

THE



JOHNSON CHOLLY



VOLUME 10 NUMBER 1

SPRING 2007



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Please remember these shipmates in your
thoughts and prayers

Binnacle List

Charles Tiny Herndon	Sn	60-63
John Klecker	MMCS	57-61
Judy Lambert wife of Joe Lambert	EM2	62-64
Lorraine Souza wife of Richard Souza	SMC	58-66
Denny West	Ens	54-56
Linda Wright wife of Larry Wright	ETN2	65-66

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

Taps

Chester Hall	XO/LCDR	47-49	04/04
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Plankowner

Menso Jenkins	SH2	46-52	12/06
Leonard Johnson	EN3	61-64	09/06
Herb Redick	SFFN	57-59	08/06
William H. Reeves	TM2	51-54	12/06

CAPTAIN

Wallace Riggs	CO/CDR	63-65	12/06
Howard Storey	SN	52-53	01/06
Nannie Storey wife of Howard Storey	SN	52-53	06/06

Cover Photo

The shattered, sunken ships of Battleship Row are seen in this aerial view, taken three days after the attack. All the fires have been extinguished and salvage work is in its early stages. In the upper left portion of the photograph, the California sits on the bottom of the harbor. In the center is the overturned hull of the Oklahoma, next to the Maryland, followed by the sunken West Virginia, alongside the Tennessee. The remains of the Arizona can be seen to the lower right. All the ships in this view, except for the Oklahoma and Arizona, would return to active service.

Shipmates

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

Thank you

FROM THE SIGNAL BRIDGE



We have had about 3500 crew members who served aboard the "Jolly Cholly" during her commissioning days. Our roster has some 775 listed shipmates. If we counted our known departed shipmates in this total we would probably have a count of about 850-900 known shipmates who served

aboard USS Charles H. Roan. There are some 2500 missing shipmates out there waiting to be found. We need your help to find these shipmates. Over the years we have never given up on our search for those shipmates who served with us and among us. There are several ways you can help us. If your local newspaper has a reunion column, you can put in a spot advertising our reunion in Charleston, SC in 2008 (use yourself as a contact). You could sit down with your favorite beverage, and put your thinking cap on and think, "now where did he live"? Any hints of last known addresses, hometown, and states given to us help us find our shipmates. You can help us by searching on your own through the Internet and phone directories etc. Remember this, we started with just 3 shipmates and the majority of the shipmates we found came from shipmates such as you.

We have a unique Association as we are supported only by your generous donations and the small profits derived from our ship store. Joe Lambert (our Editor) and I were discussing how other ship associations are amazed that we do not charge dues. I belong, as many of you, to several associations. Some associations will not send you a newsletter or won't invite you to a reunion unless you have paid your DUES. Thanks to our Board of Directors, our shipmates who volunteer their time and your overwhelming generosity are what keep us afloat.

If you have never been on a cruise and/or would like an unforgettable vacation of a lifetime, being pampered, this is your chance. The crew of the "Jolly Cholly" plan to set sail once again in September 2007 (9-16). We would love to have you join us for 7 fun days cruising the Eastern Caribbean on Princess Lines Flagship the CARIBBEAN PRINCESS. Shipmates, friends and relatives all are invited to join us. Because we have only limited cabin space, we are requesting only those of you who can commit to join us. Our cruise planner can ask for more cabin space, but we have to do this as soon as possible as the ship is starting to fill up. It's imperative to act now to get our very reasonable prices and block the cabin space required. See our CRUISE SECTION in this Newsletter for details or call me for information (850) 476-1350). Visit our cruise website at <http://www.comesailawaycruises.com/site/usscharleshroan>

Richard F Souza

Financial Report March 1, 2007

Last Financial Report September 15, 2006

Balance of Checking Account	\$19,651.05
Reserve Fund-Separate Account	\$700.00

Expenditures

Post Office	339.02
Office Supplies	507.39
Small Stores	1080.17
Newsletter/Printing	2478.63
Telephone/Internet	408.00
Stowage	406.35

Total Expense	-5219.56
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Deposits

Donations, small store sales, etc.	4810.00
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Balance of Checking Account	19651.05
Expens	-5219.56
Balance	14431.49
Deposits	4810.00

Total balance	19241.49
Reserve Fund	700.00

March 1,2007

Total Assets Including Reserve Fund	19,941.49
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Special thanks to:

John & Elinore Griggs
Arthur & Linda Hammell
John Klecker
Bill & Gisela Morrison
Clinton Vail
John Wurderman
Robin & Bonnie Anderson

Lost Shipmates

James Bowden Ocean City, MD	Richard Moore Portsmouth, NH
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Sherman Young Ocala, FL	Denzel Gaines Las Vegas, NV
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Contacts

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Letters From Loved Ones

Richard,

Hope all went well at the reunion last August in Branson. I'm glad I didn't plan to go as I haven't felt up to trips for some time. On 2 Aug. I went into the Northeast Methodist Hospital here in San Antonio for 8 days. They brought me back here and I am now in the Health Care Unit but my wife is still in the apt. I come up and have lunch with her about 3 times a week. My problem now is that the prostate cancer I had in 1996 and was treated for successfully for 10 years has metastasized and spread to my bones etc. I am now taking chemo to slow it down, which may work for a while. If not I've had a great life and consider myself to be very fortunate with many pleasant memories of my Navy assignments and especially my good fortune to be with you and others on the Roan. We had a very busy schedule but we survived. I seem to recall that my last report card from my boss mentioned that C.H. Roan was the best, which gave me a good feeling after some of the early problems we had with the added chores and inspections brought on by Asroc and Dash which other ships in the Squadron didn't have to deal with. Please keep me cut in on whatever is being planned for the Woodlands and hopefully I will be well enough to help.

My Best to you and Mrs. Souza.

