

THE



JOURNAL



CHOICE

Volume 7

Number 1

Spring 2004



Med. Cruise 1967
Refueling
USS America CVA 66
USS Caloosahatchee AO 98
USS Charles H. Roan DD 853

USS C. H. Roan Association Board of Directors

Please remember these shipmates in your
thoughts and prayers

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Ray Ward	CO/CDR	65-67
Bob Willet	BT2	63-66

Binnacle List

Joya Glad wife of Chuck Glad	FT3	54-56
Ron (Richardson) Lucchesi	FTG3	66-68
Henry Rossi	SK2	57-60
Carlton Wishart	QM2	57-60

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

Taps

Edward C Adkins			
Frank Amato	9/03	TE3	50-52
		Plankowner	
Vic Brewer	1/04	ETM3	46-48
Tom Canavan	2/04	GM3	58-60
Bill Fisher	4/03	XO/LTCDR	50 51
Sal Fodera	3/04	FN 3/c	51-54
John Geary	12/03	DC1	
David C. Nehring			
Dean Patterson			47-50
Harold Rathbun	7/03		51-55
Gregory Ritucci	1/04	MM2	48-53
		Plankowner	
Frederick C Schill	9/03	RDSN	46-48
William Toussaint	9/03	QM3	63-64
Wallace D Trentham	8/02		

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" costs 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, I have been asked many times why we (The Roan Association) have so many successful reunions and how do we get so many shipmates to attend. My answer is always the same. We don't only think of ourselves as shipmates but we think of one another as "The Roan Family of Shipmates." We fought hard, worked hard, and played hard. I think we are a very unique group of shipmates who were on a very unique ship. Those who served in the Roan in her infancy were no different than those who served in her final days. It seems the Plank Owners legacy was to insure those who came after them were to serve the Roan with a "can do attitude". This speaks to the fact that we probably have one of the largest "Tin Can" reunions if not the largest.

When you look around at the shipmates at the reunion, you see sailors who operated a Navy Destroyer that took a back seat to no other ship. Each sea story is full of accolades for our ship and our crew. It was the "crew" which took her to her station, and made her commitments. From her Commanding Officer to her Seaman and Fireman is how she got there. No one man makes a crew, it was the combination of all of us who had the professional abilities, the know how not to be as "good as," but to be "better than."

My hat comes off to all of you, and I am proud to call you my shipmate.

REUNION 2004

We are expecting a large group at our reunion. There is still time to join us. We are asking those of you who have not yet decided to attend to make an effort to do so. For those who have never attended, won't you consider joining us for our 8th reunion? We have booked **over 100 rooms** and we are still growing. We would like to see every CO, XO, Plank Owner, and those shipmates from her final years. I can't express the joy of a shipmate seeing you after all these years. Only **you** can make this possible. Registration/tour fees can be paid in installments. What is most **important** is that **you** get **there**. Remember "There's a shipmate waiting to see you."

Financial Report

March 28, 2004

Last Financial Report-October 1, 2003

Balance of Check Book	14,055.65
Reserve Fund-Separate account	700.00

Total Assets October 1, 2003	14,755.65
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Expenditures

Post Office	421.00
Office Supplies	351.96
Small Stores	2,631.87
Newsletter/Reunion Packet	1,793.86
Reunion Refund	85.00
Computer Repair	150.61
Reunion Expenses (2004)	3,817.88

Total Expenses	- 9,252.18
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Checking Account (minus reserve fund) Expenses	14,055.65 - 9,252.18
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Total	4,803.47
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Deposits (Deposits include reunion registration funds, donations and sale of ship store items)	22,088.69
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Total Balance Checking Account (March 28, 2004)	26,892.16
Reserve Fund (separate Account)	700.00

Total Assets	\$27,592.16
*** Note	\$16,867.00 Reunion Registration Funds/Tours

Contacts

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ron.lucchesi@kp.org

Letters From Loved Ones

Dear Sirs,

I am sorry to notify you that Cdr. Willis H. Fisher, USN Ret. Passed away on 4/23/03 in Louisville Kentucky where he had been living for the past several years. Please place this information in your records.

Thank you
Mrs June L. Fisher

Dear Joe Lambert,

I am writing this letter to you with the sad news that my father, Victor Brewer, Jr., passed away on Jan.10 this year. We had received this reunion registration form in the mail. My father was looking forward to attending this so much that he made his hotel reservation last year. He had made contact with an old friend, Bill Varna, who was also on the USS Charles Roan and they were planning to attend the gathering together. I am enclosing his obituary. My mom wanted his navy picture in there so I thought maybe others would remember him. He was a wonderful father and husband and will be missed so much. I hope your reunion brings back wonderful memories for all.

Sincerely,
Pam Richardson
Daughter of Vic Brewer
ETM3 46 - 48 PLANKOWNER



Hunter, fisherman; master craftsman; singer; veteran

Victor Jefferson Brewer Jr., 75, died Saturday at Cape Cod Hospital in Hyannis. He was the husband of Jean Ann Hill (Brewer) for 54 years.

Mr. Brewer was born in Queens Village, N.Y. After graduating from St. Paul's Preparatory School he joined the Navy. He served aboard the USS Charles H. Roan at the end

of World War II.

He met his wife while they were both singing at a USO party in Boston. They married in 1950, while he was attending the University of Vermont to study agriculture.

Mr. Brewer worked in radio advertising, sales and management for several years, settling in Proctor, Vt. He then moved into real estate sales and later moved to Cataumet.

He obtained a pilot's license, was an avid fisherman and hunter with his college friends for more than 50 years, and was a talented woodworker creating everything from Shaker furniture to frames for his wife's paintings.

He was involved with Proctor Players Club, often taking the lead in the club's musicals, including "The King and I" and "South Pacific." Singing was another love of his, from a barbershop quartet in college to the Surftones on Cape Cod.

Joe,

Sadly, I do have a roster update for you. My father passed away on 9/11/03. I can tell you it sure meant a lot to him to be in contact with his old shipmates after so many years. I've been his audience since I was a kid as he recounted his sea stories through the years. He was proud to serve and I know those years were special to him, as mine were to me. Through the internet I have regained contact with some of my old shipmates as well. Please feel free to scan his obit and publish it in your "Jolly Cholly" and thank you so much for your work bringing the crew of the USS C. H. Roan together. It sure warmed my father's heart.

Fred A. Schill
Son of Fred C. Schill
RDSN 46 - 48 PLANKOWNER



Frederick C. Schill, 74, of Owensboro, died Thursday, Sept.11, 2003, at his home after a lengthy illness. He was born in Syracuse, N.Y., on Jan. 28, 1929. After World War II, he spent three years in the U.S. Navy. On discharge, he went to work for General Electric in Syracuse as a Supervisor. He was transferred to Owensboro and retired after 38 years with the company. He spent two years in the employ of MPD. He was a member of Isotopes, a radio controlled model airplane group, of Owensboro. Mr. Schill was a member of First Free Will Baptist Church. He was preceded in death by his wife, Marion Rose Schill.

