

THE



JOURNAL  CHRONICLE

VOLUME 16 NUMBER 1

Spring 2013



USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your
thoughts and prayers

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Tom VanPetten	LTjg	58-61
Ray Ward	CO/CDR	65-67

Binnacle List

Richard J Therrien MM2 63-67

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

Taps

Clifford S Hughes		
ET3	54-55	05/11
Richard Kittle		
ETN2	66-67	03/12
Monte Lincecum		
TM1	55-60	12/12
Chester Lucinski		
FN	48-52	12/12
Wallace Lueck		
SN	54-56	11/12
Rodney D. McCloskey		
BM3	54-56	2010

*The above is a list of Association shipmates who have past on. On page 4
is a list of shipmates who have past on. - ed*

Cover Photo

Birthplace of the USS Charles H Roan
The Bethlehem Steel Corporation's Fore River
Shipyards at Quincy, Massachusetts, as it looked in
the early "40's" at the time of the building of the
USS Charles H Roan DD-853. Story on page 10.

Be sure to visit our web page at:

www.usscharleshroan.org

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

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



This is one subject that I hate to address. Financially we are becoming insolvent. Although we have the finances to carry us forward for another year or so it's apparent that I must once again ask for your financial support to keep us afloat. Our current financial statement does not reflect the

cost of this newsletter. The newsletter costs the Association over \$1500.00 to print and mail out. I feel the newsletter is our **lifeline** to our membership. I realize the economy, loss of job's, and individuals living on a fixed income has put a burden on many of us. Regardless if you are unable to contribute you will still receive our newsletter. We have sister ships who do **NOT** send a newsletter out if you do not send in dues. Some associations will not invite their membership to reunions for the same reason. Our Board of Directors has voted repeatedly **NOT** to charge dues and stay with donations to keep us afloat. We have been successful for almost 25 years of **NOT** charging dues and we should try to continue to stay that way. We have several officers who contribute their time and money, doing the work required, without compensation, to keep this Association one of which we can all be proud of. As distasteful as it is for me to ask for your support I feel that I must, as the "BUCK STOPS HERE". I must also mention we do have members who continue to generously support us on a continuing basis. Any contribution, large or small will be gratefully appreciated.

Again, I would like to thank Joe Lambert, Ron Luccessi, and Henry Rossi along with our entire Board of Directors and Officers for making our Association second to none. Their contribution may go unseen, but they all play a vital role in our success. Bravo Zulu (well done)

Henry Rossi has made it his goal to bring our membership up over 1000 strong and we are almost there. I can't say enough about the hours he has spent searching for our shipmates. It helps him to reach that goal if you would give him a name of a shipmate you served with or are searching for. Please forward your requests to him via e-mail or mail. In many cases he has found our shipmates deceased so this makes his job even more trying. Please contact him for your requests and **ANY** information that you may have on the shipmate in question.

So far things are looking good that our reunion will **probably** be in held in **September 2014 in Philadelphia**. Ed Semcheski and his committee of Marty O'hara, Bob Crisci and Jack Cook are trying to button down arrangements for our **2014** reunion. If you have any suggestions or care to help these shipmates please contact any of them so that we can once again have a successful reunion. continued →

Financial Report

Last Financial report November 1, 2012

Balance of Checking Account 8,692.22
Reserve Fund - Separate Account 700.00

Expenditures

Post office 379.66
Office supplies 0.00
Small stores 743.89
Newsletter/printing 1,378.60
Telephone/internet 5 months 625.00
Storage locker 1 year 812.76
Bereavement 116.05
Roan Refunds 28.00
Search engine 55.95

Total expenses -4,139.91

Deposits

Donations, small store, Reunion Deposits 2,956.30

Checking Account 8,692.22
Deposits 2,956.30
Expenses -4,139.91

Total Balance 7508.61
Reserve Fund 700.00

Total Assets including Reserve Fund \$8,208.61

Contacts

Association President

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Web Master

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Shipmate Locator

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

Last but not least, Jack Cook has put a **cruise** together for the **Panama Canal** entrance and return. (Not through the entire canal) Check our website or the posting in this newsletter (page 8) for details. Contact **Jack or Mary Graves** our travel consultant for further information.

