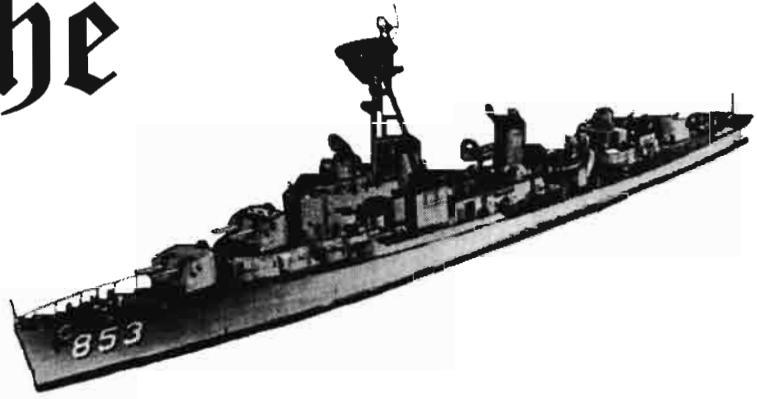




The



Jolly

Cholly

Volume 2 Number 2

Fall 1999

From the Signal Bridge

Shipmates, we asked you for donations to keep us together by way of this NEWSLETTER and to put together a reunion that all can be proud of. As is with the spirit of the "Jolly Cholly" crewmembers, many of you answered our call quite generously. I would like to thank you all for reaching out to us to make our association one in which we can all be proud. The Association Officers, the Board of Directors and myself send all of you "Bravo Zulu" (well done).



We need ideas from you so that we can proceed in a way, which will benefit all of us with the theme of re-uniting shipmates. You can't imagine how good it feels to meet a shipmate who you served with, worked with, and went on liberty with after all these many years. Won't you **PLAN** to **MEET** with us in 2000? We would like to see every living **PLANKOWNER**. Every past **COMMANDING OFFICER**, every **XO**, **Department Head**, **Division Officer** and each and every **CREWMEMBER**. Won't you make this dream come true?



Here I go again, wanting information and bugging you once again. About 50% of our roster has missing information on many of you. Areas such as years served aboard the "**Roan**", rank/rate held while aboard the "**Roan**", telephone number etc. Believe it or not, on our last request for this information, only about 75 of you responded. Would you take a few minutes of your time and **HELP US COMPLETE OUR ROSTER**. You'll find a form on page 10 to fill out and return to me. Please do so, so that we may bring our roster up to date.

REUNION 2000

As of this date our reunion is still scheduled for Charleston, SC in the fall of 2000. The tentative dates are 24th-27th August, 2000. Please mark your calendars for the fall of 2000. We expect to have all of you there. **RESERVE THESE DATES FOR OUR REUNION!**

DONATIONS

We had 50 shipmates who answered our plea for donations and we received a total of \$3,040.00. We would like to thank you for your generosity in this matter. A special thanks goes out to the wife and son of **Antoine Livramento** GM 57 – 59, who gave in memory of their husband/father. Also, **Donald Lincoln** FT2 57/60, who contributed in memory of his wife Sally. Both these families were extremely generous. A special thank you to **John R. Wurdermann** DK2 57/59, and to all of our shipmates who gave to our cause.

It's not too late to contribute. If you have overlooked or forgot about our plea for funds you can still help us by donating what you can afford to help us stay afloat. NO FUNDS are used for personal use. It is our intention to give you a first class newsletter and reunion worthy of praise. Any excess money will be returned to the association by freebies at the reunions and to offset costs at the reunion.

To give you some examples: Newsletters, which include printing and postage, cost the association approximately \$500.00. To set up and finalize plans for a reunion can cost between \$2000.00 and \$3000.00. Some of the reunion costs are recouped with surcharges on registration fees and the sale of hats and shirts etc.

We would also like to have a small stores for hats, shirts, mugs, etc.

