

THE



JOURNAL  CHOLLY

VOLUME 18 NUMBER 1

SPRING 2015



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Please remember these shipmates in your  
thoughts and prayers

### Binnacle List

Charles Wingo	LTJg	62-63
Jack Cook	BT3	65-67

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

### Taps

Robert W Wilson	CO/CDR	69-71	08/14
Billy E Burgess	SO3	47-49	12/14
Oscar W Carter	TM1	49-55	10/08
Frank N. LoCastro	YN3	53-55	02/15
Board member			
Roman R Lubinski	MMCA	59-60	
Buddy H Adams	RM3	59-61	06/14
Wesley B. Culp	GMG3	59-63	05/14
Dale VanBuskirk	BT3	61-65	03/15
Artie Hammell	BT3	62-64	04/15
Perry E Woodman	RD1	65-67	01/14
Lloyd N Carson	MMCS	71-73	03/13

### Cover Photo

Rear Admiral David L. Martineau  
Third Commanding Officer  
USS Charles H. Roan  
November 21, 1949 - January 4, 1951

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

Thank you

# From the Signal Bridge



In the past few months we have lost several shipmates. Some of which I served with and others who became personal friends because of our reunions. We need to never forget those shipmates who

have served with us, before us and after us. Our special thoughts and prayers go out to their loved ones.

Our Association officers and many others work and give of their time supporting our Association to benefit the crew of the USS Charles H. Roan DD-853. Our Association would not be if it were not for our Board of Directors/ Association Officers, (see page 2) Newsletter Editor, (Joe Lambert) Website Master, (Ron Luccesi) and Shipmate Locator (Henry Rossi). We need to give them the praise that they so richly deserve because without them we would not be where we are today.

Financially, we are not where I would like the Association to be. Our newsletter is our lifeline to us all. With that in mind, we must keep it going. Our donations barely cover the cost of the newsletter and postage. No one gets paid and in many cases, monies come out of individuals pockets without asking for reimbursement from the Association. We need funds to operate and keep our Association financially sound. I know you must think when will ever stop asking for funds. But to give you an example, if everyone in the Association (900+) sent in a dollar it still wouldn't cover the cost of one Newsletter. For well over 20 years we have survived on donations, and we are thankful that many of you have helped us to carry on because of your donations. We truly need your support.

# Last Financial report November 17, 2014

Balance of Checking Account 12,260.05  
Reserve Fund - Separate Account 700.00

### Expenditures

Post office 241.44  
Office supplies 394.16  
Small stores 402.50  
Newsletter/printing 1,583.64  
Telephone/internet 6 mon 625.00  
Bereavement 279.40  
Refunds 22.00  
Newsletter program 637.32

Total expenses -4,185.46

### Deposits

Donations, small store 2,033.75  
Checking Account 12,260.05  
Deposits 2,033.75  
Expenses -4,185.46  
Total Balance 10,108.34  
Reserve Fund 700.00

Total Assets including Reserve Fund 10,808.34

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### Shipmate Locator

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

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### Contacts

#### Association President

Richard Souza  
6396 Manassas Ct.  
Pensacola, FL 32503  
(850)261-1360  
souza6@cox.net

#### Web Master

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

# Obits

**William L. Burgess, Sr.**  
SO3 47-49



William Lee "Bill" Burgess, Sr., age 85, of Asheboro, NC died July 26, 2014 at Kitty Askins Hospice Center. Born in Cranberry, WV, he was the son of the late Hubert Cumbo and Belma Burgess Turner. He was a Veteran of the US Army, US Navy and the US Air Force and a member of the Lane Tree Golf Club. Survivors include his wife, Mary Burgess; two sons, and three grandchildren.

**Oscar W Carter**  
TM1 49-55  
Orlando, FL  
TMCS US Navy  
World War II, Korea, Vietnam  
Date of birth: 03/16/1919  
Date of death: 10/21/2008

**Frank N. LoCastro**  
YN3 53-55



Frank N. LoCastro, a resident of Yonkers, NY passed away on March 1, 2015 at the age of 81. Beloved husband of Dorothy, father of Michael F., Frank T. and the late Stephen J. and proud grandfather of seven. Frank served his country in the U.S. Navy and was a 30 year member of the Bajart American Legion post.

# Obits

**Dale R. VanBuskirk**  
BT3 61-65



Dale R. VanBuskirk Sr., age 72, of Morral, OH died peacefully Sunday morning, March 1, 2015. at home surrounded by his loving family following a year long battle with stomach cancer.

On April 28, 1942, Dale was born in Marion. Ohio. one of ten children of the late Guy and Pauline (Lotz) VanBuskirk. He was raised in Marion, and graduated from Kenton High School. Following graduation, Dale enlisted in the U.S. Navy serving his country for four years. He served aboard the Charles H. Roan which was positioned outside of Cuba at the time of the Cuban Missile Crisis. Upon his honorable discharge, Dale returned home to Marion, where he was quickly introduced to a young lady, Ann Hoffman, by her brother-in-law, and the rest was history. They were married on October 1, 1966, and have cherished each other during their 48 years of marriage.

For over 35 years, Dale worked for the Eaton Corporation, later the Dana Corporation, as a furnace operator. With a love for the outdoors, Dale enjoyed fishing, camping trips with his children and grandchildren, and gardening. He also loved traveling, no matter the distance, even if it was just heading into town. Most important of all to Dale was his family. He especially shared a special bond with his grandchildren, whom he loved to spend time with. He will be dearly missed by his wife, Ann VanBuskirk of Morral; three children, four grandchildren a brother and two sisters and numerous nieces and nephews. Including his parents, Dale was preceded in death by two brothers, and four sisters.

**Arthur Michael Hammell**  
BT3 62-64



Arthur Michael Hammell, age 72, of Centennial, Colorado died peacefully in his sleep on April 2, 2015. Born in New Brunswick, New Jersey, he lived the majority of his life in New Jersey until moving with his family to Colorado in 1984. Arthur served in the United States Navy aboard the navel destroyer USS Charles H. Roan, including deployment in the Cuban Missile Crisis. Arthur is survived by Linda Rosalie Hammell, his wife of 46 years; two sons and a daughter and two grandchildren. He is also survived by two brothers and a sister. Arthur loved the great outdoors, hiking, camping, boating, photography, computers and automobiles. He was at his best solving technical problems and engineering solutions for family, friends and neighbors. He always gave of himself unselfishly and was involved in the Highland Park and Bricktown, New Jersey Volunteer Fire Departments, Boy Scouts of America, Knights of Columbus, St. Thomas Moore Men's Group and a Volunteer Naturalist at Castlewood Canyon State Park.