Richard F Souza

Deceased Shipmates

Robert K Bartlett MM3 49-52 06/08	Charles M Hunnicutt GM2 56-57 10/08	John X Sullivan GMC 59 11/95	Kenneth A Koepke TN 71-72 05/96
John A Tweitmann RD3 50-51 06/99	Henry V Lindeman BT3 56-57 02/06	Charles E Buffington FN 59-61 01/12	Alex T McKinney SN 71-72 05/10
Duke R Ernst BMC 50-52 03/01	Leonardo J Salazar RM2 56-57 12/09	Robert E Herriges FTG2 62-65 07/65	Abelardo M Paragas DK1 71-72 08/06
Donald Houseknecht SN 52-53 05/78	Stanley R Smith ME1 56-57 08/06	Walter Bardeschewski LT 64-66 01/13	Francis M Petrin STG2 71-72 08/94
Roger A Houseknecht RM3 52-53 08/12	Robert G Waddell YNT3 56-57 11/08	Robert M Deering XO/LCDR 65-66 02/11	Thomas A Vendetti SA 71-72 10/11
Erwin P McGauley HMC 53-54 10/82	Leland L Bartlett FTC 56-58 01/91	Walter J Ala RM1 65-67 03/93	Danny C Marcom FN 71-73 01/96
Bobby L Basil SN 53-55 02/11	Robert E Browne LTJG 56-58 01/03	Thaddeus E Krainski FN 67-68 10/07	James N Pettitt BM1 71-73 06/94
Wilhoite B Bostic FTSN 54-55 08/85	Olaf M Gilbertson CS2 56-58 08/96	Daniel J McKeague RM2 67-68 03/11	Teddy R Stover SA 72 11/08
Charles H Petefish QMC 54-55 08/00	Richard Kelly RM1 56-58 01/97	Dennis H Prussen BTCS 67-68 08/78	Jose S Astacio SN 72-73 12/04
Gary L Hart SN 54-56 11/10	Robert E Moore III LTJG 56-58 06/85	Gale E Harriman IC1 67-69 07/95	Marvin W Charles Jr EN3 72-73 11/97
William C Niles MM3 54-56 12/01	Norris L Seabron LTJG 57 03/80	Kerry A Rickert SN 67-69 11/06	Leo G Dusablon YN2 72-73 08/00
Ronald L Emerick FP2 55-57 03/99	Richard R Dowdy BT1 57-58 09/10	Lewis G McDaniel MMCS 67-70 09/04	David M Klapp MM3 72-73 06/06
Robert W Irvine IC3 55-57 06/97	Benjamin C Garrison MMC 57-58 09/03	Vernell L Stringfield SA 70-72 06/03	Cecil J Leonard RM1 72-73 07/96
Lloyd R Bell BMC 56-57 11/03	Henry J Koziara GMC 57-58 01/76	Robert J Ferry BT3 70-73 08/06	Melvin D Phoenix SA 72-73 02/02
Loyd M Biggs SA 56-57 11/08	Jackie D McCammon GM2 57-59 01/08	Harry Browder ETN2 71-72 10/12	Robert B Slaughaupt EM1 72-73 02/04
Duval W Broadus DC2 56-57 03/01			

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

Flags and Signals

Richard,

Use this for any expenses. We had a great time at the reunion. Can't wait for the next Charles H. Roan reunion.

Thanks again,
Robert W Smith
ENFN 59-61

Richard,

I am so glad Henry Rossi contacted me the other day. I had been searching for a “Roan” group.

Enclosed please find my order for some items plus \$100 contribution for the ships general fund.

Thank you for your dedicated effort. I am indebted to the U.S. Navy and the USS Charles H. Roan for the life experience it gave me.

William C. Pirowski
ETGSN 71-72

Dear Richard,

Enclosed is a check for my ships store order. Use the rest for whatever you wish. Thank you for the great work you do.

Your shipmate,
Ralph Landry
SOG 2 62-64

Richard,

I'm ordering the Roan flag pin and what's left over goes into the kitty. Thank you for letting us know the new members that have been found and those shipmates who are no longer with us.

Tom E. Parker
DC2 66-70

Dear Richard,

Hope all is well with you. Enclosed please find a small donation. Thanks for all that you do.

Sincerely,
Carl Imbriano
BT3 48-52

Richard,

I received the Roan newsletter with much useful and enjoyable information. If you are ever in touch with Ed Semcheski, tell him I am alive and have joined the Association. With help from Joe Lambert, I applied for a Cuban Blockade Medal. Who would have thought? Weren't you on the flashing light when the captain of the Russian freighter the Roan turned back signaled “No, good morning to you”! I am enclosing money for a ball cap and \$50 for the Association expenses. Hope to see you and others in Philly next year.

Regards,
Paul Fredericks (Fred)
QM2 62-64

Sigs,

Just a quick note to wish you well and drop a few bucks into the treasury.

Warm regards,
Bob Lee
RD1/WO1 64-67

Chief Souza,

Wishing you a great holiday and again, sorry for the loss of your dear wife Lorraine. Enclosed you will find a small donation.

Bill Morrison
MM3 62-65

Richard,

Once again I enjoyed the newsletter. Keep up the good work. Here is a few dollars toward “The Jolly Cholly.”

Al Fortunato
SN 51-54

Wakey, Wakey,

May things go well with you Chief. Push away from the table. There will be left overs for days. Enclosed is money for a cap and the rest for the kitty.

Steady as you go,
H. E. Ward
SK 1 49-50

Hi Richard,

Enjoy the holidays and Happy New Year. Enclosed is a donation for the Assocation.

John Griggs
TMSN 52

Dear Richard,

Sorry for your loss. Here is something for the kitty.

Lincoln Sander
SN 58-60

Richard,

Enclosed is a ship store order and keep the rest for the pot.

Silvio Iannelli
RM3 48-52

Dear Richard,

I'm so sorry to have neglected you. I have been in and out of the hospital so much this year I haven't had time to think of much else. I am deeply sorry over the loss of your wonderful wife. I lost my wife 16 years ago so I can relate to how you feel.

God bless,
Charles Stevens
MMFN 52-53

Flags and Signals

Rich,

Here is a check for \$100 for the Association. Wish it could be more.

Thanks,
Tom VanPetten
LTjg 58-61

Chief Souza,

Keep up the good work. I will never forget the Roan and my shipmates.

