

# THE



# JOLLY



# CHOLLY

Volume 6

Number 1

Spring 2003



# USS C. H. Roan Association Board of Directors

Please remember these shipmates in your  
thoughts and prayers

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## Binnacle List

Bob Boorum  
Donald Miller  
Norman "Bud" Moshick  
Lorraine and Richard Souza

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

## Taps

Carol A. DeGroat 01/01  
Johnny DeGroat 01/01  
wife and son of Don DeGroat MM3 61 - 64  
Anson T Doughty 8/02  
Lorena Guzman 2/03  
wife of Joe Guzman  
Murray M. Martz 12/02 FTC 47- 49  
Henry H Steadman 2/02  
Ronald VanGasbeck 5/03 FT2 55 - 57

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## About the Cover

*The following was sent to the "Brownson Association"*

"In late '56 or early '57, the squadron commander held a contest to design a squadron emblem. I submitted a full color rendition of the attached drawing, won the contest, and received a \$25 savings bond (which was pretty good back then). Unfortunately, I left the Brownson in '57 and never knew how the emblem was used. I've always been curious about it. Maybe there are shipmates out there who remember and can provide some input."

Regards,  
Dick Uronis  
USS Brownson DD-868

# 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 addition of "The Jolly Cholly" cost us about \$1000.00 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 comaraderie we had when we served on the U.S.S. Charles H. Roan DD 853.

Thank you

## FROM THE SIGNAL BRIDGE



Shipmates we have come to a slow down in finding missing shipmates who served aboard the "Roan". I have enlisted the aid of the "Tin Can Sailors Association" and "Classmates.com" by cross referencing rosters and sending out contact letters. We have had

less than admiral results in receiving feedback from these contact letters. I would like to enlist the aid of you out there to put on your thinking caps and try to find some of our lost shipmates. Hometown and the correct spelling of last names could help us find our shipmates. Those of you who have computers could help us by using various search engines to find your shipmates. Please forward any information that you may have so that we can continue to search for our shipmates.

Our "Binnacle" list and "Taps" list also apply to our immediate families. Your special thoughts and prayers are needed to help our shipmates during these very trying times. From personal experience, your thoughts and prayers helped me, and I thank you all. Never underestimate the power of "Prayer".

We have a fine small store inventory. Why not advertise our ship and at the same time support our association. To keep prices reasonable, we have kept our profit margin very low. All items are of high quality and guaranteed. Great gift ideas for that very special person or relative. Please look at our small store items and our NEW ITEM Embroidered Sweat Shirt.

Our reunion committee has narrowed down, by your vote, to go to ATLANTIC CITY, NJ in the summer of 2004. They are in the process of contracting with a host property to acquire a good reunion package. Because of the influx of large weekend crowds, we may need to have our reunion during the week( Sunday, Monday, Tuesday, Wednesday, Thursday). In any case, the reunion committee will do their best to give us another memorable reunion. MAKE your plans now to ATTEND.

I would like to thank those of you who answered our call for donations. Some of you have donated several times and I thank you. We had 73 shipmates respond and donated to the association. A special thanks to all of you, your generosity is truly appreciated. So that we may continue to be financially stable we will continue to seek donations in lieu of dues. Enclosed you will find an envelope that can be used for ordering small stores or if you would like to send us a donation. All donations cheerfully accepted big or small. A special thanks goes out to Willard Varner.

Your shipmate, Souza

## Financial Report

April 16, 2003

|  |               |
|--|---------------|
| Last Financial Report - October 22, 2002 |               |
| Balance of check Book                    | \$ 14,240.22  |
| Reserve Fund-Separate Account            | <u>700.00</u> |
| Total Asset                              | \$ 14,940.22  |

|              |            |
|--------------|------------|
| Expenditures | - 3,122.88 |
|--------------|------------|

(Expenses include Newsletter. Ship Store Supplies, Office supplies, Postage, etc.)

|         |                     |
|---------|---------------------|
| Balance | <u>\$ 11,117.34</u> |
|---------|---------------------|

|  |          |
|--|----------|
| Deposits   | 4,620.00 |
| (Deposits include Donations and ship store items.) |          |

|         |                     |
|---------|---------------------|
| Balance | <u>\$ 15,737.34</u> |
|---------|---------------------|

|   |              |
|---|--------------|
| Check Book Balance as of April 16, 2003 | \$ 15,737.34 |
|---|--------------|

Last Date Check Book Verified 04/05/03

|                                 |        |
|---------------------------------|--------|
| Reserve Fund (separate Account) | 700.00 |
|---------------------------------|--------|

|              |                     |
|--------------|---------------------|
| Total Assets | <u>\$ 16,437.34</u> |
|--------------|---------------------|

### Some Expenses/ Costs past 6 months Oct, 22, 2002 - April 16, 2003

|   |            |
|---|------------|
| Office supplies   | - 232.70   |
| Ship Store  | - 1,675.09 |
| Postage   | - 356.74   |
| Newsletter  | - 838.79   |
| Bank Transfer   | - 19.56    |
| (Bank required a minimum of \$ 25.00 in savings account to maintain checking account) |            |

## Contacts

### Association President

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San Leandro, CA 94578

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ron.lucchesi@kp.org

# Letters From Loved Ones

Dear Mr. Lambert,

I am writing to you in response to your postcard to my father, Murray M. Martz Sr., (FTC 47-49) requesting he return an update form that had been sent to him with the last issue of the "Jolly Cholly".

