was at least 50 percent enlisted or warrant officer, received an honorable discharge and who are one of the following:

- Retirees with 20 or more years of active-duty service, and who are at least 60 years old
- Veterans who are unable to earn a livelihood due to a service-connected disability
- Veterans who served in a war theater or received hostile fire pay, and are unable to earn a livelihood due to injuries, diseases or disability.
- Female veterans who served prior to 1948

Despite their names, veterans from any service are welcomed at either Home.

Both Homes offer each resident a private room, three meals a day, some on-site medical care, plenty of recreational activities, and access to medical treatment at nearby VA or military treatment facilities.

In addition to fine living accommodations and recreational activities, residents enjoy spending their time among people with whom they share a special bond, the bond of military service, and service to this nation.

More information is available through our website (www.afrh.com) or by calling the toll-free numbers for each Home. The U.S. Naval Home can be reached at 800-332-3527 and the U.S. Soldiers' and Airmen's Home can be reached at 800-422-9988.

THE NAVY VETERAN

An old man was sitting on a bench at the mall. You could tell by his tattoos, pipe and ball cap - with the name of his ship - that he was a Navy veteran.

A young man walked up to the bench and sat down. He had spiked hair all different colors, green, red, orange, blue, and yellow. The old man just stared. The young man said, "What's the matter, Popeye, never done anything wild in your life?"

The old man replied, "Got drunk once, had sex with a parrot. Just wondering if you were my son."

Letters and e-mails

Dear Joe

I heard from Carl Wishart the other day and was glad to hear that there will be future reunions. I am planning on coming to Norfolk this next spring.

I got interested in court reporting while aboard the Roan, looked into it while on leave and entered night school in Kansas City MO. (my home town) until I certified in Kansas. I worked for twenty-eight years in Wichita, serving three different judges. When the State of Kansas offered an early retirement for which I qualified and against all expectations I ever had, I retired at age 57 and love it. Sitting in the courtroom for that many years gives one a lot of life experience. Now I have three children, eight grand children, and one great grandson. Age 64, hair thinning, but still weigh what I weighed when I got out of boot camp.

The strange thing is that I just reconstituted my old Navy photo album last summer since it was falling apart. As I went through it, it brought back many memories. Working in ship's office I laid my hands on some official Navy photo's of Captains Bryce and Nuttall as well as some excellent photos, some of the Roan, taken at sea (8X10's). When I get a chance to copy them, I'll send them because they are excellent.

Best wishes to all the crews of the Roan.

Sincerely yours,
Bert Kirkpatrick
YN2

Dear Joe,

When I received my latest copy of "The Jolly Cholly", I was pleasantly surprised to see so many familiar names. I was on the ship for only two years (1962 - 1964) and yet I served with Richard Souza, Joe Lambert, Frank Manasserri, Ed Semcheski, Gordon Anthony, Leonard Martinoli, Larry Foxworthy, Tito Carballo and Butch Flaherty to name a few. I had a great time singing Doo-Wop with Tito and the guys and I enjoyed our (make believe) radio show with Len Martinoli and Frank Manasserri. I started out on the deck force (SA) and after six months converted to damage control (FA). I hung out with the guys from the radio shack most of the time and with the crew from the shipfitter shop, like Gene Inzana, Steve Zeller and Harry

Steirs. One of my duties aboard ship was the sound and security watch, which allowed me to roam the ship and meet and talk to all of my shipmates. I established many friendships through that process. When I received my discharge (March 12, 1964) I went into the banking field. I started as a teller and worked my way to Vice-president, Commercial Loans, for a bank on Long Island New York. During that time I went to college at night and received my accounting degree from Long Island University.

I look forward to seeing most of the guys at the next reunion in Norfolk, Virginia. I wish you and my fellow shipmates the best of health, till we meet again.