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

## **Flags and Signals**

Joe,

I was pleased to see the story of Joe Carlson and his getting married in 1952 because I was a major part of that story. Although Joe and I were shipmates aboard Roan at the same time, we weren't what you would call "liberty mates". Joe was a Sonarman and I was just changing from EM striker to MM, having been the ship's movie operator for the past two years. I was quite surprised when Joe asked me to come to Frederick, MD. and stand up for him as "Best Man", Frederick being about halfway between Joe's West Virginia home and Washington D.C. where I was home on leave. I think it was for this reason Joe asked me, although it didn't diminish the honor in any way. So, I hopped on the Greyhound and rode the forty or so miles to Frederick (where 10 or so years later my daughter would attend convent school) and met Joe and his pretty, shy fiance and we got the job done. Joe and I briefly corresponded after we both got out and he got my name after I joined this Association, but from my laziness and inattention, this didn't become a regular thing. I have always treasured the memory of that wedding and was glad to see it was one of the more successful ones. Sadly unlike my own.

Jack Doyle

MMFN 51-54

Hi Richard,

Thanks for forwarding Roger Holbrook's FTA2, 56-59, address. We've made contact and exchanged letters. On another note, add Donald Urban to your list of deceased. He served on the Roan in 56-57 as a torpedo striker. He passed away in March of 2002. He was also my brother-in-law for a while. He was transferred to the Forest Royal after about a year on the Roan. Enclosed is a check for whatever you need. I've enjoyed "The Jolly Cholly", I hope you can continue it for a very long time.

Regards,

Sam Baxter

FT2 55-57

Hi Joe,

If you can stand one more report on medals, I would like to offer my story. After sending in my paperwork as per the procedure and hearing nothing for 15 1/2 months, I contacted one of my U.S. Senators for assistance. Two weeks later I received a "National Defense" medal from the Navy but neither of the Expeditionary medals. So I sent it back to the Navy (at the address on the envelope) with a cover letter containing the information Joe had printed in "The Jolly Cholly" about which medals were for service where and the dates for them. Also if they were not going to award me with the other medals, then I did not want this one. I also wrote the Senator again to thank him for his efforts and included the letter I sent with the medal. At that point I figured I had burned the bridges that led to the medals. The Senator replied that his staff would continue working on my behalf. About 2 months later the Senator's staff forwarded the medals, DD 215, and a cover letter from the Navy to me. Also included was a "National Defense" medal.

According to Wikipedia this medal is "awarded to service members who served honorably during a designated time period of which a 'national emergency' had been declared during a time of war or conflict". Apparently one only needed to have been in the service during those time periods, even if not having been involved in the those specific actions.

Eligible periods are:

Korean War	June 27, 1950 - July 27, 1954
Vietnam War	Jan 1, 1961 - Aug 14, 1974
Persian Gulf War	Aug 2, 1990 - Nov 30, 1995
Global War on Terrorism	Sept. 11, 2001 - Present

Bill Peterson

FTG2 '62-'65

# Flags and Signals

Hi Joe,

I hope our shipmates take your comments about the need for material for "The Jolly Cholly" seriously. I still have several thoughts in mind for future issues, but folks want to hear from a variety of us. Perhaps some do not feel that they are good writers. They don't have to be; this is a newsletter not a professional document or scientific journal. Maybe a few hints are in order. Very few people can sit down and write a whole story at one sitting. Jot down (either paper & pencil or computer) basic thoughts of what you want to talk about. Do not bother with complete sentences or trying to keep them in the order they will be in the story -- just get them written down. Set it aside for a day (maybe 2) and then read them again. Most likely additional thoughts will come to you --- your mind will keep working on the topic even if you do not know it. Set them aside again. Once you have a long list of thoughts, they will automatically fall into the right order. Do not hit "send" yet. Revisit every few days until no more thoughts come to you.

There are two things to be concerned about. One: have you included everything needed to adequately tell the story? Two (and less likely to happen): were you too wordy and rambled on and on? If it is too long, Joe can either chop out what is not needed or return it to you to condense what was said -- not to leave out anything important, just say the same thing in fewer words. That is why he is the editor.

Bill Peterson  
FTG2 62-65

Hi Chief,

Here's a check to help the general fund.  
Ralph Eccleston  
MM2 54-57

Hi Rich,

Enclosed is a check for a blue ball cap. The rest is for the Association to help with any expenses. Hope all is well with you.  
Jack Stiglianese  
SN 52-56

Hi Rich,

I just had an idea that, perhaps, you might want to discuss with the other members of our Board of Directors that could save the Association \$\$\$ in the future.

The printing and postal costs of our newsletter account for a large portion of our expenditures. With that in mind, has the idea of e-mailing "The Jolly Cholly" to those members who have computers (probably at least 99%) been discussed? If in a future issue of the newsletter the idea could be mentioned and those on the mailing list could email you their preference of having "The Jolly Cholly" e-mailed or the old method of snail mail.

Hopefully this idea will take place and several dollars will be saved for the future. I, for one, would take the e-mail version and could print it out myself if I wanted a hard copy. What do you think?

Your Trusted C. H. Roan Sailor,  
Roger Allbright ETR3 (64-66)

Hi Roger,

*I was just talking about you and Ed Nunes yesterday over a little beverage with Ed Louy Loudenslager. We wondered how everything was going with the both of you. So if your ears were burning you now know why.*

*We have discussed your suggestion many times but there is some problem with trying to e-mail all of them to so many people before their kicked off as being commercial. Our most biggest problem is that e-mail addresses change so much for so many people that it would be difficult for Joe to keep up with. It has and IS being looked into to maybe try to satisfy those who keep their same e-mail addresses. Our goal is to reach everyone. We have almost 1000 members now.*

*Your absolutely right about the cost factor. We started with about \$800.00 for printing and it is a little over \$1500.00. Times twice a year, that's \$3000.00 we need in donations. Our donations have dropped considerably along with the economy and most of us are now retired living on fixed incomes. Thanks for the suggestion and we will be looking at just what you have said. Take care and good health and keep in touch.  
Your shipmate Souza*

# Deceased Shipmates

(For a list of deceased Association Members see page 2.)