Unfortunately, my father passed away on December 5, 2002 due to complications from pneumonia. He just couldn't get enough oxygen into his system. He was a strong man, but after a two month battle, he had no strength left. It was two weeks before his 84<sup>th</sup> birthday.

A Pearl Harbor survivor, Dad was very proud of his 23 years in the Navy, and his shipmates meant a lot to him. He always tried to attend the reunions, until my mom's health began to fail and it was too difficult for her to travel. He paid particular attention to the Roan, and spoke highly of the ship and

her crew.

Please thank the Association and it's members for remembering my father and his service with the Roan.

Sincerely,  
Deborah M. Hess

Dear Mr. Souza

With deep regret I am writing you to let you know my husbands Henry H Steadman (Hank) (EN2 46-51) passed away Feb. 29, 2002. He was on board the Roan I believe from 1947 to 1951. He is truly missed by family and friends.

Sincerely  
Ellen Steadman

## A BOOK OF INTEREST

Hi Richard,

I just wanted to give you a heads up that tomorrow I will put into the mail a book for you - it's complimentary, in hopes that you will enjoy it and mention it to others. If you think it's appropriate, and if the book meets with your approval, I'd appreciate your putting something into the next newsletter about it. We're trying to get the book out into the world beyond our class.

The story behind the book is;

The US Naval Academy Class of 1965 published this book of sea stories, called "THERE I WAS ..." The book is hardcover, 7" x 10", and has 320 pages of sea stories from 78 members of the class. There are 220 stories and 25 black and white illustrations that accompany some of them. The stories include the Surface, Aviation, Submarine, and Marine Corps communities. Some are in war situations since our service covered the Vietnam era, but most of the stories are light-hearted in nature and would be appealing to readers who served in other time periods as well.

I was the coordinator of the effort, and the book has lots of stories from my two ships, USS CHARLES H. ROAN (DD-853) and USS BUCHANAN (DDG-14). Proceeds of the sales go to the US Naval Academy Class of 1965. I am acting as the class representative for this project, so I collect the money. Anybody wanting a copy, please send a check for \$25 made out to Richard Zimmermann, and mail it to:

Richard Zimmermann  
2000 S. Eads #329  
Arlington, VA 22202

Regards,  
Dick Z

# Flags and Signals

Hi Richard

Here's a little donation in memory of Richard Serna, who was a good friend of mine. Hope you continue to stay well.  
Charles Bowen  
BM2 48 - 54

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Richard

Please accept this small contribution to the association. Thank you for all your hard work. Please know that each issue of "Jolly Cholly" brings back memories of warm days and still seas in the Caribbean.  
Paul Duquette  
ET 2 61 - 62

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Richard,

Page 13 of the subject news letter contained a brief article on the 1956 Med. Cruise by Andy Stitzer. There were three pictures included. The first was of a BTC who was identified as "unknown". This was actually a picture of Chief Robert Burns, who was initially a Boiler Maker, and later came to the Roan from tender duty when our First Class Boilertender (Robert Newell) was reassigned. They were a great fireroom crew, and could always be counted on to do whatever had to be done to keep us steaming. I was proud of all of them.

Keep up the good work on the news letter. I, as many of us do, look forward to receiving my copy. Thanks.  
Gerald T. Heinzman  
Lt(jg) 54-57

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Hi Joe,

I was aboard the Roan "54-56". My wife and I haven't been to a reunion yet, but we hope to in the near future.

I saw the picture's that Andy Stitzer sent. Andy and Bob Reuter were good friends of mine. The picture of the BTC (page 13 Vol.5 #2) - his name was Burns. Our BT1 in charge of the forward fire room was Spiro Kapptis, better known as "Cappy", he called everyone "Pawnie." He was a good leader.

I remember a couple of other shipmates. I saw their names in the "Jolly Cholly", Glenn Deneen and Morris Strickland. They were MM's. I would take them to our home in Pennsylvania on weekends in my old "48" Chevy.

Another good shipmate of mine was Jim Haldane BT3, from Michigan. We still exchange Christmas cards after almost 50 years.

I enjoy the "Jolly Cholly" very much, keep up the good work and I will send Richard a donation.

Don Iams  
BT3 54-56

Hi Joe

I thought the last issue of the "Jolly Cholly" was one of the best I have read.

The article on chiefs was great. My memory fails me as I get older, but we had some good Chiefs, both Boatswain and Gun Gang.

Van Alstin - I have some loss of hearing and went to the VA Administer and he did not know SQUAT. I went to the local VA clinic and no help, so at the state fair I went to the VA booth and within 2 months I had an appointment at the VA hospital in Danville IL. They told me I had a hearing loss, but no hearing aid. It is a hard nut to crack. Thought my experience might help you. Good luck.

I told Kenny Dugan, Atlantic City would be a great place for the next reunion, and think the casinos would like to have the reunion. Us Midwesterners can take a tour to NYC.

See you at the reunion.

Don Etling  
GM 3 48-52

P.S. I hope the \$20 helps out.

