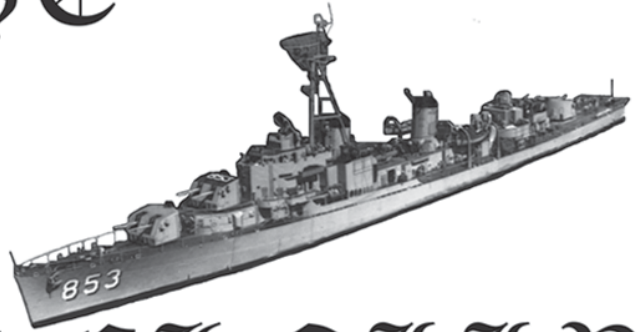


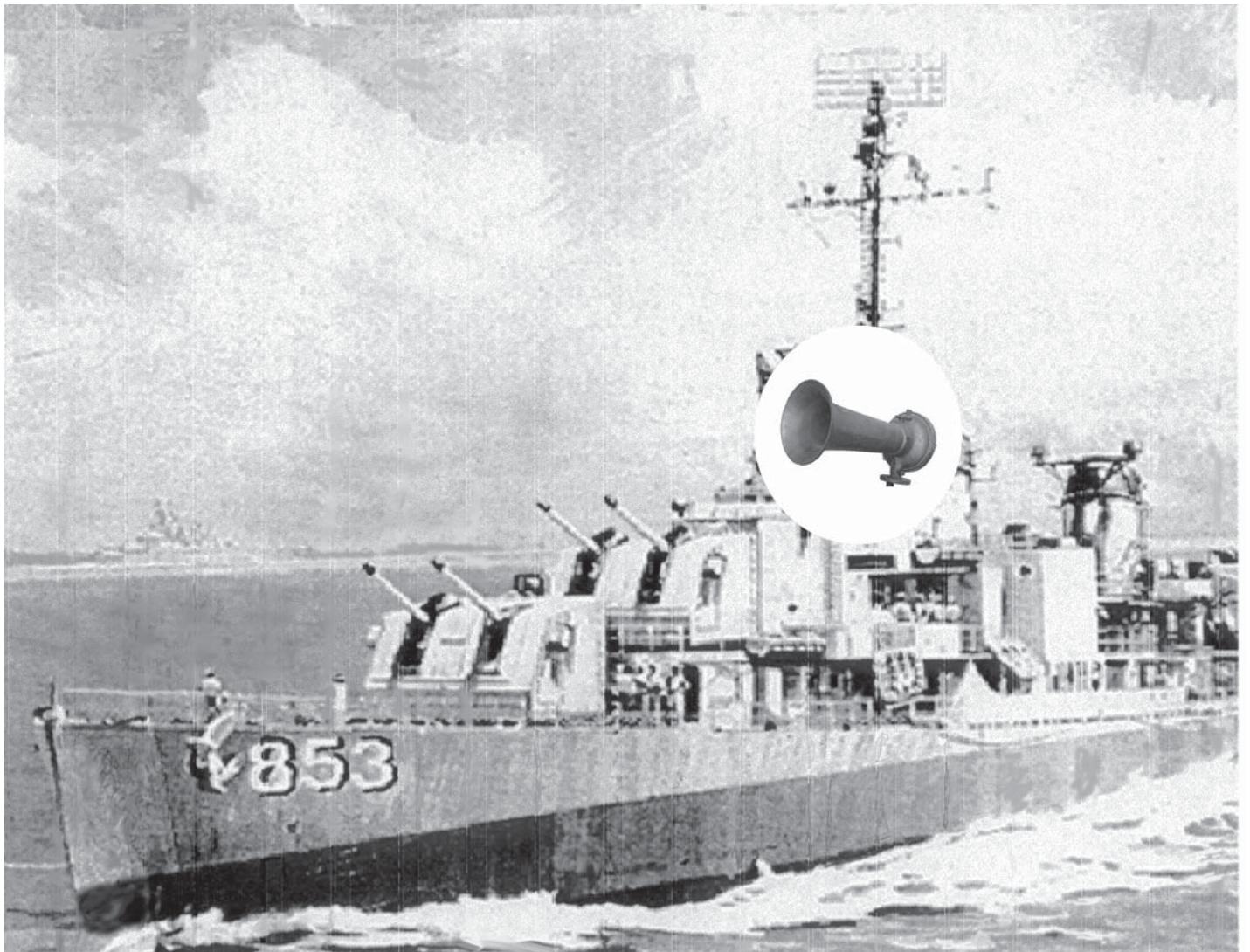
THE



JOLLY  CHOLMONDELEY

VOLUME 16 NUMBER 2

FALL 2013



USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your
thoughts and prayers

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Binnacle List

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

Taps

		Plankowners	
Herbert W Cospers	GM2	46-47	7/10
Joseph Muller	MoMM3	46-48	12/12
Walter W Funk	MM1	46-49	02/09
<hr/>			
Donald E Etling	GM3	49-52	11/12
John S McRobbie (Toomey)	FT2	52-56	05/08
Denton West	LTjg	54-57	07/12
Kenneth Jahns	BT3	59-61	07/12
James E Stewart	SN	59-61	06/12
Richard Therrien	MM2	63-67	07/13
John Kimberling	RDSN	65-67	06/13

Non Members

		Plankowner	
Edward C. Walshe	CQM	46-47	06/97
<hr/>			
William A Nalback	SN	53-57	10/87
Kenneth S Haskett	BMSN	64-66	02/11
Paul W Clemons	GMG3	65-67	09/09

Cover

The day Gabriel blew Roan's horn. Or did he?
Story on page 7.

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 over a \$1,200 to print and mail. By you mailing a contribution to the Association President we will be able to keep the spirit of the Charles H. Roan alive. 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



Our reunion Committee for 2014 in Philadelphia, PA have narrowed down their search for a site, and have been working diligently to put together a reunion for September 2014. The Committee consists of Ed Semcheski (Chairman), Jack Cook, Bob Crisci, and Marty

O'Hara. These shipmates have put in many hours of their time, and still have many more to devote to our reunion. There are several items that I would like to discuss about this reunion. Holding a reunion in a large city, makes for higher costs that are associated with a reunion. Convention sized properties **MUST** be used by groups our size. Although our committee has kept these added costs to a minimum, room, food, and service charges are higher. The most **IMPORTANT** thing and I have to stress; (**extremely important**) is that you make your **ROOM** and **REGISTRATION** reservations **ASAP**. The room block held in reserved for us is better viewed in this way. Waiting for the last minute can cost us to lose our room block, including tour reservations. This can also mean added costs to you, by **NOT** receiving the rates guaranteed to us. We have a cancellation clause in the contract. (**72 Hours**) You can cancel in a reasonable time in case of sickness or other unpredictable circumstances. Your credit card will not be charged until actual use. **REMEMBER, FOR A SHORT PERIOD OF OUR LIVES, FOR A LIFE TIME OF EXPERIENCES. A shipmate would like to see you.**

Once again I must address a sensitive subject. Our call for much needed funds to keep us financially solvent went over reasonably well. I want to thank all those who contributed. It is my contention that we need at least \$10,000.00 to keep us financially solvent between reunions. (See financial report). Between now and our next reunion (in September) I can safely say that about one half or more of our current finances will be spent. Two Newsletters, Reunion mailings, and Reunion Down payments, restocking some of our small stores, will be the bulk of our expenses. With these figures in mind, I again ask; **if you can contribute** to keep us afloat, please do so.