Ladon Wheeler S2 46-47 01/04	Donald Sinn BT3 47-49 08/07	Fred K Watkins BMSN 48-49 11/06	John P Dratwick GM3 49-52 11/08
Nickey R Wells EN3 46-48 01/97	Luther V Warren BT3 47-49 12/11	Wayne DeArmond SA 48-50 03/90	Leon J Driza SN 49-52 03/84
James W Copes Y3 47 05/07	Florient H Giampoola SH3 47-50 03/60	William L Shotts SA 48-50 11/79	Herbert M Walters EM3 49-52 12/98
Francis T DuCharme CBM 47 01/76	Boyd E Rose FN 47-50 05/94	Mark Rutherford CSC 48-51 09/91	Andrew F Bailey MML1 50 02/98
Abraham A Scurrah F1 47 01/97	Ronald I Shirey MM3 47-50 12/94	Lawrence D Deans SN 48-52 03/04	Walter Scribner MML1 50-51 09/03
Leon C Sylvester F2 47 10/02	Howard j Smith DC3 47-50 06/10	Milford L Furgason BM3 48-52 03/10	Arthuer V Tyler MMC 51 04/85
Raymond W Baca EN3 47-48 08/07	Edward T Theis BTC 47-50 02/66	Johnny D Cole SA 49 02/83	Robert S Salzer XO/LCDR 51-52 01/88
Richard M Bevill ENC 47-48 10/04	Peter P Swagel GMC 47-51 02/96	Richard L Seiler RM3 49 10/91	Harry P Vayro EMPI 51-52 06/77
Robert J Comes S2 47-48 11/90	Roberts E Watts BTC 47-51 01/01	John Sharp III SA 49 08/98	Roy G Donaldson HMC 54-56 02/78
Robert E Mann WT2 47-48 07/05	Teddie E Whitman MM1 47-53 04/09	Carl R Smith FCC 49 07/60	Donald Urban TM3 56-57 03/02
Emmitte Rich GM2 47-48 05/54	Richard N Sadler MM3 47-55 02/96	Thomas J Twardowski SA 49 01/10	Francis J McLean MM3 56-59 08/09
Jack J Robbins S2 47-48 06/94	George E Stuff S2 48 04/90	Andres Cainap FN 49-50 08/09	Larry E Suma FA 57-59 06/59
Frank J Schiavo SH1 47-48 07/93	Willard O Webb ETC 48 04/99	Cletus E Wasser SN 49-50 01/03	Frank E Caldwell BTCS 57-61 12/12
Earl J Smith MMC 47-48 01/64	Aaron H Wildermuth BM1 48 12/06	Paul B Willard FN 49-50 01/98	Max D Weaver MMC 60 03/81
Paul J Smollett SN 47-48 02/05	Charles E Burk TM1 48-49 12/11	Wayne G Cornett FN 49-51 01/13	Henry A Giddens SD1 60-61 02/75
Clifford T Strothers TN 47-48 01/02	William L. Burgess FN 48-49 07/14	William C Schultz S03 49-51 01/03	John H VanOrden RDSN 60-61 04/11
Montraville Taylor SC1 47-48 04/86	Robert G Dietz SA 48-49 02/10	Bennett L Trenouth FA 49-51 09/09	John Dill Jr MMC 60-64 04/71
Marvin P Polston FN 47-49 07/93	Theodore S Sanders SN 48-49 02/69	Donald V Zagorsky SN 49-51 02/07	Tommy D Polly MM1 60-64 10/64
William A Sandaler FA 47-49 11/02	Donald Schreckenghaust SA 48-49 06/13	Charles W Ariss BT2 49-52 02/60	Forrest D Holder BM1 62-64 06/99
Jack E Rohrback EM3 47-49 10/10			Carl N Hytinen MMC 65 05/75



# Reunion Amarillo 2016

Here are a few of the attractions you can see when you join us for our reunion in 2016. This will be a very interesting reunion because it will bring us to the home of Charles H. Roan in the town of Claude TX. If you live in the west, here is your chance to attend a reunion in your own back yard.

## **Amarillo Botanical Gardens**

Experience the sights, sounds and floral fragrances of the Mary E. Bivins Conservatory; an indoor tropical garden bursting with a collection of unique and exotic plants. Explore four acres of seasonal outdoor themed plantings such as fragrance, butterfly, Japanese and xeric gardens. Don't miss this truly one-of-a-kind oasis of lush landscaped gardens in the middle of the Texas Panhandle.

## **Amarillo Historical Museum**

Amarillo Historical Museum is the city's newest museum with a growing collection of historical artifacts and photos.

## **Amarillo Little Theatre**

Amarillo Little Theatre is a large, professionally staffed community theatre which is also among the oldest, continuously operating theatres in the country.

## **Amarillo Museum of Art**

Amarillo Museum of Art presents permanent and temporary exhibits housed in an Edward Durrell Stone designed three-story museum. Collections includes American photography, paintings, prints, drawings, and sculptures; Price Collection of Asian Art; Tibetan Tsakli and Manuscript, and European paintings.

## **Amarillo Opera**

Amarillo Opera is a professional regional opera company producing a wide variety of standard and adventurous operatic and musical theater.

## **Amarillo Railroad Museum**

See static display of unique railroad cars, including an actual White Train from the US Dept. of Energy. Also, a large HO display of the Santa Fe Railroad.

## **Bill's Backyard Classics**

Bill Pratt's passion for classic cars has landed more than 90 beauties under one roof in Amarillo. The collection includes cars and trucks of all makes and models spanning the period from 1920 to 2012.

## **Comanche Trail Golf Complex**

Comanche Trail Golf Links; the original Tomahawk Course opened in July 1990. The Tomahawk Course was designed by Charles Howard.

## **Kwahadi Museum of the American Indian**

Kwahadi Museum of the American Indian is one of Amarillo's newest attractions, this facility features an extensive museum and a dance performance theater.

# **Rear Admiral David L. Martineau**

## **Third Commanding Officer**

### **USS Charles H. Roan**

#### **November 21, 1949 - January 4, 1951**



David L. Martineau was born in Oshkosh, WI (December 4, 1910), and attended high school in Chicago, where he commanded the ROTC unit. Concurrently, Martineau served in the Illinois National Guard and won a senatorial appointment to the United States Naval Academy (USNA), entering as a midshipman (1929) and graduating as a commissioned ensign (1933). Prior to World War II, Martineau served on battleships, cruisers, and destroyers, and during the first years of the war, worked as the USNA midshipman duty officer and aide to the superintendent in Annapolis, MD (1941-1943). Martineau then commanded the destroyers USS PHELPS (DD-360) and USS METCALF (DD-595) in the Pacific Theatre (1943-1945). After the war, Martineau served in Naval shore administrative and personnel positions (1946-1949, 1952-1957), commanded the destroyer USS CHARLES H. ROAN (DD-853, 1949-1951), the destroyer tender USS EVERGLADES (AD-24, 1957-1958), and the heavy cruiser USS LOS ANGELES (CA-135, 1958-1959) before his retirement as a rear admiral (November, 1959). Awards received include a Silver Star, two Bronze Stars, and a commendation ribbon. Martineau then worked in the private sector and served as military consultant to the House Armed Services Committee on Vietnam.