Hello Mr. Souza,

I just wanted to let you know that my beloved husband, David Charles Nehring, age 68, crossed over the Jordan in August, 2003 after a long battle with kidney disease. David was assigned to the USS Roan for a short time as a Naval Reserves Radioman in the late 1950's, or around the time of the "Cuban Crisis."

Our son arranged for him to get one of the USS Roan Navy hats and a subscription to the Jolly Cholly many years ago. He really enjoyed reading it and was looking forward to the reunion.

I wish you the best as you organize this wonderful event!

David leaves his wife and 3 children and 3 grandchildren, plus many other relatives and friends who knew and loved him. Thank you for letting me share this with you.

Sincerely,
Mary Harlene Nehring

Dear Sir,

My husband, Frank P. Amato died 9/10/03. He had developed lung cancer.

Marilyn Amato

Letters From Loved Ones

Hi Richard,

It is with a sad heart that I send you the news that shipmate 3rd Class Fireman Sal Fodera, 1951-1954 passed away yesterday of a heart attack following back surgery. Sal and his wife Marion were living in Cocoa Beach, Florida this past year.

AL Fortunato

Dear Mr. Lambert,

I'm writing this to you just to inform you we lost Wallace Trentham on July 3, 2002 to a heart attack.

Thank you

His Daughter-in-law

Missie C. Trentham

Tony Bunosso RD1 (64 - 67)

Hello Tony,

Richard Zimmerman informed me he heard from you. We were startled to learn that our dear friend and shipmate had a son. Just a few lines to let you know you can be very proud of your Dad. He was an excellent Radarman and most of all he was an outstanding sailor. Your Dad and I spent many hours together on board ship and on liberty. We worked very closely and he spent many hours on my signal bridge with me. He also helped me receive and send messages in semaphore and flashing light and helped me with the flagbag sending flag hoists. So you see he was a very special shipmate.

We served aboard the USS Charles H. Roan DD-853 together. I have a picture in our ships bible of him on the signal bridge with me. Then he was single, and doing what we both did best, looking at girls through my binnoculars.

Please visit our website at www.usscarlshroan.org

I would like to learn more about his life after he left us in the mid 60's. I would like to put a small article in our newsletter if I can. If this may be troublesome, I just wanted you to know he was a great professional sailor who knew his job and was an outstanding sailor.

How did you hear about Richard Zimmermann?

Richard F. Souza

Mr. Souza,

As I mentioned to Mr. Zimmermann, I'm honored to know that after all these years, he is still fondly remembered by his former shipmates. I actually found an article written by Mr. Zimmermann that mentioned my father. A little investigation got me his e-mail address and I dropped him a line. I've even heard from Mr. Bob Lee (who was the best man when my parents married in a civil ceremony at the Newport Courthouse in Dec '68).

He met my mother in the fall of '66, while still stationed on the Charles H. Roan. They married in Dec '68. My father received orders to report to Vietnam in the Summer of '67. I was born while he was there. He was then transferred to Elizabeth, N.J. I believe he was working at a recruiting station. I'll have to look at his service record tonight to verify. While in Elizabeth, he was promoted to



CWO1. I remember that someone made me a set of khaki's for his frocking ceremony. From Elizabeth, we made our way out to the west coast as dad did a 3 year tour on the USS Oriskany ('71 - '74) out of Alameda. Next stop Millington, TN, working for the Naval Training Education group ('74 - '76). His last duty station was on Guam. He was the OIC of the Armed Forces Courier Station on Anderson AFB. It was while stationed on Guam that he was taken from us at age 39. His death was caused by widespread metastatic carcinoma; determined to be

caused by his exposure to Agent Orange while in Vietnam. He was, as you can probably recall, very outgoing and personable. He did lots of work in the community. He was president of the little league association on the Naval Communications Station on Guam. He was also quite the avid bowler. He instructed many local youths and founded a junior bowling program on base. In honor of his work, the bowling center on the base was renamed the Bunosso Bowling Center after his death.

This brief synopsis does not do justice to the great man my father was. He was proud to serve his country and cherished the many friends he made.

If it's all right with you, I'll gather some more facts for the article tonight and e-mail you tomorrow. Perhaps we'll even get the opportunity to meet at the reunion in August, as Rhode Island is just an hour from where I am.

Regards,

Tony

Jul 56- Oct 56 NTC Bainbridge, MD

Nov 56- Feb 57 RD 'A' School Norfolk, VA

Apr 57- Aug 59 USS Cromwell (DE-1014)

Oct 60- May 62 USS Randolph (CVS-15)

May 62- Aug 64 USS Constellation (CVA-64)

Dec 64- Mar 67 USS Charles H. Roan (DD-853)

Mar 67- Jun 67 CI/SERE Training Little Creek, VA

Jun 67- June 68 TF116 Bihn Thuy Republic of Vietnam

Jun 68- Aug 68 Leadership/Instructor Training Norfolk, VA

Aug 68- Oct 70 NRTC Elizabeth, NJ

Dec 70- Feb 71 EW School FAATWC San Diego, CA

Feb 71- Apr 74 USS Oriskany (CVA-34)

Jun 74- Jun 76 CNTECHTRA Millington, TN

Jul 76- May 78 OIC Armed Forces Courier Station Detachment Golf Guam

Homer A. Graham

BM1 49 - 52

Dear Joe,

I was on the Roan during the collision with the Brownson, I served in the Roberts and the Cunningham after I left the Roan. I made an around the world cruise with the Roberts, and 2 West Pack cruises while on the Cunningham.

I spent time on Mine Sweeper also. In all I served 22 years and 10 months in the Navy retiring as a BMC in Dec '65. I am not in very good health now and not able to do much of anything.

I enjoy getting "The Jolly Cholly". Here is a check for \$25 to help the association.

Thanks

Homer A. Graham

BM1 49 - 52

P.S. Charles Bowan was a good friend of mine.

P.S.S. Here are some pictures that were taken while I was on the Roan.



Highlining pilot picked up off the coast of Italy.
1949

Cake received in return for picking up above
pilot.



Asbestoses

“Now Hear This” all you Snipes

This may effect you!

Hey Joe;

Well I did the letter about the Asbestoses. I hope this is what you wanted. If not let me know. If I can answer any questions about this issue let me know that also.

A Shipmate
Jack Stinsman
MM3 61-64

Dear Shipmates,

I had informed Joe Lambert about a medical condition that I became involved in. He requested that I do a synopsis of what took place to inform our other shipmates who may also have a same or similar problem. So here goes.

My service in the Roan started in November 1961. For those shipmates that served during that time you will recall the ship was going through a FRAM conversion in the Brooklyn Navy Yard.

You may recall all those fire watches and new equipment being installed. During the FRAM conversation new steam and oil lines were installed. Of course these lines had to have asbestos coverings placed on them. As a Snipe I can remember many a time the asbestos dust flying freely in the air while working on these steam and oil lines.

After we left Brooklyn we went through our shake down cruise in Cuba and it seemed we, at least in Engineering, had to replace everything the Yard Birds did. This entailed replacement of Flex Gaskets among other things. The asbestos lagging had to be ripped off and replaced, and of course again the dust would permeate your working area. None of us knew breathing in this asbestos dust, which actually are fibers, was a dangerous condition that might surface 40 years later.

