

THE



JOLLY CHOLLY



VOLUME 13 NUMBER 1

SPRING 2010

“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

The map shows the Caribbean region with labels for Havana (down arrow), Guantanamo Bay (up arrow), JAMAICA, Kingston, Windward Passage, HAITI, and DOMINICAN REPUBLIC. The island of CUBA is labeled with 'CUBA' across its length, and the island of HISPANIOLA is labeled with 'HISPANIOLA' across its length.

TG 135.1
USS Independence CVA-62
and escorts, including
USS Charles H. Roan DD853

TG 135.2
USS Enterprise CVN-65
and escorts

A black and white photograph of a ship at sea, likely the USS Charles H. Roan.

USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your
thoughts and prayers

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Richard F. Souza	SMC	58-66
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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

Jack Byrne	XO/LCDR	66-68
Herb Hare	SN	51-55
Chester Lucinski	FN	48-52

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

Taps

Wade Cheek	CS3	51-56	10/09
Bobby Drummond	BM3	51-55	05/07
Al Green	LTjg	63-64	2009
Nick Walor	GM3	49-52	07/03

Cover

A depiction of the area around Cuba during the Cuban Missile Crisis showing Task Group 135 and the USS Charles H. Roan's probable positioning. The photo's were taken at this time in history showing two freighters in the Cuban area. The rounded photo was taken through the signal bridge binoculars.

Starting on page 11 is a time line history of the crisis period and the Charles H. Roan's roll as told by Captain L. P. Treadwell, Executive Officer of Roan at the time.

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 comaraderie we had when we served in the U.S.S. Charles H. Roan DD 853.

Thank you

From the Signal Bridge



We are about to have our 11th ships reunion in August of this year. We have chosen to go back to the Crown Plaza in Warwick, RI. (Providence).

We were there for our 8th reunion, and the Crown Plaza is probably one of the nicest sites that we have had. The Hotel is truly built

to accommodate convention style programs.

Several of us visited sites in the Fall River/Newport area this past year looking for facilities to accommodate our reunion. We were cordially received at the Crown and when we discussed prices we were astonished at the deal that they gave us. We always strive to cut costs and give shipmates the best possible program for their dollar.

I will take full responsibility for the delay in disseminating the reunion information and getting it out to our Editor Joe Lambert and our Web Site manager Ron Lucchesi who have been so graciously quietly waiting and not bugging me. Some tours we had planned have gone out of business without notifying me causing the delay in getting reunion information to the Association. I only learned this a few weeks ago when I was told by a third party.

So here is what we **KNOW**. The Reunion will be held on **August 3rd to August 8th**. There will be a "Welcome Aboard" buffet Thursday evening the 5th. The sit down "Banquet" will be held Saturday night the 7th.

The room rate is \$89.00 per night NOT including tax (13%). The room rate will include a FULL breakfast in the Atrium of the Crown Plaza.

Tours and activities planned for the reunion are, a casino trip, Foxwood/Mohican Sun, (which includes a free buffet.) We will of course have our Golf Tournament. Also we will visit the Naval Park in Fall River where the USS Massachusetts and our sister ship the USS Joseph P. Kennedy DD-850 are moored after which we will lunch at White's Family Restaurant.

This is all tentative with the exception of our reunion dates, which are set. The economy has changed many aspects of local businesses.

We urge you NOT to miss this REUNION. There is a shipmate waiting to see YOU. Please do not be somebody who has to say, "I wish I had gone to a reunion".

Reunion Registration packets will go out in the near future.

Richard F Souza

Financial Report March 10, 2010

Last Financial Report September 27, 2009

Balance of Checking Account \$6,978.60
Reserve Fund-Separate Account 700.00

Expenditures

Post Office 274.35
Office Supplies 222.91
Newsletter/Printing 1,444.99
Telephone/Internet 6 Months 750.00
Storage Locker 6 Months 406.35

Total Expenses -3,098.60

Deposits

Donations and Small Store Deposits 8,382.49

Checking Account 6,978.00
Expenses -3,098.60
Balance 3,880.00
Deposits 8,382.49

Total Balance 12,262.49
Reserve Fund 700.00

Total Assets including Reserve \$12,962.49

New Members

Ronald L Julianelle
RM3 65-66
Norfolk, NE

Curtiss Clemons
PN2 67-68
Rocky Hill CT

Contacts

Association President

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

Web Master

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

Loved Ones

Dear Richard,

I would like to donate this money in memory of my husband, George R. Morton who passed away on January 28, 2009. He served in the USS Charles H. Roan from 1949 till 1952. He enjoyed all the reunions and seeing his shipmates and meeting new ones. Best wishes to you and Lorraine.

Warmest regards,
Barbara R. Morton, wife of
George R. Morton
SH3 49-52

Dear Richard,

Thank you for the thoughtfulness in sending flowers on behalf of the Roan Association. You know how fond Jerry was of his shipmates. We thoroughly enjoyed the reunions. I would very much like to attend the next reunion in Jerry's memory. The kind expression of sympathy and friendship will always remain in my memory.

Pat DePasquale, wife of
Jerry DePasquale
BT3 49-52

Joe,

I have to tell you how much I enjoyed your comments about Jerry in "From After Diesel" in the Fall edition of "The Jolly Cholly." I had to laugh because my own first meeting with Jerry back in 1992 did not go well either. I found him to have a bigger than life ego and we locked horns too. I did a complete turn around when Jerry invited me to a family gathering. There, I met most of his three sons and three daughters. They were obviously very fond of their dad and looked upon him with so much respect that I soon changed my opinion. Then I got to know Jerry better and that "in your face" exterior soon melted and I got to know the real Jerry DePasquale, who was a fine gentleman. I'm delighted we finally married and that I was able to have the time we shared together. He was a loving husband and fiercely loyal. I'm delighted that you, too, saw through that tough exterior. Thanks again, Joe, for your kind comments.

Pat DePasquale, wife of
Jerry DePasquale
BT3 49-52

Dear Richard,

During a time like this we realize how much our friends and relatives really mean to us. Your expression of sympathy will always be remembered. We lost Joe to Non-Hodgkins Lymphoma, September 11, 2009. The end came quickly. Two days in hospice and home (which he was too sick for) and two days in a wonderful hospice care center. It came peacefully. I miss him so much.

Sincerely,
Mary Klimek, wife of
Joe Klimek
LTjg 58-59



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

Flags and Signals

Dear Richard,

My congratulations to Joe Lambert, the biography was outstanding! I have enclosed two checks, one for my ship store items and one for replenishment.

Sincerely,

Thomas P. Connell
CO/CDR 59-61

Richard,

Many thanks for the extra copies of “The Jolly Cholly.” I hope to see you and all the shipmates in Rhode Island.

Thomas P. Connell
CO/CDR 59-61

Dear Richard,

Enclosed is a small check for your exceptional operation. As for the article on Capt. Connell, I found him to be a square shooter, typical of the officers in World War II. I don't believe any Roan sailor got a bad/unfair punishment from him.

Warm regards,

Lawrence Treadwell
XO/CO/XO/LCDR 61-63

Richard & Joe,

Enjoy “The Jolly Cholly.” Keep up the good work.
Joe Angione - Plankowner
MM3 46-47

Dear Richard,

I really enjoyed my copy of the fall “Jolly Cholly.” Although there are few shipmates of mine listed (46-48) I'm delighted to know there are still those who remember the Charles H. Roan as pleasantly as I do.