USS MISSISSIPPI (BB-41, 1933-1935)  
USS OGLALA (CM-4) during the Aleutian Islands Survey Expedition  
in Kiska Harbor (1935)  
USS CALIFORNIA (BB-44, 1935-1936)  
USS VINCENNES (CA-44, 1937-1938)  
USS BROOME (DD-210, 1938-1940)  
USS ARKANSAS (BB-33, 1940-1941)  
USNA midshipman duty officer and aide to the superintendent  
in Annapolis, MD (1941-1943)  
USS PHELPS (DD-360 March-June, 1944)  
USS METCALF (DD-595 1944-1945)  
Naval shore administrative and personnel positions (1946-1949)  
USS CHARLES H. ROAN (DD-853, 1949-1951)  
Naval shore administrative and personnel positions (1952-1957)  
USS EVERGLADES (AD-24, 1957-1958)  
USS LOS ANGELES (CA-135, 1958-1959)  
Retirement as a Rear Admiral (November, 1959)

## **USS Phelps DD 360**

After assuming command on 14 December 1943, Lt. Commander Martineau took the Phelps through an overhaul and training exercises before she arrived at the Marshall Islands on 30 January 1944. The Phelps was assigned to close fire support, during which she neutralized Ennuebing Island and made direct hits on enemy batteries on Roi. Continued duty in the area as anti-submarine patrol and shore bombardment took her to Kawajalein Atoll 17 March 1944, and on 17 February, with the Eniwetok Expeditionary Force. After receiving repairs and training she joined in the strike on Milli Atoll 17 March. On 21 March, in the strike on Palau Island, Phelps received a machinery casualty, and worked screening tankers. Returning to Majuro, she was part of the most impressive fleet the world has ever known. She arrived at Saipan 14 June 1944, and was assigned to a night harassing group in the transport area. On the 16th and 17th she delivered fire support, and on the 18th was suddenly taken under accurate fire by an enemy shore battery, suffering 2 direct hits, with 18 men wounded, and scattered fire aboard. While anchored, and being repaired, she remained broadside to the beach and gave 842 rounds of 5 inch ammunition in close fire support. A 2-gun salvo from the Phelps 5 inch guns made direct hits on enemy small craft. After returning to the U.S. in August 1944 Lt. Commander Martineau gave up command of the Phelps.

## **USS Metcalf DD 595**

Metcalf (DD-595) was commissioned 18 November 1944, Comdr. David L. Martineau in command.

In March 1945 Metcalf joined the armada of warships staging for the Okinawa campaign. Metcalf operated with Escort Carrier Group 3. From 27 March her group furnished close air support for the landings at Kerama Retto (26 March) and Okinawa (April), and made raids on the neighboring Japanese-held islands until 20 April. During this period the ship rescued half a dozen pilots and crew members of downed carrier planes. She also performed radar picket and screen operations.

The Metcalf spent May and June convoying the fast cruisers and transports being assembled for the Borneo invasion. On 9 June Metcalf arrived off Brunei Bay, Borneo, for 2 days patrol of the South China Sea before beginning shore bombardment in support of the Australian landing at Brunei Bay on the 10th. After action on Miri-Lutong, south of Brunei Bay, from 19 to 21 June, she reached Balikpapan on the 27th for operations with TF 74 prior to the main landing by Australian troops 1 July. Metcalf reported to commander, Philippine sea frontier 4 August for duty escorting convoys between the Philippines and Okinawa. She was 1 day out of Okinawa in antisubmarine formation for Convoy 10R-204 when the Japanese capitulated.

She departed Okinawa 4 September to participate in the landing of Army occupation forces at Korea. Metcalf joined 3 other destroyers leading TU 78.1.15 into Jinsen on 8 September through the mine-infested Yellow Sea. She stood ready to provide fire support for the landing troops the next day if needed. On the 12th Metcalf got underway through the Yellow Sea for operations supporting the occupation of China.

In early 1946 Metcalf steamed for the west coast, and was decommissioned March 1946.

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Admiral David L. Martineau, husband of Mrs. Jean Colbert-Martineau, noted New England radio commentator, died peacefully in Farmington, CT on Nov. 1, 1994.

After the war, as legislative assistant to Chief of Naval Personnel, he was instrumental in the development and passage of the Officer Personnel Act of 1947, which revised all the laws governing commissioned officer selection, promotion and retirement, remaining in effect for almost 40 years. Later, as Assistant Chief of Special Projects, he spearheaded the creation and presentation to Congress of the landmark legislation providing Social Security, Survivor Benefits and Civilian Medical Care to military personnel and their dependents. For this he received commendations from the Secretary of Defense and the Chairman of the House of the Armed Services Committee.

Upon retiring he then became an executive with American Machine and Foundry and with Gulf and Western. In addition to his business activities, Admiral Martineau served as special advisor to the House Armed Services Committee, reviewing the Vietnam War; as president of the New York and Connecticut chapters of the USNA Alumni Association; and on the Advisory Council of the National Strategy Information Center.

Admiral Martineau graduated from the U.S. Naval Academy in 1933, and the National War College in 1957. His great-great-grandfather was a general under Napoleon, and his grandfather was a naval officer in our Civil War. Besides his wife of 32 years, Admiral Martineau is survived by a son, a daughter, a step-daughter, and a step-son, five grandchildren, a great-granddaughter.