Send donations to:

USS Charles H. Roan Association
Richard F. Souza
6396 Manassas Court
Pensacola, FL 32503-7530

MEMBERSHIP

Shipmates, we are still searching for other shipmates. Won't you who have computers help us by looking on the Internet search engines for shipmates who served with you? If you know what state or city they may be living in at this time or where they came from when you served with them, would you please try to contact them. We need this help. We are especially asking for assistance from those who served aboard from 66 – 70. Please help us find your shipmates. If you don't have the means to search, send me your shipmate's name and as much info as possible: i.e. proper name and spelling (especially middle initial if known), home city and state. This info will help us find your shipmates and friends.

NEWSLETTER HELP

We have received kudos about our newsletter. But we need your help to maintain an interesting and informative NEWSLETTER. We need your stories, ideas, photos and any information that you may care to share with our "ROAN SHIPMATES". Send these items to our EDITOR (Joe Lambert) or to me and I will forward this to Joe. Anything you want returned please indicate with your name and address on the back and it will be returned. Any information that you may have concerning our BINNACLE LIST (sick list) or our taps column or any other column that we print is appreciated.

TIN CAN SAILORS PAPER

The following was printed in the July – August – September 1999 "Tin Can Sailors" newspaper.

USS CHARLES H. ROAN (DD-853)

Radisson Ponce De Leon Golf and Convention Resort
St. Augustine, Florida

March 18 – 21, 1999

Chaired By: Richard F. Souza

Attendance: 195 total / 105 shipmates

Highlights: Tour of St. Augustine, golf tournament, meeting 25 first time reunion members, 4 plankowners attending, and great facilities. I would like to thank "Tin Can Sailors" for their much appreciated donated items for our door prizes. Tin Can Sailors material was distributed and most all material was taken from our table. Thanks once again. We are proud to call ourselves "Tin Can Sailors."

NAVY TRIVIA

- 1) Within 100, how many different knots are noted to be documented?
- 2) Name 2 places where a Navy Captain is normally not responsible for the safe navigation of his ship?
- 3) What is the oldest ship in commission in the U.S. Navy?
- 4) What was the first destroyer built after the Second World War?

(answers page 8)



**GOD IS LIGHT! GOD IS LOVE!
GOD IS GOOD!**

It is from this simple perspective that I have agreed to serve my fellow shipmates and members of the "USS CHARLES H. ROAN" Association as Chaplain.

My ordination is in the Christian faith, however this does not limit me to serving only "Christians". To the contrary! It is an honor and privilege to serve men and women who have given their lives, time and talent in service to their God, family and country as part of the armed forces of the United States of America; especially those who have done this aboard the "Jolly Cholly".

Please allow me to extend an invitation and encourage you if at anytime you need prayer, counseling or just to swap sea stories over a cup of "java". To contact me call (501) 451-1031 or in an emergency (501) 986-7342 (pager).

My wife Jane and I live in northwest Arkansas in the heart of the Ozarks, so if you're in the area give us a "HOLLER".

TAPS

Our prayers and condolences go out to the families of our departed shipmates/spouses. May we never forget these individuals who were our shipmates, friends and loved ones:

CHARLES "PETE" Carter – SN 51 – 54 - April, 1999
- Evansville, IN
SALLY LINCOLN – wife of **Donald Lincoln** – April, 1999 – Hingham, MA

BINNACLE LIST

(sick list)

Please remember these shipmates in your thoughts and prayers.

FRANCIS "Haley" FISK – SN 51 – 54 At home.
JAMES HALDANE - BT3 43 – 56 home

USS C. H. Roan Association Board of Directors

President

Richard F. Souza SMC 58-66

Treasurer

Carl Wishart QM2 57-60

Secretary

Ed Semcheski RM2

Chaplain

Frank Manasser RM2 61-64

Editor

Joe Lambert EM2 62-64

Board

Gordon Anthony YN3 61-64
John Betchie FN 46-47
Bob Boorum YN1 56-59
Jerry DePasquale BT3 49-52
Bob Hansen ET3 57-59
Tony Hudalla LTjg 59-62
Frank Locastro YN3 53-57
Bob Marshall LT 59-61
Tom VanPetten LTjg 58-61
Ray Ward CO/CDR 66
Henry Rossi SK2 57-60
Bob Willet BT2 63-66

WANTING TO LOCATE

If you live in these areas, will you help us by looking for these shipmates in your local phone book or any other means you may have.