Capt. Riggs

Dear Richard,

It is with a very heavy heart that I must tell you that my Shipmate, Wally, of over 60 years passed away December 20th after a long illness. He loved the Navy to the very end and spoke highly of you all and the USS Charles H. Roan. I will send you his obituary from the San Antonio Express-News. My best to you all.

Sincerely,

Rosemarie Riggs – wife of
Captain Wallace Riggs USN Ret.
CO/CDR 63-65

My Dear Rosemarie,

Please accept our deepest sympathy for your terrible loss. Many of us who served under Captain Riggs command knew him to be a respected leader and fine and fair gentleman. Our prayers are with you and your children in these coming days. The Association will have you in our hearts and prayers.

Richard F. Souza - President,
USS Charles H. Roan DD-853 Association

Hello,

My name is Michael Wheeler. My grandfather William R. Marshal served on the USS Roan from 1949-1952. When I was a boy, I was always thrilled to hear his stories about the great ship and his time in the Navy.

Sadly, he passed away on January 18, 2007 after long battles with cancer and other ailments. I've come into possession of a great number of his photos from his time on the Roan and I was wondering if you would be interested in scanned copies for your website. I'd be happy to send along what I have.

Thank you for your time,
Michael Wheeler – grandson of
William R. Marshal
EN3 49-52



Chester G. Hall Jr., 84,

XO/LCDR, 48-49

Died Apr. 2004 in Evanston IL.

After graduating from Columbia University in 1940, he was commissioned as a naval officer and was immediately sent to Pearl Harbor, Hawaii. He was the duty officer and admiral's aide aboard the USS California (cover photo and page 2) when the Japanese attacked, and was instrumental in getting an admiral off the doomed ship. When the ship was raised from the Pacific Ocean after the war, divers returned his officer's sword to him. Mr. Hall later served on four other battleships and two cruiser flagships as assistant force communications officer and flag lieutenant.

From 1943 to 1945, he participated in the major Pacific Theater campaigns from Tarawa and the Solomons through the Marshall Islands, New Guinea and the Marianas to Okinawa, Japan. Mr. Hall was awarded a fleet commendation ribbon with combat "V," eight campaign ribbons and 12 battle stars.

After promotion to lieutenant commander, he was assigned to the Navy postgraduate school at Harvard University in 1945, and in 1947 became flag secretary and aide to the commander, Cruiser Division 12 on the USS Huntington. He served as executive officer on the destroyer USS Charles H. Roan from 1948 to 1949. Mr. Hall was staff secretary and aide to the commandant at the Potomac River Command in Washington, D.C., before promotion to commander in 1951. He served as assistant chief of staff, U.S. Naval Communications Facility, London, until 1952 and was the U.S. member of the NATO European Naval Communications Committee.

After being transferred to Frankfurt, Germany, and Paris, he was chief of the plans and policy branch of the Communications- Electronic Division, Headquarters, U.S. European Command.

Mr. Hall was commander of the destroyer USS William C. Lawe from 1954 to 1956. The following year he was named assistant director, and later director, of the Instructional Standards and Materials Division in the Bureau of Naval Personnel in Washington, where he was responsible for all non-aviation naval training.



Retiring from the Navy in 1961, he became chief of curriculum development in the Job Corps. During this period he came up with the name for the Head Start program and earned master's and Ph.D. degrees from American University.

Mr. Hall moved to Evanston, IL in 1967 as director of education for the National Restaurant Association in Chicago. He was founder and chief executive of the National Institute for the Food Service Industry, a nonprofit foundation that published textbooks and courses for community colleges and the industry, and managed national scholarship programs.

In 1970 Mr. Hall founded the Council of Hotel and Restaurant Trainers. Illinois Gov. James Thompson named him to the state's Advisory Council for Vocational Education. After retiring from the foundation, he established the Chicago Hospitality Institute at the Chicago City Colleges. In six years as its director, he created multilingual certification programs for the taxi industry and developed a food sanitation certification program. Many of these programs were adopted by major

cities.

Mr. Hall was a member of Rotary /One, Chicago, where he opened meetings by singing the national anthem; a co-founder of Northwestern Neighbors, and a longtime Scoutmaster and committee chairman for Boy Scout Troop 31. With his wife, Joan, with whom he recently celebrated 59 years of marriage, Mr. Hall sang in the North Shore Choral Society, the Madrigal Singers and the St. Athanasius Church choir. He was an avid reader, fisherman, gardener and painter in watercolors and oils. He was a devoted family man, always taking time for summer vacations and family dinners, along with Cubs and Bears games. He also showed the family's three Kerry Blue terriers at dog shows.

In addition to his wife Joan, Mr. Hall is survived by two daughters, Judith and Susan; five sons, Chester Stephen, Thomas, Michael and Peter; 14 grandchildren; two step-grandsons, and two great-grandsons.

Be sure to visit our web page at:

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

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

Ahoy Shipmates USS Charles H. Roan Cruise – September 9-16, 2007

The crew of the USS Charles H. Roan DD-853 has booked a cruise for 7 days to the Caribbean. *Would you like to join your shipmates for seven **fabulous** days aboard Princess Line's flagship the CARIBBEAN PRINCESS?* We set sail from Ft. Lauderdale, Florida, on **September 9, 2007, and return on September 16, 2007.** Join your shipmates at sea once again. We promise no piping of reveille, no mid watch, and a bed instead of a bunk.

Because we have only limited cabins assigned to us, we must ask you for a **firm commitment.** To insure that we can reserve our cabins, a **\$250.00** deposit is required for **each person.** This will be your first payment and must be made **no later than April 9, 2007.** The deposit will guarantee you cabin space assignments. A second and final payment will be required by **June 21, 2007.** We have booked 32 cabins and 16 have already been reserved. If demand is higher, we will ask for additional cabins. **HURRY** as this is an opportunity of a lifetime sailing with your shipmates, their mates and friends. (Relatives/ friends are invited to cruise with us.)