Very truly yours
Al Arena
DC 62 - 64

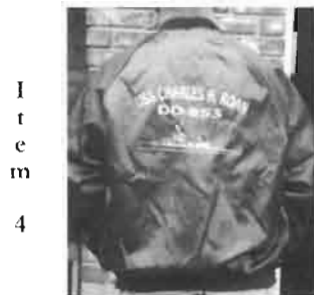
From: "Joe Greene" <greene@eaglesol.com>
To: "Steve Flaherty" <full7@peoplepc.com>
Sent: Friday, July 20, 2001 3:26 PM
Subject: Peter E. Perego

I am sorry that you are not aware that Peter Perego passed away on March 25, 2001. Peter had been fighting throat cancer for over 3 years, and it eventually cut off his air supply. I am Peter's nephew, and I did send a letter to Joe Lambert when Peter died to inform the shipmates of his passing. Peter left behind his sister Amelia Castelli, his niece Constance Castelli Greene and her husband Joseph Greene, and his grand nephews Dr. Michael Greene and Jonathan Greene. I am sorry that I have to be the bearer of bad news. Peter's last vacation was to the reunion in St. Augustine. He was buried in his dress blues, with a service by the local American Legion post. As an Army veteran, I can certainly appreciate Peter's brotherhood and camaraderie with his former shipmates. He was proud of his Navy career and spoke highly of his time on the Roan.

Please pass this information to Joe Lambert, as he might not have received the letter.

Joseph Greene
Distribution Management Systems, Inc.
284 Quarry Road
Milford, CT 06460

Ship's Store



Item #1 - T-Shirts

Xlarge - XXlarge - **ONLY**

\$13.50

Item #2 - License Plate Holder

Chrome Plated - Blue/white lettering (Great advertisement)

\$18.00

Item #3 - Golf Type Shirt

Medium Large Xlarge

\$28.00

XXLarge XXXLarge

\$30.00

Colors: Navy - Gold Lettering, White - Navy Lettering, Tan - Brown Lettering

Item #4 - Jackets

Medium & Large

\$40.00

Xlarge

\$42.00

XXlarge

\$44.00

Jacket Colors Navy - Royal blue - White - Red - (most colors)

Lettering Gold - Blue - Black - (most colors)

Jackets tend to run small (order accordingly) - Order by SIZE - COLOR LETTERING

(orders have to be made in quantities of 6 by the association)

Item #5 - HATS

Pre - Fram (1946 - 1961) **NEW DESIGN**

\$15.00

(Patch type - Embroidered on patch - new material - pre-ram silhouette)

Post - Fram (1961 - 1976)

\$15.00

(Ship configuration - embroidered on patch and attached to hat)

**ALL PRICES INCLUDE SHIPPING VIA PRIORITY MAIL - SEND ALL ORDERS TO:
RICHARD SOUZA
6396 MANASSAS CT.
PENSACOLA, FL 32503-7530**



U.S.S. CHARLES H. ROAN (DD-853)

Dear Joe,

I was once a proud sailor (YN-3) on the Roan in 1966, and 67. I attended the reunions in Newport, and Washington DC. The Newport reunion was extremely meaningful given it was our home port.

Attached please find a copy of post tram stationary purchased in ship's store. I only have one piece of the original stationary left in my files. I wrote many letters home to my girlfriend in Minneapolis, Minnesota on that stationary. Two years after discharge, we married. We are still at it. Please note the "blowup" of postcard from Newport. I believe I found the Roan next to the Tender on Pier 2. "The Wamngton, DD843", my next assignment, looks to be next to Roan. Our XO, LCDR Bum transferred me to Wamngton when they were light on Yeoman's. I didn't want to leave Roan and the good shipmates. Captain Ward was the best. I also have 400 feet of film shot on Roan during Med cruise of 1967. The color is still great. Additional hull numbers 858, 732,824,778,931,850,531, and 829 are also pictured. I have no idea of the date, but it had to be post-tram.

I am sure you know Ritchie Callabro, of Lyndhurst, New Jersey. He is a real Roan loyalist. From the license plate on his classic "69" Mustang, to his vast memorabilia, Ritchie is a true Roan sailor. He's also a great guy.

Joe, take care

Sincerely
Ron NaSal
YN 3 66 - 67



Found and Refound Shipmates

Bert Kirkpatrick	YN		Howard Haight	SN	59 - 60
Robert L. Langham			Fletcher Segars	EM2	59 - 60
Gregory Ritucci			Richard Moore	SN	59 - 61
Chris Christodoulou			John Oles	SMSN	62 - 63
Bill Brown			Rich Slusser	SN	63
Jim Reed			Martin E. Dandridge	EN2	63 - 65
David C. Nehring Sr.			Frank Thelen III	LTjg	65 - 67
Charles L. Larsen	QM1	47 - 48	Ralph Rankin	FTGSN	65 - 67
Gregory Ritucci	MM2	48 - 53	David J. Hempstead	MM3	65 - 68
Robert F. Samson	MM1	51 - 56	David Chrest	MM2	65 - 68
Edward E. Moltzan	FTSN	52 - 54	Charles R. Lakin	Ltjg	67 - 69
Glenn M Hillygus	HMC	52 - 56	Steven M. Mondul	LT	68 - 70
Atlen Eldred	FP3	56 - 57	John Lanning	Ltjg	68 - 70
Steve Montgomery	LT	56 - 58	George Lazur	GMG3	68 - 70
Edwin Siebert	EM2	57	Lee A. Langham	EN3	69 - 70
Jim Sneddon	GMG3	58 - 60	Jim Hooper	MM3	70 - 72
Glenn E. Gunby	EM2	58 - 61	Ralph A. Grover	RM2	71
Howard D. Stulbaum		59 - 60	Charles Sharp	STG3	72 - 73
			Daniel Jenkins		73