Thank you for your and your staff's hard work to make it possible. I hope this little check will help out.

Best wishes to all,

Charles F. Dickinson, Sr. - Plankowner
MM2 46-48

Smooth sailing from the Roan's Commissioning Gun Boss.

Barrett Ajemian - Plankowner
LT 46-47

Hello Richard,

I'm looking forward to our next reunion in 2010. You're still doing a great job for all who served in the Roan. Hope to see you soon in the northeast.

With best regards,

Bill Varner - Plankowner
SN 46-48

OOPS!!!!

Shipmates,

I received the Fall 2009 Jolly Cholly yesterday and read with interest the bit about mascots, especially the 1964 Med

Cruise dog. He was named Tarzan and was picked up at one of the Greek Isles we visited. If the Captain or I had seen him come aboard, he would have been sent back to where he belonged. After we were at sea, it was too late to do anything about it. I remember that it was one of the engineers that brought him aboard, but I can't recall what happened to him. How did we get him through immigration when we returned to Newport? I seem to recall that he left the ship after we returned. Did Owens keep him?

Bill Uhrig
XO/LCDR 63 - 65

Hello Richard,

I hope this finds you and all Roan sailors in the best of health. Linda and I look forward to the 2010 reunion in R. I. and if our health permits we will attend. I enclose an order for the ships store and please use the extra for the Association kitty.

God bless the USA and all its service members,

Larry Wright
ETN2 65-66

Dear Richard,

I hope this finds you and Lorraine in reasonably good health. My “Jolly Cholly” came and as usual, I read it cover to cover, eager for news of the Association. Alice and I expect to be at the Rhode Island reunion. Enclosed is a little something towards keeping the Association afloat. Looking forward to seeing you all soon.

Warm regards,

Alice & Bob Klotz
QM3 51-54

Hello Chief,

Got your great newsletter. Thank you. I'm looking forward to the next reunion up here. Please find a few bucks for your good work.

Smooth sailing,

Jack Klecker
MM1 57-61

Dear Richard,

I always look forward to getting “The jolly Cholly.” Here is a little money to help out. Keep up the good work. I was able to find an old shipmate, Bill Parker, RDSN 59-60 through this Association, for which I am grateful. I had no contact with him for over 40 years.

Sincerely,

Richard Jones
RD3 58-60

Chief,

Keep up the good work.

John Griggs
TMSN 51

Hawaiian Cruise - 2009



The “Jolly Cholly” “09” Mini-Reunion Cruise

By

Gordon Anthony, YN3, 61-63

Ten members of the “Jolly Cholly” returned to sea, with their First Mates on a 15 day Hawaiian cruise. The ship that carried this crew of fun seekers was the MS Vaandam of the Holland American Line sailing from the port of San Diego, CA. on 7 November 2009.

Many of the crew arrived in San Diego a day early for sight seeing and bunked up at the Holiday Inn Express Old Towne. This was a really nice, quaint and reasonable hotel.

Saturday morning the crew was mustered at breakfast. Answering roll call were Richard & Lorraine Souza, Carl & Gloria Sandberg, Ralph & Maria Rankin, John & Darlene Conley, Jack & Cheryl Cook, Don & Elenore Burton, Tom Van Patton & Charlotte Sugg, Don Lincoln & Gertrude Wagner, Alexander Walsh & Genie Griffin and Gordon & Rosie Anthony along with their friend Darleene Butler. An able bodied crew if ever there was one setting sail on a 15 day adventure. Transportation was arranged to the dock and off we went.

The first day is always a busy one. First board the ship and check in and get lunch. Then we had to find our stateroom, wait for our luggage, and then off to get something to drink and eat again. Then find your stateroom again to unpack, attend a life boat drill and then get something to drink and a snack. Then its time to depart and we watched the sights of the city slip by as night falls. Then it was off to the mess deck for dinner. Boy going to sea is hard work.

Then began four days at sea. Each night there is a different floor show and late night gathering in the Crows Nest Lounge. Our first port of call is Hilo, Hawaii (Big Island) and everyone split up for the tours of their choice. We were back to the ship that evening in time for dinner, shows and a gathering in the Crows Nest. Our next stop was Honolulu, Oahu. The tours start early for there was much to see; Pearl Harbor, Ford Island, National Cemetery, etc. and shopping. Our ship was in port until 2330 and held a barbecue on the Lido deck. From Oahu we are bound for Nawiliwili, Kauai, fourth largest and oldest of the islands. Tours were again available but not to the beach because this island drops straight into the sea. We were back to the ship in the rain just in time for dinner, shows and gathering at the Crows Nest. The next morning finds us anchored out at Lahaina, Maui. Coral reefs require the ship to use their motor launch to get their guest into the port for tours, shopping and dining. We departed at 2300.

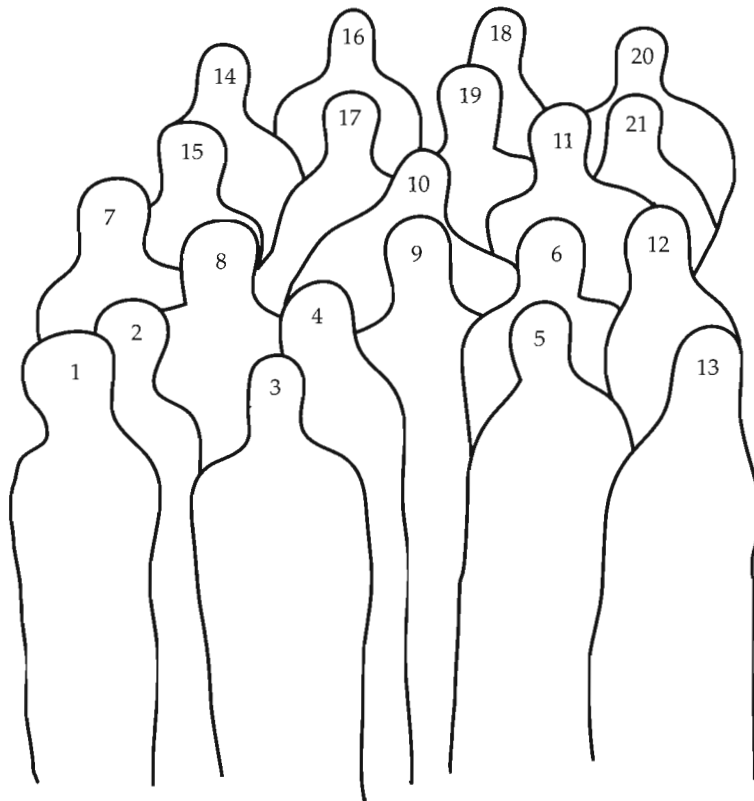
The next morning found us again anchored out but this time we are in Kona, Hawaii on the opposite side from Hilo. Two distinctly different ports with Hilo very wet and Kona very dry. It's like all the other ports, with tours available and very beautiful. Everyone was back on board for departure at 1700 and just in time for dinner. That night the ship passed close to the lava outflow from Kilauea after dark. This lava has been flowing since 1986 and presents quite a show. We then started four days at sea en route to the mainland and Ensanada, Mexico. We were in Ensenada for only a couple of hours, just enough for one tour to their Cultural Center then we were back on board for the short cruise to San Diego.

