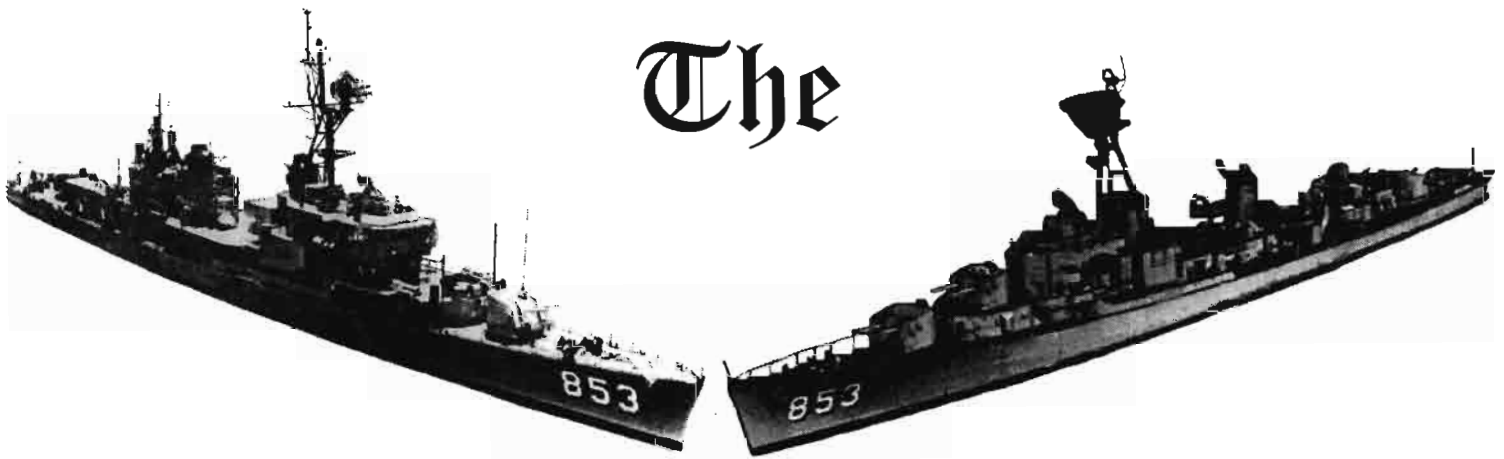


The



JOLLY

CHOLLY

Volume 3 Number 2

Fall 2000

FROM THE SIGNAL BRIDGE

Shipmates, we need help with finding some lost shipmates. We have broken the list down by states and would hope that those of you who live in these states would few minutes of your time by searching by any of to find these people? We can't do this among our family we have individuals who Won't you contribute some of your time by



Note: Those of you who live in the so called Nevada, search these states for us.

help us find these shipmates. Can you take a means/methods that you may have or know alone; we need your **HELP**. Out there, have the time and resources to help us. helping us in our search. (See page 13.)

retiring states of Arizona, California, Florida,

VOLUNTEERS NEEDED: Also, Joe our Editor, who holds down a full time job, can not put in the necessary time that he would like to search for individuals when their Newsletters are returned undeliverable. We would like to have 2 or 3 volunteers to split this list up and search for these missing shipmates and ease the added burden on our Editor. This can be very time consuming for one person. If we had these volunteers, Joe could forward the list to them and they could communicate between themselves, exchanging lists to check and search for those lost shipmates. Please contact Joe or myself to volunteer and help our association to find our lost shipmates

SERVING BROTHERS

We would like to challenge all other Tin Cans on how many brothers served aboard the same Destroyer.

Can you add or edit this list, as we would like to have a complete list and full names of these brothers. This list was put together rather hastily so if we missed someone we apologize because we have many duplicate last names.

Ballard

Barrett

Carlson

Cheek

Fisk

Kirchar

Serna

Weichmann

Smith (2 Sets????)

(continued on page 3)

USS C. H. Roan Association Board of Directors

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Tony Hudalla	LTjg	59-62
Frank Locastro	YN3	53-57
Bob Marshall	LT	59-61
Henry Rossi	SK2	57-60
Tom VanPetten	LTjg	58-61
Ray Ward	CO/CDR	65-67
Bob Willet	BT2	63-66

Please remember these shipmates in your
thoughts and prayers

Binnacle List

Robert Christopher	MM1	At home
Mario DiModugno	48-51	At home
Ray Duval	RMSN 46-47	At home
Joe (Frenchie) Godfroy		Nursing Home
Dick Hinerman	EMFN 49-51	At home