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Hello Richard,

Seasons greetings from the cold northeast. It has been a long trip since we served together on the Roan. First, "B Z" on the fine "Jolly Cholly" newsletter. I would like to give my regards to the whole staff and board members and particularly the officers and men who were on board June 1965 - June 1967. We certainly had some good times (2 deployments), Apollo recovery back-up etc., Dominican Republic campaign to name a few. Yours truly was the ex-radioman, and ASW officer during that time frame. I relieved LTjg Bob Harper while the ship was at REFTRA Gtmo 1965. A few more sea tours and shore duty we finally made it to a retirement homestead in Maine. I ran into a few ex- crewmembers subsequent to my leaving the Roan, Bob See, ex-RD1 and Tony Gonoso(?) ex-RD2 while I was in Mayport and Bupers respectively.

So in closing, thanks for the memories and keep the old Roan history going. OH! I had the opportunity to have lunch on the ex-USS Roan while she was on loan to the Turkish Navy in 1977. That was a thrill. Again thanks and "fair winds and following seas."

Frank Thelen III  
LTjg 65 - 67

# Lost Screw

## The real story

*Reprinted with permission of "The National Association of Destroyer Veterans"  
from a letter in "The Tin Can Sailor" - Oct., Nov., Dec., 2002 issue.*

STRAFFORD MORSS  
P.O. BOX 3931  
WESTPORT, MASSACHUSETTS 02790-0299

Editor, The Tin Can Sailor  
P.O. Box 100  
Somerset, MA 02726

Dear Editor,

I have noted with great interest the pictures and article in the July 2001 and January 2002 issues of The Tin Can Sailor relative to the collision of the USS CHARLES H. ROAN (DD-853) and the USS BROWNSON (DD-868). There is more to the story.

I was the junior repair supervisor (ship superintendent), recently off five plus years active duty, at the Bethlehem Steel East Boston Yard in the spring of 1963. We were quite busy at the time, and I was assigned as supervisor for the docking and repair of a destroyer that had lost her starboard propeller while doing twenty-five knots. As I remember it was mid-April, just after the loss of USS THRESHER (SSN-593). The ship was CHARLES H. ROAN.

Discovery on dock is always interesting. The starboard screw was indeed gone, as was part of the tail shaft. In fact, the starboard shaft had broken under the bronze liner in the starboard stern tube, slid aft for about one diameter when the-then-inadequately supported screw/shaft assembly broke, put a small dent in the starboard rudder and disappeared into the deep. The port screw and shaft seemed unaffected.

Boston Navy Yard and DESLANT engineers questioned the crew as to what might have happened. ROAN, recently having completed her FRAM I modernization, was working with nuclear submarines, and considered quite proficient at her work. A favorite submarine tactic was maneuver directly beneath the destroyer and stay there where perhaps the only working sonar detection might be by fathometer. When ROAN thought this was the case she would execute an 'emergency crash-back' and the submarine would slide out ahead of her, where, theory had it, the submarine could

be zapped. (I have never heard a submarine's side of the story')

In the process of a crash back, the starboard shaft broke and the turbine over-speeded to about 475 shaft RPM, well over nominal full power (350 RPM) revolutions. An alert throttle watch shut the turbine down without casualty. As shafting does not break without a cause, eventually it was remembered that ROAN had been in collision with another destroyer in the 'early fifties' and the starboard shaft alley had been the point of impact.

Removing the starboard shafting, both halves of the failed stem tube shaft were examined. The final break was readily discernible from an existing long-term fracture, apparently resulting from the BROWNSON collision. The break had been hidden under the bronze bearing sleeve. The crash-backs had finally over-stressed an already damaged shaft.

Once bitten twice shy, the Navy Industrial Manager surveyors (now SUPSHIPS) brought in ultra-sonic technicians from Bethlehem's Quincy Yard who could check the integrity of a shaft section along its whole length by reading from one end. This was an advanced technique at the time. All the new shafting sections for the starboard shaft were so checked. While we were at it, the port shaft was also disassembled and tested. An anomaly was detected in the port stern tube shaft and it was replaced.

Port and starboard shafts were aligned and the strut bearings and their bearing shells replaced. (They are big standing alongside one on the dock floor!) Meanwhile, the starboard cruising turbine casing was lifted and blade integrity checked. That turbine rotor would have reached the highest speed during the over-speed casualty. The turbine was pronounced to be in good condition.

Re-assembly and full power sea trials followed. Down below, all seemed nice and smooth. The bridge had other thoughts as the anemometer at the very top of the mast vibrated off and crashed to the deck. Back on dock.

Careful examination of the underwater running gear showed nothing. The Navy Yard people checked their data

and readings, then we had to reconfirm the starboard propeller serial number. It turned out that the replacement propeller had a history. Known as the 'DICKSON' wheel (for USS HARLAN R. DICKSON (DD-708)), this propeller had reportedly made the rounds of every east coast Navy Yard and no one had been able to successfully balance it. How it got to ROAN is open to conjecture.

Now into early June, DESLANT and CINCLANTELT were not happy. They wanted ROAN back and a replacement wheel was not available. However GLENNON (DD-840) was in dry dock at the Boston Navy Yard, and we installed her starboard wheel on ROAN. Another sea trial and

another full power run. It was not as smooth below, but the Captain was happy, the Navy Yard vibration engineers were happy, and the new anemometer bird cheerfully stayed on its perch.

From my point of view every docking was (and to this day is) a fascinating experience and the chance to participate in two full power runs was unexcelled. I also remember the Captain, the Wardroom, the Chiefs and the crew for their pride, competence, and good humor. Not every Navy ship can claim that.

