

# THE



# JOURNAL



# CHARLES H. ROAN

VOLUME 12 NUMBER 1

SPRING 2009

Rear Admiral Warren C. Hamm USN  
Commander U.S. Naval Forces, Korea  
Senior Member, United Nations Command, Military Armistice Commission  
1978



LTjg. Warren C. Hamm Jr.  
USS Charles H. Roan DD-853  
1949 - 1952

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Please remember these shipmates in your  
thoughts and prayers

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Henry Rossi	SK2	57-60
Tom VanPetten	LTjg	58-61
Ray Ward	CO/CDR	65-67
Bob Willet	BT2	63-66

## Binnacle List

Herb Hare,	TMSN	52-55
Jack Koivisto	PN1	68-70
Lorraine Souza wife of Richard Souza	SMC	58-66

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

## Taps

	Plankowner		
George Gardes	XO/LCDR	46/48	01/08
Joe Matuska	SH3	62-64	09/08
George Morton	SH3	49-52	01/09
Don Quirk	MM3	61-63	11/08
Paul Solis	SM3	57-59	01/09

## Cover Photo

Rear Admiral Warren C. Hamm leading other Allied Officers on left in talks with North Koreans and Chinese on right. Admiral Hamm reported aboard Roan as an Ensign and rose to a Ltjg before leaving Roan. If we were to consider Roan his home town the headlines of the hometown newspaper over this photo would have to read:

### "Local Boy Makes Good"

A bio of Admiral Hamm begins on page 8.

## 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



As the years go by it becomes so important to me to want to see shipmates that I served with. Every reunion brings the same questions from other shipmates. Where are these shipmates and why haven't they returned or even ever came to a

reunion? Only you out there can answer that question. Won't you make an effort to attend our reunions?

We still have not determined exactly where our 2010 reunion will be. The Northeast was voted the most likely site. I am working with Fall River, Massachusetts and also the possibility to return to the Providence, RI area. We have two other shipmates looking into the Pennsylvania and upstate New York area. Before our next Newsletter comes out we should have some more inclusive information on our reunion site for 2010.

Due to the success of our last mini-reunion cruise and demand for another, we are scheduling a longer cruise to the Hawaiian Islands leaving in November 2009 from and returning to San Diego, CA. This is a chance in a lifetime for you to enjoy sailing once again with your shipmates. Cruising is an unforgettable experience. Ask any of the 30 people who attended our last cruise if they would do it again? After all, sailors need to be pampered with luxuries that during their Naval careers they could only see from a distance. Check the insert included in this newsletter. Mary, our cruise planner has obtained the best fares available for this type cruise. For what you get, you can't beat the price.

Financially we are still solvent. Our funds though, are not as high as we would like them to be to support our operation, including future reunions. Like our economy we too have felt the pinch. Donations from those who are able are what keep us afloat.

*Richard F Souza*

### New Members

Peter Nord  
Ens, 51-53  
New York, NY

William Parker  
RDSN 58-60  
Anderson, IN

Palmer C. Swanson  
ET3 48-50  
Sanford, MI

## Financial Report March 15, 2009

Last Financial Report November 1, 2008

Balance of Checking Account \$14,002.80  
Reserve Fund-Separate Account \$700.00

### Expenditures

Post Office	375.34
Office Supplies	95.50
Small Stores	3,290.86
Newsletter/Printing	1,533.88
Telephone/Internet - 6 Months	375.00
Storage Locker - 6 Months	406.35
Reunion Refund	460.00
Web Site	215.46
Bereavement	181.19
Cruise Books	405.00
Total Expenses	-7,338.58

### Deposits

Donations and Small Store Deposits	2,908.15
Checking Account	14,002.80
Expenses	-7,338.58
Balance	6,664.22
Deposits	2,908.15
Total Balance	9,572.37
Reserve Fund	700.00
Total Assets Including Reserve	\$10,272.37

## Special Thanks

to  
Jack Byrne  
John & Elinor Griggs  
Frank & Dorothy LoCastro  
William H. Morrison  
Julie A. Quirk  
Lincoln R. Sander

### Contacts

#### Association President

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#### Web Master

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rblucchesi@comcast.net

# Letters From Loved Ones

Dear Richard,

It is with a very heavy heart that I write to you today to inform you of the passing of my beloved husband and shipmate for over 48 years, Paul Solis Jr. He passed away on January 20, 2009, from complications the day after open-heart surgery for a quadruple bypass.

He was an honorable man, a very proud man who was born in the small Texas town of Valentine. A fitting tribute to the man he was, a man with a big heart who was loved by the many that knew him. A devoted husband, father and grandfather.....his heart touched the lives of all those that were fortunate enough to have crossed his path over the last 70 years.

There were many things in his life that brought him great joy, but one of the greatest was the bond of friendship that he and his shipmates shared as young sailors aboard the USS Charles H. Roan. He proudly served our country in the US Navy from 1956 to 1962 and was a signal man aboard the USS Charles H. Roan. He reunited with his closest shipmates; Richard Souza, Carl Wishart and Bob Hansen back in 1991 during the reunion in Fall River, Massachusetts. He had many great memories and stories about his shipmates aboard the USS Charles H. Roan. You all were his closest friends and we can only thank you from the bottom of our hearts for the joy you brought to him upon your reunion and the reunion with his USS Charles H. Roan shipmates. Richard, your tireless efforts to find him nestled in our West Texas home of El Paso, after nearly 30 years, brought him great pride and joy. We attended the last reunion in August 2008 in Myrtle Beach, South Carolina. Paul and I had wonderful memories of that trip as we always looked forward to the reunions. Those are memories I will cherish forever.