Ports of Call	Costs (Rates are for two people & include port charges & taxes)
<p>Roundtrip from Ft. Lauderdale</p> <p>St. Thomas, Virgin Islands</p> <p>St. Maarten, Dutch Antilles</p> <p>Princess Cays, Bahamas</p>	<p><i>The following rates are good until April 9, 2007</i></p> <ul style="list-style-type: none"> • Interior Cabins Category JJ \$1,294.68 (per couple) • Interior Cabin Category I \$1,314.68 (per couple) • Interior Cabin Category II \$1,334.68 * (per couple) • Balcony Category BC \$1,694.68 * (per couple) <p>* Recommended by the Association</p> <p><i>The following are ocean view rates. Please be advised that rates on the following are subject to change until a deposit is received.</i></p> <ul style="list-style-type: none"> • Ocean View Category EE \$1,574.68 (per couple) • Ocean View Category D \$1,614.68 (per couple) • Ocean View Category EE \$1,654.68 (per couple) <p style="text-align: center;">Additional category rates available upon request</p>

It is your choice of what cabin you would like and it is not necessary to take any of our recommendations. We recommend you purchase cruise insurance (\$89.00 per person) **at time of deposit** to protect your investment. Deposit is fully refundable if you cancel prior to **June 21, 2007;** after this date, cancellation penalties will be in place. Cruise Planners, our travel agent, can also assist with lodging, airline reservations, and trip planning. If driving, a secured parking garage is adjacent to the piers for \$12.00 per day.

<p>Preferred method of payment is with credit or debit card. Princess Cruise Lines accepts VISA, MC, DISCOVER, AMEX</p> <p>If paying by check or money order, send check to:</p> <p style="text-align: center;">Cruise Planners 819 Amberway Drive Pensacola, FL 32506</p>	<p>Checks may also be mailed to the Association:</p> <p style="text-align: center;">USS Charles H. Roan Assn Richard F. Souza 6396 Manassas Court Pensacola, FL 32503-7530 (850-476-1350)</p>
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For more information and to reserve a cabin, visit the cruise website at:
<http://www.comesailawaycruises.com/site/usscharleshroan>
Or contact Mary at Cruise Planners: 888-456-SAIL (7245) or mgraves@cruiseplanners.com

Flags and Signals

Dear Richard,

The Fall 2006 *Jolly Cholly* arrived today, and I want to respond promptly, covering several items in Navy-bullet fashion:

- o CDR T.P. Connell was CO when I reported aboard in June, 1961 as Executive Officer. I regret learning of his passing in '99. I served under him until FRAM began in August. CRD Connell was an outstanding destroyer skipper during hard times for the destroyer force.
- o Check enclosed for the Roan Association, which operates without dues! Brilliant!
- o The Branson reunion sounds great. Congratulations!!
- o Understand that the Flag Bags on the Signal Bridge are now off-limits for female sailors.
- o Do you recall Roan's one-night stand in San Juan, P.R., following REFTRA at Gitmo, en-route Culebre and gunfire support? Roan got in big-time trouble the next day, Sunday, when we were to get underway before dark? CDR Charlie Hayden never forgave me for my actions in dealing with SOPA, then Captain Means Johnson. This was in summer, 1962, before the Cuban Missile Crisis. If interested I can give you the real story!

Your leadership as President of the Roan Association is thoroughly outstanding. Keep it up. I wish you and our shipmates all the best. The Roan had a great crew. The CPO's were the best. Remember Chief Quartermaster Stringer? He was my mentor!

Warm regards,

Lawrence P. Treadwell, Jr.
XO/CO/XO LCDR 61-63

PS Overwhelmed by the photos and efforts in obtaining same. Fond memories with great sailors.

Richard,

I enjoy "The Jolly Cholly" newsletter very much.

Joseph Angione
MM3 46-47 Plankowner

Chief Souza,

Enclosed you will find a check for \$2,000.00. My time on the USS C. H. Roan means a lot to me and I hope this check will keep us going. Please give me a call when you receive this.

Thank you,
Bill Morrison
MM3 62-65

Dear Richard,

Branson was my first reunion and I'm looking forward to 2008 in S.C. Please tell Pat and Dallas they did a great job. Here's a small donation. Please keep "The Jolly Cholly" coming my way. Keep up the good work.

Richard Hudson
SH3 59-61

Richard,

I enjoy receiving "The Jolly Cholly." Let's keep the USS C. H. Roan name afloat. Enclosed is a check to help defray the expenses.

Al Fortunato
SN 51-54

Richard,

I'm proud to have served on the Jolly Cholly under Capt. Riggs and Capt. Ward. I look forward to the newsletter every time. Keep up the good work and thanks. Please find enclosed a check for some merchandise and a check for the Association.

Roger LaBlanc
TM3 65-67

Dear Richard.

Thank you so much for "The Jolly Cholly" and update on the reunion. It was great, but a little sad because I learned that one of my old buddies passed away. Here is a small donation for you. Keep up the good work. I feel so fortunate to have you on the force.

Take care and God bless,
Charles Stevens
MMFN 52-53

Flags and Signals

Good Morning Joe

I have been pretty lax in answering some e-mail. I've been sort of busy here the last three or four months. In June 2006 I had a single lung transplant, they found a lot of asbestos in my lungs so you could say I'm only half fixed. But I feel much better now. I was in really bad shape for about five years. I was on oxygen 24/7. Now Bill Morrison MM3 and I are planning a trip to Alaska to do some fishing. A few years ago that was only a dream now it's a reality. I am living in Michigan, sort of in the country, in a small community where I have a few acres which keeps me busy in the summer, but I love working outside. I have been divorced for 27 years, and have two children, my daughter Dawn, and my son Dan, which I raised myself and one granddaughter. They're really good kids. I worked 27 years at General Motors and had to take a medical retirement because of my lungs. I had lots of free time to go hunting and fishing before I got sick, that was everyday weather permitting.

