

THE



JOLLY  CHOLLY

VOLUME 13 NUMBER 2

FALL 2010



USS C. H. Roan Association Board Of Directors

*Please remember these shipmates in your
thoughts and prayers*

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Bruce Larson	MM3	61-65
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*May We Never Forget Our Departed
Shipmates Who Served With Us Faithfully
and Gallantly*

Taps

Donald S Churchill	QM1	59-61	03/94
Harry Fletcher	EN1	58-61	11/09
Elinore Griggs wife of John Griggs	TMSN	51-52	11/09
Jerry Kennedy	SH1	58-59	09/09
Raymond Langill	BMSN	58-61	02/09
Tilden McCommas	EM2	62-63	
Tom Moffett	SN	58-61	1998
William Pawluk	SN	67-68	05/10
Frank Pontari	RM2	59-61	2008
John Salisbury	HMC	57-59	04/10
Harry Stier	SFP3	61-63	06/09
Robert B. Traylor	SFP2	57-59	02/09
Wayne Vanoni	TM2	46-51	12/07
Larry Wright	ETN3	65-66	08/10

Cover Photo's

Rodger "Shorty" LaBlanc (TM3 65-67) "jammen" with the band at the reunion and in 1966 on the Charles H. Roan. What a great job he did!

Shipmates

Only through your generosity can we keep this ship afloat. The board has voted over and over not to charge dues, but we still need money to function. Each edition of "The Jolly Cholly" costs us about \$1,000 to print and mail. Enclosed you will find an envelope to place your contribution in to mail back to the Association. We are hoping our shipmates will help us to keep going by contributing to the Association. Whatever you can afford will be greatly appreciated, and will also help us to continue the camaraderie we had when we served in the U.S.S. Charles H. Roan DD 853.

Thank you

From the Signal Bridge



We had our reunion at the Crown Plaza in Rhode Island and everyone as far as I know, had a great time. Our numbers were down and we ended up with about 145 attendees. We tried to evaluate why these numbers were not as great as reunions in the past but we could not come up with a concrete

answer. The general consensus was that the general economy was the reason for the low numbers.

I would like to emphasize that we would like those who live within a few hours driving distance to stop by and say hello. If there are reasons that you cannot join us for the entire reunion period, you're certainly welcomed to spend an hour or two among us. Our reunions are for one thing, to reunite shipmates.

The Board met and upon hearing a presentation from Captain (LT) Bob Marshall about ships' plaques at the Navy Memorial it was decided that we would start the ball rolling and have a plaque placed at the memorial of the Roan. We sent a check for \$500.00 as a starting payment to have a plaque engraved of the Roan. These plaques cost a total of \$3000.00. The plaque will be engraved with both a Fram and a Pre-Fram silhouette of the Roan. We want to be as accurate as possible of what the ship looked like to those who served aboard the Roan at various times. This plaque will live on in to eternity. It will be a fitting memorial for every shipmate who sailed aboard the Roan. For years to come, the plaque will serve as a piece of our living history. (See page 12.)

We have several payment options. One option is that all money collected and sent to the Memorial will be used to complete payment of the plaque. This includes any over payments that the Memorial receives. The Memorial will keep us informed as to the total collected. If there is any money collected over the \$3000.00 the Memorial will make sample plaques and send them to us for our use. The Navy Memorial prefers that all contributions go to them

A second option is that if a contribution is sent to us toward the Memorial Plaque we will send those contributions to the Navy Memorial until the plaque is paid off in full. However, if ANY contributions exceed what is required we will deposit those excess funds in our account.

We want to be above board with everyone and want to be clear to all where and how any contributions will be used. Personally, it will be strictly up to the contributor how he would like his funds used. This will take an ALL HANDS working party to collect the remaining \$2500.00. In today's economy, and wanting to keep our funds from drying out it will take some effort by all of us. If any of you shipmates hit the lottery we would appreciate you thinking of us.

Richard F Souza

Financial Report September 30, 2010

Last Financial Report March 10, 2010

Balance of Checking Account \$12,262.49
Reserve Fund-Separate Account 700.00

Expenditures

Post Office	301.41
Office Supplies	628.75
Small Stores	916.43
Newsletter/Printing	1,518.31
Telephone/Internet 6 Months	750.00
Storage Locker 6 Months	406.35
Reunion Expenses	16,033.42
Reunion Refunds	685.00

Total Expenses 21,239.67

Deposits

Donations and Small Store Deposits 23,850.72

Checking Account	12,262.49
Deposits	23,850.72
Expenses	-21,239.67
Balance	14,873.54

Total Balance	14,873.54
Reserve Fund	700.00

Total Assets including Reserve \$15,573.54

Special Thank you

Lincoln Sander	SN	58-60
John Griggs	SN	51-52
William Morrison	MM3	62-65

Contacts

Association President

Richard Souza
6396 Manassas Ct.
Pensacola, FL 32503
(850)476-1350
souza6@cox.net

Web Master

Ron Lucchesi
16675 Kildare Rd.
San Leandro, CA 94578
(510)278-7177
rblucchesi@comcast.net

Loved Ones

Dear Mr. Rossi

I received your letter last week and I was so surprised someone was trying to track Jerry down. He used to speak of the ships he had been on and said it would be nice if they could have a reunion someday. Jerry got pneumonia and spent eleven months in and out of the hospital. It weakened his heart, and shut down his kidneys and lungs. Jerry passed away Sept. 1, 2009. I met him in Orlando and we were married in May of 2000. It was so nice of you to inquire about him.

Sincerely,
Kathryn Kennedy, wife of
Jerry Kennedy
SH1 58-59

Richard,

Hope everything is going well with you and Lorraine and that you are both enjoying good health and some well deserved rest time following the Reunion.

Richard, words cannot express how much I enjoyed the Reunion. I thought the accommodations were excellent, the food very good, the activities well planned and enjoyable, as well as the banquet and get-togethers. I was delighted to again see and visit with the many friends with whom Jerry and I developed friendships over the years.

Of all the activities during the Reunion, my most memorable one will be the Memorial Service held aboard the USS Massachusetts. Please accept my deep appreciation for allowing me to participate in honoring the memory of Jerry and all the deceased crew-members of the Roan at the Memorial Service. Jerry would be pleased. I will always be grateful to you and the Association for the kindness extended to me that day. I look forward to receiving the CD and the OW so that I can share the reunion and memorial service with Jerry's children.

I am retuning the ship photo to you this date. I had to find something appropriate to send it in, so that it wouldn't get bent in any way. I tried scanning it, but the background was a little bit too dark. I did find another photo of the Roan online and will be using that as the front cover of the Town's 2011 Historical Calendar (the theme this year honors Veterans), which I will be sending you once it's completed.