I would like to thank you and all of our Roan Family for keeping him in your thoughts and prayers. He was our "sweetheart" and we know that he will live in our hearts forever and will be greatly missed.

Sincerely,

Esperanza Solis, wife of  
Paul Solis Jr.  
SM3 57-59

Mr. Souza & Mr. Lucchesi,

My father, George Gardes, was a Roan member as XO/ LCDR 46-48 (Plankowner). He passed away in January 2008. I didn't realize there was an organization until the Fall 2008 newsletter arrived. It is a very nice newsletter and I know George was very proud of all of his ships, and I learn more about his service all the time.

Susan Kendall, daughter of  
George Gardes  
XO/ LCDR 46-48

Dear Richard,

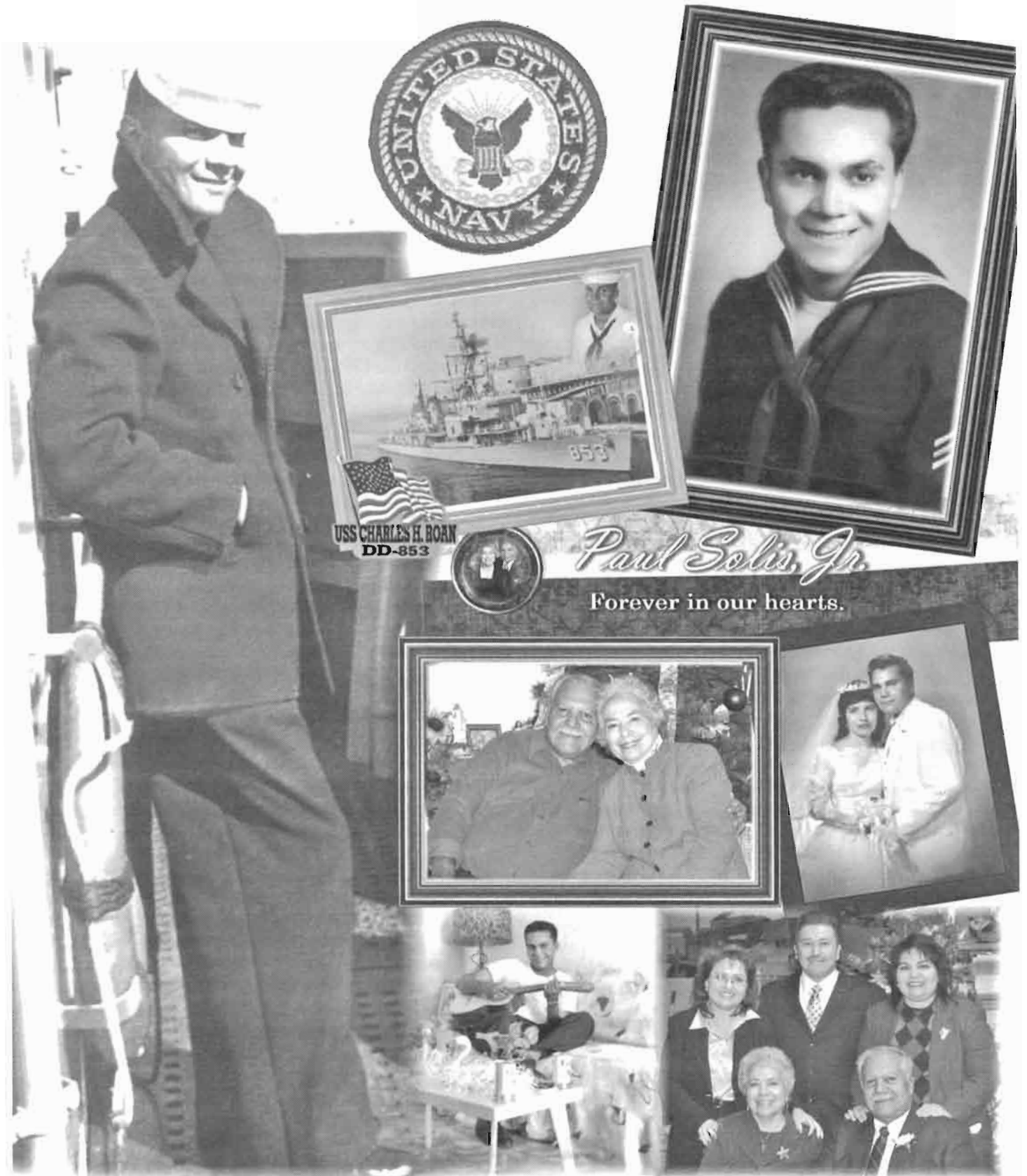
I would like to donate this money in memory of my husband Don Quirk, who passed away on October 11, 2008. He served in the Charles H. Roan from 1961 to 1963. He loved the Navy and really enjoyed getting "The Jolly Cholly."