Jim Hubbard
LTjg 64-66

Dear Richard,

You have my condolences in the loss of your wife. I also want to report the passing of Rodney D. McCloskey, BM3 54-56. I believe he passed in 2010. Please except this small donation.

Yours,
Charles K. Edmunds
GM3 54-56

Dear Richard,

I am sorry that I was unable to attend the reunion in Jacksonville. I did put a reunion notice in the local newspaper in the spring of 2012 because I served with some Roan shipmates who also lived in the Rochester, NY area. The notice was published in the newspaper three or four times between the spring and fall. Please use the enclosed check for whatever use you deem fitting. Thanks again to you and Joe Lambert for all the work you both do to keep the Association afloat.

Regards,
Bob Shannon
QM3 62-64

Dear shipmates of the Charles H. Roan DD853.

My wife of 29 years Denise and I Gerold W. Gorman Seaman Apprentice BM are proud to announce the birth of our granddaughter Rumor Luv Tweedell. Born 02/20/2013. 7lb.14 oz. 18" long. Brown hair and NAVY BLUE eyes. When seas are rough and battles are fought, Its blessings like this ,that calms the stormy seas and gives of peace in our lives. So to all the shipmates from the time of commisioning to the day our ship was retired. Please welcome our new recruit aboard. Looking forward to hearing from you all.

Thanks to you all.
Gerold W. Gorman
SA 71-73

Richard,

Thanks for my first newsletter. I'm looking forward to the next issue.

Al Smith
SOG3 56-59

Richard,

My wife and I couldn't make the 2012 reunion but hope we can attend the one in Philly. Enclosed is a check for \$60. I would like two challenge coins. The extra is for the Association.

Thanks for all you do,
Jerry Edwards
RM3 66-67

Hi Richard,

I got my Roan challenge coins today. They are great, thank you very much. I got two because I am going to mount them in a shadow box along with a ships patch. I want to show both sides of the coin. To highlight the ships name I used a black medium point Sharpie pen to make the letters stand out. It almost looks painted – I think it turned out pretty good. I'll mount them on black felt with double sided tape. Thanks again for all you do for the Association.

Fair winds my friend,
Jerry Edwards
RM3 66-67

To all shipmates:

Recently I purchased a USS Roan winter jacket from our small stores. It has a picture of the Roan embroidered on the back, the American Flag on the left sleeve, the Roan's crest on the right sleeve, and my name, USS ROAN, and US Navy on the front breast. I wear it proudly around my small home town in coffee shops and restaurants and am really amazed at the comments I get about how nice the jacket looks. Also get tons of questions about what kind of ship, how big, how fast,etc. We have lots of WW2 and Korean vets in town and they always tell of their ride across the big pond on a (BOAT) and how sea sick it made them and how glad they were to get to the battle zone just to get off that BOAT. Too bad they didn't get to sail on the Roan, Huh! If the big troop carriers made them sick, they don't know what a ride we had.

Anyway, she was a great ship and she gave this small town country boy a home away from home for almost five years, and for that I am grateful, and I am proud to display her on the back of my jacket. It is a very beautiful jacket and I highly recommend that you each purchase one and wear it with as much pride as I do. If you would like to order one, give Souza a call.

I know from serving with many of you that a lot of you hated every minute you were in the Navy, but I also know by talking to many of you at our reunions that we are all proud to have served and take great joy in renewing old friendships and discussing the good times and forgetting the bad.

Here's hoping that each of you are in good health and please note that each of you have my gratitude for your service and to you career sailors, DOUBLE THAT!

Dallas Rees
QM2 59-64

Flags and Signals

Hi Richard,

Thanks for sending me Fall 2012 newsletter last week, it arrived today. In the meantime I've been reading the back issues online. You folks have done a wonderful job of putting out very interesting and important information. I only wish I had known of the association years sooner.

It is encouraging to find that so many Roan shipmates have been found and have joined. I'm happy there are so many of us still alive, but sad that so many have passed away. On the topic of the latter, I'd like to share some information I found out about a shipmate who died while serving on the Roan in 1965. I'm referring to Robert (Bob) Herriges FTG3 who was killed in a car accident.

Although we worked together and talked many times, I knew little about Bob except that he was from Montana. I often thought about him over the years, so when I moved to Montana in 2000 I decided to look up his family. The family name is not very common so it took several years of looking in phone books before I finally found a Herriges. It turned out he was a cousin that was only 2 years old when Bob died, but he had heard of Bob many times at family gatherings. He gave me the phone numbers of Bob's mother and 2 of his sisters. I called a sister and asked if it would be OK if I contacted their mother, or if I'd just be opening old wounds. She felt it would be OK so we set

up a meeting and I talked with them for a few hours.

A few of the things I learned about Bob follow. He was raised in Whitefish, MT (just a bit west of Glacier Nat'l Park). He was the 3rd of 5 kids, the other 4 were all girls. His mother said that when she brought the last one home Bob exclaimed "Not another girl !!!." A sister mentioned that Bob was in quite a few fights as a kid. His mother said the fights were only when someone spoke unkindly to, or of, any of his sisters. Another cousin said Bob had a beautiful singing voice. Bob's father was killed in a car accident 10 years after Bob.