Again, Richard, thank you for your graciousness and goodwill. Don't forget - if you get stuck finding a place for the next Reunion, I will be happy to get prices, etc. for Buffalo.
Patricia C. DePasquale. RMC/CMC wife of
Jerry DePasquale
BM3 49-52

Hi Chief,

The choice of Crown plaza was a great choice. I was unable to attend recent reunions due to my wife's illness.

I lost my best friend (my wife) on Nov. 26, 2009, on Thanksgiving Day of all days. We had a great run together, 57 years of marriage. I sincerely miss her.

I'm enclosing a donation for you and your great staff to keep up the news for our shipmates. Say hello to Joe Lambert for me.

John Griggs
TMSN 51-52

Roan Association Shipmates,

It is with great sadness that we must inform you all of the passing of Larry G. Wright. My name is Kristy Wright, Larry and Linda's only daughter, and I'm writing on behalf of my father. Larry had

been battling colon cancer since December 2009 and unfortunately he took a turn for the worse this past month. While we believed he was on the mend from the initial surgery and chemo treatments, he started experiencing back pain and was diagnosed as terminal in a rehab hospital about two weeks ago. Upon learning this news, Larry's last wish was to return to Vermont to reunite with his sons and grandchildren one last time. Larry put up a valiant battle to survive the trip but he passed away with Linda by his side on an emergency medical flight on August 12, 2010 at 2:00 EST.

I was blessed to be able to spend the last two weeks with my dad before he passed and he wished to express to all his family and friends how much they meant to him. He asked me to write an e-mail letting people know how grateful he was for the support and encouragement he received when he was diagnosed with cancer, and to thank them for their friendship and love over the years.

Larry touched the lives of everyone who knew him, whether from his younger days in Vermont or his later years in the Las Vegas area. He had many, many close friends that he cherished dearly and he died trying to reunite with his family that meant the world to him. His passing was sudden and unexpected and he will be greatly missed by so many people. He wanted to personally e-mail each and every one of you, but the time grew too short, too fast.

Please keep my father, as well as our family, in your thoughts and prayers.

Thank you.
Linda Wright, daughter of
Larry G. Wright
ETN3 65-66

“Within my heart the song still plays in memory of those better days”

Flags and Signals

Richard,

Enclosed is a check for the Association. The reunion plans look 4.0. Keep well.

Smooth sailing,
Larry Treadwell

XO/CO/XO/LCDR 61-63

Dear Richard,

A short note to advise you that I will not be able to attend the reunion. A situation has come up that precludes me from making those dates.

I am most disappointed as I was looking forward to meeting those men who shaped my Navy career (49-52) into a most successful one. I would appreciate you “passing on” to the appropriate men my thanks.

Thanks for all your great work and have a super reunion.

Warm regards,

Warren Hamm, Rear Admiral, USN (ret)

LTjg 49-52

Dear Richard,

I just received your Spring 2010 “The Jolly Cholly” and I appreciate the work you and your crew making it excellent. Attached is a small donation. I wish it could be more.

Don Edwardo

SK2 47-48

Richard,

Enclosed please find a couple of bucks to help the cause. Keep up the good work!

Ken Jennings

STG3 66-68

Richard,

Here is a check for my purchase and the rest of the money is for the kitty. I surely enjoy receiving and reading “The Jolly Cholly.” Thanks for all you do.

Best regards,

Al Fortunato

SN 51-54

Richard,

I see a few more names I remember and I try to see if they are in the 1967 & 1968 Med Cruise books. Here’s a check to keep “The Jolly Cholly” afloat.

Thank you,

Tom E. Parker

DC2 66-70

Dear Richard,

Thanks for “The Jolly Cholly,” we enjoy reading it. Enclosed is a check for our Ship Store order and the rest is for the fund.

Joe & Grace Oleksak

RD2 62-63

Richard,

Enclosed please find a check for the Association.

Paul Whittaker

BM2 51-55

Dear Souz,

Here’s a little something for the kitty. I can picture Oscar Roos and Mr. Zimmerman like it was yesterday. I don’t think Oscar ever met a stranger and Mr. Zimmerman wanted to know everything about everything.

Jackie girl and I are hoping that everything works out so that we can make this reunion. I’d really like to make it back to the northeast and look around.

I’ve been back in the hospital because I keep springing leaks. This time they killed me with their meds. Stopped my heart. They put the paddles on my chest to restart my heart but it started on its own. A nurse screamed “wax job” and pulled one paddle off. I sat up screaming like a big “ole” girl and then another nurse did the same thing with the other paddle with the same results. I think they use super glue to put those things on. They did manage to patch the leaks and sent me on my way.

Sincerely,

Perry Woodman

RD1 65-68

Richard,

Here are a few bucks for the Association.

Regards,

Jack Koivisto

PN1 67-69

Dear Richard,

Enclosed is a small donation for the Association. We are hoping to attend the reunion in August. Herb is on the mend but since last my last letter he has had more surgery on his feet and a pace maker implanted. Things are looking up now and we are moving on. Hope to see you in August.

Herb & Carol Hare

SN 51-55

Hi Souza,

I hope you and Lorraine had a great year. Nothing has changed with me. Rossi keeps me pretty well informed on everything. Enclosed is a check for the kitty.

Stay well,

Tom Vella (Ahmed)

BM3 58-59

Chief Souza,

I was glad to get my spring issue of “The Jolly Cholly”. Enclosed is a donation to keep us going.

Thanks

William Morrison

MM3 62-65



Isn't this a great photo? It speaks to what our reunions are all about. Shipmates, families and friends back together once again. Don't you wish you were in it? I know many of your shipmates in this photo wish you were.

Another reunion another great time, and we really missed you. The accommodations at the Crown Plaza were once again just great, and their staff couldn't be more helpful or accommodating. We started each morning eating breakfast as a group before we started our daily activities.

The first official day of the reunion had us at the Foxwoods Casino. The Foxwoods is just enormous. Upon leaving the casino some of us were happy and some sad and of course some of us were quite glad to leave without doing too much damage. That evening was the welcome aboard get together where we had a very nice meal with friends catching up with what has happened in our lives since last we gathered.

Rodger "Shorty" LaBlanc (TM3 65-67) (see cover photos) treated us to a performance leading the band on his guitar. I can say the man can play that guitar. Rodger played with a group formed on the Roan, "The Changing Tymes" that entertained for the crew and while refueling and replenishing. He's band mate Ron Glover (IC3 65-67) was supposed to accompany him but because of a mix-up was not able to. Maybe we can get the band together at a future reunion to show us their stuff.