It's always interesting to hear how my other shipmate's lives evolved. I know those four years of my life I would not trade for anything. You couldn't have ask for a better group of guys than we had on our ship, so it's is always nice to hear from them after so many years. This past spring some of us met in Rhode Island and it was like we had just seen each other the day before. It was really great and I'm hoping to do it again this year, but this time with more people. Some other guys that I contacted just didn't seem to be interested in getting together, but that's their choice, and also their loss. I have some pictures on AOL, and Yahoo I will send you a link so you can look at them I'm sure they will bring back some old memories. I took my son with me and he took over 400 pictures, and videos and did a pretty good job. I'll close for now give me a call, or e-mail sometime. Just got an e-mail from Ted Clements. He was a BT. He said he got my e-mail address off the Roan web site, I think Tom Rainey is going to ask if he can post the info in the newsletter about this springs get together. Walking around on the J.P. Kennedy was just like the Roan. They let us go anywhere we wanted. Really cool. Stay in Touch

Your Old shipmate

Ray Larson/ my friends call me Bruce
MM3 61-65

Richard,

As always "The Jolly Cholly," fall 2006, was great. Especially the "Old Sailors" yarn on the front page. What was the source?

Sorry to see a former shipmate, Dick Wright, on the Binnacle list. Our best wishes to him and his wife.

Clint Vail

LTjg 51-53

Clint,

"Old Sailors" is a poem by Charles Noble. The reason he was not noted was because I had to slightly edit the poem so our members, and THEIR FAMILIES could read it.

Joe Lambert -- editor

Rich,

Here's a little something to keep the Roan afloat.

Frank Kent

BT2 61-64

Hi Chief,

Got "The Jolly Cholly" the other day, talk about timing, "you're good." I am recuperating from cancer surgery and that paper was a gift from God. I'm doing well. They got it all so no there is no problem. Please find my donation enclosed.

Smooth sailing Chief,

John Klecker

MMCS 57-61

Rich,

I have enclosed a check for some merchandise. I hope to send you another donation check this quarter.

We all had a great time at the reunion. The planning of all the activities was great and well thought out.

Artie Hammell

BT2 62-64



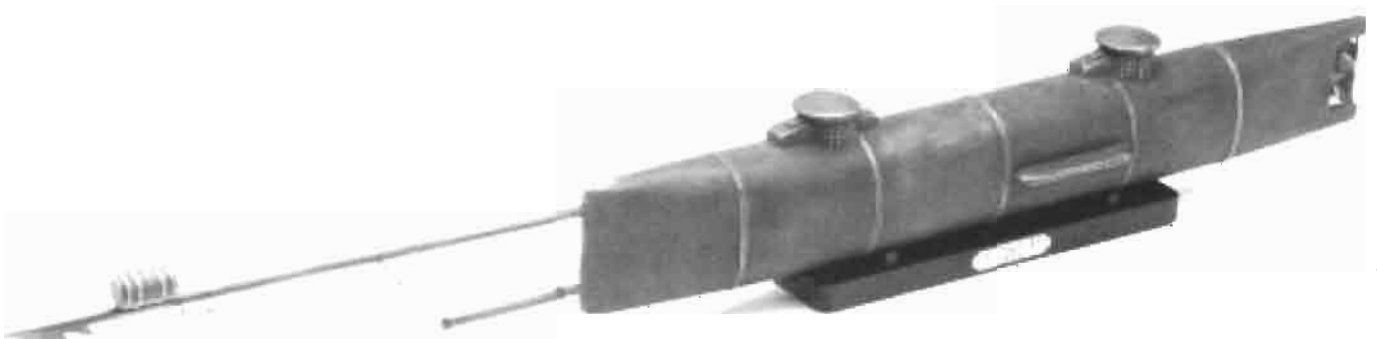
DATELINE CHARLESTON, SC March 2007

Greetings Shipmates,

It's never too early to think about the next reunion. The quest for suitable lodging is being researched and we have a few excellent possibilities. A day trip to Myrtle Beach for theatre is being planned. Golf in the Charleston area will either be at Patriot's Point or Rivertown. We have numerous tours in the area, so we will be day tripping to Ft. Sumter, historic and beautiful downtown Charleston, Antebellum Plantations, Swamp Tour, and a visit to the CSS Hundley (that's the Confederate submarine that sank the USS Housatonic at the entrance to Charleston Harbor) to find the best variety and a bit of something for everyone. The new Cooper River Bridge (Ravenal Bridge) is a breathtaking site to behold and makes movement around the area so much easier.

You will be receiving your reservation packages as soon as the hotel arrangements are confirmed. Ladies do you have any special interests quilting, sewing, gardening, museums, shopping the City Market or perhaps historic home tours???? E-mail Kim (kimberdonovan@hotmail.com) and maybe we can pull some special interest groups together for this event. More next issue....

Your Shipmate
John Quick & Kim
BM3 58 - 61



Model of the CSS Hundley.

Memories of James Henry Curran

The shaping of a young officer's character and skills is molded basically by the "Code of a Naval Officer" as expressed in 3 collections of John Paul Jones' reports and letters as compiled in "Navy Customs, Traditions & Ceremonies." pages 354-357. The truths contained therein are as applicable today as they were during the American Revolution in the 1770's.