During this trip our crew was honored with a tour of the Vaandams bridge. We were all impressed with the modern equipment. Handling the Roan would sure have been easier with this kind of gear.

Sunday, November 22nd we arrive back in San Diego. We depart the ship and said our good-byes and our crew left for our home ports. In all we have traveled 5134 nautical miles at an average speed of 19.1 knots. We ate a lot, enjoyed each others company a lot and we had a good time. Be watchful for information to come on the next mini-cruise. Check page 18 for a cruise up the East Coast into Canada this year, and there is some talk of a cruise to the Panama Canal in the future.



MS Vaandam



- 1 Lorraine Souza
- 2 Richard Souza
- 3 Trudy Wagner
- 4 Don Lincoln
- 5 Gloria Sandberg
- 6 Carl Sandberg
- 7 Don Burton
- 8 Elinor Burton
- 9 Denise Conley
- 10 John Conley
- 11 Tom Van Petten
- 12 Charlotte Sugg
- 13 Darlene Butler
- 14 Alex Walsh
- 15 Jenie Griffith
- 16 Jack Cook
- 17 Cheryl Cook
- 18 Ralph Rankin
- 19 Maria Rankin
- 20 Gordon Anthony
- 21 Rosie Anthony

Legend for photo on page 6.



Standard Stateroom



Crows Nest Lounge

Flags and Signals

Dear Richard,

I enjoyed reading the last edition of "The Jolly Cholly." Enclosed is a donation for the Association. I'm still "kicken."

Andy Stitzer
BT2 54-57

"Stugy not Stoogle, Please!

Roan Association Board of Directors,

You all are doing a great job of keeping the memories of the Charles H. Roan alive. I enjoyed reading about Commander Connell whom I served under on my tour on the Jolly Cholly.

I served in Roan during her Fram period after reporting aboard on the day she returned from her 1960 Med Cruise, highlighted on the cover of your fall 2009 issue of "The Jolly Cholly." Me and many great shipmates were exposed to a lot of asbestos during Fram and it saddens me greatly to see many of us now suffering from asbestosis or mesothelioma.

On a lighter note, I left the Jolly Cholly to enter another great Navy experience. I spent the remainder of my service aboard submarines (USS Odax SS484), experiencing the receiving end of ASW. What an experience. Please accept my small check to support your effort.

Tom Powell
FT3 60-62

Dear Richard,

Enclosed is a check for the Association Kitty. I hope you and your family are all doing well.

Take care,
Richie Calabro
EN3 66-68

Dear Richard,

I hope you and yours are doing well. Here is a small order for the ship's store and the rest of the check is a token of my appreciation for the great job you're doing with the USS Charles H. Roan Association. Keep up the outstanding work.

Dave Barney
RD2 63-65

Dear Richard,

Being part of the last crew to sail on the Charles H. Roan, I'm overwhelmed how all the shipmates have held together and have kept this Association together with all the letters and stories.

I think what you and your Board of Directors do for all of us is outstanding and I want to thank you. Enclosed is a donation for the Association and an order for the ships store.

Thank you for your hard work,
Ken Doxsey
BT3 71-73

Dear Richard,

Happy New Year to all. Lets start with a BANG! I hope this donation helps.

Paul Kopyscianski
BM3 59-61

Dear Richard,

Enclosed you will find a small donation for the Association. Herb has had a really bad year. He has had one toe removed and now they are talking about removing one from the other foot. He has suffered one infection after another and on top of all this he has had to have a pace maker inserted. We so hope to attend the next reunion, God willing we hope to see you there.

Carol Hare, wife of
Herb Hare
SN 51-55

Richard,

Happy Holidays to all Charles H. Roan crew members.

Jeremiah O'Connor
BM3 52-57

Dear Friends,

It was such a joy to get together again with you and all the other ex-Roaners! We can appreciate all the work, planning and coordinating that these reunion require. So we just want to thank you both for making it happen. Rich for the work involved and Lorraine for the patience to put up with all the hullabaloo!

Looking forward to Warwick,
Carl & Gloria Sandberg
MM1 51-52

Richard,

Thank you for all you do. We have a great crew. See you in August.

Mel Griffith
BMSN 57-61

Richard,

I just finished reading "The Jolly Cholly", fall 2009 and I want to thank you for the memories. The "Let's Talk Mascots" article was great. I've told the story about Vita and no one believes me. I reported on board the Roan in November, 1966 and Vita was there. I don't remember what happened to her, but it was cool having a mascot on board. Here's a check to keep "The Jolly Cholly" afloat.

Thanks,
Tom E. Parker
DC2 66-70

Dear Richard,

Enclosed is a check for \$25 to help defray the cost of running the Association.

Jack Stinsman
MM3 61-64

“Despite initial reservations, the majority of veterans who attend reunions are glad they did. They come away with a different outlook and an opportunity to form new memories with people they once cared about. Most say the first one is the hardest, but once they have gone they look forward to the next one.”

Reunion 2010 Warwick, R. I. Crowne Plaza at the Crossings

801 Greenwich Ave.
Warwick, R.I. 02886
(401)732-6000

August 3 - 8, 2010

The room rate is \$89.00 per night NOT including tax (13%). The room rate will include a FULL breakfast in the Atrium of the Crown Plaza.

You must call the hotel to make your room reservations. BE SURE TO TELL THEM THIS IS FOR THE ROAN REUNION TO GET THIS RATE.

Please make your reservations early so we have some idea of attendance.

Reunion packets will be in the mail soon.



Memories

By Walt Witman

How sweet the silent backward tracings!

The wanderings as in dreams--the meditation of old times resumed

--their loves, joys, persons, voyages.

A few years ago I had asked Captain Larry Treadwell if he would put together an article on the Cuban Missile Crises of 1962 and where the USS Charles H. Roan fit into the overall chain of events. The following is an informative narrative on this period of naval history and the USS Charles H. Roan.

As an aside, Captain Treadwell did his 1950 Midshipman cruise on the Roan and then came back in 1961 as her Executive Officer. When she started her Fram conversion yard period Captain Treadwell became the Commanding Officer and guided her through the yard period. At the completion of the Roan's Fram conversion Commander Charles Hayden reported aboard as the new CO and Captain Treadwell resumed duties as XO until he left in 1963. - ed.

Dear Joe,

The Roan article is enclosed for your review and editing as you see fit. Source documents are also returned. You clearly made a big effort to get them, as they were essential to the article.

I've asked Richard Sousa and Stacy Clardy for any comments and reflections which they might have. Forty-six years ago is a long time and one's memory does fail. I tried not to bias the article by getting my personal reflections in it. However, I do think the crew did a fine job. The CPO's were great and I particularly remember Chief Quartermaster Tom Stringer, who was also a good friend.