Sincerely,

Julie Quirk, wife of  
Don Quirk  
MM3 61-63



I am very saddened that my friend and dear shipmate who worked with me and for me has passed away after a second by-pass surgery. Paul Solis SM3 passed away Tuesday, January 20, 2009 in El Paso, Texas. Although he survived a second triple bypass surgery, his heart was not strong enough to regain its strength after his latest heart attack. I was fortunate to talk to him daily until his surgery. He will be deeply missed and my heart goes out to his wife Espie and his three children. Your shipmate Souza



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

## **Flags and Signals**

Dear Chief,

I hope all is well with you. The other day I received a note from Barbara Morton, advising me that George had passed away on 28 January 2008. He and I were shipmates during the 49-52 time frame. George thought so much of the Association that we thought a small donation in his memory would be appropriate.

Keep up the good work.

Warren Ham, Rear Admiral USN Ret.

LTJg 49-52

Hello Chief,

Just finished reading the fall edition. Good job by Editor Joe Lambert. I wanted to thank him for publishing my Gallipoli story. These types of my “Life Stories” (a couple of hundred now) are products of a weekly class I take which prods us into writing material for our children and grand children. Under the “rules”, harsh criticism is not allowed and neither are comments such as “That isn’t the way it happened”. The memories are “ours” and we record/write about them the way we remember them. It’s entirely possible that others might have viewed Gallipoli differently than I did and that is certainly their right. And if they were able to have made a “silk purse out of that sow’s ear”, more power to them! Just don’t tell me I’m wrong!

I also enjoyed reading Captain Ward’s story about “Chicken on the High Seas” on the Roan web site. I was aboard then and actually have some 8mm, color film of the “charge” and withdrawal. I have written a story about that incident, too and while somewhat longer, it is in agreement with his recall. We communicated a couple of times last year and I was hoping to see him on a visit he was making to San Diego. Unfortunately, we couldn’t bring it off.

Lastly, I noted MM1 Hoyt’s picture on the cover. I wonder if he could ever forgive the Captain and me for converting him into a carpenter/woodworker to refurbish the wardroom? I hope we rewarded him well - it was a much better looking space when he was done. I especially remember installing shutters around the bulkheads to cover the ports and the “lovely” interior green paint. He was/is a man of many talents!

By mail, I’m enclosing a contribution to encourage all involved to keep up the good work.

It looks like the reunion was a success and enjoyed by all attending. Maybe one of these days I’ll make one. I can’t make them all, so next year I may try to attend either USS RUSE (DE-145)’s or USS ROCHESTER (CA-124)’s or maybe USS FLOYD COUNTY (LST -762) all ships in which I served prior to ROAN. The LST reunion is likely to be on the west coast and that will be good for me.

So - keep up the good work. It can’t go on forever!

With warm regards,

Jack Byrne

XO/LCDR 66-68

Dear Richard,

We really enjoyed the reunion in Myrtle Beach and are looking forward to the next one. We are rooting for the Northeast. Right now Herb is going through some serious medical problems and I am playing nurse and am not very good at it.

We hope to see everyone at the next reunion. Enclosed is a check for the Association.

Yours truly,

Carolyn Hare wife of;

Herb Hare

TMSN 52-55

Dear Richard,

I really enjoyed the fall issue of “The Jolly Cholly”! I too, would have been at the last reunion, but a heart attack prevented our attending. In fact, after I was released from the hospital, I got home and the next morning had another ambulance ride (85 miles) because of blood clots. I am now recovering slowly and feeling well.

“The Jolly Cholly” brought back many memories. Back in 1969 I was selected as COMCRUDESANT Sailor of the Year. It was a memorable event in my life. But, I guess other memories bring back all the good times while aboard the Roan. I was visiting one of my daughters in Fox Lake, IL and I contacted Captain Max E. Slankard. It was quite a reunion! I also contacted Bob Reiman our Executive Officer. It was fun talking with him and then to find out that he retired as an Admiral!

“The Jolly Cholly” keeps us all informed of old shipmates. I definitely will attend the next reunion. Accept a check for the coffers of “The Jolly Cholly”. Keep up the good work.

Your Shipmate

Jack Koivisto

PN1 68-70

Dear Richard,

Here’s a couple of bucks for the kitty. I have some doubts about my published ranks, as to what is proper on the log. I was a RM3 while in the Roan. I made RM2 on my next assignment.

I wish you and all shipmates a Merry Christmas and a Happy New Year.

Frank Selonke

RM3 50-52

Hi Richard,

I received “The Jolly Cholly” today and I really enjoyed it. I read every word in it. I appreciate getting it. Much to my sorrow I saw where two of my former shipmates have passed away. They were good Naval friends of mine. Dale Wilhelm, FN 46-47 and Ritchie Smart MM1 46-49.

Thanks,

Joe Angione

MM3 46-47

# Flags and Signals

Richard,

Here's a little something for the newsletter. Our best to Lorraine.

John & Shirley Skaaland  
FTG3 62-65

Hello "JP",

Hope this finds you and Lorriane happy and healthy. Our prayers go out to all on the Binnacle List. Max has moved a few miles away. I miss him. If you come to visit be sure to stop here also.

Please send me a golf shirt and use the rest for the Roan Association. Best wishes to all the Charle H. Roan sailors and God bless all Vets in the USA.