Strafford Morss  
CDR USNR (Ret)

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*(editors note)* I would like to thank Terry Miller, Executive Director Tin Can Sailors, Inc. "The National Association of Destroyer Veterans" for the permission to reprint this letter. I think this explanation may answer a lot of questions about loosing that screw in 1962. Below is a explanation of who "The National Association of Destroyer Veterans", is as taken from thier web page:

### Who is "The National Association of Destroyer Veterans?"

The vast majority of members are destroyer veterans. 24,000 members. They also have many members who served aboard destroyer escorts, frigates, and destroyer tenders. But they also welcome relatives of destroyer veterans, historians, model builders, and anyone who has an interest in preserving destroyers as museums. Only destroyer veterans, however, are eligible to serve on the board of directors.

They sponsor many events across the county.

**Bull sessions:** a one day event at which all Destroyer Sailors are welcome regardless of which ship they served on or when. It is a social event at which memories are shared, old friendships renewed, and new friends made,

**Field days:** a field day is a working weekend aboard a destroyer that is now a museum/memorial. For many, it is like a chance to go back in time. Many skills are needed: plumbers, electricians, welders, carpenters, but any kind of help is welcomed.

They put out a great 40-page newspaper four times a year, loaded with destroyer history.

You will be helping to support seven museum/memorial destroyers that serve as memorials to all destroyer sailors. Tin Can Sailors is recognized by the IRS under Section 501(c)(3), therefore, contributions to Tin Can Sailors may be tax deductible.

You'll receive free or reduced price admission to many ships and maritime museums of the Historic Fleet.

We offer a money-back guarantee on membership contributions and Ship's Store purchases.

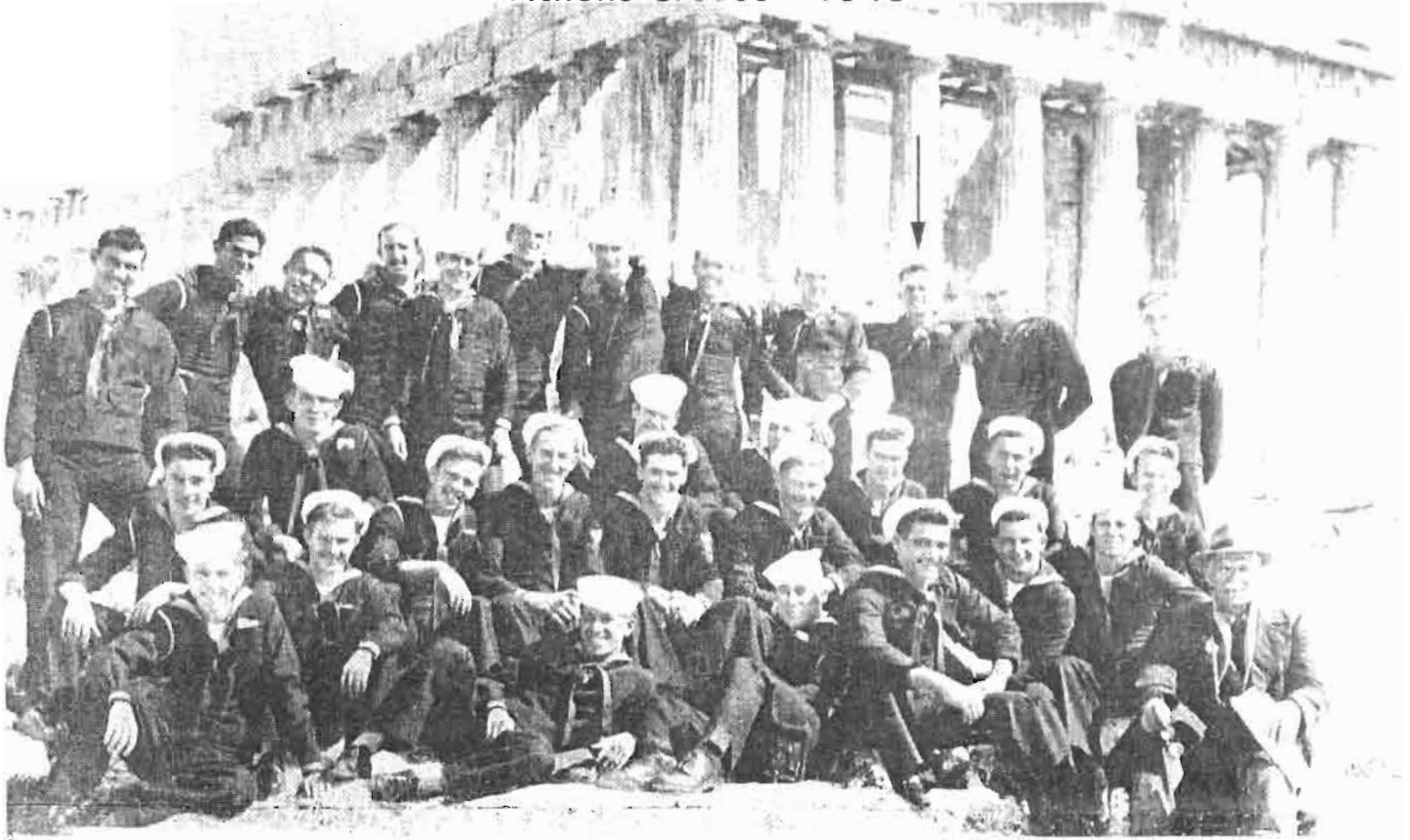
**The suggested annual contribution is \$20.**

**Questions?** call 1-800-223-5535. Or check out their web site at: [www.destroyers.org](http://www.destroyers.org)  
(Check page 15 for a membership application)



# Down Memory Lane

Athens Greece - 1948



Joe

Ran across some old pictures, thought you may use them for your next issue. Before I came to the Roan, I was a survivor from the USS Atlanta CL 51 sunk at Guadalcanal Nov 13, 1942.