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

Taps

D. Bohlman	--	--
William Deragon	CO/CDR	48 - 49
Rocco DiNatale	--	--
Ray Losier	RD 2	60 - 62
Alan R. Zipp	--	--
Robert Stevenson and his wife Kay	Ltjg	58 - 60
Danny Webster	TMC	48 - 59

Vic Raidan - MM3 - 52 - 55 had a bad stroke in April. He was in the hospital for 2 months. He has to wear a pacemaker now and can get around a little. He would like hearing from his shipmates. His address is "4828 Bonnie Dr, Bay City, MI 48706" PH # (517) 684-6258

Rayford Squires - CS 1 - 66-69, would like to hear from his fellow shipmates. Rayford can be reached at (904)272-6198 or by writing to: Rayford Squires, 415 Virgo Ln, Orange Park, FL. 32073-3250

A photo of **GM2 James Pecararo** and **GMC Knobby Walsh**. The photo was taken early 1950 either in Trinidad or Santiago, Cuba. Gunner Pecararo was the crew chief on the aft twin 40's gun mount when the collision with the Brownson occurred. Most of that gun crew was killed instantly. Jim survived initially and was air transported to Norfolk where he died in the hospital.



(continued from page 1)

The Crew members sent the following letter to our 7 remaining Captains

Dear Captain,

The crew of the **USS Charles H. Roan DD-853** would like to present you with a new **Roan** baseball cap as Skipper of the finest ship of the fleet. We sincerely appreciate your role when you were in command of the ship and made it an experience that we will never forget. The "**Roan**" made all its commitments and was given many and varied assignments within the fleet. We have traversed seas and oceans, visited many ports of call, and traveled the world. We accomplished these feats, with your direct leadership and professionalism. We are all proud to have served under your command and proud to have been shipmates aboard the **USS Charles H. Roan DD-853**. Again, this is a small token of the crew's appreciation, and we are honored to call you our Skipper.

We received several letters thanking you, the crewmembers. To sum up these acknowledgements I will quote from one of these letters

"I cannot help but to recall a favorite quote by Admiral Horatio Nelson in which he said" "**I HAD THE HAPPINESS TO COMMAND A BAND OF BROTHERS.**" "To me, how true that is."

Now Shipmates, this is what the "**Roan**" family is all about, shipmates, caring about shipmates.

Reunion August 2000 Charleston, SC

Our reunion in Charleston, SC was a huge success thanks to **Leonard** and **Ann Martinoli**, **Stacy** and **Jeanne Clardy**. We had a total attendance of 215 shipmates and guests. It was worthy of note that we had 6 plankowners and 20 first timers and 106 shipmates who attended. These individuals put a lot of hard work forth and our heartfelt thanks go out to them. Many of you and your wives who attended also helped out to make this reunion a success. We are also thankful to these individuals who took of their time to pitch in and help us in many vital areas. We owe all of you a huge **BRAVO ZULU** (well done). Our next reunion is scheduled for the Virginia Beach area sometime between 18 to 24 months from August 2000. This is an approximate time frame. Make it your business to put us on your calendar NOW. LET'S MAKE THIS ONE OUR BIGGEST EVER! Our host will be **Tom VanPetten (LTjg 58-61)** who lives in Chesapeake, VA. He will certainly need and appreciate any assistance and help that you may be able to offer him. It takes more than one person to run a successful reunion. Please volunteer your services to Tom if you live in the Norfolk/Virginia Beach area.

DONATIONS

We are still accepting donations from those of you that care and are able to donate to our association. We charge no dues and **WILL NOT** lose a single shipmate because he is unable to pay dues. No one gets any financial compensation. All money collected is for the sole support of the Newsletter, reunions and official functions for the crew-members. We would like to thank all those who continue to support us by their donations. A special thanks goes out to **Mrs. Francis "Haley" Fisk** who donated in her husband's memory. It is your donations that keep us afloat.



LOOKING FOR THIS ROAN MODEL

At our first reunion in Fall River, Massachusetts a shipmate brought a replica of the "Roan" that I believe his Father-in-law built. Can anyone help us find the person or persons who have this model in their possession? We would like to know if it is still in existence. I believe the person resides in New York State.



SHIPS PLAQUE

This picture was submitted as a picture of a plaque that served aboard the "Roan." Can anyone enlighten us as to its origin and meaning?