Sincerely,  
Larry Wright  
ETN3 65-66

Chief Souza,

I get lots of newsletters (as I'm sure you do to) but "The Jolly Cholly" is among the best. I hope everyone appreciates all of the effort you, Joe and the board make in the Association's behalf.

Warmest regards,  
Jack Byrne  
XO/LCDR 66-68

Hi Richard,

I hope everything is well with you and your family. I'm enclosing a check to help keep the press rolling. The staff is doing an excellent job. Give my best to Joe Lambert a fellow firefighter.

Stay well,  
John & Elinore Greggs  
TMSN 51-52

Hi Richard,

Hope all is well with both of you. Everything is O.K. on this end. We have to keep "Charlie" afloat. We would love another cruise - 7 or 15 days. Lets do it!

Stay well,  
Frank LoCastro  
YN3 53-56

Richard,

Keep up the good work, I always enjoy reading "The Jolly Cholly" .

Several ideas are in the making and there is a possibility that one or more cruises will be planned. Jay Dalton is investigating a northern 7 day cruise to Canada with Boston being the port of departure, visiting places like Halifax. A 15 day round trip Hawaiian cruise out of LA or San Diego is also a suggestion. Both or either trip could be planned for 2009 and/or 2010. We need some input from all of you. If you might be interested in one or both trips we would like to know how many would be willing to sign up. Knowing this information will tell us how to proceed. A simple response by letter or card, phone and/or e-mail will help us determine if these cruises generate your interest. Mary our travel agent, will put together a cruise with the best price available for all of us.

We would be interested in both of these cruises. However, we would like to recommend (based on several past, bad experiences) that Los Angeles be eliminated from consideration. The port and airport are a nightmare.

Carl & Gloria Sandberg  
MM1 51-52

Richard,

In spite of the misspelling of my name in the last newsletter, I still enjoy reading "The Jolly Cholly". No one is perfect. I hope my contribution helps.

Donald KACHER,  
ETSN 52-53

Richard,

Here's a check to keep the Roan Association afloat. As I get older I appreciate my time served more and "The Jolly Cholly" brings back good memories.

Thanks,  
Tom Parker,  
DC2 66-70

Dear Richard,

Both Elinor and I hope Lorraine and you are well. We would be interested in a Hawaiian cruise. Enclosed is a check for the newsletter.

Don & Elinor Burton  
MM3 49-51

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.



# Rear Admiral Warren C. Hamm USN (Ret.)

LTJg - USS Charles H. Roan 1949 - 1952

Dear Joe,

I was most pleased and honored by your telephone call which requested that I give you some comments relative my 41 years in the Navy. That certainly sounds like a long time, however I would do it all over again, yesterday - and not change one single thing, if one can say that - that is what a career is all about.

I consider that my career was so successful because of the officers and men I was associated with - the lessons I learned from them and the interest they took in me. Probably a major factor in my successful career was my first ship - USS Charles H. Roan (DD-853.) We will come back to her - in a while.

I was born and brought up in St. Albans, Vermont, during WW II, which certainly had an impact on my thinking about the Navy and wanting a military career.

I applied to the Maine Maritime Academy and was accepted as an engineering cadet. After three full years of sea time as a Midshipman I graduated as an Ensign in the Navy, and 3rd Assistant Engineer in the Merchant Marine. I opted for the Navy and received orders to the USS Charles H. Roan, in Boston Naval Shipyard at the time.

Although I had been well prepared for the Navy and felt confident I could perform, coming from a Merchant Marine Academy. I was a different type officer from what the Roan was familiar with

I was the 11th officer aboard and was assigned as MPA. I stowed my gear in the aft officers' quarters and even before unpacking, I shifted into dungarees and started tracing lines in the machinery spaces (this was pounded into our heads by our Officers - as the first thing one did on reporting aboard) needless to say MMC Bill Kitts and MMC Harry



Dozier could only shake their heads. However they were impressed. I certainly learned a great deal from the crew of the Roan.

The officers had never been exposed to a Merchant Marine Officer before. Once they became aware of my dedication and desire to excel they were great. My roommate, LTJG Tom Cosgrove, a mustang, took me under his wing and imparted much wisdom and common sense.

My shipfitters were outstanding sailors, ME1 Louis Fitzgerald, FP2 Basil Timmons, DC2 Glen Decker and FN Jim Garvey. We had a problem with sanitary water pressure to the Captain's sea cabin. Every time we got under way I would be summoned to the bridge and the Captain would express his displeasure that his head would not flush. After a month of this I told Fitzgerald "I was tired of this and never want this to happen again". He smiled and said "Yes Sir!"

The next time we left port, I was called to the bridge and told the Captain wanted to see me in his sea cabin. I eased back, knocked on the door and when I entered the cabin, there was water and head paper dripping from the overhead. My people had removed the reducing valve from the 100# sanitary line outside the galley, so the Captain got 100# in his head. Guess he got a douche. That was one BIG lesson I learned, be careful what you tell people.



I certainly remember Captain Dave Martineau during the collision with the Brownson. As DCA I was more than busy with the major flooding problems. He called me to CIC and said, "Ensign Hamm, do you recommend we abandon ship or save it?" He acted on my recommendation, a fuzzy-faced Ensign. I thought there must be something about this Navy system, when a seasoned WWII Skipper heeded a green Ensign.