His mother was quite upbeat and cheerful the whole time so I feel I did the right thing by contacting her. In any event, it helped me to understand a good friend who died far too young.

Bill Peterson
FTG2 62-65

Dear Richard,

I hope all things are well with you. Enclosed is a check for a ships store order and the rest for the Association. Take care of yourself.

Best regards,
Jack Stiglianese
BMSN 52-56



1946 photo - Ray Hayden F1 46-47 Plankowner

CARIBBEAN

BREEZES ARE CALLING YOUR NAME...

11-Night Panama Canal Cruise

USS Charles H. Roan DD-853 Association
Presents the Coral Princess - October 13-24, 2013

Join Your Shipmates & Friends On An Unforgettable Journey

Rates Start at \$1,655 pp (includes port charges & taxes)

Group Amenities Included

Military Receive \$100 OBC

Family & Friends Are Welcome

Payment Plans Available

Discounts May Be Available for Past Guests

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CRUISE & PLANNERSSM

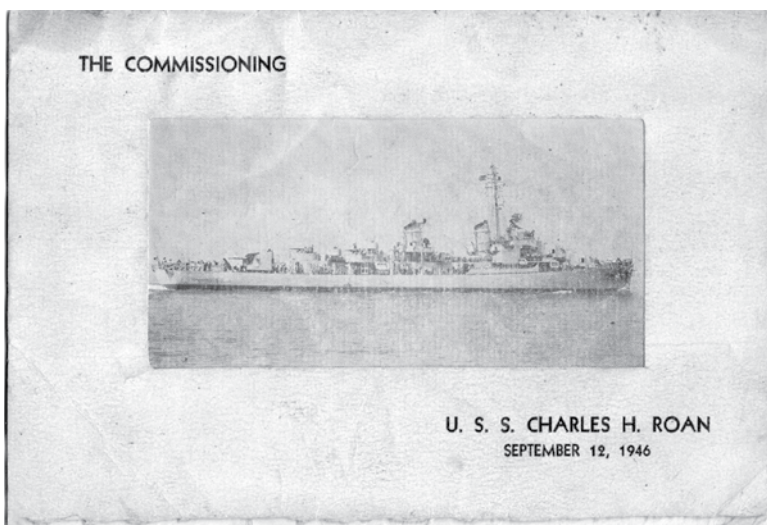
All prices are per person based on double occupancy and subject to change. FST#ST36334 / CST#2034468-40

Found Shipmates

Leo C Brissette YNT2 Fitchburg, MA	50-52	Jeff Adams SA Lake George, NY	65	Richard J Moran BMC Waldoboro, ME	70-72	Gerold Gorman SA Tacoma, WA	71-73
James H Janzen ETSN Jesup, GA	50-52	Stewart W Richards LT Portland, OR	65-66	Dwight (Rich) Rogers FN Litchfield, CO	70-73	Art Herstol RM3 Cincinnati, OH	71-73
Jimmie R Dailey TMSN Beckley, WV	50-56	Douglas E Peck LTJG Henderson, NV	65-67	Rexford B Buzzell SN Saint George, UT	71-72	Michael J. Lenzie OS3 Wallington, NJ	71-73
Leslie C McKim DKSN Omaha, NE	55-56	Charlie Allen MM2 Wading River, NY	65-69	Lee R Charity ETN3 Quincy, IL	71-72	Leonard R Lepicier MM2 West Point, MS	71-73
Sam Baxter FT2 Ballwin, MO	55-57	Jeffery L Longshaw LTjg Pasadena, CA	67	Edward D Devincenzo FN Arvada, CO	71-72	Anthony C Patire SA Lodi, New Jersey	71-73
Kevin Boyle SA East Islip, NY	55-57	John W Cooper MR3 Zaneville, OH	67-68	M. Ken SK3 Columbus, GA	71-72	Dominick J Police SN Bronx, NY	71-73
William Hurst SN Brookhaven, PA	55-57	Harland R Furrer PC2 Monona, WI	67-69	Thomas L Mull SWSN Olympia, WA	71-72	Robert L Prost CSSN Perryville, MO	71-73
Robie W Walls TM3 Rockwell, NC	55-57	Philip H LaPorte TM2 Westerly, RI	67-69	William C. Pirowski FTGSN Burke, VA	71-72	William C Sportiello SN Campton, NH	71-73
Joseph F Aleksiejczyk FN Mount Laurel, NJ	56-57	John P Lockhart RD2 New Caney TX	67-70	Dean K Schober MM3 Galesburg, IL	71-72	Edward J Warwick GMGSN Ayer, MA	71-73
Donald K Dehart TE3 Norfolk, VA	56-57	Joseph L. Shoemaker YN3 Davenport, IA	68-69	Millard K Toole SK3 Columbus, GA	71-72	Lloyd N. Carson MMCS Monroe, ME	72
Benjamin F Gonya RN Poland, ME	56-57	Jesse E. Nobles MM3 Eddy, TX	69-71	Danny J Austin OS3 Lyndonville, VT	71-73	John J Wetterling OS3 Trenton, NJ	72
Alfred G Smith SOG3 Dallas, OR	56-59	Howard A Dorsey GMG2 Charlotte, TN	70-71	David Blessinger OS3 Attleboro, MA	71-73	Walter S Campbell EN2 Dancannon, PA	72-73
Charles A Simpson SFP3 Pinson, AL	57-59	David J Gartner RM1 Madison, WI	70-71	Edward W Boyer SK1 Zanesville, OH	71-73	Richard J. Cheschi HT2 Hopedale, MA	72-73
Grover G Bisel SN Huntington, IN	58-59	Dale P Simpson Jr MM1 Walker, MN	70-71	Bruce W Fernald BT3 Islesford, ME	71-73	Merritt W Hanks BT3 Buffalo, NY	72-73
Paul Fredericks QM 2 Bellingham, WA	61-63	Joseph Conway LT Annapolis, MD	70-72	Donald M Fischer Jr FN Altoona, PA	71-73	Ronald Renaldi SN Springdale, PA	72-73
Bob Spargo SN Bellingham, MA	61-64	Paul Laureano MMFN Orlando, FL	70-72	Frederick Fortuna EN3 Campbell Hall NY	71-73	Deane H Staples RMC Haverhill, MA	72-73
William Peterson FTG2 Troy, MT	62-65					Daniel Pilka MMFN Trenton NJ	73