Richard F Souza

Financial Report

Last Financial report March 30, 2013

Balance of Checking Account 7,508.61
Reserve Fund - Separate Account 700.00

Expenditures

Post office 364.53
Office supplies 347.70
Small stores 215.35
Newsletter/printing 1,423.77
Telephone/internet 7 months 875.00
Storage locker 1 year 0.00
Bereavement 0.00
Roan Refunds 93.00
Search engine 260.00

Total expenses -3,579.35

Deposits

Donations, small store, Reunion Deposits 6,171.50

Checking Account 7,508.61
Deposits 6,171.50
Expenses -3,579.35

Total Balance 10,100.76
Reserve Fund 700.00

Total Assets including Reserve Fund 10,800.76

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.

Contacts

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(510)278-7177
rblucchesi@comcast.net

Shipmate Locator

Henry Rossi
177 Thatcher Road
Rockport, MA 01966-2230
(978)546-7272
rockportrossi@gmail.com,

Remembered

Joe,

I finally received the medals from that address you gave me (It took four years). No Cold War medal. I have bad news about John Kimberling. He died in a car accident in June. I finally got ahold of his cousin in Florida to find out he drove his car into something to take the main impact to save his cousin during a rain storm. Roger LeBlanc and I miss him dearly.

Thank you for your hard work for the Roan.

Ron Glover

IC3 1965 to 1967

Joe,

I wanted you to know that Richard Therrien MM2 passed away on July 4th. I talked to his wife Angie and she told me he passed while the fireworks were in progress. Apparently he was born on the 4th with the fireworks in process so he went out like he came in.

Dick Ashcroft

MM2 83-64

Hi Joe,

Hope all is well with you and the family. I am doing well by staying out of the Florida heat. Please do me a favor. I posted a picture on the Roan website of Charles (Tiny Herndon SA 60-64) and two other guys from the ship who I can't identify. Please check it out. Richard Souza asked if I would notify you and see if it can be put in the next news letter. I tried to e mail it to you and was unable to. Richard Kaye was unable to identify the two men with Charles. Any help you can give I would appreciate it. I have packed Charles's stuff in a special trunk for the memories and I would like to have the people in this picture identified if possible. Love all you from the Roan. You have a special place in my heart. Oh by the way have you heard anything from Barbara Morton? Her husband George from the Roan passed away a few years back. They were faithful to come to the reunions and I have been thinking about her. I need to try and contact her.

My love,

Ann Herndon, wife of

Charles Herndon

SA 60-64



Now Hear This

If anyone received a bad license plate from the Ships Store please bring it to my attention so that I can issue a refund. I was unaware that this was happening. We stand by all our ship store articles. I will try to get a different plate where the ship picture and name are imbedded into the plate so this will not happen again. This should make for a better product. I apologize for the poor quality of the present plate and will be send you a complete refund.

Your shipmate, Souza

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

Flags and Signals

Dear Richard,

Best regards from your former skipper. God willing I hope to see you and the Roan crew in Philly. Enclosed find a check to help the kitty along.

As ever,
Captain Connell
CO/CDR 59-61

Richard,

Enclosed is a check for the Association dues. I'm looking forward to the Philadelphia reunion in 2014.

David Micalchuck
XO/CO/LCDR 72-73

Richard,

Here's a contribution to keep editions of "The Jolly Cholly" coming. I enjoy reading it from cover to cover.

Joe Angione – Plankowner
MM3 46-47

Dear Sir,

My name is Florido (Fred) Maestri and I was a crewmember of the Charles H. Roan, DD-853. You have been sending me the newsletter for many years and I thank you for that. It's wonderful the work you are doing. Enclosed is a check for the items I ordered and the remaining to be used where ever needed.

God Bless
F. Maestri – Plankowner
S1 46-47

Chief Souza,

I enjoyed reading about the Dominican operation. I was part of the landing party and a member of the Asroc security team. I remember giving thumbs up to the Marines as they went ashore and them returning it. It's hard to believe that was 48 years ago. I've enclosed a donation in hopes that we can keep this Association going.

Mike Hanley
TM3 65-67

Chief,

Thank you for sending the papers and the coin, I appreciate it very much. Enclosed is a check for postage and the coin. Use the rest for the Association.

With deepest regards,
R. C. Ashcroft
MM2 63-64

Dear Richie,

Hope everything is good with you. I am enclosing a check for the fund.

Take care,
John & Sandra Hiehs
SN 61-63

Richard,

Please send me these items and use the rest as a contribution.

Thank you,
A. Hugh Scott
LTjg 69-71

Dear Richard,

It was so wonderful to receive "The Jolly Cholly". I so enjoy reading the letters, and keeping up with the other members. Charles (Tiny) was so proud of the Roan. He made me feel that I was a part of the crew in that he spoke so often of the ship I feel I could tell the stories myself, but I won't. Enclosed is something for the kitty.

Thanks for your hard work,

Ann Herndon, wife of
Charles (Tiny) Herndon
SA 60-63

Chief Souza,

Enclosed is a small donation, to keep us afloat. I'm looking forward to the Philadelphia reunion in 2014. Thank you for one of the best times of my life, my tour of duty in the Roan.

Bill Morrison
MM3 62-65

Dear Richard,

Just a few lines to let you know we are doing well and hope to attend the next reunion. Herb reads "The Jolly Cholly" from front to back. Enclosed ia a donation for the Association.

Carolyn & Herbert Hare
TMSN 52-55

Dear Rich,

Hope all is well with you. We hope to see you at the Philadelphia reunion in 2014. Enclosed please find a small donation.

Elinor & Don Burton,
FN 49-51

Hi Rich,

I enjoy receiving "The Jolly Cholly" even though I only spent about a year on board. I served with the Philadelphia connection, Ed Semcheski, Bob Crisci, Marty O'Hara and I met Jack Cook on the Caribbean cruise in 2011. I was discharged in 163 while we were in Boston. Enclosed is a check for my order and use the rest for the Association. With God's grace I'll see you in Philadelphia.

John Brockwell
RD3 62-63

Flags and Signals

Hi Rich,

My wife and I enjoyed the Jacksonville reunion (our first) very much. We are looking forward to the Philadelphia reunion in 2014. We appreciate all the work you and the Association do. Enclosed you will find a check for \$100 to help keep the Jolly Cholly Association going.

Jerry Brey
SK3 60-62

Richard,

Here's a check for "The Jolly Cholly", it's one of the few things I look forward to receiving. As I get older I realize how lucky I was to serve in the Charles H. Roan and in the U.S. Navy. Now I have a daughter who was regular Navy and now serving in the Naval Reserve. I'm so proud she kept up the tradition.