Jerome (TJ) Thomas - Navigator 71 – 73 CDR
Newport, RI

Robert Persall - (only info we have)

Ray Evans - SM2 - USS Black 59/60 Philadelphia, PA.

Jerome (Jerry) Kennedy - SH1 Daytona Beach, FL

SHIP'S STORE

HATS AND SHIRTS

We have ordered 36 hats (as a minimum order) and have sold ten hats that were previously ordered by shipmates. If you would like to purchase a hat, the cost is \$16.00. If the request for hats is greater than what we have on hand I will reorder accordingly. So please contact me via mail, phone, e-mail or fax. If I have to reorder there will be a 6 – 8 week period to get the order filled by the manufacturer. Wear a hat and advertise our ship. You never know, we may get a shipmate who served aboard the “**Jolly Cholly**”. The \$16.00 covers the cost of the hat, packaging and postage by priority mail.

Shirts have not been reordered, but if we get enough requests, I will do so. The minimum order is 12. The shirt is a good quality and it is light blue with dark blue embroidery. It is a golf type shirt with a hard collar. As above the shirt will cost approximately \$25.00 to \$30.00, which includes packaging and postage.

Small - medium - large - xlarge - xxlarge - (There may be an additional charge for 1x and 2x)



ORDER FROM
USS Charles H. Roan Association
Richard F. Souza
6396 Manassas Court
Pensacola, FL 32503-7530



Letter

Hi Joe

I recently received my most welcome copy of “**The Jolly Cholly**” and it brought back fond memories of when I called the **Roan** home. One of the MANY, MANY, duties of the MUCHED OVERWORKED RADIOMEN, was to copy, (radiomen talk) the Armed Forces Radio News releases, which were used in the ship newspaper, fondly called, “**The Jolly Cholly Gazette**”. The paper was founded, edited and published by **R.W. McLaughlin, RMC** at the time. Yes, this paper sure did bring back memories and some unanswered questions, such as what ever happened to the “**Jolly Cholly Gazette**” sign that graced the door to Radio Central!!! It was a shingle type sign that was placed above the door for all to see as they went up and down that passageway. It disappeared one night after some of the boys came back off the beach in

good old Newport, RI, that sailor's paradise. No one ever owned up to that nasty deed. Is there anyone out there who can shed some light on this little curiosity I bet Mac would like to know!!!

Congratulations to all the elected/appointed officers!!! We've been looking for a few good men. Our original officers like the RADIOMEN I referred to, have been overworked also.

Joe, a BRAVO ZULU to you with the newspaper, keep up the good work, don't stop now.

Ed Semcheski
RM2

Collision



In the 3 plus years aboard the **Roan** we had approximately 3 collisions. One almost sunk us. The Bronson hit us at night during plane guard detail. Lost 3 men and several injured. Also road out a hurricane coming back from a Med cruise in 1949. Above is a picture of the collision, port side, midships. Notice the boat davit. Below the deck line was a hole big enough to drive a semi through without touching any side.

Donald Etling
GM# 49 – 52

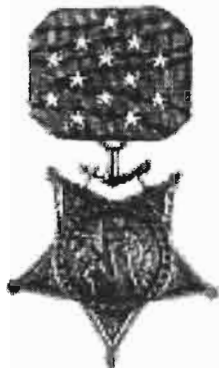
Ports of Call

1949

Port of Spain, Trinidad	3/9/49
Gitmo Bay Cuba	3/17/49
Gibraltar	5/15/49 9/15/49
Augusta, Sicily	5/21/49
Palermo, Sicily	5/28/49
Naples Italy	6/3/49 8/25/49
Pompeii Italy	6/9/49
Leghorn Italy	6/18/49
Rapallo Italy	6/23/49
Santa Margherita Italy	6/25/49
Genoa Italy	6/26/49
Canes France	7/1/49 9/10/49
Suda Bay Crete	7/16/49
Athens Greece	7/21/49 9/2/49
Periaus Greece	7/21/49 9/3/49
Salonika Greece	8/2/49 8/30/49
Treiste (International City)	8/6/49
Venice Italy	8/15/49
Gulf Juan France	9/10/49