Dear Mr. Souza:

The Jolly Cholly newsletter (Vol 3. No. 1) keeps getting bigger and better. But I was dismayed at the discouraged tone of your editorial. In any group a few will be active, the majority apathetic. But that is not the point. You have initiated a worthwhile effort, are financially solid (a rare achievement in this type of operation), and in a short time, have developed a multifaceted program (e.g. reunions, web page, ship's store) and perhaps most important, produced a newsletter that will preserve and strengthen bonds and provide a forum for those who wish to participate. Consider these impressive achievements and don't worry too much about how many attend reunions

I am currently analyzing Robert F Sumrall's remarkable Sumner-Gearing~Class Destroyers (Naval Institute Press 1995) and will forward results when completed. I also checked the Dictionary of American Naval Fighting Ships (Vol II, 1963, pp. 76-77 CNO, Naval History Division) and pulled out the enclosed Roan history (page 10) from launching to 1960. For an official record, it leaves something to be desired. But perhaps its deficiencies will inspire others to fill in their own bits and pieces. [The few additions and corrections I made are enclosed in brackets.]

I have also unearthed itineraries of extended cruises while I was aboard (Mediterranean 1952-53; South America 1953, Round the World 1954-55) and will send these along as soon as they are in usable form. My understanding is that you are willing to maintain a central file of Roan information. Are you also willing, to be a depository for Roan memorabilia? This might be quite an undertaking since it would take up space, and eventually present the problem of how to dispose of it when you are tired of keeping it. Let me know your position on this - I don't want to send either information or stuff for which you have no use

Best regards,
Gene C Wilken
LTjg 52 - 55

Dear Gene.

I would like to thank you for your response to our Newsletter. As you see, I will never win a Pulitzer prize with my thoughts on why shipmates fail to reunite. My concerns are for those shipmates, for reasons of their own, who refuse to acknowledge our existence. Your kind words of our accomplishments certainly ease my frustrations with those shipmates. As you state, lets look at the positive side

*We are certainly interested in any material that concerns the **USS Charles H. Roan** Anything that you care to donate to us will be accepted with open arms. I will be forwarding your Roan history to our editor and to the custodian of our web site. Feel free to contact me at anytime with your concerns, ideas and recommendations to better our association.*

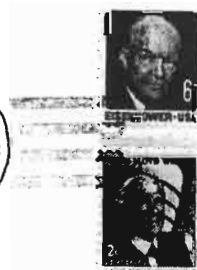
I am awfully proud of our Newsletter. I feel the Newsletter is our life line to the shipmates of our association. Compliments, such as yours, are truly appreciated. We will continue to strive to put out a Newsletter that is both informative and interesting. Our doors are always open if you care to contribute an article.

I would also like to mention that our attendance at reunions is very high. I receive the Tin Can Sailors newsletter which advertise reunion attendance figures and we are always in the highest bracket for attendees. We surpass many ships by double and triple in this area. As you say, we are doing something right.

Thank you once again for supplying us with some of the Roan history and your comments about our association.

Your shipmate
Souza

(continued on page 14)



GETTING REACQUAINTED

GERALD DePASQUALE BT 3 "49 - 52"

Roan Shipmate Jerry (Deeps) DePasquale was also known as the "Lackawanna Kid" when he was aboard from 1949 - 1952. Jerry pitched for the Roan baseball team. A left hander, he was scouted by eight of the then sixteen major league teams being offered a contract with the then New York Giants. The offer included a signing bonus of \$12,000 and a choice of any college in America. Unfortunately for our shipmate he had already enlisted in the Navy and was in boot camp at the time.

While in service school, he was sought out by the Great Lakes Naval Base coach to pitch for the Great Lakes Team. He turned down the offer. "I didn't realize at the time that traveled all over the country and the world years old at the time and didn't realize the opportunity presented to me," he said.

when he pitched against the Naval **Lieutenant Atkins** was the Roan manager says the Deeps. "I believe we could have

Connie Mack the legendary owner of the urging him to play as much ball as he could the A's upon his discharge. It never



out by the Great Lakes Naval Base coach to down the offer. "I didn't realize at the time that traveled all over the country and the world years old at the time and didn't realize the

A highlight of his pitching for the Roan was Academy in Annapolis. The Roan won 2 - 1. at the time. "We had a hell of a good team, " beaten anyone we played.

then Philadelphia Athletics sent Deeps a letter while in the navy guaranteeing him a tryout with happened. Read "the end of the story."

Jerry DePasquale & Patricia Wisniewski

End of Story; "The Lackawanna Kid" fractured his left shoulder while on maneuvers in rough seas when he was slammed against a bulkhead, catching a corner of a protruding box.

Jerry is now a City Councilman in Lackawanna. Prior to that he served his City as City Clerk for 28 years, retiring from that position in 1992. He is engaged to the lovely Patricia Wisniewski, Town Clerk of West Seneca. "She was not impressed when we first met" Jerry admits.