Cleaning up after the collision

I happened by the mid-ship passage - and SH3 Nally (Laundryman) was leaning on the starboard rail - we were talking about the collision and the many sharks circulating about the ship - I said "Nally were you scared about the prospects of having to jump into the water with the sharks?" He answered "NO, Mr. Hamm." I asked, "How come?" then, he said, "The sharks would have been at a big disadvantage as they would have been swimming in S---." Only in the Navy would one get the evaluation such as that.

I could go on and on about the Charles H. Roan and what I learned and put to practice from the crew. I am truly indebted to the crew of the Roan and I say, 'Thanks'.

With that I will move on as Roan was two and a half years, and there is about thirty-eight years to go. Following Roan I spent two and a half years out of the Navy with Bethlehem Steel Shipbuilding Division. This was most beneficial as I learned thoroughly about the shipbuilding and the ship repair business.

I returned to the Navy because I realized that was where my heart was. My first assignment after returning was Chief Engineer of the USS Algol (AKA-54). During the tour we completed an 11 month West Pac Cruise. I did not realize that this exposure to amphibious warfare would later help me as an Admiral.

Next I attended the General Line School in Monterey, California, where for a year we studied all aspects of ship and staff assignments. With a family it was TOUGH - getting back to homework, tests and etc.

I had advised BUPERS that I strongly wanted to return to destroyers. (Where the action is.) Happily I was assigned as OPS Officer of USS Decatur (DD 963) out of Newport. While I was aboard we made two MED tours, which were full of great operations, and challenges. I was able to put my Roan DCA experience to use during a major machinery space fire in Naples.

Following Decatur, I was assigned to the Staff of

COMCRUDESANT, as the Ship Scheduler. Scheduling the operations, deployments and overhaul of all the Atlantic Fleet Destroyers I found to be most interesting and challenging. One really learned how the Navy operated.

During this time I became command qualified (more study) and upon departure was assigned as Executive Officer of USS Mitscher (DL-2) (a WWII Cruiser Hull). An XO tour is a most challenging and rewarding tour; in addition the Mitscher was an Admiral's Flagship, so one became accustomed to that unique role, (at least we always knew what was going on.)

Following this I was assigned as Commanding Officer of USS Hartley (DE-1029), (the sports car of the fleet.) The Hartley was a fantastic ship with 135 Officers and Men. Amongst operations, we were involved in the Cuban Missile Crises, in an area, which resulted in some tenuous situations. It was satisfying to be able to implement the lessons of leadership learned from the Roan.

Then I did a years study at The Naval War College in Newport, followed by a frustrating tour in OPNAV, in the Pentagon but at least I was in Destroyer Operations. I did learn a great deal about the "Big Picture", but I could not depart fast enough.

After 1 year I was assigned as Commanding Officer of USS Byrd (DDG-23). During my tour aboard her we had two MED tours and was involved in the 1967 Arab-Israeli War. We went head-to-head with the Soviets and were in the area when the USS Liberty was attacked. That was an interesting and action-packed tour.

I had always wanted to be XO of a large cruiser, so my next tour was XO of USS Springfield (CLG-7). The Springfield was the 2nd FLEET FLAGSHIP, so she had all the niceties, we Destroyermen never had. (i.e. band, Marines, printing press, helo, weather guessers, etc.) We covered the East Coast, Caribbean, and Northern Europe etc. That is the way to go to sea; have a Three Star Admiral aboard.

I was selected for a major command, and went to the USS Puget Sound (AD-38). Being Skipper of a tender and the Flagship of COMCRUDESANT was certainly a different type of job. My experience at Bethlehem Steel paid dividends. I was able to get the ship underway several times, fired the guns and visited Halifax. (This was not the same city we visited with the Roan)

CO of the Destroyer School in Newport was my next assignment, where we trained destroyer department heads, PCOs, PXOs and enlisted engineers. I was most pleased to have MMCM Harry Dozier on the Staff. Chief Dozier had been in charge of the after engine room aboard Roan when I traced those lines.

Near the end of my tour I received a call from BUPERS who advised me that due to the shortage of junior officers in Vietnam, the entire soon-to-graduate class would go to Vietnam as DD Department Heads. I knew this would not be a popular announcement!

I assembled the Officers, reminded them they had previously raised their right hand and said they would obey all orders etc., and announced that they were ALL going to Vietnam, and before they became too emotional, I told them I had told the Bureau I would also go, although I was to go to

a Cruiser Command. So we all went to Vietnam.

My assignment was Senior US Navy Officer to the Vietnamese Blue Water Navy, (72 ships.) Our job basically was to insure the Vietnamese operated and repaired their ships in proper manner. I placed officers and men aboard ships that I deemed needed assistance and assurance they carried out their missions. It was an extremely frustrating job. As far as I am concerned the performance of my officers and men was the finest testament to the ability and morale of the U.S. Sailor in any War. There could not be a more difficult task, than living and performing aboard a Vietnamese Navy combat ship. The men lived as Vietnamese.

At the end of my 365 days, I was most pleased to return to the U.S. Navy. One pleasant aspect of the job in Vietnam was that my boss, VADM Robert Salzer, who was XO of the Roan during my tour.