On or about May of 2002 I had some back pain that would not go away. My doctor eventually sent me for a CAT scan in June of 2002. The results showed I had asbestoses of the pleura lining of both lower lobes of the lungs due to exposure to asbestos. With this information I had a second CAT scan done just to confirm the diagnosis. The good news for me was it was not yet in the lungs themselves, nor do I have lung cancer. Asbestos fibers never go away. Once they attach to the lining of the lungs they stay there forever. This eventually could turn into cancer.

After my services with the Navy and Roan I became a Police Officer. I knew during my adult years I never had any other exposure to asbestos other than the Roan. I

immediately went to my County VA Rep. and filed a Compensation Claim, which brings me to the point of this letter.

If there are any shipmates out there that have any type of lung disorder that can be directly attributed to asbestos, and your service in the Navy, especially the Roan and the Brooklyn Navy Yard, then please, file a compensation claim with the Veterans Administration.. This can be done either on line at “WWW.VA.GOV”, or through the local VA Rep. in your area. If you do nothing then you will get nothing. If you are affected by asbestos in any form then do something about it.

The process is long and complex, but if you stick with it you will be granted a VA Disability. After I completed the required paperwork sometime in August 2002 I eventually was granted a 10% disability in October of 2003. I was given a check back to August 2002 and now get a monthly check.

If anyone has a question they can call me at 856-662-8946 or E-Mail me at rtsjds@comcast.net

A Shipmate
Jack Stinsman
MM3 61-64

Dear Joe,

It was sure nice talking to you and Judy the other day. In our conversation we talked about the DAV (Disabled American Veterans) and as I am the State Commander of Vermont, I would like to help our members if I can. We assist all veterans and their families. In the past I have found that veterans families don't realize that his benefits pass to his widow after he dies. This means a pension (low income) or (if he dies of service related injuries) goes to the widow. All of this has to be applied for.

It is very important to have a vet go to the VA and get checked and apply for any benefits. The VA phone number is 827-1000 and is the same in all states. There is too much to put in this letter but I'll assist anyone if they'll call me at 802-895-4680. I don't care where they live I'll get them help in their state. I'll be available at the reunion if there are any questions.

Thanks shipmate,
Winston Dowland
DC3 62 - 63

Down Memory Lane

Dear Richard,

Thanks again for the fall issue. You make it all very interesting and I'm sure that all the shipmates read it cover to cover.

I sent a small check today via snail mail for the fund along with a photo copy of "Plan of the Day" for 27 January, 1955 equator crossing.

In reference to the letter by Chuck Glad, FT3, 54-56 I also enclose a picture of Lt. Heinzman and Lt. Emmerling in "the stocks" for punishment at the equator crossing. Hope you can fit them into your next issue. F.Y.I. I have many pictures of the '54 - '55 world cruise, including the crossing, that I would be happy to scan and email to you if you might have any specific requests.

Best regards,
Bob Hedrick,
MM3 54 - 55

Bob Hedrick MM3



Green , Zanoni , Weatherby



Dineen

Hey Lollis



Willie Williamson



"Frenchie"

Harris

Stitzer

Ruetter

Williamson



Bob Ruetter FN

Andy Stitzer FN

Kapie BT-1

'54 - '55 World Cruise & Equator Crossing



A SUPPLEMENTARY PLAN OF THE DAY FOR INITIATION DAY
DUTY SECTION: ONE

THURSDAY

27 JAN 55

A DAY THAT THE POLLYWOGS WILL NOT FORGET

- 0415 — Call Duty Cook
- 0445 — Call Duty MAA and Mess Cooks
- 0500 — Reveille — make all preparations for getting underway
- 0515 — Muster on stations
- 0530 — Mess Gear
- 0545 — Breakfast — a royal one for all shellbacks — A slimy one for all pollywogs
- 0600 — Set the special sea and anchor detail
- 0630 — (about) Underway
- 0800 — Set the special pollywog watch — All pollywog watch standers keep a sharp lookout for the "line" and King Neptune. Trusty shellbacks insure that a taut pollywog watch is stood.
- 1030 — (about) King Neptune and Royal Party pays official call on Captain. All pollywogs fall in at quarters for Official welcome.
- 1100 — Inspection of mess cooks and mess gear
- 1115 — Mess gear
- 1200 — Dinner
- 1300 — Sweepers — King Neptune and Royal Party returns to rule over initiation of all pollywogs. Commence initiating pollywogs.

J. B. Smith
FPC USN
Official Representative of King Neptune



“The tie that binds...”

Dear Rich,

Here's another donation to the organization. I already made my hotel reservations months ago and am looking forward to seeing shipmates again. Every reunion is a joy and for those who miss it they don't know what they are indeed missing. The camaraderie is super no matter what years were served in the Roan. See you in August.

Jerry DePasquale - Board of Directors
BT3 49 - 52

Dear Richard,

I served on board for 21/2 years (from her commissioning until 03/29/49). It is a bittersweet time when “The Jolly Cholly” comes and you feel the close camaraderie with those who came after you and then realize you are unable to get to the reunion and meet them face to face! And you realize there are not many of us older salts left as you read very few sea stories in the magazine from my era. It is wondrous that the C.H. Roan drew so many good sailors all through the many years!

Tell everybody that I long to go to sea with them just for just one more day and spend many days at the reunion with them. I would be glad to hear from my old Fire Control gang (I'm not on the internet).

Here is \$25 to help the cause. Am looking forward to the next issue.

Yours truly,

John (Jim) Strefeler - Plankowner
FT1 46 -49

P.S. By the way, I have the commissioning roster-photo album of some adventures and a partially completed log and journal of our Med, Suez and Persian Gulf duty in “48”. Any interest?

Hi Rich ... Joe,

Here's a little something for the kitty. I will be sending a donation every year, the ship really means a lot to me, the best bunch of guys you could have served with. If those who have never attended a reunion would only go to one, they would never miss another. I enjoy my winters down here in Pensacola, and the time we work on the reunion together. See you in August.

Bob Willet
BT2 62 - 66

Hi Richard,

When I reported for duty aboard the Jolly Cholly, the summer of '51 at Newport, I was a boy of 17. Three years later when discharged I was a man of 21. I remember walking down the pier that last day, sea bag over my shoulder and ditty bag in my hand. With tears in my eyes I looked back at that beautiful tin can which had been my home during my transition from boyhood to manhood. I am eternally grateful for the privilege of serving with such fine shipmates.

The check is for a ship store order and a little something for the kitty. Louise and I are looking forward to the reunion. Thank you for locating me.

Joe Conti
RD3 51 - 55

Dear Richard,

Keep up the good work. I enjoy “The Jolly Cholly.” I am retired and living in Florida. I remember my days aboard the Roan fondly. I miss all my shipmates.

Jim Hubbard
Lt. 64-67

Dear Rich,

In reference to “The Jolly Cholly” (vol. 6 # 2), I served in the Roan (DD853) at the same time as John Holland, Ken Webster, Warren Hamm and Bill Fisher who was our XO at the time. I had exchanged billets with my classmate Admiral Jim Stockdale who relieved me as XO of the PCS 1392, a sonar school ship in Key West Florida.