Friday we boarded buses for a trip to Battleship Cove. The USS Joseph P. Kennedy is there so we were able to show our guests the type of surroundings where many of us entered manhood. We also had a wreath ceremony aboard the USS Massachusetts. Pat DePasquale the wife of the late Jerry DePasquale (BT3 49-52) did us the honor of laying a wreath on the water in memory of those shipmates who preceded us to the beyond. I don't think there was a dry eye on deck.

From Battleship Cove we went to White's restaurant, a well-known restaurant in the area where we had a very nice lunch. We were able to pick what we wanted between two entrées, and I choose the baked scrod mainly because I didn't know what scrod was. Come to find out scrod is the catch of the day. You learn a lot at these reunions. Friday evening was given over to comradeship in either the hospitality room or the hotel bar.

Saturday was a free day until evening when we all dressed for pictures and got ready for the banquet. The banquet was just great with good food, good music and good company. That good feeling is what keeps us regulars coming back every two years. You should give it a try, it will do your old heart some good.

The next reunion was undecided, with Savannah Georgia, Indianapolis Indiana, and Washington, D.C. being proposed. We asked the people offering to host the reunions to please get us more information on these areas. I promise this time we will not take so long in deciding were to go and getting the information back to the membership so you can make plans to join us, and we so much want you to join us. Please give attending a reunion some serious consideration. Join us one time and I promise you will not regret it.



Flags and Signals

Hi Rich,

Enclosed is my check for the Tin Can Sailor license plate and the extra is for the Association. You guys do very good work and I appreciate the news letter Joe puts together.

Thanks,
Jack Stinsman
MM3 61-64

Dear Richard,

Thanks for sending the newsletter, I look forward to receiving it. Attached is an order for a ball cap and a little extra for the kitty. Thanks for all the effort you put into "The Jolly Cholly."

Best wishes,
Glenn Poisson
ETN2 66-67

Hi Tom, (Tom VanPetten, LTjg 58-61)

It was good to hear from you. It has been too long since your visit to Youngstown back in the 90's (when I was pastor of St. Brendan Church).

Thank you for the invitation to the reunion/memorial service. Unfortunately I will not be able to attend. I will be taking two trips to Europe, one in July for 8 days of cruising the Greek Islands with my niece and nephew, and 14 days cruising from Dover, England to Monte Carlo. Needless to say this will be an expensive summer of traveling and will far exceed my budget allowance for travel/vacation. One of these years I hope to see you and the few remaining Roan shipmates at a gathering.

I have moved to a retirement complex for senior citizens. This is a 40 unit apartment building located on the grounds of the headquarters of the Humility of Mary Sisters It is located 1 mile from the Ohio/Pa border just south of Rte. 422, if you are ever in the vicinity. I would enjoy seeing you and catching up on some sea stories.

Thank you for all that you continue to do as a board member of the Roan Association. Please give my regards to any of our shipmates who served with us in the late 50s.

I will remember in prayer all of our deceased shipmates, especially at the time of the reunion memorial service.

Dick Brobst,
LTjg 57-60

Dear Joe, Souz and fellow Shipmates,

Hope this finds you and yours well and in good spirits. I sure hope to see you all at the R.I. reunion. Here is a little help to keep our ship afloat. Keep up the good work.

Pat & Dallas Rees
QM2 59-64

Richard,

It was good talking to you. Thanks again for all your efforts.

Thanks,
Robin Anderson
SOG1 58-63

Dear Richard,

You do a great job with the bulletin. Many thanks. I boarded the Roan at Gitmo during a shakedown at 18 years old. I retired after 30 years with the U.S. Customs Service. Here is a small donation to help out.

Ed Gannon
SK3 46-47

Richard,

Thanks for your dedication to keeping us all informed. I really enjoy reading the newsletter.

Sincerely,
Robert Samson
MM1 51-56

Richard,

I always look forward to "The Jolly Cholly." Keep up the good work.

Bill Uhrig
XO/LCDR 63-65

Richard,

I hope to see you in August.

Stephen Madar
SN 67

Dear Richard,

Enclosed is a check for the Roan Association. In 2006 I lost my dear wife Cora to cancer. After being together for forty-two years. I found her passing very difficult. Our last reunion together was at Newport. I have decided to pass on this reunion. I hope you understand. God willing I will be ready for the next. You and our shipmates have a great time at the reunion.

Sincerely,
Al Timchak
MM3 59-62

Hi Richard,

Thanks to you and your team for another interesting "Jolly Cholly." You do a great service for all the Roans former crew.

I hope you and Lorraine and all the Roan sailors are in reason good health considering time is ever advancing on us all.

I enclose a small ships store order with a check. Please keep the remainder for the Association.

Larry Wright
ETN2 65-66

Dear Richard,

Enclosed please find a check for the Association. I hope you and Lorraine are well. Elinor is going to the reunion, I hope I can make it too.

Don Burton
MM3 49-51

Flags and Signals

Richard & Joe,

We enjoy the newsletter. We hope the enclosed donation helps a little bit.

John Skaaland

FTG3 62-65

Dear Lorraine & Richard,

I hope this finds you both doing okay. I can't help but think of you residents up there in Pensacola. What a tragedy if that oil spill residue reaches your beautiful coastline! We're keeping our fingers crossed that it won't.

We're not sure if we'll be able to make it to Warwick even though it's close to "home." Carl is feeling up to making the trip. A couple of weeks ago he was out doing yard work when he stepped the wrong way and injured himself. For several days he couldn't walk very well and could hardly dress or undress himself. But he's doing much better now thank God.

Love,

Gloria Sandberg wife of

Carl Sandberg

MM1 51-52

Chief,

Here is the check for the reunion and the remainder for the kitty. Looking forward to the reunion.

Marty O'Hara

RD2 61-64

Dear Richard,

Here is a check for a ball cap pre-frag and use the rest of the money for the kitty. I enjoy "The Jolly Cholly." Keep up the good work.

Orlan Zutz

DC3 48-52

Dear Richard,

I must complement Captain L. P. Treadwell on his excellent article about the Cuban Missile Crises and the role our ship played during those days in 1962. So well written it brought back memories long forgotten to where we were on those dates, and a portion of our country's history with Russia and Cuba.

I intend to keep this issue just in case the grandkids ask, was grandpa in the Navy! What is a DD?

Ted Phillips

SH3 61-63

Dear Joe,

Received the reunion form today. I have never been to a reunion. If the reunion was in my back yard I don't think I could make it. For me it's a day to day thing. I'm in very poor health. So I'll have to pass it up again, but do give my best to all my shipmates and have a good time.

Yours truly,

Donald Hallee

SHSN 51-53

Dear Richard,

This is to help with the mailings.

Henry Emmerling

LTjg 53-55

Dear Richard,

I received the past issue of "The Jolly Cholly." Thank you. It brought back many great memories. I look forward to more issues. Enclosed is a check for the Association.