The following article was put together and presented by James Gay, a U. S. Navy enthusiast and a USS Joseph P Kennedy volunteer. Jim is a resident of the Fore River area. ed.

The Fore River Shipyard, builder of the USS Charles H. Roan DD-853



Cover of commissioning pamphlet.

With the Japanese facing surrender in early August 1945 the 36,000 workers of the Fore River Ship Yard in Quincy, Massachusetts, were looking forward to a much needed rest. These men and women had labored morning, noon, and night building ship after ship since the war began. Some like the battleship Massachusetts survived unscathed, while many others, like the aircraft carrier Wasp, lay on the ocean bottom. We can only surmise their reaction when they were told on August 12th that construction on destroyer 815, the original hull number for the USS Charles H. Roan, had been cancelled.

Her life began on a riverbank along the Fore River in Quincy, Massachusetts. In a New England fall, with the leaves beginning to turn, the keel was laid for what would become the USS Charles H. Roan, now reassigned hull number 853. The workers had no celebrations or fanfare, for the laying of a ship's keel was never a newsworthy event in Quincy. Since 1901, at this very site, these 'yard-birds' had built cargo ships, tankers, passenger liners and an array of naval vessels from aircraft carriers to submarines. However, the keel they laid on September 27, 1945 was really very special indeed, as sometime later she would be your ship.

Week by week, one piece at a time, through the winter of 1946 she steadily rose from her slip as she began to resemble a Gearing class destroyer. Finally on March 15th, it was time to celebrate as reporters and dignitaries were on hand for her launching. However, the most important person there would be a gold star mother from Claude, Texas, Mrs, Lillabel Roan. It had been over a year since her son Charles had been killed during the invasion of Peleliu. Despite her anguish, she could find solace in the fact that her son's selfless act had saved 4 other Marines, and he had been posthumously awarded the Congressional Medal of Honor. In addition, her son's legacy would continue on through this warship.



DD 853 - Mrs. Roan - Christening - Bethlehem Steel - Quincy, Mass. - March 15, 1946

Unlike the laying of her keel, her launching made the front page of Quincy's daily newspaper, the Patriot Ledger. After her launching, she was moved over to another pier where during the spring and summer she was fitted out. On September 12th, traffic on the Fore River Bridge was halted as the last Gearing destroyer built in Quincy passed through for her commissioning in Boston. Months before, her sister ships Joseph P. Kennedy, Jr., Leonard F. Mason, and the Rupertus had all preceded her from the Fore River Yard. Of the four, only the JPK remains afloat. Open to the public as a museum ship at Battleship Cove in Fall River, MA., she preserves the history of all tin can sailors from 1945-1973.

From the attack on Pearl Harbor until the end of the war, the Quincy yard built over 90 naval vessels of various types. In 1946, it was discovered that the phrase 'Kilroy was here' originated from this very shipyard. A checker by the name of James J. Kilroy would make his rounds counting the rivet holes of various ships, and he would leave his tell-tale mark to indicate where he had left off.

In 1948 the yard built the first air conditioned ship in the fleet, the cruiser USS Salem CA-139 along with the USS Des Moines CA-134. During the next two decades, the Fore River Shipyard soon began compiling many of the "firsts" in the shipbuilding industry. It built the first Navy Tactical Command ship, the USS Northampton CLC-1 in 1953. A year later, the yard delivered the world's first liquid chemical tanker, the Marine Dow-Chem. The first nuclear powered surface ship, the USS Long Beach CGN-9; and the first nuclear frigate, USS Bainbridge CGN-25, were both built in Quincy.

After owning the yard for almost sixty years, Bethlehem Steel sold it to General Dynamics in 1964. It had been decades since the yard had built a submarine, but by the late 1960's, General Dynamics had completed four Sturgeon Class nuclear powered fast attack submarines as Navy contracts were still being awarded to the yard. While the days of building aircraft carriers and cruisers were over, the yard still produced ammunition ships, submarine tenders, fleet replenishment oilers and dock landing ships.

Throughout the 1970's and early 1980's, the yard produced eight LNG tankers. In order to handle the giant pressurized spheres peculiar to these ships, General Dynamics had to install a "Goliath Crane" that weighed 3,400 tons and rose to a height of 328 feet.