Tom E Parker
DC2 66-70

Richard,

I enjoyed the newsletter. Enclosed is a check to use were needed.

Thanks,
Richard J Huefner
BT2 55-59

Hi Richard,

Enclosed is a donation for the Association. Keep up the good work. My regards to Joe Lambert.

John Griggs
SN 51-52

Rich,

Thanks for "The Jolly Cholly" it brought back a lot of memories. I'm already lookinf forward to the next copy. Keep the extra money for the order to keep "The Jolly Cholly" alive and sailing.

Dick Pickering
SK3 70-73

Souz,

Here is a little contribution to keep our organization afloat. Here's hoping all our shipmates are feeling well and well and in good health. God bless one and all.

Dallas Rees
QM2 59-64

Dear Souz,

Here is a little money for the kitty. Wish it could be more. I was trying to come up with a story or two but all I could come up with was "once upon a time" and "this is no bull" so I'll keep them to myself.

Sincerely,
Perry Woodman
RD1 67-68

Dear Richard,

Enclosed is a check for the operating fund. It's great to receive the news letter, please keep it up.

Terry (Vick) Vickers
SF1 56-59

Thanks Chief,

I thoroughly enjoy each and every issue of the newsletter. Keep up the good work. I am enclosing a few bucks towards "The Jolly Cholly."

Thanks again,
Vernon Morgan
BT3 59-62

Rich Souza

Hope the newsletter stays afloat. Best of luck.

Clint Clough
LTjg 56-57

Dear Richie,

Here's a little something for the kitty. I'm looking forward to Philadelphia.

Love,
Maryann & Sal Genova
QM3 52-55

Richard,

Hope that everything is going well for you. Here is a donation for the general fund.

Hayden Oiler
TM3 56-57

Richard,

Alice and I had a great time in Jacksonville. We are looking forward to Philly. I will bring the cigars. Enclosed is a check to help the cause.

Tony DeNiro
SN 58-60

Chief,

I read your latest message in the spring newsletter and feel compelled to contribute. I know I just gave in Feb. but I have some catching up to do, so please accept this check. Thank you for your dedicated service to the Association.

Bill Pirowski
FTGSN 71-72

Richard,

I am ordering the coffee cup and the rest please use as you see fit. Thanks for all you do and the info that comes with each publication.

Harry Colthorp
ADJ2 63-66

OUT FOR A TOOT

or

THE HORN BLOWS AT MID-DAY

[With apologies to Jack Benny & his film "The Horn Blows at Midnight"]

BY

Bob Harper
LTjg 63-65

Friends, Romans & Shipmates, prepare for yet another rollicking tale from the annals of Jolly Cholly exploits. Deigning not to introduce the tale with either "Once upon a time" or "Now this is no S**t", you are about to be regaled with a true story from the Roan's archives.

I have chosen to relate the story in three parts, as that is the manner into which my memory has cast and related the telling. Just maybe this will help redeem my repute with our most diligent and hard working editor, to whom I outlined and promised to contribute the story some months ago. In any event, I hope it provides some amusement and would be interested in reading any of your inputs to the newsletter, should the telling recall some of your own recollections of the event.

Scene ONE: Introduction of the Proponents

Our story begins long ago and far away on the banks of the Severn River in Annapolis, MD. A young and very green plebe arrived at the Naval Academy in July 1959 from the country, in Maine. No prior military exposure and a simple life left me much to learn at the Monastery on the Severn. Being thrown right into the soup of Plebe Summer was not entirely unlike finding oneself at King Neptune's court in the region of the Zero meridian.

The furor of extensive physical, military, professional topics, marching (and the G.D. HUMIDITY) made that into a truly memorable (not desirable) summer. What had once seemed like a simple opportunity to achieve academic excellence, plus the allure of "Join the Navy and See the World", was anything but. Come to think about it, there is probably very little about Boot Camp that carries that theme either. Rather than drill sergeants or chiefs, however, USNA Plebes get indoctrinated by upper class mids during the summer before their Junior year. As such, they have all gone through the same exercise and know just how to deliver the message in the most effective (didn't say nicest) manner. Not quite Rocks & Shoals, but certainly long before the concept of political correctness.

As the summer progressed and the shortcomings of the Plebes became obvious to one and all, our young plebe had not emerged as a hero. No significant confrontations, but one glaring weakness. He could not get his shoes spit-shined to save his butt (and the penalty for not doing so did involve the butt.) The possibility existed that the shoes were of inferior quality (yes, one other probability was alleged), so the upper class squad leader had our plebe bring around ONE of his dress/inspection shoes. One hour later, the shoe was

returned with a mirror-like surface that removed all possible doubt that the shoes were at fault. Worse yet, the other shoe now had to be brought up to the same gloss. Fortunately, our plebe's roommate took pity and provided the requisite beauty, while also teaching the plebe how to approximate similar results. At the final Plebe Summer evaluation/review, just prior to the actual start of the academic year, the upper class squad leader's unflattering assessment of our plebe concluded with "You won't make it!"

As stated earlier, these squad leaders were selected for their assignment and knew what they were doing; unlike the plebes who knew from nothing. No doubt, that upper classman could see that a fire needed to be lit if this dummy were to get with the program and thus the inflammatory assessment. In any event, it did the job because the immediate (but held completely internal) reaction was "I'll show you're a--." With that the close and personal relationship between our protagonists and plebe came to a close-----or did it?

Scene TWO: Déjà vu all Over Again

Fast forward to July 1963 and our plebe is now a USNA graduate and Full Fleet Ensign about to report to his first ship. Confident, self-assured, full of pi-- and vinegar (oh yeah, I already said a USNA graduate didn't I?) he came to Newport, RI where his 'Firstie' or big brother at USNA had just departed as the Roan's Weapons Officer, but not before claiming and assigning our plebe-Ensign as Anti-Submarine Warfare (ASW) officer. There may even be another story there, but no promises to the editor yet.

Our new USNA graduate was up to the challenge, and could spot the Roan from the parking lot (maybe the 853 hull number helped.) Clad in dress khakis and carrying his seabag in his left hand, he proceeded across the destroyer Laffey's quarterdeck and proceeded to the Roan's gangway. Oh sh-t, who do you think was standing as OOD on the Quarterdeck? You guessed it, our second protagonist, now a LTjg and the Chief Engineer of Jolly Cholly. His amused greeting of "Harps!" was not intended as close camaraderie, nor was it so misinterpreted. This was simply the opening volley in the continuing saga of running the plebe.

As would soon become obvious, the Chief Engineer was not only the master of all things steam and oil below decks, he was most at home running the now 13 new Ensigns that reported aboard Roan that summer. He took great delight in pointing out all our shortfalls - of which we were indeed well equipped. Mealtimes became the prime opportunity to regale the CO, XO and all assembled of the latest misadventures

continued on page 8

of the boots (Note: only Bill Efrid as the Bull Ensign was not one of the boots.) As there was safety in numbers, we tended to suffer in silence particularly as most if not all his allegations were factual. We recognized that the stories contributed much to the amusement and entertainment of the head table, and while not enjoyable for the boots, the stories did provide the motivation to shape up and avoid ongoing notoriety. So a beneficial, if not pleasurable end was achieved.