Fifth Commanding Officer U.S.S. Charles H. Roan DD - 853 May 1952 to July 1954

On December 7, 1941 my battle station during the Japanese surprise attack at Pearl Harbor, was on the bridge of the battleship Maryland assisting the Captain as his signal officer. Highly concentrated "on the job training" ensued for the next thirty (30) years, including WW II in the Pacific (with 12 major engagements). Next, in 1948, I was placed in command of a task group on the Yangtze River during the final phase of Communist take over in China. Our task was to evacuate Americans and other foreign nationals by running the gauntlet between Shanghai and Nanking while avoiding the shoals in the river, and an international incident with Nationalist and Communist forces shooting at each other from opposing banks of the river. Next, assignment as C.O. of a destroyer based out of Newport during the Korean War, led to becoming Operations and Plans Officer on the Destroyer Staff (COMDESLANT), which involved approximately 150 destroyers - heavy duty.

Sea duty with the 6th Fleet in the Mediterranean as an anti-submarine warfare and anti-aircraft screen commander for protection of attack carrier groups provided valuable group coordination experience - particularly during a period of high US vs. USSR Cold War tensions, with nuclear devastation, and the stability of the Middle East at stake. Interspersed was an assignment in new weapons and engineering, performing operational testing of new equipment at sea. Then back to the Mediterranean as C.O. of a destroyer tender providing mobile logistics support. At this point in history the Viet Nam War was boiling up as an adjunct to the Cold



War. The old Japanese Naval Base at Yokosuka which had become the Western Pacific stronghold of the U.S. Navy in 1945, served as the major logistics support base for the 7th Fleet during the Viet Nam War. C.O. of the base at Yokosuka from 1966-69 became the other bookend to my career, which had commenced at Pearl Harbor.

In summary, my naval career 30 years included approximately fifteen years at sea as a member of the U.S. Naval/Marine Corps surface,

sub, and air warfare team. Also five years of overseas shore duty in Europe and the Far East proved to be educational. Service life during the 1940-69 - time period was most purposeful, challenging, and rewarding - seeking stability for mankind. My wife and our family including four offspring were pillars of strength.

Among the most enduring highlights, were those attributable to the very exceptional leaders under whom I had the good fortune to serve from the Joint Chiefs of Staff, CNO, Fleet Commander, Force and Unit Commanders. Also, the innumerable shipmates, including officers, CPO's, Petty Officers, enlisted crews, who supported and taught me much, have all been a source of superb inspiration and a sense of esprit de corps.

Admiral Nimitz (CINCPACFLT): During a conference on the Maryland re: radars and combat information. Admiral Nimitz took a break and caught me, a Ltjg, eaves dropping down a voice tube. He shook hands, smiled and said "My

name's Nimitz." I responded in kind. After some small talk he signed off with, "Interesting?" He left me with a feeling that he approved of my curiosity, unauthorized as it was.

Admiral Raymond Spruance: President of the Naval War College (1946) had a mission to formulate post WWII Cold War Naval Strategy. At the request of Adm. Nimitz, Adm. Spruance (the quiet warrior) was preparing to provide President Truman with his first briefing on the role of the Navy in national strategy. I was the Lt Cmdr. on the War College staff assigned to assist. We were being sharpened up in our presentation delivery skills. The prompter critiqued our voices, stating to the quiet Admiral who had turned the tide of the Pacific War six months after Pearl Harbor by destroying the backbone of the Japanese Navy near Midway, "you are laying on your oars." To me the prompter stated, "you sound sappy." We smiled at each other and shared the thought, "we have no place to go but up." President Truman arrived at the Naval War College in Newport on the Presidential yacht. We briefed him, but our Commander-in-Chief looked glum throughout. Furthermore, he had no questions. We felt that we had struck out. He immediately re-boarded the yacht to return to D.C. We learned later, however, that the President had been seasick. Henceforth, Adm. Nimitz and the President handled naval matters over a game of horseshoes at the White House

Admiral Arleigh Burke (COMDESLANT to CNO): The most innovative, inspirational, zealous, exciting, personnel

orientated visionary, critically challenging, task master ever, but great fun to be associated with. As the Operations & Plans Officer (Cdr.) on his CQMDESLANT staff, the Admiral gave me three weeks to develop a study justifying the building of a pier for the destroyer force based at Newport, as there was none at that time, Four days later, he asked me to bring him the finished product- 17 days ahead of schedule. I only had a rough outline to show him. He gave me his famous wry look of disgust, along with a 24-hour deadline for having the study completed and ready for his signature. The truism, "a picture is worth a thousand words" would be my out. I came up with about 20 "one liner" points to be depicted by cartoon with captions and a forwarding letter to the CNO. Twenty-four hours later, I marched into the Admiral's cabin aboard his flagship. He looked even more disgusted, thumbed through a few pages, but the look gradually softened, then a thin smile appeared "It won't do" he snapped, "but take it to Washington tomorrow," I was pleasantly relieved. Once I had arrived at the Pentagon, the full story became clear. Adm. Burke had been selected to be the next CNO, though none of us on his staff had been aware of it yet, Therefore, he would be at the receiving end, acting on his own letter. He got the pier at Newport authorized and built far more quickly than might have been expected. My souvenir of the incident was a cryptic comment from the Admiral, "Hank, you moor a ship, and tie up a cow. I still have fun reading meaning into that note, written 45 years ago.



Eulogy of Captain James Henry Curran, Jr.

Early in the morning on September 29, 2003, the soul of Captain James Henry Curran, Jr. (U.S. Navy Retired) passed from this earth. With his death, the Boston Red Sox lost one of their biggest fans. Hank ("Ojii" to his grandchildren) Curran was born in Weymouth, Massachusetts on Sept 2, 1915 to his parents, James Henry and Louise L. (Sullivan) Curran. His maternal grandfather, Timothy Sullivan of Kenmare, Ireland, served on the Boston City Council at the turn of the century during the era of John F. Fitzgerald. He was the second of three children. He had an older brother Ben whom he idolized and, many years later, Mary Lou, a

little sister full of spunk and energy, joined them.