"Deeps" and his good friend and shipmate **Chet (Ski) Lucinski (BT3 48-52)** Niagara Falls chaired the Buffalo reunion.... Still talked about as one of the best ever.

NOTE: The "Lackawanna Kid" recently recovered from heart bypass surgery - the second such surgery he's had within the past 23 years. He attended the latest reunion in Charleston. "Wouldn't miss it," he said .

JOE CARLSON SO 2 "49 - 53"

Dear Joe,

Enclosed is a donation to help with

I served on the Roan from Oct."49 until **Carlson** was also aboard at that time. He away in 1992 from lung cancer caused by

I enlisted in "49" for three years then got I got married in 1952 to a hometown girl. Virginia University and in 1957 graduated degree in education from Davis-Elkins Marshall University. She is now retired.

We have 3 daughters, 2 of which were registered Pharmacist. Our second is a computer specialist.



Joe & Annalee Carlson

After college I worked as a registered Pharmacist for 42 years, and retired in 1999. I now own and operate 2 farms here in West Virginia and I love every minute of it.

I am a plankowner in our organization and have attended all of our reunions. My granddaughter has been to 3 of them and the shipmates really spoiled her.

Good luck with your newsletter.

expenses. I really enjoy the newsletter.

Apr. "53". My older brother **Christopher** stayed in and retired from the Navy. He passed asbestos. He was a B.T.

extended one year because of the Korean War. After my discharge in 1953 I attended West from the School of Pharmacy. My wife got her College, and received her masters' degree from

born while I was in college. Our oldest is a school teacher-librarian. Our youngest is a

Sincerely yours

Joe M Carlson SO2 49 - 53

CHARLESTON, S.C. REUNION 2000

John Betchie	FN	46 47	Ron VanGasbeck	FT 2	55 57
Clayton W. Smith	RM 3	46 47	Dario Ungania	CS 3	55 59
Lewis R. Zollers	SN	46 47	Hank C Janis	DK 2	56 58
Paul Orban	MM 3	46 48	Larry Larson	FT 2	56 58
Don Wenzel	SO 3	46 50	Clinton R. Phillips	MM 3	56 58
Hank Steadman	EN 2	46 51	Tom Gabriel	SN	56 59
Bill Burgess	SO 3	47 49	Bob "Mailman" Hansen	TE 3	56 59
Chester G. Hall	XO/LCDR	47 49	Jim Jamitis	SO 2	56 59
Richard Cherry	SH SN	47 50	Jerry Krame	BM 3	56 59
Bud Moshiek	TE SN	47 51	David Ward	FT 2	56 59
John Cannizzaro	HM 2	48 50	Alan F. Haines	QM 3	57 59
Fran Merenda	ET 1	48 51	Don Plapp	LTjg	57 59
Bob Davis	TE SN	48 52	Jim "Deke" DeCicco	SM 3	57 60
Don Etling	GM 3	48 52	Donald W. Lincoln	FT 2	57 60
Bill Garvey	FT 3	48 52	Henry Rossi	SK 2	57 60
Silvio E. Iannelli	RM 3	48 52	Walt Tressler	EM 2	57 60
Chester "Ski" Lucinski	BT 3	48 52	Carl Wishart	QM 2	57 60
George Morton	SH 3	48 52	Joe Klimek	LT	58 59
Oscar "Mike" Squire	FN	48 52	Bill Golding	IC 3	58 60
Charles W. Bowen	BM 2	48 54	Joe Lovas	EN 2	58 61
Thurston "Goob" Nalley	SH1	48 56	Tom L. Van Petten	LTjg	58 61
Jerry "Deeps" DePasquale	BT 3	49 52	Al Timchak	MM 3	58 62
John T Wescott Sr.	SN	49 52	Richard F. Souza	SM C	58 66
Joe M. Carlson	SO 2	49 53	Bennie Stutts	FN	59
John V Serna	BM 3	49 53	Jim Wood	BT 2	59 60
Jim Murphy	BM 1	50 52	Bob Marshall	LT	59 61
John W. Griggs	TM SN	51 52	Don Agren	RM 3	59 62
Dick Wright	LT	51 53	Harlan Boyles	LT	60 62
Tom "Satch" Bowe	FT SN	51 54	Bob Crisci	RD 2	60 63
Al Fortunado	SN	51 54	Charles "Tiny" Herdon	SN	60 63
Roe "Goldie" Goldsmith	BM SN	51 54	Rene L. Savoie	SH 3	60 64
Sherman G. Munn	EM 3	51 54	Gordon W. Anthony	YN 3	61 63
Bill Reeves	TM 2	51 54	Steve "Butch" Flaherty	CS 3	61 63
Richard F. Serna	BM 3	51 54	Ted Phillips	SH 3	61 63
James A. Bowden	SN	51 55	John E. Skogstrom	EN FN	61 63
Herbert Hare	BM 3	51 55	Leonard "Marty" Martinoli	RM 2	61 64
Art Marsh	RD 1	51 55	Stacy Clardy	LT	62 63
Roy H. Byle	FT 3	51 56	Winnie "Frenchie" Dowland	DC 3	62 63
Wade Cheek	CS 3	51 56	Charles T. Wingo	LTjg	62 63
John T. Bond	CS 3	51 55	Gene Inzana	SFP 3	62 64
Howard G. Storey	SN	52 53	Joe Lambert	EM 2	62 64
Jesse Fugate	SO 2	52 55	Irv "Eppy" Eppendorf	EM 3	62 65
Sal Genova	QM 3	52 55	Louie Loudenslarger	RD 2	62 65
Glenn F. Deneen	MM 3	52 56	John R. Skaaland	FT 3	62 65
Evrette Harris	BT 1	52 58	Paul Nascarella	YN 2	62 66
Jack Damonte	CS 3	53 57	Bob Willet	BT 2	62 66
Frank N. Locastro	YN 3	53 57	Jack M. Price	RM 1	64 65
Denny Tumblison	EM 3	54 55	Larry E. Oppel	EM 3	64 66
Chuck Glad	FT 3	54 56	Ron Robertson	MM 3	64 66
Ronald V. Smith	EM 3	54 56	Jerry P. Edwards	RM 3	66 -68
Charles A. Zumbrun	IC 3	54 56	Ron (Richardson) Lucchesi	FTG 3	66 68
Charley Petrie	BT 3	54 57	Gerald Ray	PN 2	70 71
Al Smith	IC FN	55 57	David P. Micalchuck	CO/CDR	72 73