Scene three: Strike Back (The Devil Made Me Do It?)

I'm not at all sure of the date and would really like to know. The ship's log has to have some highly entertaining entries on that date. I believe it was spring of 1964 and probably some weeks before we left for REFTRA @ GITMO. My best guess would be April, but that is only a SWAG. In any event, we were just getting underway from Newport for a few days of at-sea ops and our Plebe/Ensign ASW officer was seated in sonar control for his sea detail station. This was probably to ensure we avoided any mines or torpedoes en route to the sea buoy. As the ship began its departure, our observant Plebe/Ensign noticed something move in the overhead and asked his first class ST, "What was that?" The ST simply replied "The control for the ship's whistle". To which our boot Ensign replied, "No way, the control for the ship's whistle is on the bridge." The ST calmly replied, "And how do you think it gets to the actual whistle?"

Well, rather than get into any discussion of how, whether, or if boot Ensigns think, just let's pass on to the next panel in this comic strip. At this point, the Plebe/Ensign DID commence to think and came upon a whole jumble of thoughts, ideas, and possibilities. As some of you know, it seems that the cable from the handle that controls the ships whistle on the Bridge extends thru CIC and Sonar before emerging at the actual ship's whistle on the back of the stack by the signal bridge. Clearly, this was something of a revelation to our protagonist who had glimpsed the bright brass cable emerge from within the protective tube that covered it in the overhead most of the way to the whistle's location on the stack. However, where the cable was obliged to make a turn, around a small pulley wheel, the greased and dirty black cable was momentarily replaced by the bright shiny copper cable, normally housed within the tube. As the handle on the Bridge was pulled, the cable was displaced and thus the momentary flash which had been seen.

Not one to waste an opportunity, the ongoing jumble of thoughts led our protagonist to ask the ST, "Do you have a toolbox in here?" Upon receiving a positive response, the toolbox was produced and opened, and what to our wondering eyes did appear, but a set of vice-grips? Aha, now commenced to hatch the plan for this scene!

Thus it arrived at a later date, one bright clear day Roan prepared to get underway for a week at sea. Roan was berthed pier side immediately in front of COMCRUDES LANT Headquarters at Newport.

The majority of phone talkers and bearing takers for the Special Sea and Anchor Detail came from Fox Division, also under the leadership(???) of our Plebe/Ensign. To exercise due diligence as Fox Division Officer, our protagonist called

a meeting of all the Fox Division special sea detail phone talkers and bearing takers in Sonar just before Sea Detail was called away. The short briefing simply emphasized the seriousness of their duties, as the ship was reliant on their skills, while noting that we hadn't been underway for a while so that everyone should be very alert and attentive as we went to sea. In that long ago and far away time without video phones or cameras, it was hoped that these soon to be on-scene-reporters would provide some graphic details not otherwise available to those in Sonar. Thus briefed and prepared, all soon went to their stations ignorant to their role as eyewitnesses.

With some insight as to the likely progression of events, the stage was set. The ship sounded one long (3 second) blast (Changing status, getting underway), followed by three short (1 second) blasts (Engines are backing). Or so this was the intended signal.

At the commencement of the third short blast, the vice grips were firmly applied to the exposed bright brass cable in sonar and clamped. For the record, the ensuing blast was exactly 60 seconds long upon which point the vice grips were released and returned to the toolbox. The now-crimp-marked brass cable retreated well within the tube to its normal resting place. Oh yes, the door to Sonar was also locked earlier, lest unwanted intrusion were to occur.

In Sonar, the toolbox was put away, the door was now unlocked, all returned to normal---well kind-of. The most notable element was the silence. After a full minute of the throaty roar of the ship's whistle, the silence seemed unreal. About a half-hour later, the Sea and Anchor Detail was secured and a normal underway watch was set.

As expected, our trusty STs and FTs trooped into Sonar as they were relieved. We encouraged each and every one of these unenlightened witnesses to tell what had transpired and what he had seen and heard.

Thus this is an amalgam, although second-hand, of what they saw and heard. However, their telling was within minutes of the actual event and after-all, they had been (fortuitously?) prompted to be alert and attentive as the eyes and ears of the ship. This retelling seems to make it all worthwhile.

As the ship got underway, the OOD had the Deck and the Conn. This left the JOOD (Ensign Cashman I believe) with a prime opportunity to learn the Special Sea and Anchor routine. Little did he know just how this watch would be anything BUT routine. On the bridge, the JOOD was tending to the ship's whistle, the OOD forward at the centerline, the CO in his seat on the PORT side, and the XO near the open hatch on the STBD side. Once the third "short blast" proved to be a keeper of a toot, the JOOD strenuously attempted to push the handle and cable back to its secured position; alas, pushing with a string doesn't get you very far. As the now sonorous tones of the 600 pound steam whistle gathered full throat, the OOD ran over, pushed the JOOD out of the way and proceeded to apply more senior force to push the handle back into place---you guessed it, same results; only now everybody is focused (somewhat myopically as will be seen) on that da--ed ship's whistle. (As a footnote, it sure was loud in Sonar too).

At about this juncture, the CO told the sound-powered phone talker "Tell Main Control the whistle is stuck." The phone talker depressed his talk button and repeated the message, but was given in response from Main Control phone talker "Can't hear you, there's too much noise!" At this juncture the CO gets on the 21MC (Bitch-box) and hollers his message directly to Main Control, followed almost immediately with directions to secure steam to the whistle. Of course this action takes a little time. While waiting for results to the order the following scene was playing out on the bridge.

Immediate action taken, attention now moved to the offending whistle. The XO proceeded aft on the STBD side towards the Signal Bridge, while the CO proceeded aft on the PORT side towards the Signal Bridge. The OOD followed the CO and took a look from the forward area of the Signal Bridge. OK, STOP everything right there for just a moment. We are free of the pier and all lines, we are backing at one-third backing bells, but who is driving??? Nope, not the JOOD (although he is still on the Bridge), 'cuz he doesn't have the CONN. You got it: NOBODY! Fortunately we had plenty of room, and this lapse was for only a short time before the OOD realized the situation and quietly went back on the Bridge. Probably even more fortunately for me that nothing serious occurred or a formal investigation may have finished my Navy career at Ensign.

While considerable time had now passed, absolutely nothing seemed to deter the ship's whistle from achieving and maintaining maximum decibels. The XO determined to take matters into his own hands and started to climb up the ladder on the STBD side of the stack leading to the whistle. I never did ask why, but I presume to stuff a rag or cloth into the whistle. In any event, he placed himself in the closest proximity (about 7 feet) from the whistle at just the instant it quit. Yep, the sixty seconds were over and the loudest silence we ever experienced descended on Roan.