Next, I reported aboard USS Dale (CLG-10) as Commanding Officer. This was an action packed tour with two deployments to Europe and the MED, once again, often times playing "Guts Ball" with the Soviets. During this period we won the Cruiser Battle "E" with all Departmental "E", two years in succession. There was no better crew because we were a Team.



After two and a half years as CO (I would have stayed forever) I was assigned to the Staff of NAVAL SURFACE FORCE ATLANTIC, first as Readiness and Training Officer and then "The Plum", as Chief of Staff. That was a super job, because I was where all the action was, both in the Atlantic Fleet and Washington, and with my experience as Commanding Officer of four ships and this

prestigious assignment I really felt I could handle greater responsibility.

One day, the telephone rang and the Chief of Naval Personnel informed me that I had been selected as Admiral ... It was a humbling experience, realizing how many men and officers had made this possible. One would possibly go to Mars for your first assignment, and I guess I was quite surprised when informed I was to go to Korea.

My responsibilities there were, Operational Commander of the Korean Navy and Marine Corps, U.S. Navy Component Commander and Senior Member of the Military Armistice Commission, (dealing with the North Koreans and Chinese at Panmunjeon). Needless to say it was a fantastic experience and a real challenge, when you, as an American, operationally control another country's Navy and Marines. Negotiation with hostile North Koreans was interesting.



On the bridge of Flagship - USS Saipan LHA-21

Upon return to the States, I was assigned as Commander Amphibious Warfare Group 2. Included in my responsibilities were all the Amphibs in the Atlantic running exercises, both U.S. and joint, in the U.S., Northern Europe and the MED. We had many interesting challenges including the Cuban Refugee Operation and implementing an innovative Navy and Marine Amphibious Doctrine such as raiding type OPS etc.

Upon leaving PHIBGRU 2, I went to Washington, (not in the Pentagon) and served as Deputy Commander, Commander and Vice Commander of Military Sealift Command. This command was charged with the Worldwide Military Sealift Command Organization, which involved 150 ships supporting the Pre-Positioned Forces, Quick Reaction Forces, Direct Fleet Support, Special Operations and all Petroleum and Dry Cargo-related Operations in support of the U.S. Military Forces worldwide. This was a most interesting and busy job. The majority of the 10,000 personnel were civilian and union people, so this opened up a new world.

My last assignment was with NATO in Portugal, as the Deputy Commander-In-Chief IBERIAN ATLANTIC AREA. We were responsible for all Naval and Air Operations from France, south to half way down Africa. Working with 6 different nationalities and smoothing over the many differences was challenging, as was the maintaining a war readiness attitude in every person's performance.

I had never thought much about retirement, as to what I would do or where we would live. I had been offered a job in Washington, DC, involved with shipping, however at the last minute internal developments in the Country we would represent, precluded the company from starting.

We returned to Vermont, and I have devoted all of my time to Community projects, The Vermont Veterans Home, Merchant Marine Academy Alumni Affairs and cruising in our 34' Trawler.

Warm regards, *Wasser*

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

# While You Slept!

## The Bearing

J. J. Hoyt, MM1, 64-68 & Chuck Eveland, MM2, 62-68

written by

J. J. Hoyt

Reunions are great times to get together with old shipmates and meet ROAN sailors from times before and after the years have passed. You find after all that over the years, in my case a mere 43, you and your shipmates have grown, just not taller.

Having stuck around for 28 years of service on active duty and another 16 working as a civil servant for the Navy, I can say I've seen a lot of changes. One thing that was so much different is the way we addressed repair 40 some years ago. Not just in engineering, but in all rates and work centers. RM's & RD reenlisted for advanced training in order to troubleshoot and repair their own gear. ET's did the same so they could fix it all! As snipes, we all picked up additional skills from welding to cutting and brazing to using the vast array of machine shop equipment. Never send anything to the tender if you can fix it yourself! PRIDE. We all had it, no matter the rate or rank. Let's face it guys, we all come from families who imparted a strong work ethic and ability to think on our feet. Most importantly, we were taught to think outside the box.

At this point, I guess you're confused as to what all this background has to do with a bearing. Well, it all boils down to how us snipes finally fixed #5 line shaft bearing. The starboard shaft is the main drive shaft from the Forward Engine Room that runs through both the Aft Fire Room & Engine Room. The repair responsibility for the Starboard line shaft bearings fell to the shipmates in the aft engineering spaces. It may not seem fair, but if it's in your space it's yours. Now these bearing are big! With a shaft diameter of 18 inches, each bearing half and its cap cover weighed over 500 pounds. Dealing with the steel cap and foundation base, brass self-aligning bearing lined with an alloy of tin and antimony is never easy if you are required to conduct extensive repair. Number 5 was the only bearing on the whole shaft that ran hot continuously while underway. Normally temperatures ran around 160 degrees, but at high speed it could be 180 and up. Any period of time at those temperatures causes bearing failure; basically the bearing lining wipes or melts. We utilized a good deal of fresh water and burlap trying to keep #5 as cool as possible. Sometimes it worked but most times not. Just about every inport if we suspected a problem, we would have to at the least open and inspect the bearing for damage. This alone would take 6 to 8 hours and some pretty serious equipment to include chain falls, slugging wrenches and 10 pound mauls. If a problem was found, scrapping, shimming, and taking clearance readings required putting the bearing back together several times to ensure proper operation and normally added quite

a few more hours. We all got our turn at #5 and became experts in line shaft bearing repair. It had become so routine that it kind of became a rite of passage, if you were lucky enough to be a member of the aft engine room crew.