Friends, you and me....
You brought another friend....
And then there were 3....
We started our group....
Our circle of friends....

(From the writings of Eleanor Roosevelt)

And like that circle....
There is no beginning or end....
Yesterday is history.
Tomorrow is mystery.
Today is a gift.

Many thanks for a really great and fun reunion. A special thank you for the special recognition of we few remaining plank owners. We shall never forget your efforts.

Looking forward to the next reunion, and I intend to be there if I'm still around.

God bless each,
Lew Zollars SN 46 - 47

Joe,

I had a great time seeing the fellows I spent my most impressionable years with. I'm glad I found out you all were holding re-unions, and sorry I missed the other seven or so. All of the shipmates I've found since the re-union (I think seven), are also disappointed they missed them, and certainly will make the next one. My shipmates the **Serra's, Bowden, Hare, Fortunato, Bond, Cheek, Bowen** etc., all looked great and just as ornery as I remembered them. I was also saddened to learn of those who have left us, **Joe Slaboda, Herk Carter, Fran Fisk**, the **Armour** brothers, and **Bernie McCarey**.

Have nothing but good news for the guys who put the package together. I have run about five such events and know the time and effort that goes into such an undertaking. I certainly will be at the next one (God willing) and expect to correspond and renew friendships with those shipmates I lost touch with over the years.

Tom Bowe FTSN 52 -54

Dear Roan Reunion Shipmates,

I want to let all of you know how enjoyable it was for me to renew old acquaintances and to meet new shipmates who attended the reunion this year in Charleston, SC. This is the first reunion of the **U.S.S. Charles H. Roan** that I have attended, and I found it to be one of the most anticipated and joyous experiences I have had in years. I no sooner arrived at the hotel when I found **Lenny Martinoli** and **Charlie Wingo** talking. Soon **Richard Souza** appeared, then **Robert Crisci, Tom VanPetten, Bob Marshall**...one after another I reintroduced myself to guys who served during my time on the Roan. My biggest thrill was the attention I received when I put on my old 'sailor suit' and paraded around for all to see that it still fit. I think I was the envy of many! A few, all right, **MOST**, expressed how they had put their uniforms away - only to find how the uniforms had lost weight while in storage.

From the first greeting to the last good-bye, the reunion was everything and more than I expected. I was like an

excited giddy child that my wife had to keep reeling back in. I will certainly plan on attending the next reunion in Norfolk with my uniform in hand - want to bet it still fits? - Because I look forward to seeing each one of you again. Hopefully those who did not attend this reunion will give some consideration to attending the next. It is a fun time!