Hank attended Boston Latin School and Thayer Academy and, after graduation, went on to graduate from Harvard University (Class of 1938). While at Harvard, he joined the Navy ROTC, better known as the Harvard Yacht Club.

Hank somehow ended up in the navy for three decades, after being pulled out of graduate school in the fall of 1940 with the call up of the reserves by President Roosevelt. His distinguished 30-year career began as a communications, and then as staff officer on the Battleship Maryland from 1940-44. His years on the Maryland included Pearl Harbor

on December 7, the Bremerton shipyard, numerous amphibious assaults, and the battle of Tsuragao Straits. During the balance of his career he rotated between shore duty, including serving as the "Acting Newport Naval Base Commander" and having multiple ship commands based out of Newport, Rhode Island, San Diego, the Pentagon, Norfolk, and Europe, finally serving as US Naval Base Commander in Yokosuka, Japan during the Viet Nam War. One noteworthy assignment in the late 40's found him back in the Far East in command of a destroyer escort shuttling up and down the Yangtze River between Shanghai and Nanking evacuating foreign nationals caught in the wake of the Communist take over - an episode captured in an article in a November 1948 issue of *Life* magazine. More typical assignments included chasing Soviet subs in the North Atlantic and the Mediterranean during numerous ComCruDesLant and NATO exercises. He also served in Newport on the staff of Admiral Spruance at the Naval War College, and later that of Admiral Arleigh Burke, sharing in the care of their beloved destroyers.

Following his retirement from the military in 1969, Hank served as the City Manager at North Kingstown, Rhode Island during the early 70s. He then moved back out to the Seattle area, working as a consultant in the labor relations'

field later in the decade to a number of towns throughout Washington State. During this timeframe, he also completed Masters Degrees in Public Administration (URI) and Japanese Studies (UW).

Hank Curran met the love of his life, Barbara Jeanne Fox (Boops) of Seattle on the ski slopes of Mount Rainier in 1941. They were wed in 1942 and had 61 wonderful years of marriage. During their marriage they raised four children: James H. Curran, III; Lucinda Diane; Robert Ralston Fox; and Lael Louisa, and from those four children come nine grandchildren, Ericka, Emily, Jessica, Abigail, Jake, Caitlin, Bryce, Collin and Robbie

Hank (Ojii) Curran will be remembered as a loving brother and husband, father, and grandfather. He was as fierce in the defense of his family as he was in defense of his country. He sincerely believes that the Irish saved Western Civilization. He loved the sea, poetry, and roses. He will be greatly missed by his family and all who knew him. Anyone who knew Hank knows that he is probably telling a good story to anyone who will listen in Heaven. To: James Henry (Hank) Curran, Jr.: 'The wind was always at your back, the sun was always on your face, and we know that you will have been in Heaven at least three days before the devil even knows you're gone.'



Captain Curran during a chance encounter with a former Roan shipmate.

Flags and Signals

Hi Richard,

I would like to donate this "72" Cruise Book to the Roan archives. That was her last cruise under the U.S. flag.

Thanks,
Ken Wilson
ETR3 72-73

Hi Richard,

Sorry I missed the Branson trip since I live in St. Louis. My health is not so great. Here is a check to help your cost of mailing. I hope to make the next trip.

Billy N. Short
MM3 49-53

Richard,

I just received my copy of "The Jolly Cholly" and again "thanks for the memories." Here's a little something to keep you going.

Thanks,
Tom E. Parker
DC2 66-70

Hi Richard & Joe,

We want to say thank you to Dallas and Pat for a great time in Branson. It was another wonderful place to have been because of the Roan reunions. That was number six for me. I love meeting so many great people. As you said Joe; "it is a sad time saying goodbye on the last morning when we all go back to our own lives. Rene feels the same way about it, but is a man of few words, maybe because I talk too much.

We missed our friends from Canada, Irv and Glenna Eppendorf and also Gene and Carol Inzana from New York. We hope they will make it to the next reunion as we plan on attending (God willing.) Our best to Lorriane and Judy.

Have a happy Holiday Season – everyone.
Rene and Margaret Savoie
SH3 59-64

Dear Richard,

Please accept this gift to help cover the cost of the expense of keeping the organization going. Your hard work is appreciated.

Sincerely,
Carl Imbriano
BT3 48-52

Rich,

Here is the donation I said I would send for this quarter of 2006. I hope you and yours have a Happy Holiday and a prosperous New Year.

Artie Hammell
BT2 62-64

Dear Shipmates,

I wish to cancel my membership in the Roan Association. I do not feel that I will be able to attend any more reunions. Enclosed is a check for \$25.

Joseph F. Trainor – Capt. USN Ret.
LT. 50-52

Rich,

I have really enjoyed "The Jolly Cholly", it's a great newsletter and it's been great making contact with old friends.

Thanks,
Ted Clements
BT3 62-63

Richard,

I have enclosed a check to add to the kitty. I meant to give you one at the reunion but in all the commotion packing and checking out I just forgot. Speaking of the reunion, Maria and I had a great time. We're looking forward to Charleston in 2008.

Have a Merry Christmas and a healthy and prosperous New Year.

Your shipmate
Ralph Rankin
FTGSN 65-67

Down Memory Lane

by
Captain Lawrence P. Treadwell, Jr. USN Ret.
XO/CO/XO LCDR 61-63

Dear Richard,

I enjoyed your letter very much. We clearly had some exciting times. Captain Hayden was a well-liked skipper indeed, and a superb ship handler. The sailors loved him.

Here is the real story of the San Juan "incident" which occurred in the summer of 1962:

A. Situation. Following REFTRA Roan made a one-day port visit to San Juan, arriving on a Saturday, and departure on Sunday. Roan was assigned gunfire support operations, at Culebre, with the Marines beginning on the following Monday a.m. I recommended to C.O. that we get underway before sunset on Sunday, so that we could clear the port before dark. I was the navigator. Charlie approved of the plan. Liberty was up about 1400/1500 Sunday afternoon, sea detail about 1630.