Since 1901, the Fore River Shipyard employed generation after generation of local area residents but in 1986, it was officially closed. Today, one can barely even notice that a shipyard used to be here at all. A commuter boat terminal was built on the site, and passengers can travel to and from Logan Airport, the Boston Harbor Islands and the city of Boston. Appropriately, the USS Salem CA-135 was brought back to her birthplace and is opened to the public as a museum ship. On board is the United States Naval Shipbuilding Museum. A few years ago the 'Goliath Crane' was dismantled, transported to Romania, reassembled and put back into operation.

As a Quincy resident, I drive over the Fore River Bridge from time to time. Every time that I do, I try to go back in time to 1946 and visualize the 'Jolly Cholly' steaming her way to Boston for her commissioning and eventually into your life.



Present day
Fore River.

USS Salem
CA-139 on
right.



In early 1965 the Dominican Republic held a presidential election followed by a military coup d'état which resulted in a civil war. In order to protect American citizens in the Dominican Republic at the time the American government dispatched the US Navy and Marine Corp to that country. The following article submitted by Larry Thomas, LT 63-65 tells of USS Charles H Roan's role in this event. - ed

Recollections of the participation of the

USS CHARLES H. ROAN (DD853) in the 1965 Dominican Republic Operation

LCDR Larry D. Thomas USNR (Ret) Weapons Officer (LTJG\LT) 1963-1965

In April 1965, ROAN was at GTMO for RefTra and moored in port after the rigors of the day's exercise. At approximately 2000, we received orders to embark a detachment of marines and proceed to Santo Domingo in the Dominican Republic. Apparently, a revolution had occurred, and the U.S. was sending forces to protect U.S. citizens in the country. After embarking the marines, we got underway and headed toward Santo Domingo at max speed. The marines were as surprised as we were. Their officer told me that they had been flown in from North Carolina, and his wife was probably still expecting him home for supper. The following morning, we arrived off Santo Domingo. We were instructed to proceed to a small port about nine miles west of Santo Domingo and disembark the marines. We went to General Quarters, proceeded to the port and disembarked the marines, without incident. We then refueled 15 miles offshore and took up a patrol station off Santo Domingo.

That evening, we were instructed to close to the USS Boxer CVS 21 for light line transfer, which gave us our orders for the next few days. About an hour later, I was called to the Captain's cabin and Captain Riggs and the XO, LCDR Uhrig, briefed me on the orders. We were to proceed to Puerto Plata on the north side of the island and evacuate the Peace Corps and any U.S. citizens and foreign nationals who wished to leave. The plan was that ROAN would anchor in the harbor, the ship's boat would take the XO and an interpreter to the town to locate those who wanted to be evacuated, and I would take the ship's landing party along to provide protection.

Since destroyers do not have Marine detachments, they are required to have a landing \ boarding party. ROAN was fortunate to have on board GMG2 W. Smith, who, while in the Army, had earned the Combat Infantry Badge (I think from the Korean War). Thus, our landing party was relatively well trained. We held fairly regular firearms training with assigned weapons, when steaming independently, and even had a tactical exercise ashore.



At the time, small arms designated for destroyers, were M1 (Garand) rifles, M1 Carbines, Browning automatic rifles (BAR), and Thompson sub-machine guns, rather than the newer M16 rifles and M60 machine guns being issued to the Army and Marines. ROAN's landing party consisted of the landing party officer, armed with an M1 carbine; a squad leader, armed with a Thompson sub-machine gun; three 4 man fire teams, armed with M1 rifles; 2 BAR men, a radioman, and the junior corpsman. Because of the size limitation of our ship's boat, only myself, the squad leader, two fire teams, one BAR man, a radioman, and the junior corpsman actually went ashore at Puerto Plata. The others were held in reserve.

We arrived off Puerto Plata the following day, went to General Quarters, entered the harbor, and anchored. Our small boat's canopy had been put in place, and a large American flag was stitched to it. This was in addition to the ensign at the boat's stern. The armed landing party in working dress was discreetly embarked under the canopy, and the XO, interpreter, and boat crew were unarmed and in summer whites. Upon arrival at the pier, we were met by

several soldiers and police, most of whom were armed with shoulder weapons. Some appeared to be in their late teens, and all appeared to be a bit tense. The XO and the interpreter explained that our presence and purpose was simply to evacuate U.S. and foreign national citizens, and that seemed to relax their officer in charge. Also on the pier were two members of the Peace Corps, who seemed rather glad to see us. They advised that the town was armed and tense, but so far there had been no fighting. They also advised that there were roughly twenty to thirty Peace Corps workers, other Americans, and foreign nationals, who wanted to be evacuated, but they were still spread out in the area. We took the two Peace Corps workers back to the ship to plan for the evacuation. When we got back to the ship, we found an American yacht tied up alongside. Apparently, she had hit some rough weather, had been forced into port because of low fuel, and there was no fuel available so she was stuck there. We later learned that there wasn't even enough fuel to continuously run the electric generators, and electricity was shut off around midnight.