Looking back, I take great pride in the time I spent in the Navy and more importantly, the time spent on the Roan. Thanks for the memories and the good times shared by each of you.

Sincerely,
Donald Agren RM3, 1959 - 1962

Dear Shipmates,

Don't abandon the ROAN. Come join all the fun, sea stories, and fellowship. I have been reacquainted with some of my OLD Navy buddies, and met lots of NEW ones since attending the ROAN reunions. There is nothing I enjoyed more than the time I served on the Roan, and the life long friends I made while there. I urge you to make plans to attend the next ROAN reunion in Norfolk, Va. Come, bring your wife, any photos you may have, and by all means bring your MEMORIES, and we will share some of ours in exchange for yours. I hope you will decide to come.... You will be glad that you did. You have been A.W.O.I. too long. Hope to see you soon.

Your Shipmate,
Bill Burgess SO3 47 - 49

Joe

I believe that for all the looking for 'Lost Shipmates', the men have done about all that can be done, as we have been looking for a long time now, and the list is getting smaller and smaller. (We are getting older and older). The turnout is great. When we have our meeting, usually on a Sat. morning... how about some sort of entertainment, such as a fashion show or something for the ladies, (get them away from our stories for awhile.) I find that our accommodations have been very good, the food also.

Thanks again.
Bud Moshiek TESN 47 - 51

Dear Joe,

We had a great time at our "first" reunion. Many kudos to all of you who put it together. I know that it takes a lot of hard work to make things come off so smoothly. Well done!

Best regards Shipmate
Don Plapp LTjg 57 - 59

Dear Mr. Souza & Wife

I want to thank you for the wonderful weekend "Reunion 2000". Much hard work and planning went into this "Reunion 2000". I and my wife Mary Lou could never thank you all who were involved in this great reunion of the **USS Charles H. Roan DD 853**.

We lived in Charleston in 57 - 59, (Tom McMillan Homes) where the Navy Hospital is now. We were only kids but what memories we have of those days. Thank you again for allowing us to share in the "Jolly Cholly" shipmate's reunion.

In 1959 we were transferred to Newport RI to the **USS Charles H Roan**. My wife and baby daughter Sherry Lynn lived in Middletown, RI. Before we left Newport we had another child, a son James Mark Wood. Both of these children have visited their birthplace.

Your shipmate

James R. Wood BT 2 59 - 60

Dear Shipmates;

It is with great pride that I write this letter. I attended this past re-union in Charleston S C and was ex-tremely happy that I did. I did not know what to expect as this was my first re-union and I had not seen any-one from the "**Roan**" since I left her July 1963. I was met by some of my old shipmates when I checked in at the hotel reception area and was immediately

"transported" back aboard the "Jolly Cholly", (mentally anyway). We talked about "OLD TIMES" and Sea Stories flowed forth from everyone's memories. We talked about what we have done with our lives since leaving the Navy. Many of us are married with children and grandchildren and some are retired. Many of the attendee's lovely wives were with them at these bull sessions and everyone had a great time. After the first nights festivities I went back to my hotel room and as I tried to fall asleep I started digesting all that we had talked and reminisced about and I started thinking. The "CREW" of the "ROAN" can be very proud of itself for the lives and accomplishments that they have had. There are many that have gone on to jobs that were started in the Navy and others who have gone into other walks of life but it seems all have done well for themselves and their families. I would like to thank all the people on the executive board for the hard work they have done both in getting the Association to where it is and also setting up the re-unions. Please believe that I will try to make the next re-union in Norfolk when it is scheduled and I want everyone of my "**Charles H Roan**" shipmates, no matter when you served aboard her, that I am proud to have served on OUR SHIP along with you. See you in Norfolk!