*In November of 1950 the USS Charles H Roan was involved in a deadly collision with the USS Brownson, (see "After Diesel" for further info) while Admiral Martineau was Roan's C.O. The following is from the oral history of LCDR Francesco Costagliola X.O. of the USS Brownson and is his viewpoint of the collision. - ed*

## **LCDR Francesco Costagliola X.O. USS Brownson DD 868**

In Nov. 1950 the Brownson was involved in an ASW exercise with an ASW carrier. Our four destroyers were screening this carrier and we were operating wartime conditions, darken ship. It was election eve and a couple other officers and I were set up in the wardroom until about 11:30 listening to the election returns. It was a little rough outside and it seemed I had hardly gotten to sleep when I felt what I thought was an unusually strong wave hit the ship or something unusual. The next thing I heard was something about "close all watertight doors or something of that nature. I took this to mean collision quarters. Anyway I went running up to the bridge, after taking long enough to dress. On the way up, a young man asked me if he could break the lock on a damage control locker. I said, "Go Ahead." When I got up to the bridge the captain was there and he said, "God Dammit Costagliola we hit the Roan." The Roan was our sister ship. Anyway thirty feet of our bows collapsed and we had rammed them right square amidships.

The officer of the deck was our CIC officer, our best OD. This was the situation. He had been on watch a very short time when the aircraft carrier put a signal up which was supposed to be executed as soon as you understood it. Normally when they put up a signal to do anything, to change course, or change a position, or anything, usually they would put the signal up and you would have a little time to digest it and then they hauled the signal down or gave the word to execute sometime later. This signal was to do it immediately, which meant you were supposed to start turning or changing course to go wherever you are supposed to go right now. We started to turn.

Well we never did find out why they did that. Apparently it was somebody, probably an aviator who didn't understand the situation or our procedures. Maybe they had an airplane that was in trouble or something. We never did find out. Anyway the sign was such that the carrier was just going to turn in to the wind and that meant in this particular case they were going to change

course 180 degrees, and go off in the opposite direction. This meant the four screen destroyers of course would have to turn and then pick up speed and go to their positions in the new direction. There is a regular procedure for doing this in the book. It still required our OD to work out the maneuvering board problem to figure out exactly what course to take in order to get to the new station. He being the CIC officer, he told CIC to go work out the maneuvering board problem and he did it himself right there on the bridge. He was doing this quickly. As soon as he got the solution squared away and got the ship squared away on the new course. He noticed the dark shape up ahead was one of our sister ships and it looked to him like we were on a collision course. We were both steaming at 25 knots on a crossing situation. He got on the radio and told the other ship on the TBS that "he was coming right to clear you." On the other ship apparently the Captain had been awakened and he was up on the bridge and he was looking through his binoculars and he decided that collision was eminent and he had to do something so he decided to change course to avoid us. What happened is the two ships just turned into each other. He was not aware of the signal from the TBS. He hadn't heard it. He was just out on the bridge. In the meantime our OD hadn't gotten around to notifying the captain. His habit was to just call the captain on the phone what was going on and he hadn't gotten around to that and he didn't think to get a messenger to go wake the captain. Before he knew we were in this collision situation and he ordered a back down to emergency full. Anyway we hit them square amidships.

The stem of our bow, was higher then the destroyer is amidships where we broke. The side plate of the destroyer is pretty tough stuff, its really armor plate, but not very thick. There deck held ok except for the part where the keel actually went inside. The top part of our bow stayed together and it just rolled up along the main deck

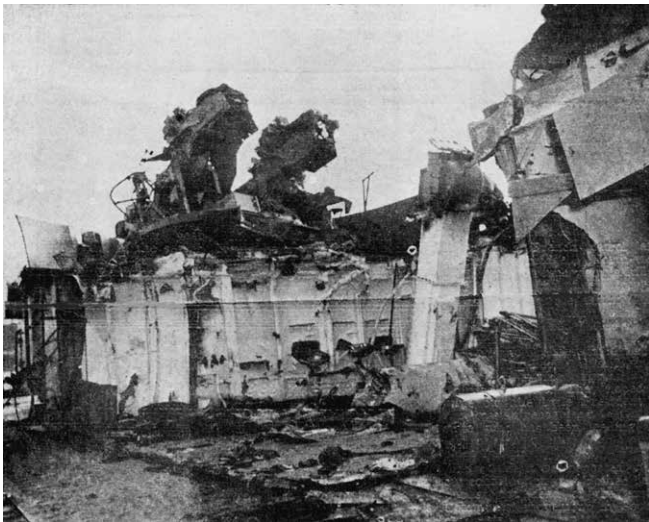
and crumpled their after superstructure. It just was a sort of angle thing. They were moving along and our bow was just riding up and it gradually got further and further in and crushed all their after aluminum superstructure. There were some people in the first class quarters up there on the main deck and a couple of people were killed in there. One man was killed up on the their after three inch mount when it got mangled. They lost four people. One man was in their machine shop right alongside the engine room and he came out through the hole in the hull. We picked him out of the water. He had somehow come out through the hole in the side. Whether he floated out or whatever it was that was the way he got out.

Of course they had no power. They were immobile. This all happened around 12:30 and it was dark. The exercise we were on was just part of a bigger exercise and a repair ship was sent to us along with a fleet tug. The repair ship arrived by daylight and asked us what we needed. One thing we were out of was toilet paper. All of our toilet paper was up in this forward area.

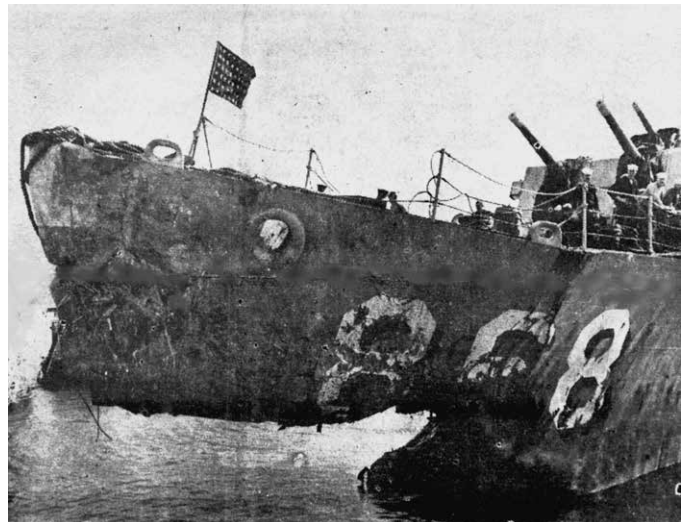
No one was killed on our ship. The forward bulkhead of the chief's quarters was were the effects of the collision stopped. It had just been reinforced in the yard as part of our big overhaul. Incidentally on the big overhaul, part of the

addition was a hedgehog up on the forward deck. That required some reinforcement and that probably is what saved us. The reinforcing they did on the structure for that saved our chiefs quarters. Our damage control people were busy shoring up bulkheads, forward. We were able to steam at about 6 knots but of course they had to tow the Roan. The Commander-in-Chief of Atlantic fleet decided that since we were just about halfway between Bermuda and Portsmouth navy yard and that it was hurricane season that it would be safer if we headed for Bermuda rather than go back to Norfolk. There was a dry dock there in Bermuda so both ships headed for Bermuda. We went in first and they removed the mangled mess on the bow and put a temporary snug bow on for us to go back.