When the CO and XO returned to the Bridge, the OOD continued the "routine" and headed us to sea. At this point, the CO got on the 21MC again with Main Control. After a few choice words about the colossal screw-up, our protagonist the Chief Engineer was asked what had happened. He responded that there had been no problems or casualties below and couldn't say. The CO, really enraged at such an event immediately in front of COMCRUDESANT Headquarters, was not to be mollified. "I want you to check everything out and fix it." To which our protagonist replied, "Yes sir, I'll have the Main Propulsion Assistant get right on

it." This provoked some even choicer words (G.D. etc) from the CO who retorted "I want YOU to check everything out and fix it!" This resulted in a resigned, but comprehending, "Aye, Aye Sir" from the Chief Engineer.

Just a few hours later, after lunch and resumption of working hours, I happened to be in Sonar running a test of the Underwater Fire Control system (See, I really DID work some of the time). Just then the door to Sonar opened and the Chief Engineer stood there in his coveralls, just as if he had to crawl through the boiler tubes, carrying his notepad with flashlight. I simply asked "What are you doing way up here?" His terse response was "Checking out the ship's whistle." I reverted to boot ensign with an "In here?" to which he simply turned on the flashlight and ran the beam over the tubes in the overhead that carried the cable. I provided the properly surprised "Humph" and then added, "You better not stay up here too long or you'll get a nosebleed." While I considered it high humor, it was all too apparent that he didn't. It should be noted that the cable was all nestled asleep and at rest, with the offending vice grip marks retracted nearly 5 inches deep in the pipe. Thus the inspection concluded and revealed absolutely nothing amiss.

The remainder of the day was frequently interrupted with one of two messages. Either, "The following is a test of the ship's whistle from the Bridge" or "The following is a test of the ship's whistle from Main Control." Would you believe it, the whistle never stuck again in all those tests?

For quite a few weeks thereafter the Chief Engineer continued running, or educating by harassing, the Ensigns, particularly at meals, but it was not infrequently followed by some discussions between the Ensigns as follows: "Say, did you hear that?" "No, what was it?" then the clear and louder response was "Don't know, but it sounded like the ship's whistle." At this point the Chief Engineer shifted from the offense to the defense as the CO grumbled and growled.

Epilogue: Future Time at St Peter's Gate (Maybe!)

From the Last Call postings in "The Jolly Cholly," I have seen that both the Chief Engineer and my beloved ST1 have left this world. Should I ever be so fortunate as to approach St. Peter's Gate (and yes, I know there are a lot of obstacles in the way), I sure hope it isn't our protagonist the Chief Engineer on watch. For if it is, I'm sure I'll have to clean all the streets with my toothbrush before being admitted! As for my ST1, I'm sure he's there, because to this day NOBODY else ever knew the story. THAT'S LOYALTY.

"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



WILLIAM NOLIN DERAGON **“Demijohn” “Bill” ‘Baggy Bill”**

After big, bad, baggy Bill had finished marking and stowing all his newly received gear that hot June day in 1930, he felt neither bad nor baggy. On that first day the Executive Department took the lead and has kept it ever since, despite Bill's efforts to “put one over on them” occasionally. His strivings in this direction were handicapped early in the first year when he discovered that the Academic Departments were likewise arrayed against him. Since then it has been one long struggle. He has crossed over shoal water several times, one Christmas leave going by the board to keep him clear, but he has always finished the term with sufficient water under his keel.

Discounting all statements to the contrary, he maintains that there have never been any feminine interests for him, beyond the one whose pictures cover his locker door. One reason for this lasting interest would perhaps be found in a sample of those periodically received boxes of chow, which, according to Bill, awaken old memories, and call forth pleasant anticipation.

Outweighing certain bad habits such as attempting to tap dance or play sentimental pieces on the Vic, we have found Bill to possess an equable disposition, a sense of humor, a quick sympathy, and a broad generosity, to all of which we render grateful acknowledgment, as qualities which make up the ideal wife.

From the “GOLDEN LUCKY BAG”, the U.S Naval Academy's yearbook.

Captain William Nolan Deragon **Second Commanding Officer** **U.S.S Charles H. Roan DD-853** **29 JUN 1948 - 25 NOV 1949**

Bill Deragon was born and partially raised in Springfield Mass before moving to Albany, NY and graduating from Albany H.S. before attending Wentz Prep School in New York. In 1930 he entered the Naval Academy at Annapolis MD. He graduated in May of 1934 and his first assignment was in USS Louisville CL 38 where his billet was 1st Lieut.

In 1935 he was assigned to the USS Sands DD 243 where he was the Communication officer and Engineering officer. In 1937 he was promoted to LTjg and left the Sands for submarine school at Portsmouth. After sub school LTjg Deragon reported aboard the USS S-42 his first submarine assignment.

In 1939 Mr. Deragon was transferred to the USS Seawolf SS 197 and was promoted to LT in 1941. Some of his billets in Seawolf were 1st Lt., Gunnery Officer, Navigator and XO. With the outbreak of WW 2, Lt Deragon experienced 8 war patrols in Seawolf. On one war patrol off Christmas Island in the Indian Ocean, Seawolf pressed home three aggressive attacks at dangerously close range on heavily screened Japanese warships and was subjected to an intense depth charge attack. Because of his actions during the attack and his leadership dealing with serious mechanical failure due to the depth charging, Lt Deragon was awarded a Silver Star. Lt Deragon was also awarded two Bronze stars and numerous commendations while serving in



Seawolf. Mr Deragon was promoted to Lieut. Commander in 1943 and left the USS Seawolf for Portsmouth, NH where he was named prospective C.O. of the USS Pipefish SS 388 then under construction.



Launching of the USS Pipefish SS 388

Upon being named C.O. of USS Pipefish LT CDR Deragon took her on 5 war patrols. On one such war patrol Captain Deragon received a third Bronze Star for his handling of Pipefish in Japanese waters and the sinking of one enemy ship and the damaging of two others. Maneuvering evasively to counter enemy anti-submarine measures, Captain Deragon brought his ship to port undamaged. Pipefish also participated in the blocking of Japanese forces in their escape from the Battle of the Philippine Sea. Pipefish is also credited with the sinking of two other Japanese ships, one in spite of the fact that she had been damaged from an air attack. Pipefish also served as life guard for downed pilots on various patrols, rescuing one off the Mariana Islands.

In 1945 LT CDR Deragon left the USS Pipefish for an assignment at Portsmouth Navy Yard, as Asst Administrative Officer. In 1947 LT CDR Deragon was promoted to Commander and continued his duties in Portsmouth until 1948.

In 1948 Commander Deragon became the second Captain of the USS Charles H Roan DD 853. His stay with Roan was rather uneventful, mainly dealing with the training schedule necessary to prepare her for a 1949 Mediterranean tour.

After leaving Roan Commander Deragon was sent to Washington D.C. to become the Assistant Director of the Maintenance & Repair Division of MSTs. In July of 1951 Commander Deragon was admitted to the Naval War College at New Port, R.I.

After finishing studies at the Naval War College, Commander Deragon assumed command of the USS Canisteo AO 99 where he remained for only 3 months before taking command of the USS Salamoine AO 26. While in command of the USS Salamoine Commander Deragon was promoted to Captain in July of 1953.