AN INTERESTING READ

From the Sept 27, 2001 The Washington Times column "Inside the Beltway"

By John McCaslin, a nationally syndicated columnist

When it was commissioned in Norfolk earlier this year, the guided-missile destroyer USS Winston S. Churchill not only became the only active U.S. warship named after a foreigner, as a show of good will with Britain, it also became the only U.S. military vessel to have a Royal Navy Officer permanently assigned on board. Last month, with much fanfare, the unique naval vessel departed on a goodwill tour of Britain, escorted Aug.23 into the harbor of Portsmouth, England.

Now, that goodwill tour has been postponed, and like all other U.S. Navy ships, the USS Winston S. Churchill remains on high alert. That said, we reprint a portion of a letter an ensign stationed aboard the Churchill sent to his father. It needs no further introduction.

"Well, we are still out at sea, with little direction as to what our next priority is. The remainder of our port visits, which were to be centered around max liberty and good will to the United Kingdom, have all been cancelled. We have spent every day since the attacks going back and forth within imaginary boxes drawn in the ocean, standing high-security watches, and trying to make the best of our time."

"We have seen the articles and the photographs [of the World Trade Center and Pentagon attacks], and they are sickening. Being isolated as we are, I don't think we appreciate the full scope of what is happening back home, but we are definitely feeling the effects."

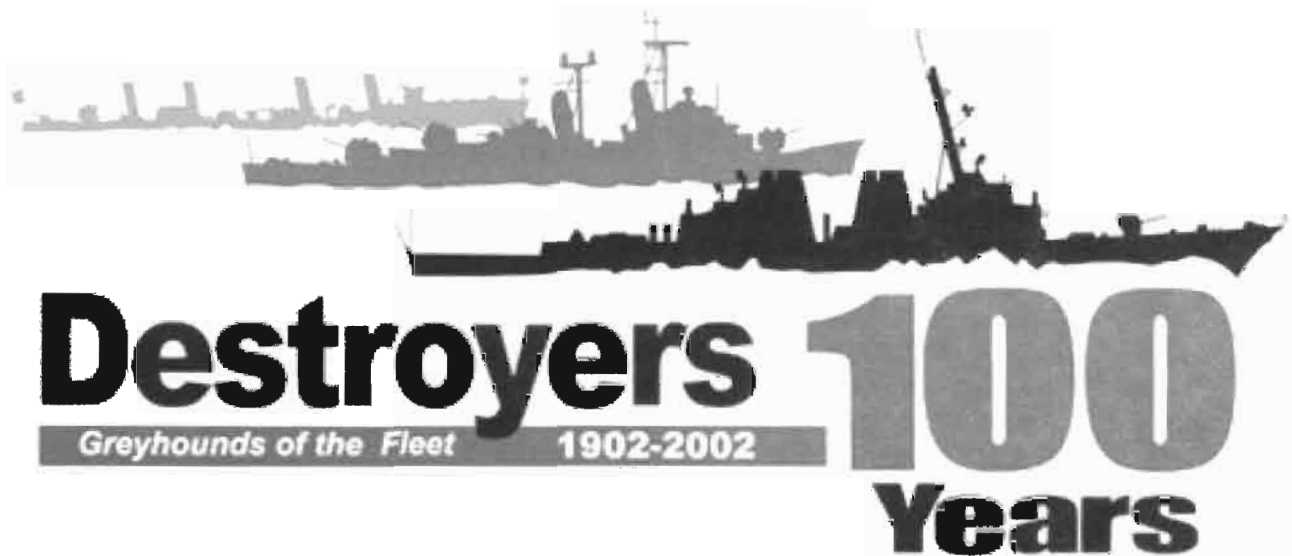
"About two hours ago, the junior officers were called to the bridge to conduct ship handling drills. We were about to do a 'man overboard' when we got a call from the 'Lutjens,' a German warship that was moored ahead of us on the pier in Plymouth, England. While in port, the Winston S. Churchill and the Lutjens got together for a sports day/cookout on our fantail, and we made some pretty good friends. Now at sea, they called over on bridge-to-bridge, requesting to pass us close up on our port side, to say goodbye. We prepared to render them honors on the bridge wing, and the captain told the crew to come topside to wish them farewell. As they were making their approach, our conning officer announced through his binoculars that they were flying an American flag. As they came even closer, we saw that it was flying at half-mast [and] the entire crew of the German ship were manning the rails, in their dress blues. They had made up a sign that was displayed on the side that read 'We Stand By You.' Needless to say there was not a dry eye on the bridge as they stayed alongside us for a few minutes and we cut our salutes. It was probably the most powerful thing I have seen in my entire life and more than a few of us fought to retain our composure. The German Navy did an incredible thing for this crew, and it has truly been the highest point in the days since the attacks. After the ship pulled away and we prepared to begin our man-overboard drills, the officer of the deck turned to me and said, 'I'm staying Navy.'