1950

Gitmo Bay Cuba	4/8/50
Picked up four survivors	
70 miles off Jamaica	4/10/50 (1100)
Santisgo Cuba	4/21/50
Montigo Bay Jamaica	5/6/50
Culebra for shore	
bombardment	5/14/50
Kingston Jamaica	6/27/50
Gitmo Bay Cuba	6/30/50
Halifax Nova Scotia	7/30/50
Gitmo Bay Cuba	8/17/50
Had accident today	11/8/50 Wed.
Bronson rammed us	killing 5, injuring 3
Bermuda	11/12/50
Ireland Island Bermuda	11/15/50



Congressional Medal of Honor



Vice Admiral James B. Stockdale U.S.N. (Ret)

(Ensign, U.S.S. C. H. Roan, 1947 – 1948)



Name: STOCKDALE, JAMES B.
Rank and organization: Rear Admiral (then Captain), U.S. Navy.
Place and date: Hoa Lo prison, Hanoi, North Vietnam, 4 September 1969.
Entered service at: Abingdon, Ill.
Born: 23 December 1923, Abingdon, Ill.

Citation:

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while senior naval officer in the Prisoner of War camps of North Vietnam. Recognized by his captors as the leader in the Prisoners' of War resistance to interrogation and in their refusal to participate in propaganda exploitation, Rear Adm. Stockdale was singled out for interrogation and attendant torture after he was detected in a covert communications attempt. Sensing the start of another purge, and aware that his earlier efforts at self disfigurement to dissuade his captors from exploiting him for propaganda purposes had resulted in cruel and agonizing punishment, Rear Adm. Stockdale resolved to make himself a symbol of resistance regardless of personal sacrifice. He deliberately inflicted a near-mortal wound to his person in order to convince his captors of his willingness to give up his life rather than capitulate. He was subsequently discovered and revived by the North Vietnamese who, convinced of his indomitable spirit, abated in their employment of excessive harassment and torture toward all of the Prisoners of War. By his heroic action, at great peril to himself, he earned the everlasting gratitude of his fellow prisoners and of his country. Rear Adm. Stockdale's valiant leadership and extraordinary courage in a hostile environment sustain and enhance the finest traditions of the U.S. Naval Service.

James Bond Stockdale

Vice Admiral James Bond Stockdale is a senior research fellow at the Hoover Institution who served on active duty in the regular Navy for 37 years, most of those years at sea as a fighter pilot aboard aircraft carriers. Shot down on his second combat tour over North Vietnam, he was the senior naval service prisoner of war in Hanoi for eight years -- tortured 15 times, in leg irons for two years and in solitary confinement for four years. During his naval career, his shore duty consisted only of three years as a test pilot and test pilot school instructor at Patuxent River, Maryland; two years as a graduate student at Stanford University; one year in the Pentagon; and finally, two years as President of the Naval War College in Newport, Rhode Island. At the time physical disability from combat wounds brought about Jim Stockdale's early retirement from military life, he had the distinction of being the only three star officer in the history of the Navy to wear both aviator wings and the Congressional Medal of Honor. Besides the CMH, included with his 26 combat decorations are two Distinguished Flying Crosses, three Distinguished Service Medals, four Silver Star Medals, and two Purple Hearts. As a civilian, Jim Stockdale has been a college professor and college president, and is now in his twelfth year as a senior research fellow at the Hoover Institution on War, Revolution and Peace. His writings have been many and varied, but all converge on the central theme of how man can rise in dignity to prevail in the face of adversity. His most recent books are; "A Vietnam Experience: Ten Years of Reflection" (Hoover Institution Press), which won the 1985 Freedoms Foundation at Valley Forge Honor Prize for Books, and; "In Love and War" (1984, Harper and Row), co-authored with his wife Sybil and now in its second revised and updated edition (1990, U.S. Naval Institute Press). In early 1987, a dramatic presentation of, "In Love and War" as an NBC television movie was viewed by more than 45 million Americans. Upon his retirement from active duty in 1979, the Secretary of the Navy established the Vice Admiral James Bond Stockdale Leadership Award, which is presented annually to two commanding officers, one in the Atlantic Fleet and one in the Pacific Fleet. In 1989, Monmouth College in his native state of Illinois, from which he entered the Naval Academy in 1943, named its student union "Stockdale Center." The following year he was made a 1990 Laureate of the Abraham Lincoln Academy of Illinois in ceremonies at the University of Chicago. In 1992, Admiral Stockdale was an independent candidate for Vice President of the United States as a running mate of Ross Perot. In 1993 he was inducted into the Navy's Carrier Aviation Hall of Fame. He holds 11 honorary doctoral degrees.