I left the Roan on sudden orders in the summer of 1950 to report to a minesweeper (USS Waxbill) in Bremerton Washington, headed for Korea, so I was not on board when the collision with the Brownson occurred. However I was informed by the officers on board that (Ens/LTjg) Warren Hamm (now Admiral Hamm Ret.) did a superb job leading his Damage Control Team in keeping the flooding under control until the ship was towed into Bermuda.

I'll always remember my tour in the Jolly Cholly. I learned a lot about the Navy and particularly ship handling. It was a happy ship and one I'll always be proud of for serving in.

James Anderson
Ltjg 48 - 50

www.usscharleshroan.org

Don't forget to visit our web site at the above address.

More Reflections on the Collision

Richard,

I served from early 49 to early 54 I believe. The letter from Jahner (vol. 6 # 2) brought back many memories, some good some bad, they are not good when so many shipmates were lost at one time.

I remember in talking to Pecoraro GM 2 (injured in collision later died of injuries). He had just come off a tour of shore duty at Navy Air Station at Sanford. As I remember he had a home and family there and liked the duty there. I had never heard of Sanford before. It is now Sanford/Orlando air port and most charter planes use the traffic to Disney.

At the time of the collision my watch was that of helmsman. I was permitted to be relieved by the Boatswains mate of the watch, temporarily, who was a qualified helmsman. He had the wheel at this time. I was standing by the engine-order telegraph. As I remember we were on ASW training and were changing stations from plane guard operations. I do not know if I am correct as I have been on so many of these operations.

In looking out the starboard door of the pilot house I saw the starboard running lights of the ship passing close in the direction of our stern,

then contact shortly after. The ship went dead in the water.

The officer of the deck stood an alert watch so we kept the passage clear in back of the helm and helmsman as the officer was passing quite often from one wing of the bridge to the other keeping a close lookout as to what was going on up ahead. The Captain was on the bridge and was a capable officer.

I was pleased to see officer Hamm make Admiral, some referred to him as "hambone". It was due to his persistent training of the damage control team that helped to keep the ship afloat.

My hand is shaky and my memory's not good, when I go for a walk the ship seems to be rolling more, I will need to start using my cane.

I live here in a new (?) Mission retirement home. I am a supporter of the mission and friend.

Joe Lambert is to be commended on getting out this publication. As you can tell my hand is shaky. I am trying for 85. I will send Jahner a more personal letter.

Shipmate,
Oscar Carter
TM1 49-54

Missing But Not Forgotten

These shipmates have come up missing since the last newsletter. If you've kept in touch with one of them will you let us know where he is? Or if you live in one of these areas would you try to find them in your local phone book? We hate to lose our shipmates, and any help from you would be greatly appreciated. Thanks shipmate.

John Koch	Pittsburg, PA	QM 3	56 - 57
Richard Koziuk	Plainview, NY	SM 3	62 - 64
George Lazur	Marlton, NJ	GMG3	68 - 70
William J Nasiatka	Carver, MA	GM 3	52 - 56
Walter H. Swanson	Alden, NY	MR 3	
Russ Winters	Armonk, NY		
Malcolm Woods	York Beach, ME	RD 3	51 - 55

Fourteenth Commanding Officer



U.S.S. Charles H. Roan DD-853
December 1965
to
August 1967



Captain Raymond Ward USN (Ret)

I was born and grew up in the small lakeside town of China, Maine just east of the Kennebec River. I graduated from Earskin Academy and then started as an engineering student at Northeastern University in Boston. Early in my freshman year I turned 18, it was 1942 - time to join the service! There were two sign up desks at the University, one Army one Navy. I was accepted by the Navy and sworn into the US Naval Reserve in December 1942. With little idea what I had signed up for I received orders to Tufts University and was designated Apprentice Seaman V-12(s-engineering). After being locked up at Tufts for two year while completing 3 years of study in 2, I was ordered to the UNSR Midshipman School at Columbia and commissioned Ensign USNR on 2 November 1945.

Having missed the war I decided to stay in the Navy long enough to get aboard ship. Having completed the six-month Combat Information Center course, I was selected for the pre-commissioning crew of the USS Valley Forge (CV-45) and assigned duties as CIC watch stander, air controller, and photographic officer. Although home ported in San Diego, a six month Pacific deployment turned into a ten month around the world cruise. The highlight of this cruise was meeting Miss Patricia Kearne in London in April 1947. We were married in England a year later



while I served aboard the USS Mercury (AKS-20) which was temporarily home ported in Plymouth.

After a one year Officers Electronics course I was assigned to the USS Salem (CG 139) as Electronics Material Officer. The Salem was a steamer and when deployed to the Med, served as SIXTH Fleet flagship. By this time Pat and I were proud parents of two daughters, Susan and Anne, and I was looking for some shore duty. I was assigned to the Electronics Service Group in Norfolk, Virginia and became OIC of this Fleet support organization.

I finally made it to Destroyers being assigned to the USS Murray (DDE-576) as Operations Officer. The Murray had a very advanced Anti-submarine Warfare suite and participated in the USS Nautalus evaluation, several deployments including around Africa to the Middle East and several NATO operations. After two and a half years on Murray I was ordered to Londonderry as OIC of the US Naval Radio Facility there. This was a great UK tour for our family.

After Londonderry I picked up the USS Samuel B. Roberts (DD-823) in Karachi, and served as XO for 6 months, OIC for 9 months while in FRAM, and then as CO for the next 9 months. Our son Michael was born during this tour. The Sammy B was home ported in Newport and when relieved as CO in 1962 I went to

the Senior Course at the Naval War College. I was then ordered to the Commander in Chief Pacific Joint staff in Hawaii and became SE Asia Communications Requirements Officer. This involved almost monthly trips to SE Asia and visits to some very interesting places in South Viet Nam, Thailand and other Far East places.



Destroyer Squadron 11. The Squadron was deployed to West Pac and involved from October through December 1972 in Linebacker Strikes against North Viet Nam. The next assignment was Commandeer Destroyer Squadron 33, again most of the time was spent in West Pac as we withdrew from Viet Nam operations.

Back to Newport in July as skipper of the Charles H. Roan! We had two steaming years including the Middle East and Med cruises. The next stop was back to Londonderry and the expanded Naval Communications Station now a Captain's command. The NCS included two remote sites in Scotland communications support for both the 2nd and 6th Fleets. Staying mobile we returned to Hawaii and command of the USS Bryce Canyon AD-36. After regaining her mobility, too long on coffee grounds in Pearl Harbor, we deployed to West Pac. Relieved in Subic Bay I returned to Pearl Harbor and took command of

My final tour was in the Office of the Chief of Naval Operations as OP 940, Director C3 Plans, Programs and Budget "resource warfare"! It was a good transition tour to the "outside" world.

Upon retirement I took a position with MAR, Inc., a small research and engineering company, involved with supporting Navy Laboratories. I became a Vice President and head of their C3 Division. After ten years there I started my own company REWARD Associates. My wife, Patricia and I have lived in Fairfax, Virginia since coming from Hawaii in 1974. Our daughters Susan and Anne and their families including three grandchildren live in Northampton, Mass. and Mooresville, N.C. respectively.