Meanwhile they had the court of inquiry. The captain of the Roan and our OD were the two people they decided should be submitted to a court martial. The only thing that happened to our OD was he lost some numbers. It was a nominal amount of numbers for failure to inform the captain. That's a violation of navy regulations. Your supposed to keep the captain informed of any change in formation and so forth. That captain of the Roan got off scot free. He did what he thought was right under the situation.



Starboard side USS Charles H Roan

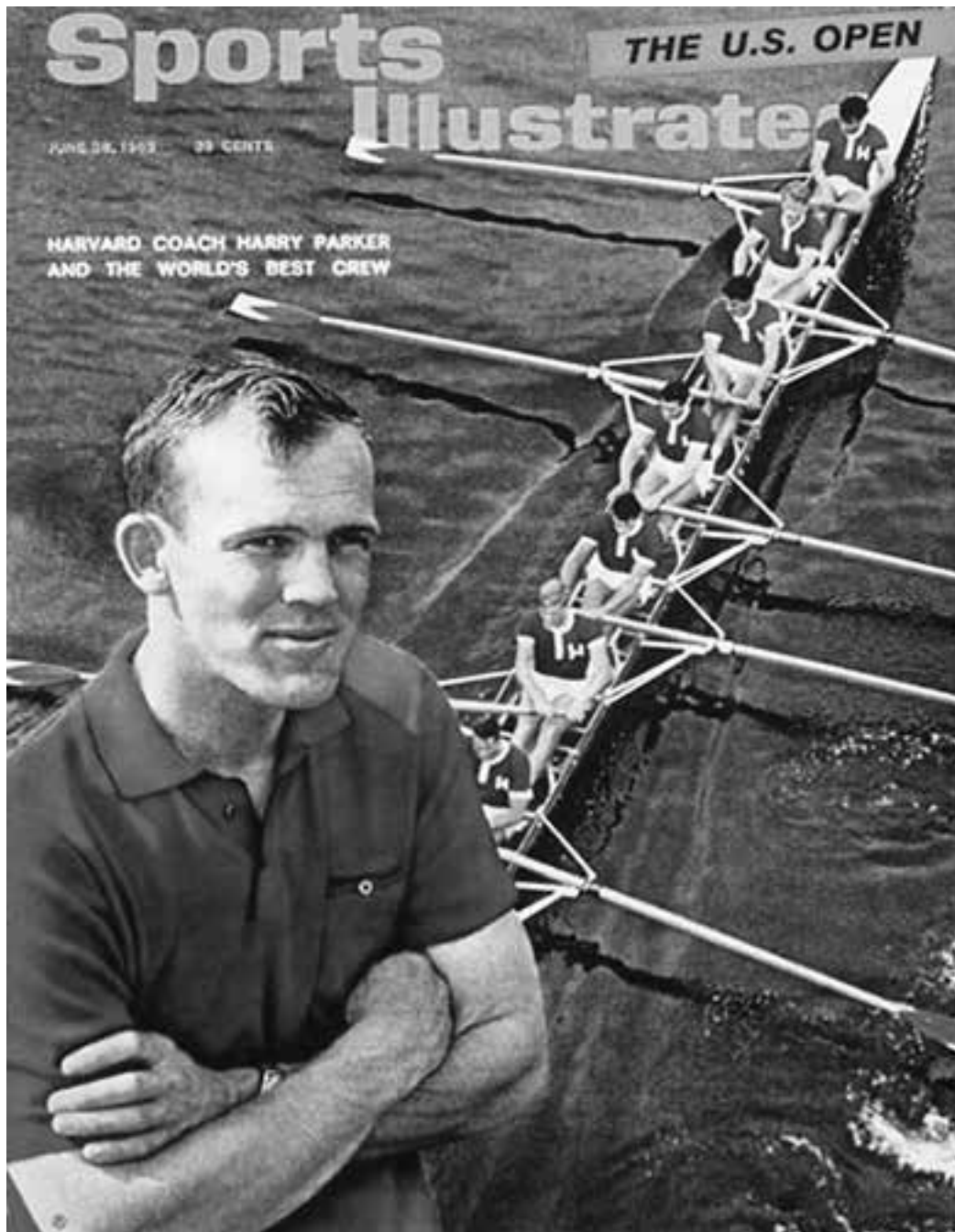


Bow of the USS Brownson

*I would like to thank Tom VanPetten LTjg 58-61 for his help in gathering information on Admiral Martineau. - ed*

On August 23 1957 a young Ensign was assigned to the USS Charles H Roan from the NROTC program at the University of Pennsylvania.

## Harry L. Parker Ensign 57-58



### Entry from Roans daily diary December 8, 1958:

Parker, Harry L, Ens

Transferred to ComFour for duty for purpose of training for world rowing championships of 1958-59, the Pan American Games of 1959 and the XVII Olympics of 1960.



Men's varsity crew coach Harry Parker, in his 40th year at Harvard, poses in Newell Boathouse beneath a photo of the 1974 heavyweight crew that went undefeated in dual regattas for three consecutive years, and sent five members on to row at the Olympics.

Harry Parker started rowing relatively late – as an undergraduate at the University of Pennsylvania (class of '57), where he majored in English and studied philosophy. He got good fast. Parker rowed, and served as commodore on the 1955 Penn Varsity crew that won the Grand Challenge Cup at the Henley Royal Regatta. He was the U.S. single scull champion in 1959 and 1960, the Pan Am Games champion in 1959, and placed fifth in that event in the 1960 Olympic Games in Rome.

After college, Parker began to scull competitively. He won the single scull (one man boat) at the 1959 Pan American Games. In 1959, Parker also competed in the Diamond Scull event at the Henley Royal Regatta finishing second to six-time champion Stuart Mackenzie. In 1960, he won the U.S. Olympic trials in the single scull. At the 1960 Summer Olympics in Rome, Parker made the finals and finished fifth. The winner was 3 time Olympic Gold Medalist Vyacheslav Ivanov.