Wayne Langton

MM 2 46-48

(Arrow - Wayne Langton MM 2 - "Water King" - Plank Owner)

## Early "60's"

Left Photo  
From Left

Keith LaBeef  
Don DeGroat  
Mike Fivecoats  
? Burngardner  
Joe Young

Right Photo  
From Left

Americans  
Carlos Carballo  
Juan R, Diaz

Allies  
Unknown





# Flags and Signals

Dear Richard Souza

Your article on page 3 of the recent Roan newsletter (vol.5# 2) says it all about the feelings we have nourished once we got a load of the kind of spirit that permeates from memories of dear old DD 853. I reinforce my Roan feelings of that sort on page 9 of the current newsletter: Dick Derickson took me as a fresh Ensign and molded me into what I became.

With all best wishes for continued loyalty to our "Old Girl."

Sincerely

Vice Admiral Jim Stockdale USN Ret.

Ens. 47 - 48

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Dear Richard

Thought I'd wait until the holiday mails slowed down before sending this brief note off. Hope it finds you and Lorraine are well.

The last issue of "Jolly Cholly" mentioned the location of the next reunion. In my opinion, a reunion in New York City would prove to be very difficult; expensive, accommodations, travel(i.e. auto). It seems someone should check out Mystic, CT.

Well I had better shove off for now.

Always

Cap'n Jack

P.S. Enclosed please find a check to help the association in someway.

PSS Richard maybe someone can furnish us with a background on where the expression "Jolly Cholly" came from. Also our "rickshaw bo'son chair."

Captain Jack Nuttall

CO Roan 58-59

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Hi Joe

As per your request for stories, here's mine. Left Roan in Nov. 1958, had a ruptured disc removed at Chelsea Naval Hospital. While there shore duty orders came through and I spent 2 years at the San Diego NTC as Brig Warden. From there to Great Lakes for 16 weeks of

Electrician "B" School. Upon completion I had orders for the USS Roosevelt CVA 42 at Mayport, FL.

During a Med Cruise in 1964 we also lost a screw! We returned to Bayonne N.J. for dry dock. The Roosevelt Air Boss made arrangements for Navy Reserve pilots to ferry us down to Mayport for weekend liberty. The commercial airlines found out and wanted to sue the government for being in competition with them.

In 1966 I transferred to the USS Shangri-La CVA 47. During a Med cruise we lost #4 generator. A replacement was flown from Boston to the French shipyard in Toulon, France. Installed, connected and completed load testing at 0100, 1/27/67. I departed the Shangri-La 0600, 1/27/67 for Mayport and transfer to Fleet Reserve.

I put another 20 working with the Federal Civil Service as an electrician, and retired Jan. 1987.

Your Shipmate

Frank Thurlow

EM 2 56-58

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I received "The Jolly Cholly" newsletter today and read your e-mail to Joe Lambert & Bill Burgess. I was aboard the Roan at the time of the collision in 1950 having served aboard her from Jan 1950 until the middle of 1953.

I was stationed in the after engine room and had just got off watch 2000 - 2400 I believe. Had just laid down when we rammed. I believe it was the "Bronson" not the "Brownson" that hit us although I might be wrong.

Thought we had been hit by a torpedo. I remember one of our personnel was sitting in the machine shop at the time and was dragged out by the water surging in after the ship that hit us backed off. He was pecked up by the ship that hit us. Again I'm sorry I can not remember names.

I had a nickname given to me by a boatswain mate. He called me "Stan". I asked him why he called me that and he said I reminded him of "Stanley Laurel" From that time on I kept that name and had it stenciled on all my clothing. When I left the ship most of the crew didn't know me by my real name.

Returned home and became an instructor at the Dearborn Naval Armory in Dearborn Michigan where I was promoted to MM2.

I remember celebrating Thanksgiving in dry-dock in Bermuda.

Donald "Stanley" Kussner

MM3 49-53

**Eleventh Commanding Officer  
U.S.S. Charles H. Roan DD - 853  
March 1962 to October 1963**

**Commander Charles Hilary Hayden, USN (Ret.)**

CDR Charles Hilary Hayden, USN (ret) was born in Baltimore, Md. on August 14, 1922 and entered the US Naval Reserve as an apprentice seaman in May 1940. He was appointed to the Naval Academy in the same year, and was graduated and commissioned in 1943, class of 1944.



He served aboard USS Glennon (DD-620) when she was sunk off Normandy in June 1944.



He later saw action off Okinawa aboard USS Jeffers (DMS-27.)





Following World War II he served on the USS Reuben James (DER-153) as XO and later as Commanding Officer until she was decommissioned in 1947. From 1947 until 1949 he was Commanding Officer of USS LSM 297.

In 1949 he attended Post Graduate School in Intelligence and later served several tours in Naval Intelligence.