Respectfully yours,

Stephen "Butch" Flaherty CS3 61-63

New Members Since Last Newsletter

Robert L. Adams	48 - 50	MM3	Donald Hallee	51 - 53	SHSN
Michael J. Barrett	66 - 67	SN	Ray Herbert	65 - 68	MM2
Raymond Boggi	51 - 54	SN	Ron Herzog		
Richard Born	49 - 50	FC3	William Higgins		
Alex Braun			Thomas Hoffman	62 - 64	RDC
Richard Cherry	47 - 50	SHSN	Joel Kabat	51 - 55	SK2
Leon Chmura	52 - 54	MM2	Don Kidney	69 - 71	MM2
Paul Dabbs	70 - 72	FTG2	Weber Koesema	68 - 72	SN
Glenn Deneen	52 - 56	MM3	Lynn Lansberry	72 - 73	STG3
Al Depolt	60 - 64	SK3	James N. Lawson	71 - 72	ICFN
Louis DeSalvo			Mark Leininger		
Marlin L. Digby	59 - 61	BT2	Bernie Libertore	59 - 60	ET2
Jim Domanus	56 - 57	FN	John Marcucci	71 - 73	
Jerry Edwards	66 - 68	RM3	Gary Marsh	69 - 71	SM2
Leonard Fisher	46 - 48	QMC	John Muller		
Stephen Flaherty	61 - 63	CS3	Richard Nebelle	47 - 48	SN
Salvatore Fodera	51 - 54	BT2	Clinton R. Phillips	56 - 58	MM3
George C. Fort	51 - 54	SK1	Frederick Schill	46 - 48	RDSN
John Frezell			William T. Sinko	53 - 56	SH3
Joe Godfroy	46		Robert Sipka		GMTC
Gerald Goldstein			Alexander Walsh	69 - 70	YN3
Ken Greendale			Donald E. Wenzel	46 - 50	SO3
			Gerald W. Wilson	64 - 66	PNSN

Newport-Based Destroyer Roan Operating In Caribbean Waters

Among the forty ships presently operating off the Dominican Republic in support of U. S. forces, there are a half dozen Atlantic Fleet destroyers. One of these, the Newport-based **USS Charles H. Roan**, was one of the first ships involved in the crisis.

Roan put a platoon of U. S. Marines ashore near the capitol city of Santo Domingo early on April 30. These Marines were among the first troops to go ashore to protect American lives and interests on the island.

The ship's biggest job, however, was patrolling the coastal areas of the island republic in search of U. S. citizens or nationals of other countries that wished to be evacuated.

Roan stopped at Puerto Plata, a fishing village in the North of the country. A party of men sent ashore returned to the ship with two Peace Corps workers who had been in the village for the past two years, and stories of a tense and armed citizenry.

One of the Peace Corps volunteers returned to Puerto Plata later the same afternoon to inform all those in the area who wished to be evacuated. On May 3, Roan returned to Puerto Plata and took aboard 35 evacuees, including six Peace Corps workers.

Helping Roan's own boats in the evacuation from the beach to the ship was the American pleasure yacht Asterisk out of Great Notch, New Jersey. The cabin cruiser had been caught in Puerto Plata when the crisis began and was unable to get fuel. Roan supplied the boat with gas, enabling it to reach Grand Turk Island.

Roan made one other stop in the early days of the Dominican crisis, at Manzanillo Bay, 60 miles west of Puerto Plata. Four U.S. citizens were evacuated there.

The Norfolk-based destroyer William M. Wood relieved Roan on May 3, and Roan returned to Santo Domingo to transfer her 39 evacuees to the attack cargo ship USS Yancy.

Roan is commanded by **Commander Wallace M. Riggs**, of Middletown.

From the
Plan of the Day
25 May 1965
****NOTES****

1. The following message was received yesterday from COMPHIBLANT:

"On your detachment I want to congratulate you on your outstanding performance of duty while attached to this task force. Your ability to react to unforeseen situations with dispatch and efficiency contributed materially to the success of Naval support of DOMREP OPS. Your initiative in making contact with DOMREP authorities, assisting U.S. Nationals and making timely, useful SITREPS were particularly noteworthy. I was proud to have you on the Navy-Marine Corps team.

GOOD LUCK, SMOOTH SAILING. VADM John S. McCain Jr.

2. Note from Commodore Hyde, COMDESRON 10 dated 11 May 1965

I consider the overall material readiness that ROAN has maintained at GITMO, despite the onerous schedule, to be no less than outstanding.

3. From the CAPTAN:

Many, many thanks to ALL HANDS for the hard work and efforts that went into making our refresher training successful. Also many thanks for your fine performance and the enthusiasm you demonstrated during the Dominican Republic Operation. **ROAN has done well.**

R. M. Deering, LT, USN
Executive Officer

Dictionary of American Naval Fighting Ships

Vol. II 1963, pp. 76-77 Washington, D C. Navy Department, Office of the Chief of Naval Operations, Naval History Division

[Notes and additions *[in brackets]*, and corrections by **G.Wilken** 10 April 2000]

[Note 1 - The narrative covers only the period from launching in 1946 to the end of 1960, leaving a thirteen year gap until late September 1973 when the ship was transferred to Turkey.]



CHARLES H. ROAN (DD~853}

[Note 2 - The name Charles H. Roan was originally assigned to DD-815, whose construction was canceled 12 August 1945.]