Mike Hanley

TM3 65-67

Hi Richard & Lorraine,

I hope you are both well. Vera and I are getting over colds and the same old aches and pains. We had hoped to be able to get together at the reunion this year but I don't think we will be able to attend. Enclosed is an order from the ship store and a little extra for the kitty.

Best regards from your shipmate,

Vera & Russell Cook

LTjg 65-67

Dear Richard,

Enclosed is a contribution for "The Jolly Cholly." I am looking forward to the up-coming reunion in R.I. Thanks for all your hard work.

Allen Lambert

ENFN 56-58

Chief,

Enclosed is the check for the two cruise books (64 & 66) and keep the rest for the Association. I retired from the Michigan Department of Corrections (26 years) about 10 years ago. We haven't done much traveling because my wife has been ill over the last 3 years, but she is getting better. I hope this finds you and all my shipmates well.

Smooth sailing,

Bert VanAlstine

SN 64-66

Richard,

I enjoy reading all of the editions of "The Jolly Cholly." Enclosed is a check to help keep it afloat. Thanks and keep up the great work.

Bob Horak

MR2 57-61

Dear Richard,

Thank you for answering my calls. It feels funny to talk to someone from my navy days after all these years. I'm sending along a photo and a form needed to purchase a gun in Naples Italy (while there, some guys purchased guns.). I would like a winter jacket with a ship's patch and my name on it. Enclosed is a money order for the jacket with a little extra for the kitty.

Ray Gagne

SN 69-71



Rear Admiral Robert T. Reimann, USN (ret.)

XO/LCDR 1968 - 1970

Rear Admiral Robert T. Reimann, U. S, Navy, was born in Cambridge, Massachusetts. He was graduated from Boston University, College of Business Administration in 1958. Upon subsequent graduation from Officer Candidate School, Newport, Rhode Island, he was commissioned an Ensign in the United States Naval Reserve on 1 May 1959.

Rear Admiral Reimann's first assignment was Communications Officer, then Weapons Officer on the destroyer USS GAINARD (DD 706). The following tour he was an instructor at the U. S. Naval Communications School, Newport, Rhode Island, concluding this tour as Assistant Officer in Charge.

Rear Admiral Reimann augmented into the regular Navy in 1963, and in January 1964, was assigned as Executive Officer of the destroyer escort USS VAN VOORHIS (DE 1028).

In August 1966 Rear Admiral Reimann was assigned to the Bureau of Naval Personnel, Washington, D. C. for duty in the Officer Performance Division. This tour was followed by a two-year assignment to the destroyer USS CHARLES H ROAN (DD 853) as Executive Officer. From July 1970 to January 1972, he commanded the destroyer escort USS COURTNEY (DE 1021) which

participated in AntiSubmarine Warfare exercises with the SIXTH Fleet in the Mediterranean Sea.

From January 1972 until August 1973, Rear Admiral Reimann commanded the frigate USS GARCIA (FF 1040) which participated as a unit of the NATO Naval On Call Forces. Following command of USS GARCIA, he attended the senior course at the U. S, Naval War College. In September 1974, he established and was the first Officer in Charge of the Surface Warfare Officers School Command Detachment in Coronado, California. He remained in this assignment until August 1977 when he was assigned duties as Executive Officer of the guided missile cruiser USS CHICAGO (CG 11).



In April 1979, the Rear Admiral reported for duty as Deputy Director, Surface Warfare Manpower and Training Requirements Division (OP39) in the Office of the Chief of Naval Operations. Rear Admiral Reimann left this duty in May 1981 to assume duties as Executive Assistant to the Deputy Chief of Naval Operations (Surface Warfare).

Rear Admiral Reimann reported aboard the guided missile cruiser USS GRIDLEY (CG 21) as Commanding Officer in January 1982. He served as Anti-Air Warfare Commander for Battle Group "Charlie" through two successive Western Pacific deployments. USS GRIDLEY received the Battle "E" while he was in command. Following selection to Flag rank, he departed USS GRIDLEY in January 1985 for assignment as Inspector General for Commander in Chief, U. S. Atlantic Command and U. S. Atlantic Fleet.

Rear Admiral Reimann's next assignment was Commander Naval Surface Group Middle Pacific Commander Naval Base Pearl Harbor, Hawaii. In July 1988 he was assigned as Deputy Commander of Surface Combatants, Naval Sea Systems Command. He was responsible for directing the U.S. Navy's Surface Ship Construction Programs which encompassed an annual \$3.4 billion combatant ship construction budget. In addition, he was responsible for all surface ship modernization and maintenance programs. Rear Admiral Reimann was promoted to Rear Admiral (upper half) upon assuming this position.

In December 1990 Rear Admiral Reimann assumed the position of Deputy Assistant Chief of Naval Operations (Surface Warfare) and was responsible for programming and budgeting all Surface Warfare ship and weapons requirements and defending these budgets to the various committees in the Congress. Operationally, Rear Admiral Reimann spent 21 years at sea and 11 years in command of three top of the line surface combatants and a surface ship group. Ashore, he commanded the Surface



Warfare Officers School, San Diego, California and the Naval Base at Pearl Harbor, Hawaii that included 71 subordinate commands in Hawaii and the Middle Pacific Region.

Since retiring from the U. S. Navy in 1992, Rear Admiral Reimann has civilian senior executive experience at the level of Corporate Vice President of NAVIERAS de Puerto Rico, the Commonwealth-owned shipping company. Rear Admiral Reimann also served as a consultant for military affairs, military to commercial technology transitions, business management, business re-engineering, marketing and business development. Rear Admiral. Admiral Reimann is Rumpf Associates International's Director of Naval Warfare. He currently serves as an Outside Director on the Board of Directors of WESDYNE International LLC, R&F Products, and YLA Incorporated. He also serves as chairman of the Government Security Committees of these three corporations that are foreign owned. PERSTORP appointed Admiral Reimann as Chairman of the YLA Board of Directors in April 2006. Admiral Reimann recently accepted director positions on the boards of U. S. owned companies PATZ Materials and Technologies, Inc. located in Benicia, CA and TEMEKU Technologies, Inc., a Reston, Virginia firm. He is a former member of the Board of Directors at GEC-Marconi Materials Corporation, Lear Astronics Corporation and Vail Research and Technology Corporation. He also is a member of the U.S. Navy's LPD-17 Board Of Elders and SC-21 Advisory Committee.

Rear Admiral Reimann's personal decorations include the Defense Superior Service Medal, Legion of Merit (3), and the Meritorious Service Medal (3).

Rear Admiral Reimann is married to the former Iris Johnson of Holbrook, Massachusetts. They have two children; Robert, Jr. and Lynne Iris Schwarz.