Captain Deragon then found himself back with MSTs as Director of Passenger Division, then on to Chief of Staff, Western Pacific Area in Yokosuka, Japan. In 1958 Captain Deragon took over as Commander of MSTs, Western Pacific Area.

In July of 1959 Captain Deragon found himself back in the continental U. S. to take over duties as the Administrative Officer for the Portsmouth Naval Shipyard. While serving at this position Captain Deragon's beloved wife Elizabeth died unexpectedly in March 1960. He retired in June 1960 and moved to Newport RI, in Jan 61. He then lost his daughter Susanne, who died a victim of Hodgkins disease. Captain Deragon then took courses to obtain a teaching certificate and In Sept. 1961 he began teaching at Middletowne HS in RI. After moving his family to Chevy Chase MD, Captain Deragon resumed teaching at Gaithersburg Senior HS. In July of 1966 he married the former Camilla Rizzo and retired from teaching in June 1976. Captain Deragon passed away in 2001 and is buried at Arlington National Cemetary.

Medals, Commendations, Awards

Silver Star Medal, Bronze Star Medal with 2 Combat V's, Navy Unit Commendation, Army Unit Citation, Navy Commendation Ribbon with metal pendant, Philippine Republic Presidential Unit Citation Badge with gold star, National Defense Service Medal, Asiatic Pacific Campaign Medal, American Defense Service Medal, American Campaign Medal, World War II Victory Medal, Philippine Defense Ribbon, Philippine Liberation Ribbon, Philippine Independence Ribbon, Korean Service Medal



Captain Deragon and wife, Camilla

USS Sands DD-243



When you're setting up your 2014 calendar be sure to pencil in the

CHARLES H. ROAN REUNION

in September.

This reunion will be held in Philadelphia, "City of Brotherly Love."
So Brother, bring your Love and join us, September 2014 in Philadelphia.

Watch for further information to come your way.
Below is a small list of points of interest in Philadelphia.

Museums

The Barnes Foundation - The Barnes Foundation on the Benjamin Franklin Parkway features one of the world's leading collections of French impressionist and post-impressionist paintings.

Philadelphia Museum of Art - The Art Museum covers 10 acres and houses more than 300,000 works spanning 2,000 years. The vast collections of this temple of art make it the third-largest art museum in the country, and an absolute must-see on the city's cultural circuit.

The Franklin Institute - One of the oldest and most beloved science museums in the country. An innovator in designing hands-on exhibits before "interactive" became a buzzword, The Franklin Institute is as clever as its namesake. Its eminently touchable attractions explore science in disciplines ranging from sports to space.

Please Touch Museum - Where kids ages 1 – 7 are boss. The city's award-winning children's museum is fun-filled, totally hands-on, and so delightful that adults are entertained, too. Each nook and cranny has a different theme — from the fantastic to the practical.

Pennsylvania Academy of the Fine Arts - A jewel nestled in the heart of Center City, the Pennsylvania Academy of the Fine Arts hosts vast collection of American art boasts treasures by local and national luminaries such as Charles Willson Peale, Thomas Eakins, and Violet Oakley.

National Constitution Center - The world's only museum dedicated to the U.S. Constitution. The 160,000-square-foot National Constitution Center explores and explains this amazing document through high-tech exhibits, artifacts, and interactive displays.

The African American Museum in Philadelphia - With a diverse collection of fine and folk art, photographs, memorabilia and costumes, this museum in Philadelphia's historic district traces the experiences and contributions of African-Americans from the kingdoms of Africa through to the present.

The Penn Museum - Unearthing the riches of the world's cultural heritage. If you called its 12-ton Egyptian sphinx "one in a million," you'd be right: it is just one in a collection of nearly a million objects at the University of Pennsylvania Museum of Archaeology and Anthropology.

Parks and Gardens

Longwood Gardens - One of the world's premier horticultural display gardens. When you're at Longwood Gardens, it's easy to imagine that you're at a giant, royal garden in Europe. Stroll along the many paths through acres of exquisitely maintained grounds featuring 11,000 different types of plants.

Franklin Square - Carousel rides, mini-golf, burgers and more. One of Philadelphia's five original squares laid out by William Penn – and the only one dedicated just to fun!

Fairmount Park - One of the world's largest city park systems. There are tours of historic mansions, Japanese tea ceremonies and outdoor concerts. Three environmental centers, as well as a wildlife refuge treatment center, help bring the natural world to life for adults as well as children.

Independence National Historical Park - Known as the birthplace of American democracy, Historic Philadelphia's Independence National Historical Park is located on the site of many of the seminal events that carried the nation through its founding as a global leader of democratic ideals.

Aquarium and Zoos

Adventure Aquarium - The ocean's secrets revealed at Camden's riverfront aquarium. The fifth largest aquarium in the country, Adventure Aquarium features nearly 200,000 square feet of marine and wild life, including hippos, a hammerhead shark and more.

The Philadelphia Zoo - Animals and plants thrive at America's first zoo. The stunning Big Cat Falls experience creates a landscape of lush habitats and waterfalls where you will come face to face with nearly 20 endangered big cats from around the world, including four African lions and three adorable Amur tiger cubs.

Fox Chase Farm - One of the last working farms in a major American city. Hereford and Angus cattle, sheep, chickens, pigs, goats and horses all make themselves right at home on this 112-acre working farm, which offers various tours and family events throughout the year.

Houses of Worship

Gloria Dei [Old Swedes'] Church - Oldest church in Pennsylvania is a link to early Swedish settlers. Gloria Dei was built between 1698 and 1700 to serve a parish of Swedish settlers who lived along the banks of the Schuylkill and Delaware rivers. In 1845, it joined the Episcopal Diocese of Pennsylvania.

Mother Bethel African Methodist Episcopal (AME) Church - The oldest parcel of land continuously owned by African-Americans. Walk on hallowed ground when you visit Mother Bethel AME Church, the mother church of the nation's first black denomination. Founded in 1797.

Old Pine Street (Third, Scots and Mariners) Presbyterian Church - The oldest Presbyterian church building in Philadelphia

Bryn Athyn - Cathedral for the Church of New Jerusalem (New Church) was formed in England in the late 1700's, to worship using the Old and New Testaments and Writings which interpret the Bible as parable (written by Swedish philosopher Emanuel Swedenborg).

Shiloh Baptist - An historic church designed by the renowned Frank Furness. A beautiful piece of period architecture, Shiloh plays host to expertly curated dance and visual art events.

Cathedral Basilica of Saints Peter and Paul - The largest Catholic church in Pennsylvania. Opened in 1864, the Cathedral Basilica of Saints Peter and Paul serves as the principal or Mother Church of the Archdiocese of Philadelphia as it houses the chair or "cathedra" of the Archbishop.

Rodeph Shalom Synagogue - A 1920s-era architectural marvel and home to the Philadelphia Museum of Jewish Art. This synagogue, built in 1927, is an outstanding example of the Byzantine style. The building, which places home to the Philadelphia Museum of Jewish Art, is free and open to the public.