Sometimes you just happen to be in the right place, meet the right shipmate and hit on the right line of conversation to potentially solve a dilemma that had become an albatross around our collective necks for well over a year. The chance meeting took place over a draft at the Ward Street Café on a Peacoat kind of day. After several beers and snappy patter with an older shipmate, I related my sad tale. The Chief wasn't an engineer, but had been riding Cans out of Newport for many years and enlightened me to a collision between a Fleet Tug and ROAN that had occurred in the early 50's. Evidently, a tug had collided with ROAN along her aft starboard quarter, requiring replacement of the tail shaft, strut, fairwater and stern tube. Extensive checks were made at the time to ensure that the keel was not affected or distorted by the incident, because if it had been, ROAN would have been decommissioned and probably scrapped. This kind of got us thinking, could there be a relationship between a collision that occurred over a decade before and the continuing repair issues with #5? Did the shipyard that conducted the initial repair fail to detect a few thousands of an inch error in the overall run out shaft alignment? If this was the case, what could we do to possibly correct an alignment problem on a main drive shaft for a steam turbine that generates up to 25,000-shaft horsepower?

Before the advent of the Planned Maintenance System, we had an archaic, more primitive method of documenting maintenance history. We used machinery history documented in handwritten form on 5 X 7 card stock and retained them in large binders kept in the Ship's Engineering Office, better known as the Log Room. Feeling that there must be some connection, we decided to check the repair history on #5. There was of course our recent entries and the numerous additional cards going back for several years documenting the same problems; more entries on our problem bearing than on any other. We had an aggressive operating schedule in the mid-sixties, with deployments every year, lots of operations down south as the school ship out of Key West. You could make a lot of holes in the ocean with fuel costs at 8 cents a gallon. Working conditions remained taxing with watch and workdays combined to make long hours along with the inevitable requirements needed to keep #5 within tolerance and not running hot. We knew not many of the higher ups were going to be receptive to our plight and an extended yard period was dim hope on the horizon.

A kernel of an idea began to jointly form amongst us in the aft engine room. What would happen if we loosened the bearing foundation nuts on the body bound studs attached to the foundation support plate? If we collectively made such a decision, would the entire bearing assembly self-align. Surely, we would have to do it when we were underway so the shaft's natural thrust rotation would act to realign the bearing. We had the how, now we had to figure out a couple W's.

Lots of things had to fall in place, who was to do the deed, who did we trust, and of course, the when. I was the senior petty officer and in charge of the space, so the accountability of our actions would come home to roost on my shoulders. The When. We had to pick an ideal time, preferably on the mid watch, steady sea state and little chance of an RPM change. We felt around 110 RPM's, something like 12 knots, would accomplish the desired effect. As for the who, I had a good shipmate who had been up and down the rank ladder a few times and was best known to the Commanding Officer for his faults and not his accomplishments. Our opportunity came and we assembled the tools necessary. We began by removing the 4 aligning pins from the lower bearing housing and held our collective breath, but nothing happened. We marked a grease pencil line from the center of the body bound studs across the nuts that held the lower bearing in place. Using the slugging wrench and the 10 lb. Maul, my shipmate backed off the first nut 1/4 turn. I then started on the nut on the opposite corner. I had only moved

the nut a fraction when there was a hard snapping sound and shock you could feel through your entire body. As dust drifted down from the overhead, we looked at each other across the top of the bearing with eyes as big as the bottom of a mess deck coffee cup. Even with a generator and all the pumps on the line I couldn't hear anything except the blood pounding in my ears. I'm sure my shipmate was in a similar state. There was no alert or communication from outside the space; the shaft continued its steady rotation as if nothing had happened. We hastily reset the nuts to their original position, but could only reset two of the four aligning pins; the other two were a no go. We finished the watch, nothing seemed to be broken and I guess to this day nobody talked. I moved on to the Forward Engine Room after making first class, then on to "A" Division. My partner in the deed and all the rest of my watch mates transferred or got out by the time I transferred two and a half years later. So what happened? We are not sure, but one thing is for sure, I paid attention to any repair or replacement issues of #5 line shaft bearing. There were never any problems with that bearing in the remaining time I was onboard ROAN.

Which brings us full cycle back to a few months back in Myrtle Beach at the ROAN Reunion. I saw my shipmate from all those years ago, older and grayer but somewhat wiser. We reminisced, laughed until we hurt and I asked if I could tell the story, he said yes, it was time. So that's it. I think it's too late for the Court-Martial, besides, we did finally fix #5.

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## Remembering a Shipmate and Brother

Maybe you remember in the last "Jolly Cholly" me talking about our asbestos problem. Just prior to putting together that edition of the newsletter I had received word that another of our shipmates, Joe Matuska SH3 62-64 had contracted Mesothelioma. Just after the newsletter was mailed out, I received word that Joe had passed away. This is just an example of how quickly this disease can act.

Let me tell you a little story about Joe. Joe and I served at the same time in the Roan though I barely remembered him. After leaving the Navy we both pursued the same career path, firefighting; Joe in a small city in New Jersey and me here in Chicago.