A modern incarnation of Stoicism

Both the intelligentsia and common folk view James Stockdale as Stoicism's greatest modern incarnation. The vice admiral, now 75, was caught like a deer in the media headlights seven years ago when Ross Perot made him his vice presidential running mate. But overshadowed was Stockdale's keen mind and extraordinary war record. One of his college professors had told him Prussian military leader Frederick the Great never went into battle without his copy of Epictetus' "Discourses." In Vietnam, Stockdale kept a copy with him. When shot down and captured in 1965, he whispered to himself: "Five years down there, at least. I'm leaving the world of technology and entering the world of Epictetus." Actually, it would be more than seven years, much of the time in solitary confinement. Stockdale believed it was critical to the survival of his men that they maintain certain integrity. So, despite torture and isolation, there were some things the prisoners tried never to do, such as bow in public or negotiate only for their own personal well being. The experience made Stockdale realize that "the thing that brings down a man is not pain, but shame." Stockdale was later awarded the Medal of Honor. Author Tom Wolfe said that if he were to write another volume of "The Right Stuff," Stockdale would be at the pinnacle of the pyramid of flying men. "It would be wonderful to be strong enough to live by that code," Wolfe said, "and to feel as if you are always free as long as you are aware there are certain powers that are beyond your control." –

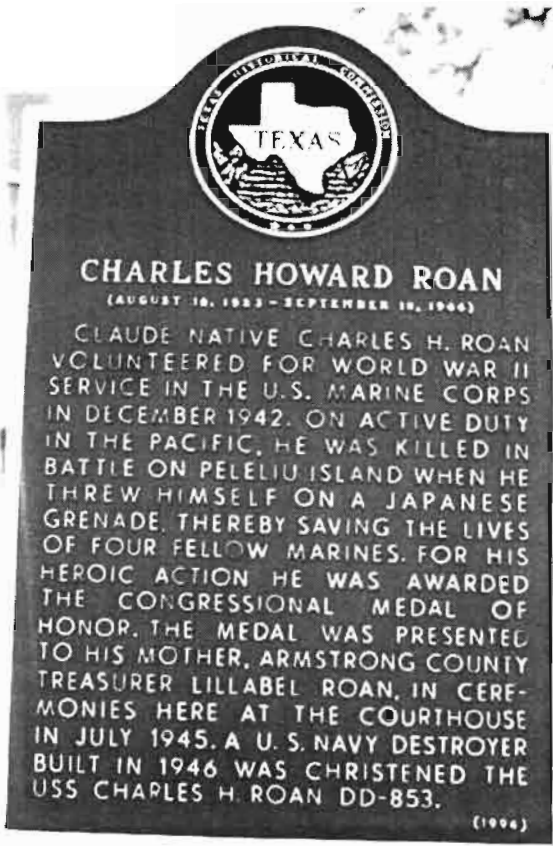
James Rainey - Seattle Times Company

Editors note: all information on Admiral Stockdale is from the Internet

Little Bits

"To Swallow the Anchor" – a maritime term to indicate giving up, or retiring from, a life at sea and settling down to live ashore.