Dear Richard,

Thought the latest edition of "The Jolly Cholly" an excellent one. The letters and sea stories were particularly good. I am finally getting some 1965-67 Roan related 35mm slides run off on my new scanner and will put something together for the next edition.

Looking forward to the next Reunion. Know that you have put a lot of effort into it. The effort is much appreciated!

You may have seen the enclosed article (see page 14) — it represents the end of an era. It was a good rate with a number of outstanding sailors in it — including Souza! However, it has been overtaken by communication technology. The RN gave it up years ago and the merchant service does not use it any more either.

I have a very soft spot in my heart for signalmen — among other things they are outstanding lookouts. You may remember the incident in the Med in 1967 when we were finally getting an opportunity to get off a firing at a sleeve exercise. The weather was poor and the visibility was going to pot. Sherman finished their shoot and it was our turn. We were at GQ of course and tracking the tow plane and sleeve. Unfortunately we were not tracking two Russian tankers who were steaming in a parallel direction and almost hull down just abaft our beam. Neither the Sherman nor the embarked COMDESRON watch officer had

mentioned these closing contacts. Our CIC had not bothered to tell the bridge that the surface search radar had gone down at the time we went to GQ. As a result, when fire control stated—"locked on sleeve" I gave the command "Batteries released." We had fired several rounds when one of your signalmen (think he was American Indian) shouted, Captain there are two ships off the port beam!!!!" After ordering "Cease Fire" I also saw these ships just abaft the port beam, probably seven miles away. We released the aircraft, and called off the exercise. On checking with the aircraft we learned they had not spotted these ships either. In the meantime the Sherman and CDR IO had sailed over the horizon and CIC still did not hold the contacts. Thank God for signalmen!

I later learned the our spooks ashore had intercepted a radio message(s) from the tankers that they had been "taken under fire by a US Navy destroyer." Needless to say I heard about this from higher authority and the resulting investigation wound up with my receipt of a "Letter of Caution." Lucky for me we had a sharp signal gang and I had already been selected for Captain.

Have a great Thanksgiving, best to your wife.

Your shipmate,
Ray Ward
CO/CDR 65 - 67

The Bell Tolls for Signalman Rating Sailors scrambling for switch to new jobs

By Mark D. Faram
Times Staff Writer



When William Dockery joined the Navy 11 years ago, he wanted to be a signalman, mainly because he wanted to learn to communicate by hand.

Now he, along with the rest of the 2,322 signalmen in the Navy, will have to find something else to do - and fast: The Navy has announced the rating will become history by Sept. 30.

"It's what I joined to do; I was really intrigued by the idea I could communicate with my hands," said Dockery now a first class signalman aboard the aircraft carrier George Washington.

Dockery said the move caught him a bit off guard, although rumors the rating would go away have been no secret in the surface operations community.

With the move scheduled to be complete by the end of the fiscal year, the Navy is on the fast track to get all signalmen switched into new ratings. Every SM has until Jan. 31 to declare his goal.

"This idea has been in the works in one form or another for most of the last decade," said Capt. Chris Arendt, head of enlisted plans for the Navy's chief of personnel at the Navy Annex in Arlington, Va.

The move almost happened two years ago, Arendt said, but it was put on hold for one last look.

"I'd been hearing about this since I was in signalman school years ago," Dockery said. "But I'd been told by senior signalmen not to worry, that it wouldn't ever happen." He thinks the Navy's quick schedule is a good idea, but admits he's got a lot to do before he can submit his conversion request.

He's already qualified to be the career counselor in his department and wouldn't mind moving into that line of work full time. He's also interested in the information systems technician rating.

But to convert to either, he'll need to take the Armed Forces Classification Test to improve his Armed Services

Vocational Aptitude flattery score - and he's not the only signalman in that situation. Signalman 3rd Class Shakira Williams, from the San Diego based dock landing ship Mt. Rushmore, said, "I'm disappointed a little, but obviously this is an opportunity for me to learn new skills. "But I've got to [take the test] before I can make those decisions." "But either way, I plan to stay in the Navy."

So that everyone finds a new rating, Arendt said, the normal rules for conversion don't apply. For example, he said, the Navy doesn't allow sailors to change ratings after 14 years of service, but this rule will be waived for SMs.

"For most junior sailors, I'd recommend commands immediately hold professional development boards to help these sailors make their decisions," Arendt said.

Sailors within six months of the end of their hitch who don't want to convert can submit early-out requests, too, but those still require commanding officer approval.

The Navy hopes 10 percent of signalmen ask to convert to quartermaster, a rating also required to be able to send and receive visual signals along with handling navigational duties. When signaling needs to be done, the QMs will do it from now on.

"The Navy is required to maintain these skills according to international maritime laws," said Capt. Steven P. Johnson, who heads the Center for Surface Operations in San Diego. The need arises often when operating with smaller foreign navies that we rely heavily on visual signals. For those who make the switch to quartermaster, Johnson says there'll be navigation training available for former signalmen And quartermasters will be able to hone their visual communication skills.

"There's a few signalmen out there who'll stomp their feet and say this is a terrible thing said Master Chief Signalman (SW) Kenneth McGrath at the Center for Personal Development in Dam Neck, Va.

"Today our rating only spends up to 7 percent of their time actually doing signalman work. It's time for this to happen."

Flags and Signals

Ahoy Richard,

Just a note to thank you and your staff for the great job you're doing for the Roan Association.

Enclosed please find a check to help out a little for the expenditures.

Smooth sailing

Frank Thurlow

EM2 56-58

Dear Richard,

Just another note to let you know that I really enjoy the newsletter and seeing the names of shipmates that I served with. Enclosed is my order for a golf-type shirt and some extra for the fund.

Thanks for all your good work.

Robert (Sam) Samson

MM1 51-55

P.S. Have my reservations in at Warwick, RI and hopefully will see you there. This will be my first reunion.

Richard,

Hope you are well. Keep up the good job with the association. If there is anything I can do to help, feel free to call. See you in Warwick.

Tony DeNiro

SN 58-60

P.S. Enclosed is a small check for the association.

Hi Richard,

Sorry it is not more. Wife had some medical problems.

Hope to see you soon.

Chuck Glad

FT3 54-56

Rich,

Great newsletter. Hope you and Lorriane are doing well. Next reunion in R.I. should be awesome. Hope the team can best the Norfolk reunion. Thanks for your time and effort in keeping Jolly Cholly afloat.

Bob Sipka

GMTC 65-67

Richard,

Enclosed is my order for a sweatshirt, and some additional for a donation. Unfortunately, we cannot attend the reunion this coming summer because at that time we take our children and grandchildren on an annual family vacation.

Al Fortunato

SN 51-54

Richard,

Hope this will help you guys out.

Jim Switzer

FTG1 66-68

Hi Richard,

Enclosed is a donation to keep "The Jolly Cholly" afloat and the association. We are looking forward to Warwick, RI.