Take care and have a great Christmas,

Best regards shipmate,

Lawrence P. Treadwell Capt., USN (ret)

Midshipman 50

XO/CO/XO/LCDR 61-63

USS Charles H. Roan (DD 853) in the 1962 Cuban Missile Crisis by L. P. Treadwell



USS Charles H. Roan in the wake of the USS Independence, November, 1962

Introduction

Roan completed an extended, FRAM I overhaul at the Brooklyn Navy Yard in July 1962. The FRAM (Fleet Rehabilitation and Modernization) had started in September 1961. The ship had been outfitted with upgraded ship service generators, an all-aluminum, new superstructure, state-of-the-art electronics, radars, communications, countermeasures, sonar and ASROC weapon system, plus a helicopter landing pad and hangar. In addition to the modernization, regular engineering, electrical, 5" guns, and deck machinery were overhauled.

During this ten month period, the ship's company was reduced to one fourth of the normal allowance. The homeport was changed from Newport to Brooklyn for one year, which enabled reimbursement for a FRAM crewmember living in Brooklyn.

Veteran destroyer man, Commander Charles H. Hayden,

became the captain in the spring of 1962 when the full allowance of personnel reported aboard. With almost a new crew, Roan completed sea trials, fueled, took on provisions, loaded weapons at Earle, New Jersey, conducted individual ship exercises, and steamed independently to the U.S. Naval Base, Guantanamo Bay, Cuba, to begin six weeks of refresher training (reftra) in August 1962.

Sister ship in DESRON 10, USS Joseph P. Kennedy (DD 850) (named for President Kennedy's older brother, a naval aviator, who was killed flying a mission from England in 1944), was "one month ahead of Roan," in the FRAM I schedule. Good camaraderie existed between the Roan and Kennedy personnel. Kennedy had the reputation as the fair-haired destroyer in DESLANT, and could do no wrong.

Exciting times were ahead. The Russian buildup in Cuba had started, but no one aboard Roan, as far as can be determined, was aware of what the Russians were doing.

continued on page12

National Assessment

From the DOD Annual Report Fiscal Year 1963:
 "During the month of September 1962, a buildup of Soviet military posture in Cuba was evident through the analysis of intelligence reports and the increase in sea transport from Soviet Bloc ports. From January through July, an average of 14 Soviet dry-cargo ships per month had called at Cuban ports. In August, this figure more than doubled in September it was 46. Soviet tankers were docking at a rate of 10 per month. Early intelligence reports of offensive preparedness were scattered and usually incomplete. Reports of the arrival of large numbers of Soviet technicians and military personnel, the construction of larger launch complexes, and the extension of airstrips to accommodate high-performance aircraft pointed unmistakably to the rapid development of Cuba into a Soviet base for offensive against action against the United States."

USS C.H. Roan (DD 853) DEPLOYMENT in September 1962

Having arrived in Guantanamo in August, on 1 September Roan began undergoing refresher training.

During the month of September, Roan was underway every day. Due to the increased readiness posture in the Atlantic Fleet and in particular to the Russian buildup in Cuba, Commander Naval Base Guantanamo ordered night offshore patrols at the entrance to Guantanamo Bay. Following the day's rigorous training schedule, Roan

participated in offshore patrols, steaming off the entrance to Guantanamo Bay. Following nightly patrols, Roan would then enter the harbor, lie to and embark shipboard observers for the day's scheduled training exercises, and then proceed out to sea to the designated op-areas.

The Operational Readiness Inspection (ORI), was conducted by the Fleet Training Group on 21 September. Roan excelled and was given a "Well Done" by the Senior Observer.

Following the Operational Readiness Inspection, Roan steamed to San Juan, Puerto Rico, for one night's liberty call.

On 23 September Roan got underway for Culebra Island to provide gunfire support operations for live spotting training of U.S. Marine Corps gunfire support spotters. After three days of shore bombardment with the 5" battery, Roan steamed back to Guantanamo, via a short port call in San Juan on 26 September.

The tempo of operations throughout the month while undergoing "Reftra" was extraordinary. Russian surface contact reports were made on several occasions.

Aboard ship, the crew sensed something important was going on in Cuba, but not even the skipper had any time to worry about the Cuba situation. The performance of the ship's company was exemplary. Everyone aboard knew his assignment.

After loading ammunition, and fueling in Gitmo, on 28 September Roan got underway for Key West, arriving on Sunday, 30 September.

continued on page 13

Some Shipmate's Remember

Ed Semcheski
 RM2 62-64

Here's my recollection of the Cuban missile crises in regards to the communications aspect concerning our radio shack. While in company with the task group lead by the USS Enterprise, the USS Charles H. Roan (DD 853), call sign NBDP, was awarded the prestigious position of task group net control!!!! To non-communication types this may not see like much, but consider this. In the military, seniority is "e v e r y t h i n g" there were many senior ships captains, division commanders, squadron commanders and such, but the communications people on the Enterprise reached thru all of them and awarded net control to the ROAN!!!! I consider also that a destroyer of our type had much less communication equipment as compared to the larger ships and much less personnel.

Let me explain some of the duties of net control of a task group. If any ship in the task group had reason to contact another ship or had any traffic to communicate to a shore station, they contacted net control and sent their traffic to net control who in turn forwarded it to a shore station. This amounted to a whole lot of traffic that was accepted by the Charles H. Roan and forwarded to shore stations. This was

a huge responsibility. Keep in mind we only had 2 high frequency transmitters and 2 receivers, but the Roan's communications personnel rose the task, due only to the leadership qualities and outstanding communication skills of Vic Butler RM1.

Butler was assigned to the Roan, temporarily, just before we were deployed to take part in the Cuban quarantine and I thank the people in Bupers for their foresight. Butler had a positive effect on all our radio personnel; he was a superior radioman of the highest quality and never received the recognition he so greatly deserved. Bravo Zulu Vic and god bless you wherever you are.

The radio gang:

Richard	W	McLaughlin	RMC
L	Vic	Butler	RM1
Ronald	E	Herzog	RM2
Bruce	M	Hunt	RM2
Richard	W	Kaye	RM2
Frank	J	Manasseri	RM2
William	L	Martinoli	RM2
Edward	(n)	Semcheski	RM2
Norman	E	Sterrett	RM2

National Assessment, October 1962

CIA U-2 and later USAF U-2 reconnaissance flights provided the photographic evidence of the Soviet buildup in Cuba - missile sites and other military infrastructure.

On 16 October the President received photographic evidence of the Cuban offensive missile sites.

U-2 flights on 17 October revealed construction of launching sites for Soviet IRBMs.

On 20 October the President ordered the Navy to stop and search any ship suspected of transporting offensive weapons to Cuba.

On 21 October the Quarantine Force, TF 136, was established. Commander CTF 136 was Commander Second Fleet. To carry out the quarantine, TF 135 was established to counter the dangerous Soviet submarine threat known to be operating in the area. Area of operations was south of Cuba.

On 22 October, the President made a historic speech on TV to the American public, announcing that Soviets had missile sites in Cuba, and that a naval quarantine of Cuba was being conducted. He was careful not to use the term blockade, because that word could be interpreted as an act of war. Earlier on this day, dependents at Guantanamo were evacuated to the United States.

On 26 October, USS Joseph P. Kennedy's boarding party boarded Lebanese-flagged freighter Marucla enroute to Cuba, carrying Soviet cargo, but found no contraband. The U.S. command allowed the ship to continue her voyage to Cuba; however, the incident signaled to the Soviets that the

United States intended to enforce the quarantine.

On 31 October, Soviet merchant men approaching the quarantine zone continued to heave to upon reaching the 500-mile line. An unprecedented number of Soviet submarines had been identified as operating outside of Soviet home waters.