Though he contemplated a career in academia, Parker decided to stay involved with rowing. After the Olympics he went to Harvard to coach and in no time transformed Harvard Crew into a virtually unbeatable powerhouse. Among his triumphs are six national titles, 15 undefeated seasons, 17 Eastern Sprints Championships, and a 31 — 6 record against Yale. This in addition to the 55 or so Olympic athletes he's coached both at Harvard and as a member of the Olympic coaching staff.

He was one of the most successful college coaches of all times, and was the most successful coach over the last half of the 20th century. Parker was also a path-breaking coach: he served as coach of the first USA women's crew to compete in the World Rowing Championships (the so-called Red Rose Crew), which medaled at the 1975 championships. Parker would go on to coach the USA women's eight (8+) at the 1976 Summer Olympics in Montreal where they earned a Bronze medal.

## Personal

- \* US Representative and Gold Medal winner in the single scull (1x) at the 1959 Pan American Games
- \* US Representative and 5th Place Finisher in the single scull (1x) at the 1960 Olympic Games
- \* Member US Rowing Hall of Fame as a coach (elected 1974)
- \* Oarsman on the 1955 Penn Varsity Boat elected to the US Rowing Hall of Fame in 1977

## Harvard's Crew

- \* San Diego Crew Classic (Varsity): 1975, 1976, 1979, 1987, 1991, 1992, 1994
- \* Varsity Eastern Sprints championships (First Varsity): 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1974, 1975, 1976, 1977, 1980, 1983, 1985, 1988, 1989, 1990, 2003, 2004, 2005, 2007
- \* National Championships: (unofficial: undefeated and a boat they beat won the IRA) 1965, 1966, 1967, 1968, 1974, 1975; (quasi-official—National Collegiate Rowing Championship) 1983, 1985, 1987, 1988, 1989, 1992: (quasi-official—IRA) 2003, 2004, 2005
- \* Henley Royal Regatta: 1973 (Ladies' Challenge Plate: Second Varsity); 1985 (Grand Challenge Cup); 1990 (Ladies Challenge Plate); 1993 (Britannia Challenge Cup); 1998 (Ladies Challenge Plate); 2002 (Ladies Challenge Plate; Britannia Challenge Cup); 2007 (Ladies Challenge Plate)
- \* Harvard-Yale Race (record as coach: 37-7): Every year since 1963, except for 1981-1984; 1996; 1999; 2007

## Olympic coach

- \* 1964—Men's Four with Coxswain (Did not qualify)
- \* 1968—Men's Eight (6th Place)
- \* 1972—Men's Eight (Silver Medal)
- \* 1976—Women's Eight (Bronze Medal)
- \* 1980—Men's Eight (USA boycotted games)

## Flags and Signals

Richard,

A really fine job on the 2014 reunion in Philadelphia. I am glad I got to attend and meet you. The fall "Jolly Cholly" is well done. Sadly it reported the passing of my C.O. and X.O. I hope the enclosed check helps defray the production cost of publication and mailing.

All the best, Your shipmate,  
Bob Adams  
LTjg 67-69

Hi Rich,

I'm sorry to hear about the flood. It is depressing to see all the memorabilia that was lost. I'd like to order a challenge coin and keep the rest for the kitty.

Thanks,  
Walter Dec  
SOG3 60-61

Richard,

I found the newest edition of "The Jolly Cholly" very interesting. If my health allows I'd like to attend the Texas reunion. I'm enclosing a check to help with expenses.

Al Fortunato  
SN 51-54

Richard,

I got a telephone call from Ray Herbert MM2, 65-68, who I haven't seen since I was stationed on the Charles H. Roan. I had to look in my Med Cruise book to remember his face. What a nice surprise, it brought back a lot of memories. He saw my name in "The Jolly Cholly."

Here's a check for old times.

Tom E Parker  
DC2 66-70

Greetings Richard,

I thoroughly enjoy reading "The Jolly Cholly" and I am so glad that Henry Rossi found me a couple of years ago so that I can reminisce. I wish I could have attended the recent reunion or [especially] the previous reunion in Florida - my state. Past and present family illnesses have prevented me from any leisure travel.

Looking at the list of attendees for the 2014 reunion brings back memories. I vividly remember certain shipmates as they appeared back in '59-'61 but could not pick anyone out of the reunion pictures except you, Richard. Your smile gives you away! As to the others - I will stick with the memory of how they looked then - for now, anyway. The names I remember and can visualize are: LTjg Van Petten, Dallas Reese, and my radar gang shipmates, Joe Marolda, Bob Crisci (who I had a phone conversation with after Henry contacted me) and LT Bob Marshall. I probably would have stayed in the Navy if it weren't for my own stubbornness. Also, I can picture some of the deceased shipmates that were mentioned in past issues of "The Jolly Cholly", may they rest in peace.

I know that I haven't contributed anything in the past due to certain circumstances but now I have enclosed a contribution to help continue the publication of "The Jolly Cholly."

Keep up the good work,

Richard Bourgea  
SN 59-61

Richard,

Alice and I had a great time in Philly. We are looking forward to Amerillo/Claude Texas. Enclosed is something for the Association.

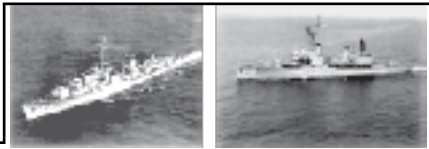
Tony DeNiro  
SN 59-60

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**"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**



# SHIP'S STORE



Item #1  
**Ships Photos**  
 Approximately 8X10 Black and White

Pre-Fram before 1961 - 1a  
 After Fram 1961 - 1b

Not Framed  
 \$12.00



Item #2  
**Embroidered Golf Type shirts**  
 (with pocket)  
**Ships Crest and Name**  
 Navy Blue  
 SM to 1X - \$32.00  
 2X and 3X - \$33.00

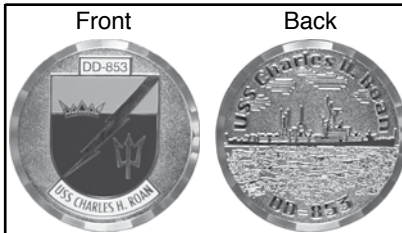


Item #3  
**Ball Cap**  
 Blue hat with gold ship and lettering  
 with either  
 Before 1961 silhouette  
 or  
 After 1961 silhouette  
 both  
 \$18.00  
 (please indicate silhouette preference)

Item #4  
**Flag Pin**  
 U.S. Flag with  
 USS Charles H. Roan DD-853  
 Black Lettering- Gold Trim approximately  
 1"x 1"  
 Great quality good looking  
 pin with our ships name on it.  
 \$6.00