B. Hayden was ashore. Early in the afternoon the messenger of the watch came to my cabin and told me that a man on the quarterdeck wanted to see me. Roan was tied up portside to the long pier with the quarterdeck on the portside aft. No other ships were in sight. I met the gentleman on the quarterdeck, who introduced himself as Captain Means Johnson, CO of an Amphib, and SOPA San Juan. I introduced myself and explained that the captain was ashore. I saw an official sedan parked at the brow with driver. Capt Johnson told me that he had returned a Roan sailor on liberty because his hat was not squared. I thanked him and started to explain our deployment. At this time rounding a warehouse ahead of the ship came a group of Roan sailors returning to the ship. The group was rowdy, and clearly had been drinking. The sailors were in plain view. Captain Johnson asked me where they were attached. I said they were some of our crew. I went on to explain our unusual deployment during REFTRA and the impending missile crisis. He lectured me about Roan's leadership and drove off in his sedan. Hayden returned about an hour later and I told him what had happened. Hayden then left and went all over San Juan trying to find Capt Johnson, with negative results. We finally got underway in the dark after 1900 as I recall.

C. The next morning we read a message from SOPA San Juan which started as follows: " The appearance of the Roan crew in San Juan today was disgraceful. . . ." this message was sent to, CincLantFlt, ComDesLant, ComDesRon 10, and others.

D. Roan was not finished with Capt Johnson. When we joined the carrier task force in October during the Cuban Missile Crisis, the screen commander was Capt Johnson, now ComDesRon _ in Dupont DD 941. When the crisis was over, ships returned to home-ports. Capt Johnson's units were all home-ported in Norfolk, except Roan. As we neared the Ches Bay sea buoy, Roan was detached to proceed on duty assigned. He had taken us well out of our way back to Newport.

E. Following the Key West operation, Roan returned to Newport. On arrival, Hayden explained to the DesLant staff and Admiral what had happened in San Juan. (This is not to ignore the conduct of those sailors in San Juan on that Sunday afternoon). Captain Johnson had close ties with the Gov. of Texas, John Connally (sp) who was hit, along with Pres. Kennedy in Dallas. Johnson became a 4-star Admiral! Later I saw him in the Pentagon several times and kept my distance.

Some forty years later, the "textbook" solution to my leadership situation may have been to have ordered the OOD to put the sailors all on report for disorderly conduct immediately when they came into view, standing there on the quarterdeck with Captain Johnson.

Captain Hayden had a medical problem (MS) which came to light and caused his early retirement.

Thanks again for your letter. If I can be of any assistance in any Roan projects, please let me know.

Warm regards, shipmate
Lawrence P. Treadwell, Jr.
XO/CO/XO LCDR 61-63

ATTENTION TEXAS AREA SHIPMATES

The Texas Veterans Administration is about to complete a 150-bed facility for veterans for long term care. The facility will be named after 2 people. One of the names will be "ROAN" after Charles H. Roan. This facility is nearing completion. It will be dedicated some time in April or May and will have a section where ROAN memorabilia will be shown. I'm supposed to be invited for the opening ceremonies. The VA has asked me to ask any shipmate who is interested in attending this opening to be present. The facility is located in AMARILLO, TX about 25 miles from Claude, TX where Charles H. Roan was born. If you are within driving distance of Amarillo, TX and if we are officially invited and would like to attend those opening ceremonies please contact me.

Also, there will be a monument erected to all Texas Medal of Honor recipients sometime in May at The Woodlands, Texas with the same requirements as stated above. All those interested should contact me.

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

NEWLY FOUND SHIPMATES

Henry Clements
FN 64-65
Corona, NM

Peter J. Golding
SM2 70-71
Clemmons, NC

Jim Lawson
ICFN 71/73
Westchester PA

Steve White
ETCS 71-73
Flagler Beach, FL

Ted Clements
BT3 62-66
Vado, NM

Robert C Jenkins
OAK HILL OH

Robert L. Thesenvitz
MM3 66-68
Wentworth, SD

Another Mystery Shipmate



Can you guess who this shipmate is? A little hint. He's another snipe from the early 60's.
Answer on page 19.



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 #6
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)



Item #3
Tote Bag
 Royal Blue/Ash
 Ships Logo
 Pocket 14X17X5
 \$12.00

SHIP'S



NEW ITEM - LIMITED NUMBER

Item #4
Cup
 Lettering in gold
 Colored Ship's Logo
 \$10



a b

Item #8
Ships Photos
 Approximately 8X10 Black and White

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

only a limited amount in stock Not Framed
 \$10.00

Send all orders to:

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

ALL PRICES INCLUDE POSTAGE -
 Mostly by Priority Mail

Except for item #7, Winter Jacket, the
 shipping charge on that item is \$10.50

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



Item #2

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



(Back of jacket)



Item #7

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.

NOTI : These jackets run SMALL so order accordingly.

NOTE: Add \$10.50 to below prices for shipping.