USS Charles H. Roan (DD853) Deployment in October 1962

On 1 October, Roan was moored in Key West, Florida, at the U.S. Naval Base, with an assignment to provide two weeks ASW services to Commander Fleet Training Group, Key West. Daily operations with USS Trutta (SS 421) were conducted, training the ASW team and embarked sonar men.

Captain Hayden arranged a welcome weekend port call to Port Everglades, on 5-7 October. On Saturday, 6 October in Port Everglades, Roan did not get underway, breaking the streak of 35 straight days!

On the 11th of October, Roan completed the Key West ASW assignment, was released and steamed for Newport at twenty knots, arriving Sunday afternoon on 14 October, having been out of homeport for over two months.

The crisis in Cuba had now escalated, but it would not become common knowledge until 22 October. With the increased activity at the base, the waterfront, and the destroyer piers, Roan personnel sensed that critical events were taking place.

On 22 October, six destroyers got underway, including USS

continued on page 14

Richard Souza
SMC 58-66

I know we chased a Russian ship and tried to stop her but were relieved of duties as the J.P. Kennedy DD-850 took the honors/credit away from us due to her having a FLAG on board after we accomplished the task. We also had just left GTMO refresher training, had a new green crew coming out of FRAM returning to Newport only to get underway back to Cuba within I believe 2 days of being back. We (Roan) never were out performed by ships of equal size and kept up professionally with ships with much more modern equipment, of much greater size and much more personnel.

Stacy Clardy Capt. USN (ret)
LT 62-63

The ship was in Newport, R. I. in early October after completing refresher training in Guantanamo Bay, NGFS qualifications at Culebra, port visit to San Juan and serving as Sonar School Ship at Key West, Fla. President Kennedy had established a blockade of Cuba due to the Russian build up of missiles that were a threat to the U. S. All ships were ordered to be ready to deploy to Cuba. The wardroom officers were having a party Saturday to celebrate being home. About 2000 I received a phone call from DESLANT operations to get underway ASAP. This really broke up the

party! Weekend liberty had been granted with permission of SOPA. The ship sailed the next day leaving 34 shipmates on the beach. These men would join the ship during the deployment. Roan joined the Task Group in route south which included USS Independence CVA 62, an AO, AE and seven destroyers ready for war.

The wardroom officers included: CO, Cdr Charles Hayden (deceased); XO, LCDR Larry Treadwell; OPS, Lt Stacy Clardy; ENG, Lt Bob Corney (deceased); GUNS, Lt John Chernaud; SUP, Ltjg Joe Mathias; CIC, LTjg Gordon Silcox; COM, Ens Charlie Wingo; EMO, Ens Brian Woodward (deceased); DCA, Ens Bill Effird; and DASH, LTjg Larry Thomas.

Operation during deployment included refueling, plane guarding, ASW and acting as Screen Commander. While performing as Screen Commander the outstanding performance by Chief Thomas Hoffman RDC, of the radar team and Chief James Quigley SMC, and Richard Souza SMI, of the signal gang resulted in a BZ from the Commodore.

One of my favorite memories was watching Commander Hayden guiding the Charles H. Roan and her crew through this tense time in history. All ships personnel received the Navy Expeditionary Medal. Roan completed all commitments in an outstanding manner.

Joseph P. Kennedy (DD 850). Defense Condition 3 Order was received aboard Roan and set (twelve hour's notice to get underway). At 1900, President Kennedy went on television and addressed the nation, telling the American public that, "he possessed unmistakable evidence of Soviet offensive missiles in Cuba and that he considered these weapons a threat to the entire Western Hemisphere."

For the next several days Roan remained in Newport on twelve hours notice for getting underway. On Friday, 26 October, CRUDE SLANT Staff advised the captain that orders to get underway over the weekend would not be issued. Aboard ship a recall log was set up, with telephone numbers, where the liberty party could be reached, and within 4 hours travel from Newport. Early that evening, after liberty call at 1600, a message from COMSECONDFLT was received to get underway as soon as possible and proceed south to Windward Passage (between Haiti and Cuba).

A frantic night to remember ensued, making calls and getting the crew back to the ship. The Naval Base phone bill must have been huge.

The next morning, at 0714 Roan sailed from Newport with thirty-four sailors missing ship. (Under the circumstances, this number is considered remarkable. Best recollection is that punishment awarded at Captain's mast for those missing ship was minimal. (Most of these shipmates rejoined the ship by high-line in early November.)

On 29 October, at 2240, Roan arrived Guantanamo Bay and moored at the Naval Base, where the ship refueled and took aboard eighteen personnel for transfer to USS Independence (CVA-62). Following three hours in port, Roan got underway and joined the TG 135.1 formation with USS Independence.

All of 31 October was in company with USS Dupont (DD 941) conducting ASW searches in a Surface Attack Unit (SAU).

National Assessment, November 1962

On 1 November, CNO estimated that between 4 and 7 Soviet submarines were operating in the Southwestern Atlantic.

On 15 November, President Kennedy ended regular low-level reconnaissance flights over Cuba.

On 20 November, the President announced an end to the quarantine. The Atlantic Fleet was ordered to return to home ports on 20 November. One hundred and eighty ships took part in Cuban operations. The carriers Independence and Enterprise had remained at sea for 36 and 32 consecutive days, respectively, with their screening destroyers rotating for short in-port periods.

USS Charles H. Roan (DD853) in November 1962

Roan operated at sea in TG 135.1 from 1-6 November with USS Independence and destroyers, conducting ASW search operations, screening the carrier and plane guarding, and replenishment at sea.

From 7-10 November, Roan was moored in Guantanamo.

For the next eleven days Roan operated in TG 135.1,

screening, plane guarding, conducting ASW searches and replenishment at sea. Released to proceed on duty assigned on 22 November, Roan arrived Newport on 24 November in time for Thanksgiving. The Cuban Missile Crisis had passed.

Conclusions from CNO

A massive buildup of U.S. forces had taken place in October, not only in the Atlantic Fleet, but in the Pacific Fleet as well.

The break in the crisis came on Sunday, October 28, when the Soviet government agreed to dismantle its offensive weapons in Cuba and return them to the Soviet Union subject to United Nations verification.

The Cuban Crisis demonstrated the readiness of U.S. armed forces to meet a sudden emergency.

The Cuban crisis, which occurred in October-November 1962, was both a major challenge to a variety of fleet units and a vital demonstration of the Navy's ability to meet such challenges successfully.

Observations

L. P. Treadwell: As Executive Officer and Navigator of Roan, the period from July through November, 1962, aboard ship was one of the most difficult of my seagoing days. The crew did a great job, as did the officers. The CPO's in fact ran the ship. The engineers answered all bells without a casualty. No one got hurt, and Roan met all commitments. The captain made some great landings in tough conditions, and gave the officers many opportunities to handle the ship. Roan did have some rotten assignments - shore bombardment at Culebra (where were all the cruisers?), two weeks in Key West doing ASW every day.