Philadelphia Cathedral - Episcopal Cathedral recalls 4th-century Christian basilica. The Church of the Savior, originally built in 1855, was redesigned by Charles Burnes, Jr., in 1889 and rebuilt in 1906 after a fire destroyed most of the original structure. Listed in the National Register of Historic Places in 1979.

Casinos

The Philadelphia Region Hits The Jackpot With Three Casinos - When SugarHouse Casino opened this fall just north of Center City Philadelphia, it meant triple the fun for visitors looking for even more entertainment options during their city getaways. That's because SugarHouse will join Harrah's Chester Casino and Racetrack and Parx™ Casinos — all located along the I-95 corridor — to make Philadelphia the largest major U.S. city with casinos that include both table games and slot machines.

Flags and Signals

Hi Richard,

I am ordering the Roan flag pin and what's left over you can put into the kitty. Thanks for all you do.

Regards,

Jon Starr

BM3 63-65

Rich,

I hope things are going well for you. Please send me a challenge coin and put the rest in the kitty.

Jack Cook

BT3 65-67

Dear Richard,

Here's a check for a winter jacket and the rest for the kitty. You're doing a fantastic job.

Dave Barney

RD3 63-66

Richard,

Here is a little to help with the cost of the newsletter.

Ben Young

BT3 61-63

Chief Souza,

Enclosed check is for a ball cap and the rest to the kitty.

Thanks,

Earl Beeler

SHC 56-58

Richard,

Enclosed is my check for a wind breaker jacket and the balance for the kitty. Keep up the good work and be well.

Al Fortunato

SN 51-54

Dear Richard,

Enclose is a check for my ship store order. What's left over goes into the kitty. I enjoy the news of my former shipmates. Keep up the good work.

Richard (Pear) Jones

RD3 58-60

Richard,

Enclosed is my check for the ship's store. Keep the change. AH, the smell of red lead in the sun, the rhythmic beat of the chipping hammer. It all seems so long ago – because it was. Sign me up again! (just kidding.) Keep up all your great work.

Jack Leonard

GMG3 68-70

Rich,

Use this check were needed. See you in Philly, God willing.

Al Timchak

MM3 59-62

Dear Richard,

Sarah and I really enjoyed our first reunion last October in Jacksonville. At the time, Sarah had been battling pancreatic cancer for more than two years. On April 6th of this year she lost the battle. There were not many in attendance from 2/68 - 2/69, my brief assignment to the Roan, but the camaraderie of shipmates from every era was refreshing and heartening. Enclosed is payment for a flag pin along with a donation to the Association. I'm looking forward to the reunion in Philly. I spent almost a year there in the shipyard on the USS Luce DLG-7/DDG-38. I'm sure the reunion will be a whole lot more fun than that stint in the yards was!

Mike Walter

STG2 68-69

Dear Richard,

Thank you for your many years of dedicated service to the USS Charles H. Roan Association and for keeping our Association alive and afloat. Here is a small contribution to help defray some of the costs. God bless PFC Charles H. Roan, USMC and the beautiful ship that bears his name; may they both rest in peace.

Sincerely,

William Bell, CDR, USN ret.

RM2 56-58

Dear Chief Souza,

Please use the enclosed donation as needed for the association. I enjoy so much receiving and reading "The Jolly Cholly". It brings back great memories. Thanks to you and our other leaders for all the good work that you do.

Blaine O'Connell

LT 70-72

Dear Chief

I look forward to reading the Roan Newsletter as it comes each time. I have been meaning to write to express my condolences on the passing of your wife, Lorraine. I did enjoy meeting her at the reunions. Enclosed is a check to help keep the Association going. I know you and the board put a lot of time and effort into keeping it active and meaningful.

I hope to see you again at the next reunion in the Philadelphia area. Since I live not far from Philadelphia, let me know if I can be of any help to the committee.

Sincerely

Alan D Haines

QM3 57-59

Hey Joe,

I loved your newsletter and my article, photos look great! Thanks again for allowing me to submit it, as I feel honored!

Fair winds and following seas!

Jim Gay

Destroyer Enthusiast

Flags and Signals

Richard,

Received the latest "Jolly Cholly" newsletter. Thank you for the journey through history regarding Roan's birth and christening. Many sailors have lived aboard Roan before, and after my term of service. We all have our own stories to share. Of all the great memories each of us recall before and subsequent our service aboard Roan, the time spent on her decks are footnoted in our thoughts

I recall the Med. cruise of 1967. Some may recall the evaps quit working, and we had little fresh water. Being on station during the 6 day war, we had little choice but to forgo laundry for a few weeks. salt water showers didn't cut it. Enjoyed the leadership of Captain Ward.

I noticed ETN2 Richard Kittle passed away. I was in Ops division and didn't know him well, but he was always a nice guy that would always bother to say, Hi when meeting in the passage way.

Here is my donation. Thanks for the newsletter and keep them coming.

Ron NaSal
YN3 66-67

Joe:

Got the message from the "Signal Bridge" and the "After Diesel" note. Enclosed is my check for \$100. Send me a ball cap - before 1961 silhouette. Keep the rest to help defray the cost of the Newsletter. Keep up the good work, and thank you for the time that you put in on this project.

Regards,
Arthur J Kaufman
SN 60-61

Joe,

I snapped a couple of photos of my Roan shadow-box. I ordered the patches and coins from the Ship's Store. The 3rd Class crow was on my uniform when I was on Roan. The box is usually hanging proudly on my wall but I took it down to photograph. As you see the box is under guard by a couple of sailor friends of mine. They are 3 feet tall and made here in Virginia Beach from pressure treated pine. Souza asked me to take a photo and send it to you. Maybe the photo will give someone else an idea and they can order items from the Ship's Store for their own display.

Jerry P Edwards
RM3 66-67

Hi Richard,

Hope all is well. Everyone here is doing fine.

Enclosed is a Gift Certificate for a round of golf for four, including cart fees, at Lost Key Golf Club.

I was the high bidder at a fundraising auction for the American Cancer Society. I want you to take three veterans with you and have a great time. Certificate is good until October 15. I have also enclosed a check for the kitty.

We're looking forward to the Panama Canal cruise in October. I just wish that more shipmates would have signed up. We don't have any of the regulars. Maria and I hope that you will be able to see your way clear and join us. The cruise just won't be the same without you. I need a drinking companion and Maria needs to play Mother Hen.

Maria sends her love. Take care and enjoy the round of golf.