USS CHARLES H. ROAN HISTORICAL PLAQUE



We are repeating some of this information to you because when we published it the first time we had only 300 members. Now we have over 600. We felt this was worth repeating for our new members. When I visited with Henry and Charlotte Roan I noticed that the City of Claude Texas had several historical plaques erected in the Town Square but none honored our namesake, MEDAL OF HONOR. I asked the Roan's to investigate the possibility of having a marker erected in his name. To make a long story short, they informed me that they (State of Texas) would have the marker cast and placed for about \$450.00. I asked the reunion members in "91" what they thought of the idea of financing this plaque. Immediately a collection ensued and we had \$500.00. With the help of Henry and Charlotte, the plaque was ordered. Paper work, bureaucratic delays took another year and then we were informed the cost was now about \$600.00. We sent an additional check and finally the plaque honoring **CHARLES H. ROAN** was placed on the town square with dignitaries and a Marine Corps Honor Guard. This is truly what we are all about. This same plaque today costs in the neighborhood of \$1000.00. Claude, Texas is on route 287, about 20 miles from the crossroads of I-40 and 287 in Amarillo, Texas. If you are going to be traveling through Amarillo, Texas why not stop and see this historical marker erected with our funds in honor of **CHARLES H. ROAN** and our shipmates.

Richard Souza

Letters

Dear Joe,

Thank you for the "Jolly Cholly" newsletter. While most of the people listed went aboard after I was transferred, I did notice 2 names that I am wondering were aboard during my tenure 10/47 - 6/48 when I was transferred to Bayonne, N.J. . They are John Betchie and RADM Warren Hamm. Not long after I left the **Roan** in 1948, she was involved in a collision at sea. Six men on the fo'csle were killed. I have often wondered about this incident since I knew some of the people involved. Perhaps that would make an interesting story in itself. I wish you well and good luck in your newsletter. You are off to a good start.

In late 1947, I was transferred to the **USS Charles H. Roan**. The **Roan** was to visit southern Europe and ports in the Mediterranean Sea. After forming up with

our battle group, led by the aircraft carrier USS Franklin D. Roosevelt, CV42. Our job was to screen the formation, search and rescue and act as lifeguard for the Roosevelt when launching or recovering aircraft.

After the days activities were ended and the ships were settled down for the night steaming, the Roosevelt would send out a 24-hour weather message by blinker. One of these weather messages was my first signal reading. From then until I retired in 1967, I was to read many messages by blinker, semaphore, and flag hoist.

The **Roan** was a good ship but it suffered from low morale. There was much animosity between some members of the deck department. One day as I was (continued on page 9)

relieved from my 8 to 12 signal watch, I was told two crew members tried to kill each other with razor blades. They were placed in a temporary brig until the ship reached Valetta, Malta where they were court marshaled. One received 6 months hard labor and a bad conduct discharge and the other received 1-year hard labor and a bad conduct discharge.

In Valetta, I was able to tour the great Cathedral and the under ground caves that had been built by the early Christians to escape the persecution and also were used as air raid shelters during the German bombardment of WW II.

Every cruise has its high point and for me it was our journey through the Suez Canal. As we entered the northern end of the canal at Port Said, Egypt we received a canal pilot and a large black box was placed on the bow of the ship. The Suez Canal is almost a straight line south and much like a large ditch. A third of the way through is Lake Timsah. At the time of the Exodus it was known as "Yam Sup" (Lake of Reeds or Reed Sea). The east bank is desert with a few scattered villages, while the west bank has high reeds that can reach the top of a ship stack.

After receiving clearance we proceeded to Saudi Arabia. At the south end Mt. Saini stands majestically on the Saini Peninsula and can be seen for many miles by ships transiting the Red Sea.

Upon completion of our journey to Saudi Arabia we returned to Gibraltar where I was to celebrate my 21st birthday before returning to Boston.

Don Miller
QM 47 – 48

Joe, and Ship Mates;

Celestine and I sincerely regret not meeting with you all in Buffalo and St. Augustine. With our children spread from Paris, FR to Colorado with 3 cities in between, we have to cut something out of our travel plans. We feel lucky that we were here in the D.C. area as a planner in '95 with Bobs, Ray, Brian, et al.

Again, we will have to make a coin flip. Last Sept we had a fantastic reunion in Charleston. We know, everyone will enjoy the sites, Patriots Point (and the short-hull SUMNER, the LAFFEY-724 [my sister ship WALKE, DD723].