Returning to destroyers in 1953 he served as Operations and Gunnery Officer for Commander Destroyer Squadron TEN and later as Chief Staff Officer. After tours in Naval Intelligence in Boston and Iceland he became XO of USS Monrovia (APA-31) where he served from January 1960 to September 1961. In October 1961 he became CO of USS Vogelgesang (DD-862.) He was detached from the Vogelgesang on 7 March 1962 at the start of her FRAM MK I conversion and on 29 March 1962 he assumed command of USS Charles H. Roan (DD853) at the New York Naval Shipyard. Roan under CDR Hayden's command completed FRAM MK I conversion, outfitting, and completed refresher training in September 1962.



He has been awarded the World War Victory Medal, America Campaign Medal, European-African Theater Medal with 2 stars, Pacific Theater Medal with 3 stars, Navy Occupation Service Medal, National Defense Service Medal, Korean Service Medal with 2 stars and the United Nations Medal.

Commander Hayden is married to the former Ann Maccombs of Athens, Ohio and they have four daughters and one son....





# Atlantic City, N.J. 2004 Next Reunion of The U.S.S. C. H. Roan

MAKE PLANS NOW  
RENEW OLD FRIENDSHIPS AND MAKE SOME NEW ONES  
A SHIPMATE IS WAITING TO SEE YOU



## Atlantic City Area Attractions for the Non-Gamers

### ABSECON LIGHTHOUSE.

Rhode Island and Pacific Aves., Atlantic City. Built in 1857, along with the light keeper's house. A photographer's delight.

### ATLANTIC CITY HISTORICAL MUSEUM

Garden Pier, Boardwalk at New Jersey Ave., Atlantic City. Open daily 10am-4pm.

### BIRCH GROVE PARK AND WILDLIFE ZOO.

Burton Ave, Northfield. Lakes for fishing; playground, mini zoo, walking paths, and picnic areas. Miniature-golf and camping seasonal. Open 9am - 5pm daily. Weekends and holidays \$1 admission.

### BOATING

Duke O'Fluke party boat sails from Higbee Ave. at the Bay, Somers Point. Fishing in the back bays for flounder, weakies, and blues. Operating 4 hour trips, daily 8am-noon, 1-5pm. Nature cruises available.

#### CAPE MAY COUNTY PARK ZOO.

Garden State Parkway Exit 11, Rt 9, Cape May Court House. Over 85 species of wild animals, bird aviary and a 35-acre African Savannah. Open daily 10am-4:45pm. Free but donation requested.

#### GARDNER'S BASIN.

800 N. New Hampshire Ave., Atlantic City. Restaurant, tall ship Young America, Atlantic City Parasail, and Cruisn 1 sightseeing cruises.

#### GILLIAN'S ISLAND WATER THEME PARK.

Boardwalk at Plymouth Pl., Ocean City. Large water slide and other water amusements along with a popular miniature golf course. Open seasonally.

#### HAMILTON MALL.

4403 Black Horse Pike, Mays Landing. Over 140 stores and restaurants, including Macy's, Sears, JC Penney, Red Lobster, Olive Garden, Ruby Tuesday. Open Mon-Sat 10am-9:30pm, Sun 11am-6pm.

#### LUCY THE ELEPHANT

Decatur and Atlantic Aves, Margate. The world's most famous 65-foot pachyderm. View artifacts from Margate and the southern New Jersey area as you walk through this restored historical landmark. Admission \$3 adults, \$1 children.

#### OCEAN LIFE CENTER.

Historic Gardner's Basin, New Hampshire Avenue and the Bay, Atlantic City.†A new marine and maritime education and entertainment facility whose mission is to create awareness and appreciation of the wonders of the ocean through live aquatic displays, interactive exhibits and more. Open daily 10am-6pm.

#### RENAULT WINERY.

72 n. Bremen Ave., Egg Harbor. Oldest vineyard in the United States; wine cellar tours, glass museum, wine tasting, gift shop, gourmet restaurant. Open Mon-Sat 10am-5pm, Sun noon-5pm.

#### RIPLEY'S BELIEVE IT OR NOT MUSEUM.

1441 New York Ave. and Boardwalk, Atlantic City†. The quirkiest, most amazing exhibits, including the Jersey Devil skeleton and a roulette table made of jelly beans. Open Mon-Fri 11am till at least 5pm, Sat and Sun 10am till at least 8pm. Admission \$8.95 plus tax, \$6.95 plus tax for children 5-12, free for kids 4 and under.

#### SANDCASTLE STADIUM.

Albany Ave. (near Bader Field), Atlantic City The home of the Atlantic City Surf, an Atlantic League baseball team that plays May through September.

#### STEEL PIER.

1000 Boardwalk at Virginia Ave, Atlantic City. Rides, games and other amusements have returned to the city's world-famous, 100-year-old pier. Mon-Fri from 1pm, Sat and Sun from noon.

#### STORY BOOK LAND.

Black Horse Pike, Cardiff. More than 50 building and displays depicting famous children's stories. Rides, playground, picnic area and petting zoo. Mon-Fri 10am-3pm, Sat and Sun 11am-5pm. Admission \$11.50 + tax. Amusements included. Children under 1 free.

#### THE NOYES MUSEUM.

Lily Lake Rd., Oceanville. A permanent display of works by some of southern New Jersey's top artists, an extensive decoy collection, special exhibits. Open Wed-Sun 11am-4pm. Admission \$3, \$2 for seniors and students, under 12 free. Free admission Friday.