Your shipmate,
Ralph Rankin
FTGSN 65-57

Richard,

Steady as she goes>

Gene Wilken
LTjg 52-55

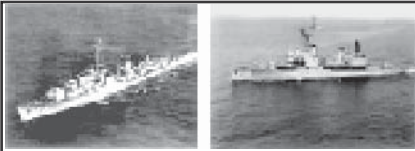




Item #1
Embroidered Golf Type shirts
(with pocket)

Ships Name only
White - Tan - Puddy - Navy - Light Blue
SM to 3X - \$30.00

Ships Crest and Name
White - Tan - Puddy - Navy - Light Blue
SM to 1X - \$32.00
2X and 3X - \$33.00



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 #3
Tote Bag
Royal Blue/Ash
Ships Logo
Pocket 14X17X5
\$10.00



Item #15
Golf Towel
Dark blue
Ships Logo
\$10.00



Item #6
Ball Cap
Blue hat with gold ship and lettering
with either
Before 1961 silhouette
or
After 1961 silhouette
both
\$18.00
(please indicate silhouette preference)



Item #16
Glass Beer Mug
with
Ships name and anchor
\$12.00



Item #4
Cup
Ships Name
Black & Blue - w/ spoon
\$12.00

Send all orders to:

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

ALL PRICES INCLUDE POSTAGE -
Mostly by Priority Mail

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

SHIP'S STORE

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
 \$65.00

NOTE: These jackets run SMALL so order accordingly.



(Back of jacket)



Item #7
Winter Jacket

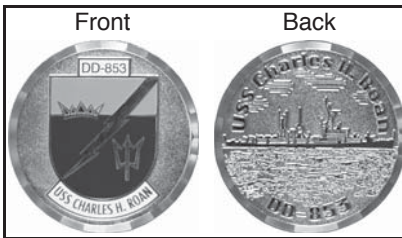
The same ones that the Blue Angels wear. Very sharp looking with the back Embroidered. A Patch/Crest (or both) and your name can be added to the front for additional cost (see add on items.) Call before ordering.

Jackets are fitted at the waist so order accordingly.

SM to 1X - \$75.00 2X to 4X - \$80.00 5X to 7X - \$85.00



Item #12
USS C. H. Roan License Plate - Fram
 In full color
 Got to see it to believe it. Just outstanding.
 \$28.00



Item # 14
USS C.H. Roan Challenge Coin
 2 inches diameter.
 Polished copper & steel alloy.
 Enameled ship's plaque on front.
 Really Sharp!
 \$20.00

Item # 11
Embroidered Sweat Shirt
 Birch color
 Blue Embroidery
Ships Name only
 SM to 3X - \$20.00
Crest and Name
 SM to 3X - \$24.00



Item #9
License Plate Holder
 with ships name
 USS Charles H. Roan DD-853
 \$25.00



Item #5
Patches
 Right/Left Arm U.S. Ensign
 a. Right \$7.00
 b. Left \$7.00
 c. U.S Navy Eblem \$7.00
 d. Ships Crest \$7.00
 e. Octopus Patch \$12.00
 (To sew on any of the above)

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
 or
 Item #13A
 Any of the above books on DVD with era music.
 either one - \$25.00



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

← Sew on your name 1 line
 (Specify how you want it.)

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

FROM AFTER DIESEL

This newsletter is reaching you a little late because of a few changes in my life, not the least of which is changing my hometown. After 71 years of living in Chicago (minus 4 years with uncle) I have moved to Huntley, Illinois. Huntley is about 38 miles west of Chicago, which may not sound like much but to me is a world away. This is a Del Webb community. Quiet and peaceful and full of senior citizens like me and I love it. One of my daughters-in-law said it's like the Stetford Wives.

So please note my data changes, and I apologize to all of you who have had a difficult time trying to reach me.

Joe Lambert
12213 Quail Ridge Dr
Huntley, IL 60142

chief9bullie@comcast.net
773-206-9923

Below is a communiqué from Bill Peterson. FTG2, 62-65. I've included it here because what Bill says is so well put. I have been saying the things Bill laid out for a very long time to you, but I think Bill said it much better than I ever have.

It's up to you to tell Roan's story, guys like Bob Harper and Larry Thomas and in these last couple of issues, and other shipmates who have told their stories in the past, please keep them coming. There is so much history to tell. Please keep it coming.

Hi Richard & Joe

Congratulations on putting out yet another excellent newsletter (Vol. 16 No. 1). They remind us of what happened during very important times in our lives and they also have value and importance far beyond us. Official U.S. Navy records, record the basics of the ship and its operations; but the newsletters should be thought of as its diary. The newsletters provide both the details of the ship's activities and (of equal importance) the human side of Navy life.

Written records of what happened and when, by those who were actually present at the time, are the most meaningful information one can obtain. Whether there are several paragraphs or only a few sentences, they need to be written. We are fortunate that so much has already been printed yet there is need for more. The human side is especially needed. The comment that brought this home to me the strongest was that by Paul Fredericks on page 5 where he asked Richard "Weren't you on the flashing light when the captain of the Russian freighter the Roan turned back signaled "No, good morning to you!" There we were in the Cuban Blockade when international tensions were extremely high, yet it was a pleasant exchange. The human aspect of that incident is the stuff that should be recorded in a book/movie/documentary.

The articles written by Mr. Thomas and Mr. Harper regarding our activities in the Dominican Republic situation not only provided detailed information, but also considerable human interest material. An aspect of this incident I found interesting was when the Roan (and the other destroyers present) fired star shells at night to illuminate part of Santo Domingo (I assume at the request of the marines). When the lead ship in the column had finished its firing, it peeled off and went to the end of the column as the next ship took over the firing, and so on through the nights (I don't recall how many nights were involved). It took quite a few shells to keep at least 2 star shells burning at all times. I wonder how many total rounds were expended?

When folks look back on history, be they historian or not, this type of information is of greater value to them than are the official records. Having these newsletters available on the web site is a good step, but I would hope that there is (or eventually will be) a site where the newsletters of all ship's crewmembers associations can be found. It may be hard for some of us to think of ourselves as being history, but face it -- we are. Even the youngest of the Roan's crew are in their late fifties by now.

Bill Peterson
FTG2 62-65

New Members

Anthony A Brooks
S1 46-47 Plankowner
North Huntingdon, PA

Richard C Brophy
SN 46-48 Plankowner
Reading, PA

Richard P Pickering
SK3 70-73
Rochester, NH

Grady T Campbell
MM3 46-47 Plankowner
Lineville, AL

John M Petryshin
FN 58-60
Strongsville, OH

Leonard Hepfer
SA 71-72
Manistique, MI

Robert E Duncan
S1RdM 46-47 Plankowner
Kemp, TX

Yancy B Odom
BT3 59-60
Moultrie, GA

Donald M. Fischer
FN 71-73
Altoona, PA

Clyde L Wells
S1 46-47 Plankowner
Indiana, Pa

Donel L Moss
SM3 59-61
Perkasie, PA

Alan J. Quartararo
FN 71-73
Virginia Beach, VA

Leigh C. Whaley
SK3 46-47 Plankowner
Blacksburg, VA

Paul Prieto
SN 64-67
East Chicago, IN

Stanley N. St Jock
FN 72
Nashua, NH

Gordon E Alvey
SN 46-48 Plankowner
Colorado Springs, CO

Robert Craven
SK1 66-68
Safety Harbor, FL

Herbert R Young
SA 72
Philadelphia, PA

Robert Attas
LTjg 68-70
Feasterville, PA

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 _____



Joe Lambert
12213 Quail Ridge DR
Huntley, IL 60142

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RETURN SERVICE REQUESTED