The best,

Griggs Family

John Griggs

TMSN 51-52

P.S. Keep up the good work.

Chief

Hope this little bit helps.

Jack Cook

BT3 65-67

Hi Richard,

Just got "The Jolly Cholly" and again it was great. Here is a little something to help. Mark us down for the dinner cruise to Newport, the Foxwoods Casino and the bus trip to Newport. Sounds like a fun weekend. Sorry about Atlantic City.

See you in August

Don & Betty Etling

GM3 48-52

Richard,

A little something in memory of Ron VanGasbeck. See you in Warwick.

Allen (Pinkie) Eldred

FP3 55-57

Richard,

The new ball cap's are real sharp. I got the blue with gold ship and lettering. Keep up the great work. Hope to see you in R.I.

Dan Horniacek

IC3 59-61

Dear Richard,

I guess it is dues time again and here it is. Bless you for all your hard work.

Respectfully

Charles E. Stevens

MMFN 52-53

Dear Chief,

Looking forward to the reunion. We made hotel reservations per your request. Sending a donation. See you in August.

Thanks

Jerry Ray

PN2 70-71

Flags and Signals

Rich,

Keep up the good work you do for the Jolly Cholly,
Thanks,
Bob Davis
TESN 48-52

Dear Richard,

Enclosed is a holiday gift to the Jolly Cholly. Hope you and all the Roan Association shipmates have a wonderful Christmas. I look forward to seeing you at the 2004 reunion in Warwick R.I.

My very best regards,
Jack Guyet
LTjg 57-59

Rich,

Here's a check to put in your kitty. Hope you and yours had a Merry Christmas and wishing you a Happy New Year.
Bob Lee
RD1 63-67

Hi Rich,

Always glad to receive the newsletter. Looking for a "name or photo" of someone you remember, really makes it interesting to read and browse through it. I just came across some literature pertaining to C. H. Roan during my era (52-56) which I found in my furniture drawer. I will bring it to the next reunion. Enclosing a donation for all the good work you and all the gang are doing.

Jack Stiglianese
SN 52-56

Dear Richard,

I hope that by now you have the USS C. H. Roan letters in your hands (see V5 #1 - spring 02.) I tried to send you an e-mail just after I mailed them to you, but after floating around in space for a day and a half my server indicated it was not deliverable - hence the snail mail.

I did mention the letters were made of brass. When I took them to a local metal shop for cleaning he highly recommended they be plated after cleaning with gold - and I did. The gold was for preservation (and "show" he said.) This may help if you are going to get the "H" reproduced.

Ann (my wife) and I are off on a much needed vacation until after Columbus Day so I will not be able to respond to you until after 10/15/03. A bit of surf fishing on Cape Cod is the R&R planed for us-our 14th year renting the same spot. Very peaceful and relaxing if Isabel by-passes us.

Be sure to let me know if you received the letters, or didn't or if they were damaged in transit. Love reading "The Jolly Cholly."

Sincerely,
Brewster Sturtevant
LTjg 53-56

Hi Richard,

Enclosed check for the Association in gratitude for your work as the President. Hope to be at the reunion in Aug.. Been in contact with a few of the guys, I served on the Roan from 61-65, engine room 1-2, lots of good times, too many to count. Sent Joe some pictures awhile back, he printed some of them, sure that brought back some memories for some of the old crew. It does for me when ever I see them.. Good luck and good health to you and your family.

Ray (Bruce) Larson
MM3 61-65

Richard,

I was a sonarman on the Jolly Cholly 65 to 67 and was transferred to the Warrington DD 843 through 69.

Ron Lucchesi and I served together and I called him last night after seeing his name on the Binnacle List. Thanks for doing a great job keeping all informed. I currently work on the H-53 Engineering team along with several nice folks who transferred up from Pensacola. Oscar Roos and I were good friends and produced the cruise book from the Med. I haven't made a reunion before but am planning to attend in "04".

Thanks again,
Arnol Lamb Jr.
STG2 66-68

Dear Richard,

How are you? First let me apologize for not being in touch with you sooner, but with work and the old tired saying "I'll do it later or tomorrow ", I never get around to it.

Who is it? Vic Lattanzio RD2 "Beans" (as was written on my shirts,) served in the "Roan" from FRAM till '63. I have been following all the stories from the news letters, some I've heard about (before my time) others we were involved in.

How is Frank Manasseri doing? I would love to hear from him. I was present when he married Marie. If you hear from him tell him I still miss singing oldies in LT. Woodward 's sports car going back to Newport RI.

I received your letter for the reunion and attending is going to be almost out the question. Since it is fairly close to Queens, NY, if I have the time I'll drive up for a least the day. Boy, I sure miss you and the rest of the guys.

Please stay in touch, and I hope to see you and the rest soon. Stay well.

With much love and affection,
Vic "Beans" Lattanzio
RD2 62-63

Flags and Signals

Dear Richard,

I wanted to take this opportunity to thank you for sending me all of the info about the upcoming reunion in Rhode Island. My wife and I are looking forward to being there. Made my reservations on February 5, 2004. My check is enclosed for the reunion and festivities. Also, please find another check to help out the association. I am really pleased to have found the web site. Looking forward to meeting some old shipmates. See you in August.

Best regards,
Jay Dalton
IC3 57-60

Hi Richard,

I served aboard the Roan for about two years, late '59, all of '60 and early '61. I really enjoy reading "The Jolly Cholly." Enclosed is a contribution towards the Ship's fund. Thanks to you, Joe Lambert and the Board for all of the work you guys do to keep us afloat.

I'll see you at the reunion.

Bernie Libertore
ETR2 59-61

Richard,

Got your e-mail, no hurry on the pin, thanks for the reply. You guys are doing a great job with "The Jolly Cholly." I'll give you a bravo-zulu. Thanks again

Your shipmate,
Bill Lodi
RM3 58-61

Hi Richard,

Just finished reading the Fall edition of "The Jolly Cholly". Sounds like it was a very successful reunion, and it looks like the next one should be also. Checked into the web page and saw a few familiar faces, including Capt Ray Ward, looking as dapper as ever. Last time my wife and I had an eyeball with Ray was at the commissioning of the USS Fitzgerald in Newport, October 1995. We certainly have missed Fitz's presence, and have many fond memories of him while we were mess mates back in 1965 until he left the ship for Vietnam prior to our 1967 Med deployment.

Enclosed is a small donation for the kitty. You and your staff put together a nice paper, and I enjoy reading all the news that appears therein. Looking forward to the next edition. My best regards to all of you and the great number of men who served in the Jolly Cholly. My wife and I extend to all a very Happy Thanksgiving, a Merry Christmas, and the best of health and happiness in the coming New Year.

Warmest regards,
Frank Thelen III CDR-USN Ret.
LTjg (ASWO) 65-67

Hey Joe,

Hope this e-mail finds you well.

I just received my copy of "The Jolly Cholly" and of course enjoyed it very much.

I kept meaning to send you a letter to publish in "The Jolly Cholly" about two items of interest. I meant to do this so you could publish the info in this issue, but for what ever reason I just didn't get around to it. So maybe the next issue you will let the members know the following information. Some may already know, but others may not.