**"Any man who may be asked in this century what he did to make his life worthwhile, can respond with a good deal of pride and satisfaction' -
'I served in the United States Navy' ". John F. Kennedy**

Flags and Signals

Dear Mr. Lucchesi,

I am writing to tell you about my service on the Charles H. Roan, April 29, 1969 to Dec. 4, 1969. We went to Cuba for 6 weeks, then left for a North Atlantic cruise. We were off the coast of England in a violent storm and were told to go to the Mediterranean area because there was some kind of problem. We did 28 days straight plane guard duty following the USS Saratoga aircraft carrier, the only DD to do this at that time.

First Class Wayne J. Schlosser and I rebuilt the feed pump on the DA tank. The bearings burned up. We repaired it in 32 hours straight. The ship then sailed to Naples, Italy, Palma, Spain, and Malta.

I had my physical to get out of the service on the USS Saratoga so I could leave the ship upon arrival at Newport, RI. All the parents were invited to meet the ship on Dec. 4, 1969.

Just thought you might be interested to add this to the history of the ship. Thank you.

Sincerely,

Richard J. Kosempel

MM 2 "69"



This is a photo of the Navy Memorial plaque shown to us at the recent reunion. This plaque was purchased by the USS Harwood Association. This photo gives you some idea of the size of the plaques. The graphics on the plaque are designed and determined by whoever pays for the plaque, so the plaque for the Charles H. Roan will be designed by the Association.

New Members

Buddy Adams RM3 59-61
Franklin, KY

William H. Austin DK2 69-70
West Hartford, CT

Richard Bowers MM3 56-59
Millerton, PA

Henry Brown ET1 72-73
Huntsville, AL

A. Wayne Butaud MM2 59-61
Montgomery, TX

Curtiss B. Clemens PN2 67-68
Rocky Hill, CT

Raymond Gagne FN 70-71
Sand Springs, OK

David Hainke CS3 67-70
Lanark, IL

Michael F. Hanley TM3 65-67
Lockport, NY

Kenneth Jahns BT3 59-61
Burlington, WI

Fred A. Ludwig SA 72-73
Virginia Beach, VA

Hayden Oiler TM3 56-57
Jackson, OH

Willard Paden EM2 65-67
Fairfield Bay, AR

Raybourn Ratcliff SN 56-57
Orient, OH

Robert Ritchie ET2 51-54
Freeport, ME

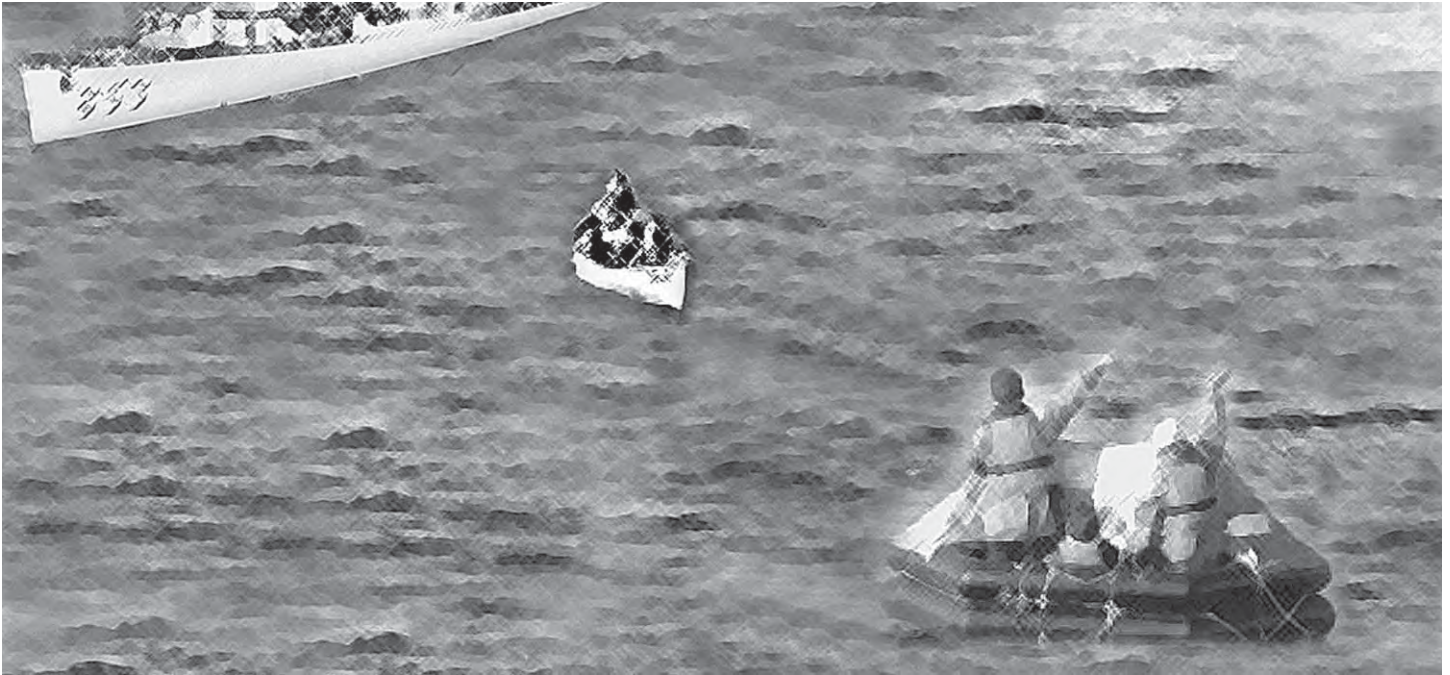
John Secker EM3 69-72
Ridley Park, PA

James M. Skolny BT2 60-64
Manchester, NY

Frank P. Tamburrino Jr. HT3 70-72
Canaan, NH

Thomas Terluk EN3 51-54
Jewett City, CT

In April of 1950 the USS Charles H. Roan performed a rescue at sea off the coast of Jamaica. The following is the story of that incident as seen through the eyes of three people who witnessed and participated in the rescue. The first is from Admiral Hamm who was an Ensign at the time. The second is from John Cannizzaro, a Corpsman at the time who was the first to administer to the crash survivors. The third is Charley Bowen who was the helmsmen on the way to the crash site and then the coxswain in the motor-whale-boat. - ed.



At Sea Rescue - 1950

by - Admiral Warren C. Hamm USN (ret)
LTjg 1949-1952

It was a Sunday night in Gitmo while we were undergoing Reftra. Many had been or were on liberty at the various clubs.

A small civilian plane had gone down north of Jamaica. Early evening we received orders to immediately get underway - from The Commodore - who was embarked in the Brownson - and we proceeded to the crash site.