#### TOWNE OF HISTORIC SMITHVILLE.

Ten miles North of Atlantic City at Rt9 and Moss Mill Rd., Smithville.†Restored 18th century village set around Lake Meone. Five restaurants and 60 shops specializing in antiques, gifts, souvenirs, gourmet foods, baked goods, and clothing. Open year-round. Free parking.

# Flags and Signals

Ahoy, Joe

Read in the Flags and Signals section of the JOLLY CHOLLY publication that Bill Burgess couldn't help you on the Brownson, Roan collision in 1950.

I had the mid signal watch the morning that it happened, and will fill you in on what happened. Some of the information is taken from the Hamilton, Bermuda newspaper which reported the incident.

The collision occurred at 0108 the morning of Nov. 8, 1950 about 300 miles N.W. of Bermuda. The Brownson and Roan were two of the destroyers in a convoy escort formation for the carrier Palau. The destroyers formed a circular screen around the Palau with the Brownson starboard of the Roan. We were in darken ship, high speed maneuvers when the Brownson radioed the Roan that we were to change positions in the circle, and that the Brownson would pass the Roan astern. Instead, the Brownson collided with us about midships with a near head-on course. I was standing on the starboard side of the bridge by the flag bag when the Brownson hit, and could see the sparks created by the Brownson as it backed off of our boat deck. A large section of the Brownson's bow was destroyed and forward compartment flooded, but luckily there were no casualties to the Brownson crew. They were able to pump dry with pumps and watertight sealing and were able to sustain full power.

The Roan, however, was not as fortunate, with heavy damage and flooding of the after engine room, and worse, a fatal loss of five of our crew. One of our men, MM T. Witman, was the only man overboard. He was in the after machinist shop, and went out the hole in the side of the ship where we were hit. He was rescued by the Brownson's boat and taken aboard the Brownson, with minor injuries.

Four of our fatalities were: BM 1 James White, SK Francis Walsh, GM Edmundo Rocha, and Teleman Leland Smith. One of the three men that were injured, later died at Kinley Base hospital. I do not recall his name, and it was not reported in the Bermuda newspaper. Names of the three injured men were: T. Whitman, John Pecoraro, and Phillip Fare.

The repair ship Amphion, which was in our area, came to our aid, and made repairs to the Roan, so that we could make it to Bermuda. We still had power in our forward engine room, and with that, and two tugs from Bermuda, we limped back, along with the Brownson to Bermuda, and arrived at NAS Kings Point on Nov. 12. The Brownson arrived ahead of us on full power capability.

The Roan was put in drydock at the H.M. Dockyard for

further repairs. On Dec. 6, we left Bermuda, and arrived in Boston Navy Yard on Dec. 11, 1950 for extensive rework, and in June, 1951, left for Gitmo.

All info in this letter is to the best of my memory, and what was printed in the Bermuda newspaper.

Brownson's captain: CDR E.B. Henry

Roan's captain: CDR David Martineau

Personal note: I served on the Roan 1950-1952, and am proud to have been a member of a great bunch of men. In our perilous hours the morning of Nov. 8, 1950, our crew suffered a great loss of our fellow friends, and I am sure all of us who survived the incident will remember it forever, as I always will. We had a great captain, and a super exec. officer ( LT. CDR Willis Fisher, who later became captain of the Roan.)

Good sailing, and calm seas.

Willis Williams Jr.

QM2

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Hi Richard

Enclosing a check for the Association, I hope it will help to continue your great work. (Includes all Shipmates)

John Griggs

TMSN 51 - 52

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Dear Richard

Thank you again for all the work you and your associates put into the Roan Newsletter. I really enjoy reading about all the members and good times that were had on the Roan. Enclosed please find a small contribution for your budget. Keep up the good work.

Regards

Fred Pollard

GMG 3 67 - 69

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Joe

Great newsletter! The CO series is a great addition to the newsletter and I look forward to the next one. Best wishes to you and your family for a happy holiday season.

Your shipmate

Jim Sneddon

GMG 3 58-60



Dear Mr. Lambert

Enclosed are some recent photographs of myself wearing my favorite custom made jacket of all the ships I have served on. I would appreciate it if you would display these pictures at any future reunions in the hope that someone will recognize me.

Hope to see you at a reunion sometime.

Richard J. Kosempel  
MM3 69



Back of jacket

## TIN CAN SAILORS MEMBERSHIP APPLICATION

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**USS Charles H. Roan**

**DD-853**

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# Flags and Signals

Richard / Joe:

Happy Holidays from Singapore. I was just now sitting in the office on a quiet day after Christmas after spending two weeks in Japan on vacation and finally got around to reading the Spring 2002 issue of the Jolly Cholly Newsletter. I also received, albeit late, the Fall 2002 issue that you forwarded to my new FPO address.

I was very sorry to have missed the Norfolk, VA reunion but I was relocating with the family from South Florida to Singapore. I am still with the Federal Aviation Administration (FAA) where I've been since 1970's after my tour as a Navy Technical Representative in the Canal Zone after my tour in the Navy and Roan (1964-1968).

I am currently an avionics principal inspector with responsibility all over Asia. I have a responsibility for facilities all over China and Korea as well as numerous other locations in Asia. I am assigned to the American Embassy in Singapore, which is quite interesting in itself.