By this time, it was getting late, and since there was a night curfew in town, the boys spent the night on board. The owner of the yacht had offered to assist with the evacuation, but next morning, the sea was too rough to evacuate any elderly, women, or children, even with his large boat. The yacht took the Peace Corps workers back to town to gather together everyone, who wanted to leave, for evacuation the following day. We then got underway for a town up along the coast and arrived there in the afternoon. The town was the center for an American fruit company and we moored portside to the fruit company pier. The landing party setup a defensive position at the head of the pier, and our one and only .30 caliber machine gun was mounted on the signal bridge. It turned out that, unlike Puerto Plata, this town was quiet and peaceful. Most of the Americans decided to stay, but one man had us take his wife and three children. ROAN departed that evening and arrived back at Puerto Plata the following morning.



We anchored as before, and our small boat took the landing party, XO, and interpreter to the pier. In addition to the soldiers and police, there were several men, women, and children on the pier. With the assistance of the American yacht, they were transported to the ship. By the time we finished evacuation that evening, we had 39 men, women, and children, and two parrots on board. The parrots belonged to a Peace Corps nurse, who refused to leave them behind. We refueled the American yacht and then got underway for Santo Domingo.



Needless to say, the introduction of 39 civilians, especially women and children, changes the routine of a warship the size of a destroyer. The women and children were given the forward crew's compartment, and the men were dispersed to the other crew's quarters. Although the sea was fairly rough, most of our passengers fell right into shipboard life, and many even attended the movie. We arrived at Santo Domingo the following day and transferred the evacuees to a Navy transport ship bound for Puerto Rico.

The rest of our time there was spent patrolling, and we were relieved by another destroyer, after about two weeks in the area.

For her participation in the Dominican Republic operation, ROAN and her crew were subsequently awarded the Armed Forces Expeditionary Medal.

More recollections of the participation of the

USS CHARLES H. ROAN (DD853) in the 1965 Dominican Republic Operation

Bob Harper LTjg 63-65

While operating off Cuba in April, 1965 we were recalled to Gitmo about mid-day and told to prepare for a Santo Domingo run with a USMC detachment. At this point Jack Fleming (LTjg 64-65, supply officer) really excelled. With the department heads, he prepared a list of all repair parts needed and also a list of consumables we would need if we were out for some time. While we were still returning from the exercise area, he had the supply yeoman type up all the requisitions and signed them. He divided them in half with the leading SK going to the servmart for consumables while he went to prioritize our repair parts immediately upon arriving at the pier. I don't recall who the movie petty officer was, but he ran a similar hit on base flicks to turn in all our films & get a choice group of Gitmo's best available titles. I believe the XO gave him a copy of our message orders to help stack the deck.

They each commandeered jeeps and were off for some midnight requisitioning, but at mid-day and legitimate to boot! All three were successful, which made the lasting effects very beneficial for entire Jolly Cholly crew. The gear worked (no CASREPs) while we circled Santo Domingo and also Haiti. We all enjoyed films not normally issued to small-boys (DDs), maintenance personnel didn't have to toil over broken or jury-rigged equipment, and then there was the chow. An all hands working party was required to load on all the meat, potatoes, lettuce, tomatoes, and fresh milk and eggs that the refers could hold. There were rumors that the CPO quarters were well stocked with fresh chickens and steaks. Weren't they always?

Ah, but the true beauty and genius of the Santo Domingo supply coup only "unfolded" some time later. (See below).

My role was on the bridge for special sea detail where I could hear these plans take form. The XO told me we would be taking on a company of marines and I would be hosting them and their gear on the ASROC deck. We had live rocket motors and weapons stored in the launcher, with the whole area secured by our own 24-hour armed sentry (plus frequent security drills) as all will recall. I naturally asked the XO if we could ensure that the marines didn't have any live ammo in the area (as a safety precaution) and somewhat out of fear (since I had signed for all the rockets/ weapons) to which the XO, LCDR Uhrig, simply shook his head. Here was a junior officer who might envision taking marines into a combat situation without ALL the ammo they could possibly tote.



When they arrived pier side at Gitmo, it became obvious we were going to be packed together closely. They had a jeep, plus all their packs, weapons and field gear. I believe they slept in the DASH helo hanger and on the flight deck as well as all available bunks. They spent their time cleaning their weapons with chow line and movies taking up all other non-sleep time.

Our ambassador in Santo Domingo had asked for help as rebel forces (either Commie sympathizers or infiltrated/inspired) were holding regions of the city with a number of US citizens holed up in the Hilton Hotel in need of help. Forces under General Elías Wessin y Wessin represented the government, which wanted not only to defeat, but also destroy all the rebels.

We were to put the marines ashore and they would ensure the safety of the American community as well as give our ambassador some clout and credibility in any negotiation process. Unfortunately, none of the locals had asked us to the party, and worse yet, they were exchanging live fire in the vicinity of the city port. We didn't get any intell brief before departing. That meant a "come as you are party."

Our charts showed that about 3 to 4 miles west of the city was a banana plant (Dole?) with a dock that allowed their ships to dock and load. Yours truly would be taking us in as special sea detail OD so my interest was well focused. At any event, the chart showed a fairly broad river mouth that had a channel shaped something like the letter C going to the pier. The chart showed we would have 3 to 5 feet of clearance to tie up. Our sonar dome was the deepest point of Roan's draft so no wonder this story is so easy to remember. The chart was 5 years old and based on very few actual survey (or sounding data) points. So would we clear or would we not? The decision was made to launch the motor whaleboat with (Ens Cashman??) and BMs and RM to lead us in and give soundings every 50 feet or so. It turned out

the river carried a bunch of soil and mud with it and we had less clearance than expected. Since it was mud we slowly made our way in and tied up. As for tug services ---Forget it!