I always remember one amusing incident. The morning of our ORI the captain asked me what the menu would be for lunch after the ORI. Following the three-hour ordeal, the routine was to provide lunch for the ORI observers. With the observers aboard, Captain Hayden asked me, "What's the menu for lunch, Larry?" I replied, "Cold cuts and potato salad, Captain." Captain Hayden then looked at me in a manner which I knew he was neither happy with the menu nor me. I said to him, "Captain, you approved the menu, and furthermore, that's what the Kennedy had after their ORI," (which was a fact). Charlie looked at me, smiled, and said, "That's just great." The noon meal turned out fine (as did the ORI), thanks to our great cooks and Supply Department. Navy cold cuts were always good!

Other observations to follow Sources:

1. Log Books of the U.S.S. Charles H. Roan (DD 853) for the months of September, October, and November, 1962.
2. DOD Annual Report for Fiscal Year 1963.
3. CNG Report on the Naval Quarantine of Cuba, Operational Archives.
4. Cordon of Steel The U.S. Navy and the Cuban Missile Crisis. by Curtis A. Utz, Naval Historical Center, Department of the Navy, 1993, Washington D.C.

Flags and Signals

Hi Richad,

Here is a check for a ball cap before 1961 and the rest of the money is for the kitty. I hope to make the reunion in 2010.

Robert Svopa
MM2 57-58

Richard,

I am going to see if I can get to the reunion in R. I.
Stephan Madar
SN 67

Dear Richard,

We are doing fine. I am enjoying our new grandson. This money is for the Roan fund.

Ben & Francis Young
BT3 62-63

Dear Richard,

I enjoy reading "The Jolly Cholly" and trying to locate and remember all my shipmates. Enclosed is a check to help with the fund.

Best regards,
Terry Vickers
SF1 55-59

Thank you Richard. Wish I could do more.

A shipmate
Charles Stevens
MMFN 53-53

Richard,

I sure enjoy "The Jolly Cholly". Please keep it coming.

Thanks,
Ted Clements
BT3 62-63

Hi Suz,

It's been a long time since I last talked to you. Since then I have had a few operations and a knee replacement. When you get old you need new parts. The reunion will be coming my way next year I plan on making it to that one. I still remember all the good times I had up on the flying bridge with you guys sending "INT STRIKER" on the light and yard-arm lights. Being a radioman I kept sending the yard-arm light to fast and you kept telling me to slow down. I can't believe it was that long ago, time really goes fast the older you get. You and the board are doing a wonderful job of keeping us old sailors together and I give you all a big "BRAVO ZULU" for that. I am getting some stuff from the ship's store and sending a little along for the Association. Keep up the good work and God Bless.

NBDP (Roan call sign)
BT AR (end of message)
Bill Lodi
RM3 58-61

Dear Shipmates,

Here's a little something to keep "The Jolly Cholly" afloat. I really enjoy receiving them in the mail. Good to see some of my old shipmates are still around. We are not getting any younger. I hope your Christmas was well and the New Year brings wellness and happiness.

Regards,
Fred Pollard
GMG3 66-70

Dear Richard,

I just read, cover to cover as usual, the Fall 2009 edition of "The Jolly Cholly". I read Tom Frowert's (STG3 65-69) short letter and hello right back at you Tom. Also noticed Perry Woodman's letter and C.O. Captain Wards, and Dick Zimmerman (LTjg 65-67) letters as well as many others that bring back vivid memories of the years I spent on the Charles H. Roan.

I find it interesting to look back on our time in the Navy, and the Charles H. Roan (my only ship), with nostalgia and sense of an important part of my life and one that perhaps helped shape who I am today.

I remain active with a young family; twins age almost 10, and continue working as an FAA International Aviation Safety Inspector. I will enclose my flicker photo site (www.flickr.com/photos/22388579@N08) if anyone is interested in looking at some of the photos indicating a little of what I've been doing for the past few years (and my email address).

Oh, I enclosed an order/check for a coffee cup and after Fram 8 x 10 photo. The remainder is for the kitty.

Oscar Roos
ETR2 65-68

Dear Chief,

I hope that you and Lorraine had a Merry Christmas and a Happy New Year. Charlotte and I are doing fine. We had a wonderful time on the cruise. It was great seeing you two and the others again. We are both looking forward to the reunion in August.

I have enclosed a check for the USS Charles H. Roan Association. You are doing a great job to keep everyone informed and planning all the reunions with activates. I know that the Association is a little short of funds so I hope this check will help.

Charlotte and I will be in Sebring FL from the middle or January to late March. We hope to get to Pensacola to see you and tour the Naval Air museum. I will let you know when our schedule gets worked out. Charlotte's sister-in-law will be visiting us for a while in FL and the dates that she will be there are not firm yet.

Take care and keep healthy,
Tom Van Petten
LTjg 58-61

Dear Rich,

Here's a little something for the kitty. I hope to see you and Lorraine in August. Take care.

Your shipmate,
Bob Crisci
RD2 60-63

Flags and Signals

Dear Richard,

Alice and I both hope you and Lorraine are well. We were in Germany for the 2008 reunion visiting our middle daughter and her family. They will be returning next summer for a week. I hope it isn't at the same time as the reunion. Enclosed is a little something for the Association.

Your shipmate,

Tony DeNiro

SN 58-60

Chief Richard,

Again may I thank you for all the hard work you and your staff do. It is much appreciated by all of us.

May I wish all my shipmates a healthy and happy up coming New Year and I hope to see all at the 2010 reunion. This is one check that I enjoy writing.

Howard Stulbaum

GMSN 59-60

Dear Richard,

Thanks for the article on Commander Thomas P. Connell. I never could remember his name. Now I know. I served under him from 1960 to when he left. Here is something for the kitty.

Walter Dec

SO2 60-61

Richard,

Here is a little something for the kitty. You are doing a great job. You are one of the reasons the Roan Association is so successful.

With due respect,

Dr. Richard Ashcroft

MM2 62-64

Richard,

Enclosed is a check to cover my order and the rest for the Association kitty.

Silvio Iannelli

RM3 49-52

Hi Richard,

I hope you and your wife are doing well. I'm glad to see we will meet in Warwick, RI again. Enclosed please find a check for a license plate holder.

A shipmate

Charles Zumbrun

IC3 54-56

Dear Rich & lorraine,

I hope this letter finds you well. I have enclosed a check for a shirt and \$100 for the kitty. I hope to be able to see everyone at our next reunion. Have a healthy and happy holiday.

Artie Hammell

BT2 62-64

Richard,

Please find enclosed 2 small additions for the kitty. I really enjoy "The Jolly Cholly". I look forward to receiving it. Thank you for your work.

O. L. Huffman

SN 51-52

Dear Souza,

I'd like to thank you for all that you do for the paper. Here's some money for my ship store items and put the rest in the kitty. Thank you! Thank you! Thank you!

About the uniforms, have you noticed that about every five years "they" want to change the Navy uniforms. Why is it always the Navy? I'm starting to believe that some ones brother-in-law needs a job. I think maybe they should get him a job as a dog catcher or something. I don't understand why they don't want a sailor to look like a sailor. That new work uniform really gets me. Can you imagine trying to get out of that in the water? The service uniform looks like a cross between a bus driver and a marine. God help us who sail the seas!! Enough bitching I guess.

Sincerely,

Perry Woodman

RD1 65-68

Hi Richard,

I hope all's well with you and that the enclosed might help the treasury a bit. I'm still doing executive coaching consulting with organizations in the Washington D.C. area and I am enjoying it.