Getting underway on short notice while in the midst of liberty in "The Land of RUM" was in itself a real interesting evolution. (enough said).

Things settled down and Roan was first on the scene - as you would expect of Capt. Martineau. We immediately put the whaleboat in the water with BMSM Bowen as the Coxswain (I believe it was a man and woman but it could have been another man) - it was a calm and sunny day. The survivors had been in the water for a fair period of time and were in tough shape - they were taken to the wardroom where Chief Griffen looked them over. As you would expect they were sun burned, exhausted and on the edge - about this time The Commodore arrived on the scene and directed that the survivors be transferred to Brownson.

Capt. Martineau could not believe THE ORDER and questioned The Commodore, who in no uncertain term told him to comply.

Capt. Martineau reluctantly told the survivors - who almost lost it, and could not believe their ears - as to what was going to happen. I can remember the look in their faces as they reluctantly got into the whaleboat. The Division then returned to Gitmo with Brownson entering first.

The woman got word back to the Captain how much she appreciated Roan and that she understood the peculiar situation. (The Commodore wanted the credit)

This certainly made an impression on me - a lowly Ensign... as to how not to perform... as a leader.

On April 8, 1950 Roan arrived at Guantanamo Bay, Cuba, together with other ships of DesDiv 101, in preparation for operations in the area. Normal in-port routine was suddenly interrupted at 0030 on April 10 by "squawkbox" joint announcements of "reveille" and "make all preparations for getting underway". We were underway at 0100, and at flank speed, as confirmed by my thunderous and vibrating berthing over the screws in the fantail.

Various announcements, scuttlebutt and rumors over the next few hours revealed that in response to a MAYDAY call by a small civilian aircraft, units of our division were on search-and-rescue deployment to an area off Jamaica. Ships were proceeding independently to promote earliest arrival, with the additional incentive of SOPA, in Brownson DD868 that the ship, effecting rescue would earn a liberty weekend in Havana, Cuba! Arrival in the search area was expected sometime in mid-morning.

After regular 0800 sick call, medical personnel made preparations for caring for possible casualties, which in reality was to provide "advanced first aid" life-saving measures, and stabilization for later transfer. Supplies and equipment of Sick Bay and the Forward Battle Dressing Station (in the Wardroom) were reviewed, organized, and sterilized and prepared for use.

The "black gang" responded heroically (spurred on by visions of Havana liberty?) and Roan was the first vessel by far to arrive in the search area. At about 1030 Roan lookouts spotted a yellow life raft, and made radio transmission of such to "Squad Dog" in Brownson, and that we would report details of rescue. Immediately, return transmission was received to stand-off, that Brownson would arrive shortly and they would take rescue action. Ignoring protocol of command and seniority, our dauntless Captain, CDR David Martineau, reportedly said something like the familiar American expression "NUTS" and ordered immediate rescue.

With Chief Hospital Corpsman Griffin manning Forward Battle Dressing Station, Hospitalman Striker Roger Hornsby in Sick Bay, as Hospital Corpsman Second Class I was dispatched in the port motor whaleboat to the scene for triage and first aid, together with the coxswain and two man boat crew to effect rescue. I had my first aid kit with battle dressings, splints, bandages, morphine syrettes and other emergency supplies.

I also threw in six two-ounce bottles of Old Matusalem brandy to address exposure to the elements.

As we traversed the couple of hundred yards through light seas to the life raft we began to hear loud welcoming sounds from the raft-presumed joyful expressions of

relief and welcome. As we drew closer we found that it was carefree singing. Pulling alongside we found two men and two women, apparently uninjured, seated around a large wicker basket containing several bottles of liquor – I remember the label "VAT 69" on some of them. From the conduct of the occupants it was obvious that a number of "dead soldiers" had been disposed of during the night. Apparently the skilled pilot had managed a "pancake landing" "controlled crash", executed a MAYDAY, and off loaded the "survival gear" from their rum-run! It took stout hearts for sailors to not rescue those supplies as prohibited by Josephus Daniels' wisdom (in that there were witnesses). We returned the survivors to Roan where the only injury was treated – one of the ladies with wet bare feet slipped inside the passageway to the wardroom, and lacerated her right heel. As subsequently directed, upon arrival of Brownson, the survivors were transferred to them for triumphant return to Jamaica.

On restoring the medical supplies it was my sad duty to report to Chief Griffin that, as I had loosened the caps on the six bottles of brandy to be ready for quick administration, they were probably contaminated by seawater, and would not be salvageable. After suitable "testing" by three skilled medical technicians he agreed, and directed immediate survey and disposition.

As might be deduced, the jubilant crew of Brownson was rewarded with the prized weekend in Havana, Cuba for their heroic accomplishment. Perhaps in compensation, Roan got weekend liberty April 21 to 23 upriver to Santiago de Cuba, a somewhat lesser port-of-call but where was situated the Bacardi distillery with its open-bar invitational gratuitous offerings, including Hatuey!

If you get a chance please check out our web site. Ron Lucchesi has redesigned it and it is outstanding. You will now find a complete ships roster which you can research, and many more new features. Bravo Zulu Ron 

In early 1950 the U S Navy rescued four British nationals, who had ditched their light plane in the Caribbean Sea south of Jamaica. I was involved in that operation.

We were tied to a mooring platform in Gitmo Bay with the rest of the 101 Division, 10th Squadron. The 101 contained four destroyers, the Bronson, the C H Roan, the Roberts and the McCard.

On this day the crew of the Rambling Roan (we also called her the Jolly Cholly) were having a beer party on the beach-except for the duty section. I don't remember what time it was because most of us were pretty drunk on the beer when the Shore Patrol showed up and ordered us back to the ship.

The ship had orders to get underway immediately and go rescue the survivors from a downed airplane south of Jamaica.

I heard it was like a Chinese fire drill in the fire room where a bunch of half drunken sailors were lighting off

the boilers. We had just cleared the mooring platform when I heard the safeties-pressure relief valves-popping off. We were just outside the entrance to Gitmo Bay when we lost the load (lost all steam pressure). Now we were dead in the water. I heard later from the guys on the bridge that Captain Martineau got on the voice tube and told Spiro Kapnis and Knobby Walsh that if they didn't get the ship moving in 10 minutes he would bust them back to firemen in the morning. That must have sobered them up because they soon got everything back on line and we were underway again.

The Commodore had his flag on the Bronson and he ordered all ships to steam independently, at all possible speed, to the crash site. We ran all that night with the fire room putting out every pound they could. By daylight the good old "Jolly Cholly" had run off and left the other ships. They were completely out of sight.

As near as I can recall, we sighted the life raft at 9 or 10 the next morning.