1. Those who served on board the Roan during the Cuban Missile Crisis are entitled to three awards, a). The National Defense Service Medal, b). The Armed Forces Expeditionary Medal, and c). The Navy Expeditionary Medal

The member should either contact their local VA Office and request information on how to apply for the medals, or write directly to the following:

NAVY LIAISON OFFICE (N314)
ROOM 3475
9700 PAGE BLVD.
ST. LOUIS, MO. 63132-5200

The letter should be referenced "Request for Medals" and make sure you provide a copy of your DD214. (Most important). You should also provide your date of birth, Social Security number and service number.

It takes about 6 months or more, but one day the mail comes and your medals are there. The Navy Liaison Office will also provide a form to attach to your DD214 showing you were awarded the medals.

2. For those who may have contracted Asbestoses, or some form of Lung cancer that is attributed to Asbestos.

(editors note: see page 7 for more on this subject)

A Shipmate,
Jack Stinsman
MM3 61-64

Richard,

I have missed the last couple of reunions. When I read something like the news about Ron it makes me realize that this year I will make getting to the reunion a priority. As far as the models go, I hope to have them all done by August. I will periodically send you updates to show you my progress. Best to you and yours during the holiday season.

Jeff Pawluk
SN 67-68

Flags and Signals

Richard, Hi:

I just received my copy of "The Jolly Cholly" news. It certainly was a pleasure to read about former members of the crew. I was aboard from some time late spring /early summer 1947 until early November 1948. I can pinpoint the time that I left the Roan because at almost the same time I voted for Harry Truman, I always bragged that I helped get him elected.

During the time spent on the Roan, I had several details that I was associated with that are memoirs of mine. The Roan had been in the Caribbean getting checked out for a trip to the MED. We trained for a couple of weeks and were criticized because we shot up a shed on Vieques Island. On the end of training we headed out to go to Gibraltar and the Med. The weather on the trip was storms squared, we went four days with no weather conducive to taking neither sun lines nor star sights. The Executive Officer Lt. Gardes and I had a long conversation about what we might do. On occasion we had seen a small hole or two in the overhead and we had decided that we would try to take some star sights using the MX 38 Fire control director to provide our horizon. The part of the equation that we hadn't planned on was that while looking through the fire control scope it was nearly impossible to be sure that the star that you could see was the star we hoped it was. Our efforts on this path were not very enlightening. I guess we had the man upstairs on our side and someone of the gang suggested that we send one of us atop the gun director to verify that we were shooting the proper star. We were able to get four lines to cross, three of the sights crossed in a circle of less than a mile. This was considered to be close enough for Government work. We plotted the data and seeing that it was near midnight the XO suggested to Captain Derrickson that perhaps we should send the updated 20:00 position report. Capt Derrickson said "Why Not" and it was done. About a half hour later the Capt received a tart query as to what mysterious means we were using. The Capt explained away the noting that it had been four days since we had seen the Sun or any stars and it would appear that we were not where our "Dead Reckoning" showed us to be.

Seeing that the weather had not improved we knew that we would be getting some Bogies from our search as we reached the coast of Portugal and Spain. We needed one more miracle and it was decided that since we were buoyed up from our previous success we would try a different attack, one that none of us had seen in use. It went like this: we took a sheet of Mylar and roughed on to its center a compass rose and some rings of distance from the center and at the same scale as the chart we would be using.

We were working together with the radar crew who would indicate the distance from the ship to the nearest return blip on the CRT. After a semi-circular search we would plot the blips and by the time we had four or five

plotted bogies plotted we could confidentially announce our true position as well as the unproven DR calculation. It was decided to share our knowledge of our whereabouts of our updated 8:00 position. This was done and the Roan Crew could walk with pride down the streets of Gibraltar.

From Gibraltar we passed on to Malta where we stayed for about a week I think. Our next port of call was at a wee island a little south and a bit west of Athens where we waited for the USS Rendover a mid sized Carrier whom we would meet up with on the south end of the Zoospores where she had unloaded about sixty carrier planes that had been lend/leased to Turkey. While we waited we were at anchor at Argistoli on the west side of Greece. There were sounds of a rumble in the Far-East and on Holy Saturday 1948 we got underway and headed for the troubled area. With the odds much better than previously arranged by the locals, so about twenty hours from our start we turned around and returned to our previously assigned project.

The removal of the small planes didn't quite strip the Rendover of all of her planes they had five or six photo mapping planes, which were used to map the complete coast of Saudi Arabia. When the project was completed we went on to Bahrain where we dressed Ship as a token of respect to the Queens upcoming Birthday. Guess who sat the top of the mast to be assured that there would be no embarrassments. While we were at full dress we had a soaker of a rainstorm. Does anyone know what to do with the contents of the Flag Bags that's a soaked saturated mess? Would you believe that during the next week we did it again to Honor the Queens Coronation? So we showed our colors again at Aden (at the same place where a couple of years back the Arabs tried to sink a destroyer who was taking in oil.)

The remainder of the Med. trip was rather dull: just sail on sail on. But going home is always a good trip.

Hope to see you at the reunion!

Charles L. Larsen

QM1 47-48

Dear Richard,

Enclosed is my contribution for the cause. In the last "Jolly Cholly" I asked for pictures of the '55 & '56 equator crossing, and as a result I received some very good pictures of the '55 crossing and some extra bonus pictures to boot for my scrapbook.

I also received a letter from Frank Thurlow, EM2, 56-58, who informed me that Joe Guzman, GMC has pictures of the '56 crossing. Would you send me his address so I can check this out.

Sincerely,

Andy Stitzer

BT2 54-57

Flags and Signals

Hi Chief,

I just received "The Jolly Cholly" and decided to write before I lay it down. I always plan to do it later but it never happens. It has been almost fifty years since I went aboard the Roan. I am seventy years old now and can't take a chance that it will be done later. Of course Mexico is the land of manana.

I went aboard in spring of 1952. We waited at the naval base and looked for the ship every day. They were out doing target practice from Mon to Fri. We finally got aboard Friday evening and Ens Heon was O.D. He gave us a weekend pass right away. Just when we were ready to be sailors we were delayed till Monday. We new recruits were billeted in the forward compartment under the chiefs quarters. It was bad in rough seas with the bulkheads buckling and the spare parts boxes sliding around the deck. Sal Genova was living in this compartment then, so he was one of the first people I met. He looked like a young Tony Curtis then. Sloboda was in charge of the deck division, so I knew I had to get to another division. He scared hell out of us recruits. The other bosn's were Cheek, Bowden, Bowen and Serna just to name a few.