To make our departure easier, we made our approach more difficult! We actually drove towards the pier and at about 800 feet we pivoted to point our stern into the pier. Then in true Med moor fashion we slowly backed down until we got lines over and secured. Then we swung the bow left and tied up port side to. The Marines were able to drive the jeep down some wide planking onto the pier, assemble troops in formation and march off smartly (and in step unlike sailors or Mids). We left the screws turning over slowly to keep the mud away. After landing the Marines we followed the whaleboat to deeper water and then brought all aboard.

Did we return to Gitmo? Not on your life. It seems there was unrest all over the island and our mission became help friends and families all around. Some other DDs were also patrolling, but not all were prepared. We picked up a family of Brits who ran a chicken farm/ranch on the border with Haiti, who feared enough to leave it all. We were able to refuel from an Esso terminal at the SW end of the island, although differences in the size of hoses between commercial and military fittings meant a slow pumping rate.

But lets return to our supply coup. As we continued to circle the island we were able to get mail, swap movies (we had such a good selection we actually got refusal rights on what we would take in return) and we got ice cream and plenty of goodies when the other ships wanted some of our hoard of TP! Yep, we had cleaned out the servmart supply of toilet paper and were king of the hill while on patrol. BZ to Supply.



The photo's that accompany these two articles come from the Larry Thomas, LT 63-65 and from the Bruce Larson's, MM3 61-65 collection's. - ed.

“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



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(Back of jacket)



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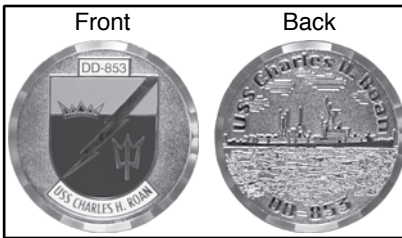
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Ed Semcheski, RM2 62-64 - Bob Crisci, RD2 60-62
 Marty O'Hara, RD2 62-64 - Jack Cook, BT3 65-67
 will be bringing us:

**The USS Charles H. Roan Association's
 13th Reunion in 2014 at Philadelphia, PA**



Casino trips to Atlantic City and/or Valley Forge with tour of the battlefield. (casino trips will be full day trips.)



Horse and Carriage tour of old city sites (very little walking.)



Inner Philly sight seeing bus tours of old city and historic sites, (very little walking.)



Independence Mall tour, includes -
 The Liberty Bell -
 Independence Hall -
 National Constitution Center



The Phillies may be in town. Also there are 2 minor league teams, one across the river in Camden, N.J. and one in near by Wilmington, De. We have no info on schedules at this time.



We are looking into an evening at a Mystery Dinner Theater, which would include drinks before, then the dinner and the play with some audience interaction, (i.e. questions and opinions, guess who?)



Visit to Penns Landing. Water front tour includes the USS Olympia and various other museum ships. Also a ferry to New Jersey and tour of the USS New Jersey and the National Aquarium.

At this point of time nothing is firmed up and we are still investigating all our options so the above may change. Also we have no prices at this time since the reunion is about a year and a half away.

FROM AFTER DIESEL

Brother can you spare some change?

When we started this newsletter in 1996, the first addition cost us \$420.85. The bill for the last edition of this newsletter was \$1,378.60. Every time we have a newsletter printed the price goes up a little more. There are two reasons for that. One is just the natural increase in the cost of living and the other is an increase in our membership. We have 962 members at this point with Henry Rossi doing his damndest to get that number over 1,000.

When Souza sends me his "From the Signal Bridge" piece to insert into these newsletters, he'll ask me to mention somewhere in the newsletter about our need of funds. Nobody wants to ask for money, and nobody wants to be constantly asked for money. But the fact is, we as an Association cannot exist without money. How many of you read that Financial Report on page 3? We spend a lot of money to maintain this Association. The 2014 reunion committee will need money for deposits on venues and buses and any number of other things. That money will come from our treasury.

Souza always mentions, "we don't charge dues" and the fact "the Board wants it that way", and he's right. Being a member of that Board I have always voted against dues. We want to be sure that EVERY shipmate is a member of this Association with nothing standing in their way. But I also wonder if this altruistic stand will cause us to go down in flames or will we eventually have to give in and charge dues.

My hope, and I think I can speak for the rest of the Board, is that we continue on as we have and rely on the generosity of our shipmates. We have a great organization, and only you, the members of this Association, can guarantee that we continue in our success.

I have to mention once again that I am not the Charles H. Roan's historian, you are. I am running dangerously low on stories. I get promised all the time about intended stories and then no follow through. I'll have to take some blame for that because I don't record those promises and then forget who made them. I am presently waiting on a promised story about a bent screw during a Westpac cruise and a story about a ships band. I don't remember who made the promises so they will have to MAN-UP. I am interested in any story concerning the Roan or her crew as long as it is in no way derogatory toward any other shipmate.

Joe Lambert - editor
5373 N. Normandy
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Years served aboard --- From _____ To _____

Spouse / Fiancée's name _____



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