Warm regards,

Gordon Silcox

LTjg 60-63

Hi Richard,

Just read the fall edition of "The Jolly Cholly" and enjoyed it as usual. I hope you and your Lorraine are well. You and your staff are to be commended for the way you manage the Association. "B. Z." Enclosed is a little something for the kitty. Continued success.

Best regards.

Frank Thelen II

LTjg 65-67

Dear Richard,

I hope you can keep it afloat.

Donald Fitzmaurice

BTC 62-64

Hello Richard,

Enclosed please find a check for the Roan Association. It's a pleasure to help keep the treasury secure. Hope you and Lorraine are well and we are looking forward to August 2010.

Stay well,

Al Scileppi

QMSN 58-60

Flags and Signals

Dear Joe,

This is an account of my first day on the Charles H. Roan. Being an old country boy who had never seen a ship, I was quite impressed.

The first ship I spotted was the USS Cony DD-508. My uncle had served in her in WWII.

When I report aboard the first person I meet was Willis Fisher XO/LCDR. I was a fireman striker at the time. Fisher caught a snipe and told him to fix me up with a bunk and locker. After I got settled in, I asked the snipe (Charles Coccozza) if they had a BT named Carlson on board. He said yes and asked if I knew him. I said we were from the same hometown. He took me to the after fireroom and went down the ladder first. He said "hey Carlson, here is someone who knows you." I turned around and my brother said "he should know me, he's my brother." I was fortunate enough to spend my whole navy career (4 years) on the Roan.

I've often wondered how many shipmates have been to all of the Roan reunions. I have, and I'm making plans to attend #11. You shipmates are doing a great job.

Sincerely yours,
Joe M. Carlson
SO2 49-53

Dear Richard,

Enclosed please find a check for the Association. I really enjoy the newsletter and look forward to receiving it. I was on the Roan in the late forties and enjoy hearing about the events that took place in later years. Keep it coming you're doing a great job. I sure hope to make the 2010 reunion in R.I. We attended the reunion there in 2004.

Martin Caldwell
DC2 47-48

Thaks Richard,

The balance of the money can go into the kitty.
Bob Hedrick
MM3 54-55

Richard,

Here is an update on Chet Lucinski who has not been doing well this past year. Ski had his gall bladder removed on January 28th. The surgery went well but he ran into problems after he came home. Apparently, some of the problems were due to his overall medical condition after the surgery, in light of his age, but he also collapsed at home. He now has pneumonia, but his daughter said it was not serious and not to worry.

Right now, Ski is at the Timber Ridge Rehab Center, 9848 SW 110th Street, Ocala, FL 34489. His phone number at the rehab center is 352-291-7057. I know he would really appreciate a phone call or card. I'm not sure how long he will be there, but I know after his surgery in May last year, he wound up in the rehab center for a couple months. I guess it all depends on how fast he can come back from the surgery and his pneumonia.

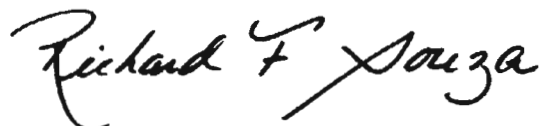
Rich, could you also be sure that I get the info on the Roan reunion in August? I plan on attending. I do check the Roan website, but just want to make sure I can register for the Reunion. I will be sending a check as a contribution to the Association with the hard copy of this email.

Take care,
Pat DePasquale, wife of
Jerry DePasquale
BT3 49-52

THANK YOU! THANK YOU! THANK YOU!

We would like to thank everybody who responded to our request for assistance in rebuilding our treasury. A special thanks to Bob Boorum, Tom VanPetten, Wil Varner, David Barney, Paul Kopyscianski, William Morrison, Bob Willet, Hugh Scott, Charles Zumburum, Gene Wilken, Mel Griffith, John Klecker, John Griggs, John Johnson, Jerry Kramer, Charles Herndon, James Switzer, Tom Connell.

The response from our shipmates was overwhelming. We only ask that you keep in mind that without dues the only income we have beside the ships store is the generosity of our shipmates. Once again thank you so very much.



Hi Joe,

Recently I e-mailed Rich Souza about trying to put together a mini reunion for the St. Lawrence Seaway for mid-September, 2010. I have been working with Mary Graves from Cruise Planners who has helped our reunion group with several other reunions and trips. She is also doing the Hawaiian Cruise this fall for us. Richard told me to contact you and see if you can mention it in our next newsletter. I already have the prices and itinerary from Mary. We want to know if our shipmates are interested in this cruise and if so to please contact me at jaydalton@aol.com, or (863) 324-0009 or (863) 221-6815, or by fax at (863) 326-1611. I will forward prices and itineraries to anyone interested. The cruise starts in Boston and goes to Bar Harbor, Maine. Then onto Halifax, Nova Scotia, then Sydney, Nova Scotia. Then onto Charlottetown, Prince Edward Island, then to Quebec City, Quebec and finally to Montreal. The sailing date is September 4, 2010. Prices start at \$ 1,099 ppdo. Thank you in advance if you can help.

Your shipmate,

Jay Dalton IC3 (57-60)



Join your shipmates on an unforgettable Canada/New England Cruise

USS Charles H. Roan DD-853 Association
2010 Canada/New England Cruise
Boston to Quebec
September 4-11, 2010
Holland America: ms Maasdam

7-DAY CANADA & NEW ENGLAND DISCOVERY

Ship: ms Maasdam

Ports of Call: Boston, Massachusetts, US; Bar Harbor, Maine, Halifax, Canada; Sydney, Canada; Charlottetown, Prince Edward Island; Quebec City, Quebec; Montreal, Quebec



Rates start at \$1,099 per person

- Cruise fare, airfare, transfers, travel insurance, etc., quoted upon request
- Rates may be lower for past guests, please inquire
- Payment plans available, please inquire
- 7-day cruise includes 2 formal nights
- Family & friends are welcome

Holland America Line reserves the right to impose a fuel supplement of up to \$9 per person per day on all passengers if the NYMEX oil price exceeds \$70 per barrel.