The next mandatory Navy reunion in YR2K for us is Baltimore/Annapolis, (7-10-00).

As we Navy Vets grow older, we do try to attend the variety of Reunions. Unfortunately, those of us with a long Naval history, the reunion log-list is very long. This not an excuse for not joining with the **JOLLY CHOLLY**, but we can only attend a limited number of (continued)

them. "Mea culpa" we will try in the future.

I have a very special request for our members who were aboard **Jolly Cholly** in the winter of 1952. We were in warm and sunny Key West, FL (not the cold and snowy Newport). We took part in a Navy project that was experimental; could DDs and special ASW equipped HELOS work together as anti-submarine units? We practiced on a regular basis with sonar equipped HELOS. The HELOS were nothing but flying frames: no external skin.

I have been contacted by the Naval Helicopter Historical Society (NHHS). It seems that my name (then a recalled USNR/LTJG) had been recorded as having flew with the HELO pilots, off the **Roan**, for the daily ops. This is true. WE MADE NAVAL HISTORY, FIRST SHIP-HELO ASW.

The NHHS finds that they don't have any records about the **ROAN**'s part in history. FOR SHAME!

I am not a photo op person. I have no pictures of the times, the events nor the localities of my (33yrs) Navy career.

DO ANY OF YOU HAVE ANY PICS OF THE **ROAN** AND THE WHIRLBIRDS THAT WE WORKED WITH? THEY WERE UNIQUE; HELO frames with large balloons strapped to the frames to keep them afloat in case they ditched in the shark and barracuda infested waters off Key West. I saw them when I had to fly out daily on those ASW OPS flying bedsprings..

In addition, the HELO pilots passed out HELO IDs, certifying the bearer as being "some spinning/helo/gyro individual" who participated in this "death defying experiment".

If any of you have such souvenirs, please send them to me. I will make copies of the prints and the ID cards and will return them, in your original condition.

Joseph F. Trainor,
14 Court,
Potomac, MD 20854-3449
LT 50 - 52

TRIVIA ANSWERS

- 1) Over 3000 (Ashley's Book of Knots)
- 2) Crossing a sill of a dry-dock. – Transiting the Panama Canal Locks
- 3) USS Constitution (Old Ironsides – Boston MA)
- 4) USS Forest Sherman (DD 931)

Letters

Dear Joe

The last time I laid eyes on that beautiful "Lady", the **Roan**, was when we were docked at "Gitmo Bay" Cuba in 1948. I was taken off the ship and sent to the USNH Jacksonville, FL because of a few blackouts, (later diagnosed as a brain tumor) when I was transferred to the USNH St. Albans, Long Island NY where I received an Honorable Discharge.

In November 1943, I enlisted in the Navy at 17 years old. My Father, a WWI army vet enlisted again in WWII so that my older brother, 19 at the time, would not have to be drafted, but my brother did not like the idea of our father going to the war, so a few months later he joined the Coast Guard. He ended up on the USS Camp DE 251, which left me the "man of the house." When I turned 17 I joined the Navy. Because it was only for the duration of the war, I was placed in the Naval Reserve V-6. After Boots at Newport, RI, Quonset Point we were sent to Camp Bradford VA for 2 to 3 weeks of gunnery training. After completion, we were assigned to Liberty Ships as Navy Armed Guard Members. My ship was the SS Stephen Mather. We delivered war material to places like Leghorn, Italy, France, Iraq, Iran, Arabia, etc. After several voyages I was transferred to another Liberty Ship the SS Theodoric Bland in Oct. 1944, with practically the same destinations as the previous ship.

After about 7 months, we return to our home port in Brooklyn NY, just in time to be selected for shore patrol in Time Square for the V.E. day celebration. By the time the day was over our uniforms were saturated with alcohol, lipstick and water from bags or balloons.

After the celebration, we returned to the Armed Guard Center, and I was told I would be a transient on board the USS Shamrock Bay CVE 84 to meet my new ship the USS Ibex, IX119, anchored in the Wangpoo River. I served on her till VJ day and then was shipped back to the Fargo Barracks in Boston MA where I was Honorably discharged by the "point system" in 1946.