From Our Webmaster

Ron Lucchesi

FTG 3 66 - 68

DoRonRonL@aol.com



1) Navy to Celebrate Centennial of the Destroyer

Next year (2002) will be the Centennial of the U.S. Navy Destroyer. The Navy plans to recognize this significant birthday by commemorating the important role that the U.S. Destroyer Force has played in our naval history. The Navy has created a Web site to honor the Destroyer Centennial. It is located at:

www.surfacewarfare.navy.mil/destroyercentennial.

The Navy has asked that we also recognize the Destroyer Centennial at our 2002 reunion.

2) Do you know about the "Shipmate Registry" located on the Tin Can Sailors Web Site?

The Tin Can Sailors Association maintains a "Shipmate Registry" on their Web Site at:

www.destroyers.org

where you can enter your name, rate, when you were aboard the "Jolly Cholly," your e-mail address, and a comment. We are the ninth highest with 67 shipmates. I'd like to see us move up in the rankings. So if you don't have any objection, go to their Web site and add your name to the crew of the "Jolly Cholly!"

From After Diesel

**“We Few, We happy few, We band of brothers.
For he today that sheds blood with me
Shall be my brother”
(Shakespeare - Henry V Act IV Scene 3)**

I've been a Chicago Firefighter for 32 years, and on September 11, 2001, I lost 342 of my brothers. We firefighters consider all firefighters brothers from the brothers in the west fighting wild fires to our brothers climbing the stairs of the World Trade Center. A firefighter can go into any firehouse in this country and be treated as a brother.

I was working that day and watched events unfold with other firefighters. When those towers came down we knew we had lost a great number of our brothers. We knew where they would be because we had been there at one time or other, and that's what made us brothers. This in no way lessens the loss of the other people in that attack, but we firefighters lost 342 brothers.

What does this have to do with the Roan Association? Brothers, shipmates, its all the same. I've watched news clips of Navy strike forces steaming off to wherever in the world and I feel a kinship to those young sailors because I've been there the same as you. All us old sailors share that same bond. We of the Roan shared something also, whether it was 1947 or 1976 we shared that bonding of shipmates. Come and visit with your brothers in Norfolk. Come and renew old friendships. Come and make some new friends. As Souza so simply said, "A shipmate is waiting to see you."

“We Few, We happy few, We band of brothers”

Again, I want to thank everyone who contributed something to this newsletter. Without you this association has no newsletter. I'm not the Roan historian, so to keep this newsletter interesting I need input. Whatever's in these newsletters has come from shipmates.

If you have sent me material and haven't seen it in print yet, not to worry. It's in my file and most certainly will be used in the future and has not been discarded or ignored.

Roster Update

Name _____

Address _____

City _____ State _____ Zip Code _____

Country / Territory _____

(Most information that is missing from our records is from this area – Please help us update ore files)

Telephone # _____ Fax # _____

e-mail address _____

Rate and/or Rank while aboard the Roan _____

Years served aboard — From _____ To _____

Spouse /Fiancée's name _____

Joe Lambert
5373 N. Normandy
Chicago, IL 60656
(773)631-8821
chief9bullie@earthlink.net

USS Charles H. Roan DD-853



Joe Lambert
5373 N. Normandy
Chicago, IL. 60656-2158

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