I was coxswain of the whaleboat at the time and we were lowered into the water. I ran the whaleboat over alongside the inflatable raft. There were two men and two women in the raft. They were middle aged British folks and they were very happy to see us. The first thing they did- before we even got them in our boat-they handed us 2 bottles of VAT 69.

I ran the boat back alongside the ship, but it was a little too rough to try to get the ladies up a sea ladder. We picked the whaleboat up with the davits and tied it to the rail where it was easier for the women to get aboard the ship. At that point, I can't remember which officer came to the boat and took our 2 bottles of

VAT 69, but we never saw them again. They took the survivors down to the wardroom where I assume they were given warm clothes and something hot to drink.

By then, the Bronson with the Commodore aboard was on the scene. The Commodore ordered Captain Martineau to have the survivors put back in the whaleboat and brought to his ship. The survivors did not want to get back in the boat. Our Captain informed the Commodore of this, but he insisted.

We put the whaleboat back in the water and I ran them over to the Bronson.

They had a sea ladder overboard and we had a tough time getting the women up the ladder without getting hurt, but they finally got aboard.

The Roan, Roberts and McCard steamed back to Gitmo. Of course, the Bronson got the praise; they got to take the survivors into Kingston, Jamaica.

After that deal, there were some hard feelings between the two crews for awhile. There may even have been some fisticuffs and scuffles on the beach-seems like I vaguely remember a few.

Later the scuttlebutt had it that Kapnis and Walsh had tied the safeties down on the run to the rescue site. Not being a fireman I'm not sure that's even possible. All I know is the old Jolly Cholly outran the others.

I don't know how the Navy knew the location of the crash site so accurately and I know nothing of the British survivors, but I assume they were important people for the U S Navy to scramble 4 destroyers 200 miles to rescue them. I only wish I could have had a shot of their VAT 69 whiskey.

The rest of the story can be found in the logbook of the Charles H Roan-- DD 853.

Be sure to visit our web page at:

<http://www.usscharleshroan.org/>

Ron Lucchesi, FTG3, 66-68, has put a lot of hard work into it.



Item #1
Embroidered Golf Type shirts
(with pocket)

Blue/Gold Lettering
Light Blue/Blue Lettering
White/Blue Lettering
Tan/Blue Lettering

Ships Crest or Ships Name



Item #6
Ball Cap
Blue hat with gold ship and lettering
with either
Before 1961 silhouette
or
After 1961 silhouette
both
(please indicate silhouette preference)



Item #3
Tote Bag
Royal Blue/Ash
Ships Logo
Pocket 14X17X5



a

b

Item #8
Ships Photos
Approximately 8X10 Black and White

Pre-Fram before 1961 - 8a
After Fram 1961 - 8b

only a limited amount in stock Not Framed



Item #4
Cup
Lettering in gold
Colored Ship's Logo

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Send all orders to:

Richard F. Souza
6396 Manassas Ct.
Pensacola, FL 32503-7530

ALL PRICES INCLUDE POSTAGE -
Mostly by Priority Mail

Except for item #7, Winter Jacket, the
shipping charge on that item is

Item #10
Flag Pin
U.S. Flag with
USS Charles H. Roan DD-853
Black Lettering- Gold Trim approximately
1"x 1"
Great quality good looking
pin with our ships name on it.



Do to increases in prices from our suppliers we are forced to raise our prices. Until we can figure how those supplier increase will effect our prices we decided not to display prices in this issue only. To check on the price of an item please contact Souza by e-mail or phone as listed on page 3. We are sorry for the inconvenience.

Qty	Item #	Description	Size	Color	Price/Each	Total
Total of Order						



Item #2
Wind Breaker Jacket
 Navy Blue Embroidered with
 Ships crest on front,
 ship silhouette and ships name on back
 in Gold lettering

NOTE: These jackets run SMALL so order accordingly.



(Back of jacket)



Item #7
Winter Jacket

The same ones that the Blue Angels wear. Very sharp looking with the back Embroidered. A Patch/Crest (or both) and your name can be added to the front for additional cost (see add on items.)

Jackets are fitted at the waist so order accordingly.



Item #12
USS C. H. Roan License Plate - Fram
 In full color
 Got to see it to believe it. Just outstanding.



NEW ITEM
 Item # 14
USS C.H. Roan Challenge Coin
 2 inches diameter.
 Polished copper & steel alloy.
 Enameled ship's plaque on front.
 Really Sharp!

Item #13
Roan Cruise books - Spiral bound facsimiles

1952 European Cruise - Operation Success
 1959 Operation Inland Seas -
 (devotes 1 page to each ship in Task Force 47)
 1960 Mediterranean Cruise
 1964 Mediterranean Cruise
 1966 Mediterranean Cruise
 1967 Mediterranean Cruise
 1968 Mediterranean Cruise
 1972 Around the World Cruise



Item # 11
Embroidered Sweat Shirt
 Birch color
 Blue Embroidery
 Ships crest or Name



Item #9
License Plate Holder
 with ships name
 USS Charles H. Roan DD-853



Item #5
Patches
 Right/Left Arm U.S. Ensign
 a. Right
 b. Left
 c. U.S Navy Eblem
 d. Ships Crest
 e. Octopus Patch
 (To sew on any of the above)

ADD ON ITEMS
 for
 Item 2 - Wind Breaker Jacket
 or
 Item 7 - Winter Jacket

↔ Sew on your name 1 line
 (Specify how you want it.)

To sew on each Patch/Crest
 Each Patch/Crest (as priced in item #5)

Flags and Signals

Recently I was helping the Tin Can Sailors Association on a project on service numbers. I had sent out inquiries to Roan shipmates and received the following reply from Rob Belisario RD2 68-69 that I found very interesting and want to share. After Rob answered my questions he added a P.S. about his family and then the following exchange took place. - ed

Joe,

.... My dad went to the Lakes in 1942 and was a Corpsman with P.T. squadron 25 in New Guinea during the World War II. He's now in his eighties, sharp as a tack, and driving my Mom nuts in Mechanicville, New York. My son went to the Lakes in 1993 and was a Quartermaster on the USS Normandy for his entire 4 years. Right now he's a SCUBA instructor in Morehead City, N.C.

Neither of their histories will help the Tin Can Sailors project, but as a proud member of the so-called "Warrior Class", I just thought I'd throw that in.

Fair winds, Brother,
Rob Belisario

Rob,

Thanks for replying. With that family Naval history, family get-togethers must be full of sea stories with all non Naval members getting sea sick. I would bet the best stories come from your Dad.