Anyway I digress. I just wanted to tell you how much I enjoyed reading the Spring 2002 newsletter. I read it from cover to cover, told you it was a slow day at work. I found all the stories and letters interesting but wanted to add two cents to the correspondence between you and Robert Masters the civilian who was in Cannes during our visit July 1967.

I was on the Jolly Cholly and very vividly recall that stop. Robert had mentioned "scoring dates with some very pretty (and wealthy) girls" I damn near fell off my chair. I met one of those young pretty American wealthy and spoiled girls on the beach and scored a date with her. I can see remember her quite well but the name eludes me, naturally

I expect to remain in Singapore for a few tours so it may be a while before I can make one of Roan's reunions again. I made the Florida reunion for a brief time three-four years ago. Need to keep working to pay for college for our three-year-old twins. I remarried 7 years ago to a great Japanese lady and we are proud parents of boy and girl twins.

Keep up the good work and find enclosed a check for your kitty.

Best Regards  
Oscar Roos  
ETR2 64-68

Hello Richard

Just received the fall edition of the "Jolly Cholly" today. I guess your not feeling too well, I hope it's a short term thing and you're back on your feet real soon. We all look forward to the news letter, everyone involved does a great job.

The reason for this letter is that in the edition, there's an article about the 2004 reunion and the cost of hotel rooms. I came across something a few months ago that every member of the association should be made aware of. I was booking transportation and a hotel for myself and my wife and another couple for a cruise (can't stay off the water even after all those years) and I came upon a web-site for veterans called veterans advantage.

How it works is that anyone who served active duty in any branch simply applies and when your service is verified you pay a very reasonable annual fee of around \$20—\$25 . You are then eligible for some great deals on airfare, trains, hotels, rental cars and just about anything else you can think of.

Just two examples are, since I don't fly I had to book Amtrak from Boston to FT. Lauderdale and back. Regular coach fare before applying my veterans card was \$330. My cost was \$162. For the Holiday Inn right on the beach in Ft. Lauderdale the cost per room was \$129 a night. My cost was \$79 a night and I booked for my friends also at my price. Whoever you can pass this along to would be a big help for all those who are interested in the reunion or just to sign up for their own. It isn't often someone does anything for us veterans, so when you get a chance to save a good chunk of change because you're a veteran, I suggest we all jump at the opportunity. Hell, I did and look at how much money I saved by going through them once. I made up the cost of the annual fee 20 times over in savings. If you have any questions or anyone wants to know about this, feel free to have anyone call me at (781) 598-5734 or e-mail me at [york01904@earthlink.net](mailto:york01904@earthlink.net).

I hope you feel better for the upcoming holidays. Always a navy man at heart, you can tell by my license plate on my "84" Z-28 Camaro you guys pictured in the "Jolly Cholly" last year, "DD853".

Brad York  
SHSN '66—' 68

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## New Members

Thomas A. Kauffman  
BMC 57  
White Plains, NY

Thomas R. Bostic  
SK1 70-71  
Jacksonville, FL

John Wagner  
SN 58-60  
Smithtown, NY

Daniel Thomson  
BTFN 71-72  
Dania Beach, FL

# From After Diesel

I'm still experiencing some problems with returned newsletters. With these next few additions I'll try to reschedule the mailings to better fit the movements of our snowbirds. Speaking of which, if you are a snowbird please send me both addresses and time of year you are at each location. If you have moved I know you may have forgotten to let us know of your change of address, but will you return the roster update I mail with your remailed newsletter. That will help us to maintain an accurate roster.

Below are names of shipmates we have completely lost contact with. If you have any information that would help us to contact them please let me know.

|                                   |  |                                       |                                 |                                 |
|-----------------------------------|--|---------------------------------------|---------------------------------|---------------------------------|
| Stanley Adaskiwisz<br>Norfolk, VA | Maynard J Aldridge<br>North Canton, OH | Gerald Goldstein<br>Boynton Beach, FL | Harold King<br>Arlington, TX    | David P. Price<br>Covington, VA |
| Edward C Adkins<br>Tampa, FL      | John T Bond<br>Galax, VA               | Kevin Harris<br>Wilmington, DE        | Richard Koziuk<br>Plainview, NY | James F Ryan<br>Chesapeake, VA  |

Just a little note on our troops in the middle-east. GOD YOU GOT TO LOVE THEM! The average age of these people is 21 - 22. Parents can't get their 21-year-olds to pick up after themselves (if they're still living at home) and these kids are operating equipment and executing maneuvers with such precision it's unbelievable. Say a little prayer for our military, and if you should see one in uniform, make sure you thank them.

On a personal note, Judy and I lost our little girl, Bullie (the Roan Association mascot) this last January. She took ill and after surgery passed away. We know our loss may not be as painful as the postings on page 2 but we miss her terribly.

**Your Jolly Cholly Editor**

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

(773)631-8821  
[chief9bullie@earthlink.net](mailto:chief9bullie@earthlink.net)

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## 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 our files)

Telephone # \_\_\_\_\_ Fax # \_\_\_\_\_

e-mail address \_\_\_\_\_

Rate and/or Rank while aboard the Roan \_\_\_\_\_

Years served aboard — From \_\_\_\_\_ To \_\_\_\_\_

Spouse / Fiance'e name \_\_\_\_\_

**USS Charles H. Roan DD-853**



Joe Lambert  
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