A few months later my younger brother wanted to enlist in the Navy, so seeing jobs were hard to get, I re-enlisted in the Navy, but not under P.L. 190, 79th Congress. Being enlisted in the regular Navy meant losing my GM2 rate and starting as a SN. I was assigned to the USS Vesole, DD 878.

On the Vesole I was assigned to the "O" Division, Mount 52. We had picked up some recruits in Newport RI for some gunnery practice. We received orders from the bridge for main batteries to secure from gun practice, but to remain at battle stations until the 20s and 40s completed their practice. The 20 near our mount had a sudden "jam-up" and the gun did not fully counter recoil. As I watched from the open mount

hatch, I noticed that the crew seemed puzzled, so I jumped out of the mount to assist, disregarding the Captain's orders to get back to my battle station, because I believed it was a very dangerous situation since the magazine was not removed. I instructed the loader to put on the "hot gloves" and grab the barrel while I took the handle and removed the gun from its' cradle and placed it on the deck. I then removed the magazine, grabbed the mallet, hit the "fork" to release the counter recoil, not realizing that my left hand was placed over the breech bars....my thumb was sucked in the side opening resulting in a partially severed thumb which was stitched up in the ships OR. I was taken to the USNH in Newport RI, and you can figure out the rest.

After my discharge from the hospital I was assigned to the **Roan**. Several months later while in Gitmo I started have black-outs as I explained at the beginning. In the past 50 years I haven't talked much to my family or friends about my experiences, but now that I'm approaching 74 I just felt like getting it out of my system.

Ken W. Thuillier
SN 47 - 48

Joe Guzman GM1 55 - 57



Now retired and living in Maryland. Left the **ROAN** in Nov. "57". Transferred to the USS Northhampton CLC1, where he made chief.

(editors note - Lets hear from you. There's room for everyone.)

FROM AFTER DIESEL

First we would like to thank all you shipmates for your generous donation/dues. Be it large or small it's all greatly appreciated and it helps keep us afloat. I would also like to thank all you shipmates who contributed to this newsletter. As I went through the mail it brought back a flood of memories, as I'm sure it did with you readers. Your memories are our memories.

There were some stories I hadn't heard before, such as the collision. I served aboard the **Roan** for almost three years and was not aware of such a serious collision. Maybe someone could elaborate on this story, along with the names of the shipmates we lost on that occasion. We would like to keep them in our thoughts.

Below is the update form for the association. Please fill it out and return it to either **Souza** or myself. We are trying to maintain a complete record of our membership. This will help us to do any research for stories or just to keep track of our shipmates. We would also like you to fill out this form if you should

move so that we don't lose you. Some of you were hard to track down and we don't want to lose you now. Souza has mentioned help with this newsletter. This is something I would appreciate. I can't write this alone, I need input from my shipmates. Send me your story and I'll pass it on. I can also use someone in the D.C. area to do some research for me. If you would like to help, let me know.

Richard also mentioned the reunion in the fall of 2000. Please make plans to attend. Some of us are still working, raising families or on a fixed income, so I know it's hard. But if it's at all possible start to make those plans now. Sometimes we need a little closure in our lives and believe me seeing old friends helps greatly. In the last newsletter Rich said "You may not know this, but a shipmate is waiting to see you." You will also make some new friends. It's good fun. Bring your wife, family, or significant other, and we'll be happy to tell them stories about you.

Joe Lambert
EM2 62-64

PRESIDENT

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

e-mail Rsouza1@worldnet.att.net
Fax # (805)857-1326

EDITOR

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

Phone # (773)631-8821
e-mail chief9bullie@earthlink.net

Roster Update

Name _____

Address _____

City _____ State _____ Zip Code _____

Country / Territory _____

(Most information that is missing from our records is from this area – Please help us update ore files)

Telephone # _____ Fax # _____

e-mail address _____

Rate and/or Rank while aboard the Roan _____

Years served aboard – From _____ To _____

Spouse / Fiancée's name _____

USS Charles H. Roan DD-853



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