Joe and I were reacquainted at one of the first reunions and discovered our mutual occupations. At one of the reunions Joe mentioned to me that he sometimes came to the Chicago area for seminars. I of course told him to look me up when he was in town.

In due time I did receive a call from Joe saying he would be in town in a couple of weeks and would I like to meet up. Of course I would, this is an old shipmate.

As I thought about my coming meeting with Joe, the testosterone started to flow and machismo reared its ugly head. "I'll show Joe how we do it in the BIG CITY." A bus-mans holiday so to speak. Somewhat like the story, "country mouse, CITY MOUSE." Why not! I'm the chief of one of the busiest battalions in the city. What an impression that will make. Joe will be able to go home and tell all kinds of fire stories from the "BIG CITY."

You know where this is headed, don't you? The day arrives and I pick up Joe in the early morning and start to go about my daily routine. I showed Joe my fire district and the fire companies under my command. The day goes on and on and on, and as we say here in Chicago, "I don't turn a wheel." Joe was with me for about ten hours and we didn't have a run.

Normally this would have been exciting to me, because having a "no hitter" day was very unusual and something to talk about, but come-on, not when your trying to impress someone! I dropped Joe off about seven or eight that evening and my only hope was, when he got back home and talked to the "Brothers" there, they wouldn't laugh to hard.

Well Joe, rest in peace shipmate. You served your country and your community with honor. Rest now my Brother. You earned it.

Joe Lambert  
EM2 62-64

# FROM AFTER DIESEL

The pressure that our country is under can be seen within our group. As I put together this newsletter and reflect on the last, I see signs of these doldrums; i.e. low turn out at the last reunion, number of donations way down, and the amount of messages and e-mails we receive, unbelievably low.

One of the most difficult tasks in putting together this newsletter is allotting pages to and laying out the "Flags and Signals" section. It usually takes up about 4 pages, while in this edition we don't even have 2 pages. We most certainly have our minds on some very serious matters.

Also as a group we're getting older and older which of course means more frequent and serious health problems. But we are a group, and sometimes that sense of belonging to something and not being alone kind of lifts the spirit. If that group is old friends you can reflect on when you were younger and the somewhat crazy things we sometimes do in our youth. That can bring a smile to your face and a little laugh to your belly, and we all know laughter is the best medicine.

My son talked me into joining Facebook on the Internet. You may have heard of "My Space" that many kids belong to, well Facebook is the adult version. It's a social inter-action web site. The inter-action is just between you and your friends. I have watched my children (and I mean adult children with children of their own) keep up a daily banter with their friends and family members. They have made contact with people they haven't seen or talked to in years, and they have fun with it.

Within Facebook groups are formed that have special interest. A USS Charles H. Roan group has been formed. Presently there are only about 6 members, but if enough of us join it can become quite interesting. This would be a good way to maintain close and relevant contact with old friends. Also if you happen to be on the site and a friend also is on the site you can have a real time conversation with them.

There is another group called "6 degrees of Separation." This group speaks to the theory that we are all connected within only 6 people. It would be interesting to test this theory seeing that we are so spread out across this country.

Facebook may be something you may want to look into. The good thing about it is, it doesn't cost anything. I hope to see you there.

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 is from the following categories – 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 / Fiancée's name \_\_\_\_\_



Item #1  
**Embroidered Golf Type shirts**  
 (with pocket)

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

**Ships Crest or Ships Name**

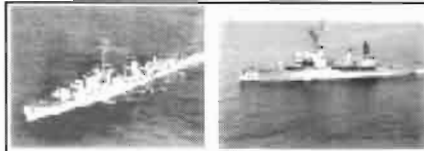
\$33.00



Item #6  
**Ball Cap**  
 Blue hat with gold ship and lettering  
 with either  
 Before 1961 silhouette  
 or  
 After 1961 silhouette  
 both  
 \$17.00  
 (please indicate silhouette preference)



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



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  
 \$12.00



Item #4  
**Cup**  
 Lettering in gold  
 Colored Ship's Logo  
 \$12.00

# SHIP'S

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

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



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



Item #2

**Wind Breaker Jacket**

Navy Blue Embroidered with Ships crest on front, ship silhouette and ships name on back in Gold lettering

\$66.00

NOTE: These jackets run SMALL so order accordingly.



(Back of jacket)



Item #7

**Winter Jacket**

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

*Jackets are fitted at the waist so order accordingly.*

\$75.00



Item #12

**USS C. H. Roan License Plate - Fram**

In full color

Got to see it to believe it. Just outstanding.

\$25.00

**NEW ITEM**

Item #13

**Roan Cruise books - Spiral bound facsimiles**

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

\$25.00

# STORE

Item #11

**Embroidered Sweat Shirt**

Birch color

Blue Embroidery

Ships crest or Name

\$22.00



Item #9

**License Plate Holder**

with ships name

USS Charles H. Roan DD-853

\$22.00



a

b



c



d



e

Item #5

**Patches**

Right/Left Arm U.S. Ensign

a. Right \$6.00

b. Left \$6.00

c. U.S Navy Eblem \$6.00

d. Ships Crest \$7.50

e. Octopus Patch \$7.50

(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)

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



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

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U.S. POSTAGE  
PAID  
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