Item #5  
**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)  
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 1964 Mediterranean Cruise  
 1966 Mediterranean Cruise  
 1967 Mediterranean Cruise  
 1968 Mediterranean Cruise  
 1972 Around the World Cruis  
 \$25.00



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**USS C.H. Roan Challenge Coin**  
 2 inches diameter.  
 Polished copper & steel alloy.  
 Enameled ship's plaque on front.  
 Really Sharp!  
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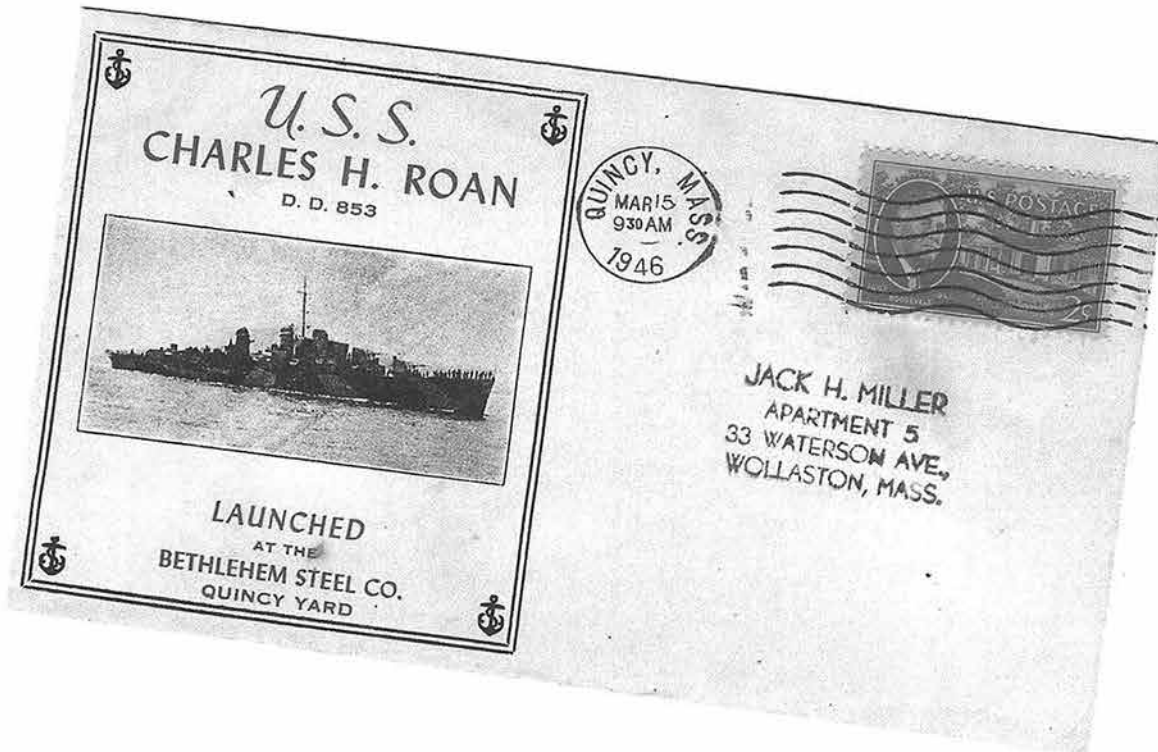


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P.F.C. Charles H. Roan was a member of the 1st Marine Division during the assault on Jap-held Peleliu. During the attack, he and his squad became partially cut off and sought refuge in a rocky depression. They soon became involved in an exchange of hand grenades with Japs entrenched in a cave on higher ground. When one enemy grenade landed in their midst, Roan unhesitatingly flung himself upon it and absorbed the impact of the explosion, thus saving the lives of his four companions.

Mrs. Lillabel Roan of Claude, Texas, sponsored this destroyer honoring her gallant son, who had been awarded the Asiatic-Pacific Campaign Medal, Purple Heart and Medal of Honor.

Packet 420

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.

# FROM AFTER DIESEL

Well we have lost another good man to asbestos. Artie Hammell BT3 62-64 passed in March. Besides the shipmates we know about, I wonder how many of our shipmates asbestos has taken that we have no report on.

Artie had fought this condition for a long time along with the burden of fighting his local VA for the benefits he was entitled to. I'm not sure the VA ever acknowledged Artie's condition. What a shame. Another Vet who stood-up and was counted and had the VA turn their back on him.

When I found out about Artie I talked to Frank Kent BT2, 62-64 who also has an asbestos problem. Frank has to be on oxygen because of his condition. Frank reports if you are having a problem, report to the VA and keep after them so you get the benefits you are entitled to. Also as we get older get reevaluated so that your benefits keep up with your condition. It seems many of our shipmates suffer because of asbestos.

On page 12 there is an oral history from the Executive Officer of the USS Brownson with his view of the collision between our two ships. You can also go to our web site ([www.usscharleshroan.org](http://www.usscharleshroan.org)) and check out the following editions of "The Jolly Cholly" (V3 #1, V6 #2, V7 #2, V12 #1) for some of our shipmates report on the collision.

Also keep in mind our next reunion in September 2016 in Amarillo, Texas. If you live in the west this will be the perfect reunion for you to attend. The people in Amarillo requested we hold one of our reunions in their city. Amarillo is very close to the town of Claude, TX which is the home town of Charles H Roan, which should make for a very interesting reunion. So plan to be there.

Joe Lambert - editor  
12213 Quail Ridge Dr  
Huntley, IL 60142

(773)206-9923  
chief9bullie@comcast.net

## Roster Update

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Country / Territory \_\_\_\_\_

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(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 \_\_\_\_\_

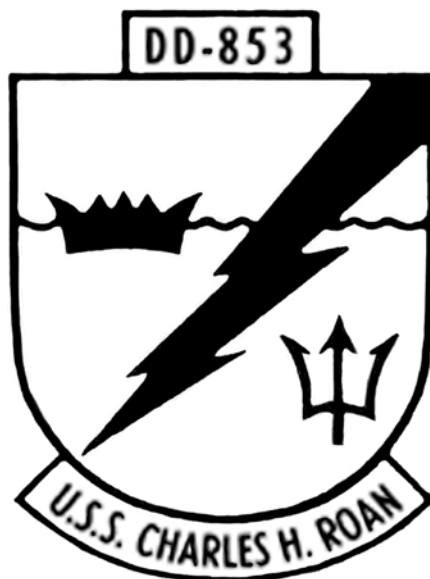
Spouse / Fiancée's name \_\_\_\_\_



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