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

STORE



Item #9

License Plate Holder

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



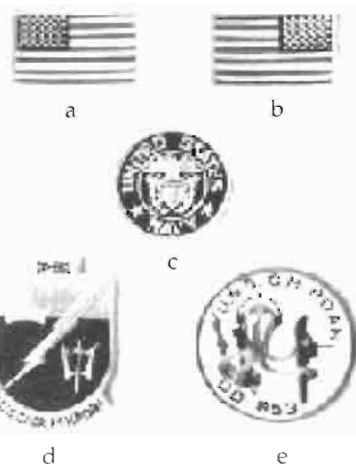
NEW ITEM

Item #12

USS C. H. Roan License Plate - Fram

In full color

Got to see it to believe it. Just outstanding.
\$22.00



Item #5

Patches

Right/Left Arm U.S. Ensign
a. Right \$5.00
b. Left \$4.50
c. U.S Navy Eblem \$6.00
d. Ships Crest \$6.50
e. Octopus Patch \$6.50

(To sew on any of the above - \$5.00)

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

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

To sew on each Patch/Crest \$5.00
Each Patch/Crest (as priced in item #5)



Item #10

Flag Pin

U.S. Flag with
USS Charles H. Roan DD-853
Black Lettering- Gold Trim approximately
1"x 1"
Great quality good looking
pin with our ships name on it.
\$6.00



Item #11

Embroidered Sweat Shirt

Birch color

Blue Embroidery

S M-L-XL - \$20.00

XXI \$22.00

XXXL- \$24.00



Flags and Signals

Hi Richard and Joe,

I'm enclosing some fuel (a check) to keep the Flags & Signals flying. We had a very heavy-duty summer and we were unable to make Branson. I'm hoping to be available for Charleston, S.C. in 2008.

I recently read a death notice for Bill Reeves a 1951 torpedo gang member. I was with Bill at this time. My time was pretty neat, after a torpedo firing I suited up and crawled into the tube to clean it. I also had 30 days as a compartment maid. This assignment was boring, but next was 90 days in the ships galley. A great job, no standing in a chow line, never went near the mess deck, and better yet no watches. I had it made.

I was about to ship over, but the very last day I was transferred to Little Creek VA. Those job assignments I listed are the same as the T.V. show Dirty Jobs. I'm just kidding. I enjoyed every bit of it, I'm just turning back a few years, but I often look back to the Roan.

Sincerely,
John Griggs
TMSN 51-52

Rich,

I just came across this and realized I did not send you anything. Here is something for the Association's expenses.
Dr. Richard Ashcroft
MM2 62-64

Dear Richard,

I would love to go to sea again. After attending the reunion in Branson, I can't think of a more congenial group to sail with for a week or so on the high seas. Mike Muncy and I meet weekly to lift a pint or two and our conversation since August has returned again and again to the good times and great friendships we renewed. We cannot thank you and all the organizers enough for your efforts over the years.

Sincerely,
John Molstad
RdSN 63-64

Hello Richard,

Here is just a little something for the kitty. You and the rest of the guys are doing a great job. I missed the reunion, but I know it was just great. I have to get to the next one. Happy Holidays to you and yours and all our Shipmates!
Richard (Pat) Patterson
EM1 53-57

Hi Rich,

Sorry I missed Branson, but I hope to make the next one. I just "gotta" have the cup. I hope you and yours are all healthy and the best to your better half.
Best wishes,
Tom Leuthold
YN3 57-59



Joe,

My shipmate's in the years 57 to 60 sometimes called me "Abe." I am a native of Hingham, MA known to many veterans as the location of a naval ammunition depot. Most naval ships entering the shipyards in Boston off loaded all ammunition onto a barge from Hingham. Once the Captain of the Roan allowed me to ride the barge to Hingham for liberty while the ship got underway to go to the Charleston Navy Yard.

Hingham, MA is the home of the Lincoln family in the United States having come from Hingham England. General Benjamin Lincoln accepted Cornwallis's sword of surrender at Yorktown. Abraham Lincoln's original ancestors reside here.

On Veteran's Day, 2006 Hingham was honored to have as it's speaker, Captain C. Andrew McCawley, a graduate of Hingham High School in 1976 and the US Naval Academy in 1980. He is a naval aviator and is currently the eighth commanding officer of the aircraft carrier USS Abraham Lincoln, CVAN 72. I now have a hatpin on my Charles H. Roan hat from the Abraham Lincoln.

Another Charles H. Roan shipmate, John McHugh, took the photo of Capt. McCawley and myself at the Hingham Veterans Memorial.

Don Lincoln
FT2 57-60

FROM AFTER DIESEL

We're trying to expand the Association

While reading the last edition of "The Tin Can Sailors" newsletter I came across an article about the USS Charles R. Ware Association. They compiled a complete roster of shipmates who had served in the Ware over her lifetime. This was an immense project that took them 2 years. If you check the Ware's web site you'll see the fruits of their labor, in the form of a complete roster with the names viewed alphabetically with the click of a button. They say there were 5,300 shipmates and they have been able to contact 50% of them.

Souza and I discussed this project and we thought we would like to attempt the same undertaking. This would strengthen our Association by giving us a vehicle to find more shipmates from the information we glean from muster rolls used to compile the list. The muster rolls are obtained from the National Archives, and come on 16mm microfilm. About 10 years ago the subject of these microfilm rolls came up at an Association reunion. From the information I received at this reunion I obtained a few rolls of this microfilm myself and I'm sure others did also.

In addition to the microfilm we will need a viewer to read the microfilm. Although the viewer is needed at the start to get the project going the procurement of the film would be spread out of the life of the project. I have checked with the National Archives and they report that the Charles H. Roan's muster rolls would take about 18 reels of microfilm at a cost of \$65 a reel.

If you would like to donate to the cost of this undertaking please contact Souza. If you have obtained muster rolls for the Roan in the past and would like to donate them to this project please send them to me at the address below.

As for our Mystery Shipmate on page 16, that's Frank Kent BT2 62-64. Now from the looks of him you would think he came out of the hills, served in the Roan, and return to the hills. Well that's wrong. Frank's a Chicago boy like me, although he's from the south side, but the south side isn't that wild.

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

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 ore files)

Telephone # _____ Fax # _____

e-mail address _____

Rate and/or Rank while aboard the Roan _____

Years served aboard --- From _____ To _____

Spouse / Fiancée's name _____

USS Charles H. Roan DD-853



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

RETURN SERVICE REQUESTED

PRESORTED
STANDARD
U.S. POSTAGE
PAID
CHICAGO, IL.
PERMIT NO. 227