Also Herbert (Hoare) Hare went aboard at that time. We were in boot camp at Bainbridge. He was in Co. 499 and I was in Co 1. We were both from Baltimore. He changed his name to Hare later and I couldn't find him. He took a lot of kidding about his name pronounced whore. I managed to get transferred to the bridge. That was great. I worked with Sal Genova, Robert Klotz, Saduski, Glen Jellison. Howard was in charge of the bridge. Kenneth Whitehouse, Herbert Leong. Leong went to drafting school but ended up as a QM. Great guy. A Hep Cat. Also Comstock was the son of an Admiral from the WW2. Our first day aboard we had change of command. Fisher left and James H Curran, Commander took over with J. B. Mehan as XO, what a character he was. Did you find XO's different? I liked working with him because he was the navigator. Capt Curran was a great gentleman, never raised his voice no matter how bad you messed up. Now Commodore E. Rider would raise hell and didn't care who heard him. DesDiv 102. He had Chief Luther Webster QMC on staff and was a great guy who could be brown nosed. There was confusion because we had our own Chief Danny Webster, Torpedoman. He and Cappy made chief shortly after I went aboard.

I see Mr. Vail is still with us. He was well respected by all the crew. A serious no nonsense man but a gentleman. You could always feel secure when he was in charge. We had Ens Stanford of Georgia Tech., Robert Heon, Louis DeSalvo and Pete Nord from Queens College, N.Y. Mr. Vail took his own command soon after we went aboard. I didn't mention a great QM Alexander Valentine Braun of North

Dakota who ran the chart house. I also remember Jack Stiglianese, he was a seaman when we went aboard.

About the collision, there were most of the crew still on board having been through that experience. They talked a lot about it. Some of them would sleep topside whenever we had darken ship ops. They couldn't sleep below decks.

In late 1953 I got a swap with a QM from the USS Wisconsin (BB 64) which was going to Korea and the Roan was going to Charlestown dry docks. His wife was due soon and he wanted to be near her. I wanted to go to Japan so it worked out.

I don't know if I will ever get to a reunion because I live most of the time in Central Mexico and it is a long trip which is expensive to fly. I could go on and on when I get started. It is just like yesterday (don't ask me what I had for breakfast.) Some people won't know me by my name because I got nick-named Teddy Bear and never could shake it. I spoke with Capt Curran a few years ago and he only remembered me by that nick name. It was great as you know working on the bridge where all the action is. Also because I always got seasick below decks in rough seas. I have some photos I have been intending to send and maybe I will live long enough to do that. Here is a small check to help keep things going.

Paul J Dupont
QM3 51-53

Hi Dick

Couple little stories along with check this time.

We were in Boston yard during St. Pats day in 1950, about a week prior, the chief yelled at me and said "Hinerman can you march," and I said "Well I was in my company drill squad in a hall of fame company." He said "You will be marching in the St. Pat's day parade," It was quite an experience. We had more than enough to drink that day. I have related this story many times.

Also we were there during the Great Brinks robbery if you have ever heard of that. While in the yard we had taken all spare parts boxes to a warehouse in South Boston and were replacing all missing spare parts.

A group of us from the ship had to go by the Brinks building every morning to get to the warehouse and the morning of the robbery we wondered why all the police cars were there. Later that morning we found out. The robbers all wore Navy "P" coats.

Have a happy Thanksgiving.

Dick Hinerman
EMFN 49-51

P.S. I went back to work about 6 months ago. Four days a week, 5 hours a day at a local hardware store. Keeps me active.



Item #1
Embroidered Golf Type shirts
 (with pocket)

Blue/Gold Lettering
 White/Blue Lettering
 Tan/Brown Lettering

USS Charles H. Roan
 DD-853

M/L/XL—\$26.50
 XXL/XXXL—\$30.00



Item #3
Wind Breaker Jacket

Navy Blue Embroidered with ship silhouette and ships name on back in Gold lettering

M/L/XL —\$48.50
 XXI/XXXL—\$50.50

NOTE: These jackets run **SMALL** so order accordingly.



Item #2
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.
 \$6.00



Item #4

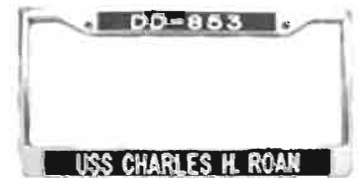


Item #5

"NEW ITEM" Embroidered Ship's Patch

- #4 Original Octopus patch, 4" diameter. \$700
- #5 Later Crest/Lightning Bolt patch, 5 1/2" tall, 3 1/4 " wide. \$700

SHIP'S



Item #6
License Plate Holder

with ships name
 USS Charles H. Roan DD-853
 \$20.00

Qty	Item	Description	Size	Color	Price/Each	Total
TOTAL OF ORDER ➔						



Item #7
Ball Cap

White hat with grey ship and gold lettering
or

Blue hat with gold ship and lettering
with either

Before 1961 silhouette

or

After 1961 silhouette

both

\$15.00

(please indicate hat color and silhouette preference)



(Back of jacket)



Item #9

NEW ITEM - 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.

STORE

Item #8
Sun Visors

White with royal blue trim
USS Charles H. Roan
Embroidered in Script
Royal Blue Lettering



\$10.00

M-L-XL	\$52.00
XXL	\$55.00
3X	\$58.00
4X	\$62.00
5x	\$66.00
6X	\$70.00
7X	\$74.00

ADD ON ITEMS

for

Item 3 - Wind Breaker Jacket

or

Item 9 - Winter Jacket

Sew on your name 1 line \$5.00
(Specify how you want it.)

To sew on each Patch/Crest \$3.00

Each Patch/Crest (item 4 or 5) \$6.00

Send all orders to:

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

ALL PRICES INCLUDE POSTAGE -
Mostly by Priority Mail



Item #10

Embroidered Sweat Shirt

Birch color

Blue Embroidery
S-M-L-XL - \$20.00

XXL- \$22.00

XXXL- \$24.00

**camaraderie
good-fellowship
closure
family
connection
cohesion
affiliation
alliance
togetherness
association
harmony
conjointment**

Reunion

August 11-15, 2004

Warwick, RI

There's a Shipmate Waiting to See You

From After Diesel

As I gathered material for this newsletter, one thing stood out from previous times. The amount of "Taps" entry's. I would hope this is not a trend, although we are all getting older. There are so many shipmates that we haven't seen yet, that it would be a shame not to re-establish friendships one last time. Our reunions give us that chance not only to re-establish old friendships but to make some new ones.

From the letters and e-mails we receive we seem to be missing a whole era; that late '60's - '70's crew. The early crews, '50's and early '60's, seem to be well documented, but those later crews don't seem to have had any sea stories they would like to share with the rest of the association. Let's hear from you shipmates. We also need one of you on our board to protect your interests.

I'm still having trouble with mailings. I always have an average of 20 newsletters returned. Please let us know when you move.

From time to time I'll hear from a shipmate and he'll mention a friend who was also a shipmate that he shares his association information with but is not on our roster. Let us know who those shipmates are so they can be added to our roster.

With a Little help from our Friends

The Association is in dire need of a 1966 Cruise Book. If anyone has an extra 1966 Cruise Book or would like to donate a 1966 Cruise Book to the Association it would be greatly appreciated. We will pay postage. Please send to:

USS Charles H. Roan Association
Richard F. Souza
6396 Manassas Court
Pensacola, FL 32503-7530

Your Jolly Cholly Editor
Joe Lambert
5373 N. Normandy
Chicago, IL 60656-2158

(773)631-8821
chief9bullie@earthlink.net

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 / Fiancee's name _____

USS Charles H. Roan DD-853



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

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