For more information, contact Mary mgraves@cruiseplanners.com ~ 888-456-7245

DOWN MEMORY LANE

Clothing & Small Stores (C&SS) Price List – Popular Items Only 1 July, 1973

Item	Unit	Price
Badge, Rating, Blue Chambray	ea	.05
Badge, Rating, Blues	ea	.31
Badge, Rating, Whites	ea	.20
Badge, Rating, Cotton, Sateen	ea	.28
Bag, Duffel, Cotton	ea	4.20
Belt, Raincoat	ea	1.00
Belt, Trousers, W/O Buckle, W/ silver clip, Black or white	ea	.32
Buckle, Belt, Silver	ea	.25
Cap, Knit, Blue	ea	1.34
Cap, Utility	ea	.90
Peacoat	ea	25.90
Coat, Polyester / Wool, Blue, (Summer)	ea	29.90
Coat, Serge, Blue, (Winter)	ea	29.60
Crown, Service Cap, Cotton, White	ea	1.23
Drawers, Boxer Style, or Knit Brief	pr	.67
Frame, Service Cap, W/Silver Plate Buttons	ea	3.92
Gloves, Leather, Black	pr	4.95
Gloves, Cotton, White	pr	2.43
Handkerchief	ea	.18
Hat, Service, White	ea	.75
Insignia, Service Cap	ea	1.17
Insignia, Utility Cap	ea	.22
Jacket, Man's, Utility	ea	17.60
Jumper, Utility, Blue, Short Sleeves	ea	2.53
Jumper, Utility, Blue, Long Sleeves	ea	2.90
Necktie, Black	ea	.69
Raincoat, Navy Blue	ea	16.80
Scarf, Neckware, Blue	ea	2.20
Shirt, Utility, Cotton/Nylon, Blue, Coat Style	ea	2.90
Shirt, Blue Flannel	ea	13.60
Shirt, Long Sleeve, White	ea	3.45
Shirt, Short Sleeve, White, Tropical	ea	2.89
Shoe, Dress Black	pr	9.83
Shoe, Gymnasium	pr	1.93
Shoe, Service (General Purpose)	pr	12.20
Socks, Black	pr	.35
Strap, Chin, Leather, Black	ea	.13
Sweater, Jersey Style, Dark Blue	ea	4.33
Towel, Bath	ea	.58
Trousers, Cotton, White	pr	5.11
Trousers, Polyester/Cotton, White	pr	5.11
Trousers, Polyester/Wool, Blue (Summer)	pr	6.99
Trousers, Wool Serge, Blue (Winter)	pr	7.58
Trousers, Utility, Dark Blue	pr	5.93
Undershirt, Crew Neck	pr	.74

Personnel desiring to purchase C&SS items may do by obtaining a money order in the exact amount of the items to be purchased. A purchase document will be prepared by Supply Department Personnel and will be forwarded with the money order to Great Lakes for filling. The items are then mailed by Great Lakes to the purchasing individuals home address. No fees or sales tax are required.



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
Total of Order						



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

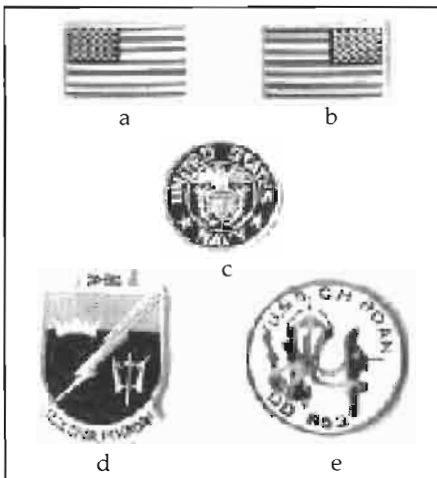
- 1952 European Cruise - Operation Success
 - 1959 Operation Inland Seas -
 (devotes 1 page to each ship in Task Force 47)
 - 1960 Mediterranean Cruise
 - 1964 Mediterranean Cruise
 - 1966 Mediterranean Cruise
 - 1967 Mediterranean Cruise
 - 1968 Mediterranean Cruise
 - 1972 Around the World Cruise
-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



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)

FROM AFTER DIESEL

Well I have finally completed the big Muster Roll project. The Association has a complete list of everyone who ever served in the USS Charles H. Roan. There are 4,502 shipmates who served in the Roan, 30 Communication Technicians who served on the Roan and 432 Midshipmen who did their summer cruise on the Good Ship Roan for a total of 4,964. It was a very interesting project, uncovering more than a few interesting facts. Such as:

The ten longest serving shipmates

Daniel Webster	TMC	1/17/49 to 6/1/59		10 yrs	5 mos	15 days
Robert Hammond	CS1	12/29/48 to 12/3/58		9	11	4
John Sloboda	BM1	10/28/47 to 1/2/57		9	2	6
Felix Williamson	BTC	9/12/46 to 11/4/55	Plankowner	9	1	23
Spiro Kapnis	BT1	9/12/46 to 7/1/55	Plankowner	8	9	19
William Kitts	MMC	2/7/47 to 7/1/55		8	4	24
Richard Souza	SMC	7/1/58 to 7/27/66		8		26
Joseph Hume	MM1	1/28/49 to 11/14/56		7	9	17
Thurston Nalley	SH1	12/21/48 to 7/31/56		7	7	10
John Paccia	SO2	12/25/47 to 6/25/55		7	6	

The longest serving officer was Roy Kliest, LTjg, Plankowner, from 9/12/46 to 6/15/50
3yrs 9mos 3days.

The longest serving Captain, was Commander Thomas Connell 5/25/59 to 8/4/61.
2yrs 3mos 10 days

Longest serving XO, was Donald Flathers, LCDR, 4/27/56 to 5/8/58. 2yrs 11 days

24 shipmates thought so much of the Charles H. Roan that they served two separate tours in her.

In 1955 a LT. was Acting Captain and a LTjg was Acting Executive Officer for two weeks, while the Captain was in the hospital. John Metschl, LT 54-56, who was the XO, became the Acting Captain and Samuel Doak LTjg 53-55, the Gunnery officer was acting XO.

Besides the airdales and spies, or should we call them Communication Technicians, (which may sound very innocent, but their real job was "listening" to the radio communications of other countries), we had some strange rates serve in Roan. We had a Construction Apprentice (CA), a Draftsman (DM), an Equipment Operator, Hauling (EOH), a Printer (PI), and a Legalman (LN).

Now the next phase of this project is to make the list available to the Association membership. It is a good tool to help find shipmates not seen in many years. This list gives us their full and proper name, and their service number. With that service number we can determine in what area of the country they enlisted. (See article from the Tin Can Sailors Association on page 23)

I would like to display the list on the internet to be used as a research tool. It will have to be interactive and not just a static list to be of any use. The list is now in a File Maker format. If there is anyone who can help publish the list on the inter-net so that it's full potential can be used please contact me. If we cannot use the list to it's full potential we will have waisted a lot of money and time.

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

773-631-8821
chief9bullie@earthlink.net

Looking for a Lost Shipmate?

We will be happy to pass your request on to our Shipmate Locator.

Here is how the service works. For each shipmate located you agree to the donation of \$10 per shipmate who is successfully located. Donations are also expected for deceased shipmates, if that sad possibility is realized, the report will include information about them. You may call the office at 877-846-2267 with a credit card number, security code and phone number or send a check to Tin Can Sailors, PO Box 100, Somerset, MA 02726. Your credit card will not be charged / check cashed until we receive information regarding your shipmate. Upon receipt of the donation by Tin Can Sailors we will pass on your request. When the report is sent to us we will contact you with all of the information he was able to find. If attempts at locating them are unsuccessful, no donation is required and your credit card information will be shredded / check will be returned. Remember, a successful search depends upon the amount of information you are able to provide such as: name of ship, years aboard, hometown and state, wife's name, age, middle initial, etc.

Please keep in mind that this service is provided through and by the Tin Can Sailors Association and NOT the USS Charles H. Roan Association. All arrangements and communications should be made as stated in the above article. Your contract will be made with the Tin Can Sailors Association and NOT with the USS Charles H. Roan Association.

The only part the USS Charles H. Roan Association will play in this endeavor is to have supplied you with the above information and you can contact me for shipmate information from the Roan's Muster-Rolls. We do request that you share whatever information you receive back from the Tin Can Sailors Association with us. Then we can include your new found shipmate in our Association or post his passing so other shipmates will be informed. - ed

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 _____

USS Charles H. Roan DD-853



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

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