Thanks again shipmate
Joe Lambert

Joe,

We're all proud to be Navy Men, but we don't dwell much on the past. Dad mentions snippets here and there about the Pacific but doesn't elaborate. I can appreciate that, because before I got to the fleet, I spent a year in a patrol boat squadron in VietNam, and I'd just as soon forget about those 365 days that I'll never get back. I miss some of my buddies who never got to be 60 year old grandpas, but in my minds eye, are still 18 and still on patrol. Probably the best part about Nam for me was filling out my dream sheet when I was getting short. I asked for a DD in Newport and was pretty happy when the orders came in for the Roan. Newport was only a 4 hour drive from where my family still lived, and after spending 15 months away, this 20 year old was eager to get back home.

Fast forward 30 plus years to 2002 and I have a quick story before I send this off. I flew for Cape Air for a few years, which is a regional airline based in Cape Cod. One of my runs for several months was round trips back and forth between Martha's Vineyard and Providence, R.I. The route took me about 10 miles northeast of Newport, but the only ships left there that I could see were a couple of mothballed Carriers. The Saratoga, I think, and possibly the Oriskany. Anyway, the run took me right over Fall River, Mass., and as you are probably aware, that's where battleship cove is. Many times I looked directly down at the USS Massachusetts and marveled at how huge that ship is. It also gave me a weird sense of what the Japanese pilots saw on December 7 at Pearl. Anyway, berthed with her is a destroyer, so I resolved to go visit the next time I got a day off. I was based in Hyannis at the time and the drive to Fall River was less than an hour. I was pleasantly surprised to find that I could get in with just my Tin Can Sailors card, and not only visited the Massachusetts, but got a chance to go aboard the DD. I was pretty shocked to discover that it was the Joseph P. Kennedy (what else would you expect to find in Massachusetts?) and the hull number was DD 850.

Naturally I spent a lot of time up on the bridge and in CIC, and had a pretty cool visit. But the incredible highlight of the trip was that the National P.T. Boat museum is also there in Fall River. They have 2 boats from WWII there that are out of the water in Quonset huts, but the bulk of the P.T. memorabilia is located on the USS Massachusetts in spaces near the mess decks. So I spend an hour or so just browsing the stuff from the various P.T. squadrons, but not knowing at the time what "ron" my dad was in, I just looked at the old pictures and things hoping for some link to the past. I got to the last squadron, "Ron" 25, and looked at all the pictures, but saw nothing that had my dad in it. As I turned to leave the exhibit and prepared to step through an undogged watertight door, 2 yellowed mimeographed pieces of paper taped to the bulkhead caught my eye. It was, a muster sheet of ships company of Ron 25 from 1944. There was my Dad's name plain as day listed with two other pharmacist's mates! I couldn't wait to get above decks to use my cell phone to call Dad.

A couple months later he came out with Mom and met me at Fall River. We spent some time in the two Quonset huts looking at the Higgins boat that he was on, and then went aboard the Massachusetts so he could see his name. What an incredible time that was, and that piece of Navy history is what we talk about when we get together for family reunions.

That's it for now, my friend. Next time I'll tell you about the dependent's cruise I took with my son on the Normandy, and got to stand a midwatch with him on the bridge underway. Very, very cool.

They're calling Taps somewhere on the 1 MC, so it's lights out. (Do they still say, the smoking lamp is out throughout the ship?)

Rob

FROM AFTER DIESEL

**Have you been looking for a shipmate you served with?
Read this, it may help to find him.**



I have to apologize for this issue being so late. The reason for the delay can be seen in this photo. Bogart takes a lot of my time and has put me behind in many things.

As you looked over the section for Taps on page 2 you would have seen Harry Stier listed. Harry was a shipfitter and a shipmate of mine. I have looked for Harry for the past 10 years to no avail. Recently I gave Harry's name to Henry Rossi (SK2 57-60) and he came up with Harry's obit, but more on that later.

I would like to tell the following story about an incident involving Harry. Following Roan's Fram conversion we found many minor and I'm sure a few major flaws in the engineering and construction of the "new" Roan. The storekeepers brought one of the minor flaws to my attention. It seems there was no way to turn off the lights in the storeroom. They requested a light switch be installed which didn't seem unreasonable due to the fact the only other way to turn off the lights was to pull the fuse. So I assigned two electricians to the job (who shall go un-named) and went to the shipfitters shop to request a shipfitter to do some welding.

To run an electric line aboard ship required what we call buttons to be welded to the overhead and bulkheads to attach the cable to for support. Harry Stier was assigned the job. So off they went, two un-named electricians and Harry Stier to make the storekeepers happy. In what seemed to be a very short time the electricians were back. When asked if the job were completed the un-named electricians told me no and they weren't going to work with Harry anymore and we needed a different shipfitter. I asked why and they stated "when Harry welded the buttons to the overhead they got showered with sparks and the sparks burned." I told them it could not be that bad and they should go back to work but they refused.

With the two un-named electricians in tow I proceeded down to the storeroom to see if some solution could be worked out. When I got down to the storeroom Harry was trying to weld a button to the overhead and indeed as to be expected, there was a shower of sparks. Upon talking to Harry he said he had asked the electricians to help him by holding the buttons to the overhead with a pair of vice grips because it was difficult to both hold the buttons in place and weld overhead.

So in order to get the job completed, and also show the un-named electricians what whimps they were, I told Harry I would hold the buttons for him. With everyone and everything in place, Harry begins to weld and needless to say the shower of sparks starts to rain down. Now these sparks do burn, but not that badly for a very short time. But Harry welded and welded and the sparks showered and showered and Harry welded and welded. This was for one button whose circumference is a little less than a dime. I was not going to give in and prove the un-named electricians right until a piece of slag went down my sleeve and came to rest at my side trapped by my belt, and it started to burn and it seemed like Harry was never going to stop welding.

When I could no longer take the pain at my side I told Harry I had to let go and he said he was done and I could remove the vice grip. When I brought the vice grip down, there was the button welded to the vice grip. I of course was on my way to sick bay with second and third degree burns on my side which I carry the scars for to this day.

Now let me get back to Henry Rossi. As I had said in the last issue we have completed putting together a complete ships roster (which you can view on our web site). With the information found in that roster looking for lost shipmates is made a little easier. Henri Rossi has volunteered to try and find some of our lost shipmates. If you e-mail him (rockportrossi@yahoo.com) and give him as much information as possible about the person you want found Henry will try to find them. We make no promises. This is an entirely new endeavor for Henry and he's starting out by taking baby steps. He asks that you request no more than 2 names at a time. Henry has no special skills in this field, but he thought he would try to help our shipmates in the Association in finding their shipmates and we thank him for his efforts. We are sorry that the ships roster does not contain enough information to try to look for officers.

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

773-631-8821
chief9bullie@earthlink.net



Joe Lambert
5373 N. Normandy
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