Charles H Roan (DD-853) was launched 15 March 1946 by Bethlehem Steel Co., Shipbuilding Division, Quincy, MA, sponsored by Mrs. L. Roan, and commissioned 12 September 1946, Commander R. B Derickson in command

From her home port at Newport, RI Charles H. Roan operated through 1960 on training exercises along the east coast and in the Caribbean which prepared her for the many and varied overseas deployments with which she made her contribution to the key role of the United States Navy in the preservation of peace throughout the world. Typifying the manifold missions of the destroyer, she trained with carriers and submarines, and in convoy escort exercises and amphibious operations. In addition, she gave service as part of the midshipman training squadron, as engineering school ship for Destroyer Force, Atlantic and in North Atlantic Treaty Organization [NATO] exercises. Her operating areas ranged from frigid Arctic to the steaming Persian Gulf, and her assignments took her around the world. On her first overseas deployment, Charles H. Roan sailed from Newport, 9 February 1948 for a cruise which took her to the Mediterranean and service with the 6th Fleet, then into the Persian Gulf to aid in representing American strength in this critical area with the Middle East Force. She returned to Newport, 26 June, and took up the training schedule necessary to prepare her for a 1949 Mediterranean tour. In 1950 her armament was extensively altered, and her next lengthy cruise came in summer 1953, when she carried midshipmen to South American ports. [On this cruise the C. H. Roan crossed the Equator and Tropics of Cancer and Capricorn.]

[Note 3 - The historian omits the 1952-53 Mediterranean cruise with 6th Fleet, and participation in NATO combined fleet operation "Mainbrace" during which the Roan sailed north of the Arctic Circle]

(continued on next page)

On 2 August 1954, Charles H. Roan stood down Narragansett Bay with her division [*DesDiv 102*] on the first leg of a round-the-world voyage. She [*passed through the Panama Canal and*] sailed on to the western Pacific for 5 months of operations with the mighty 7th Fleet, on patrol in the Taiwan Straits [*and off Korea*] and in carrier and amphibious exercises off Japan, Okinawa, and the Philippines. The division departed from Subic Bay, P.I. 20 January 1955, and continued westward to call at [*Singapore*], Persian Gulf ports, transit the Suez Canal, and visit in the Mediterranean before returning to Newport 14 March. [*During this cruise the C. H. Roan crossed the Tropic of Cancer, International Date Line, Equator, and Longitude Zero as well as circumnavigating the globe.*] She resumed her training operations until 7 July, when she was ordered north to take station as a picket off Iceland and Greenland during the flight of President Dwight D. Eisenhower to the Geneva Summit Conference.

Charles H. Roan's next Mediterranean cruise began with her sailing from Newport 14 September 1956 to join the 6th Fleet. With the eruption of the Suez crisis that fall, she patrolled in the eastern Mediterranean, aiding in the prevention of further violence. Since the Suez Canal was now blocked, December found Charles H. Roan bound for the Cape of Good Hope, rounding the African continent for 2 months of duty with the Middle East Force. Between 20 and 27 January 1957, she served as flagship for the Force Commander in a passage up the Shatt-al-Arab to visit Basra, Iraq. Her return passage to Newport found her rounding the Cape of Good Hope once more, and she reached home 3 April, in good time to take part in the International Naval Review in Hampton Roads in June. Late summer saw her crossing the Atlantic once more for visits to Plymouth, England, and Copenhagen, Denmark while participating in North Atlantic Treaty Organization Operation "Strikeback."

Charles H. Roan's 1958 midshipmen cruise is a striking illustration of naval reaction to an international emergency. Arriving at Annapolis 12 July to take midshipmen on board, Charles H. Roan got underway on what was to be a brief cruise. But plans swiftly changed with the outbreak of trouble in the Middle East which led to the landing of American Marines by the fleet in Lebanon. First, Charles H. Roan proceeded to Norfolk, VA. to take on board additional stores and ammunition necessary for a lengthy deployment, then sailed south to escort an amphibious group to training operations designed as preparation for any extension of the Middle Eastern trouble. She proceeded on across the Atlantic, arriving at Naples 14 August to transfer the midshipmen to other ships. Thus released, she sailed onto the coast of Lebanon, where she and Forrest Royal (DD-872) patrolled in support of the forces ashore. New trouble flared up in the Far East, as the Chinese Communists menaced peace by resuming the bombardment of the Nationalist held offshore islands. Charles H. Roan and Forrest Royal joined the Essex (CVA-9) group, augmenting the screen of two destroyers already accompanying the carrier. The group passed through the Suez Canal 29 August, and until 27 September, patrolled off Taiwan. Her return passage to Newport took her around the Cape of Good Hope. She arrived home 18 November to a colorful welcome in Narragansett Bay.

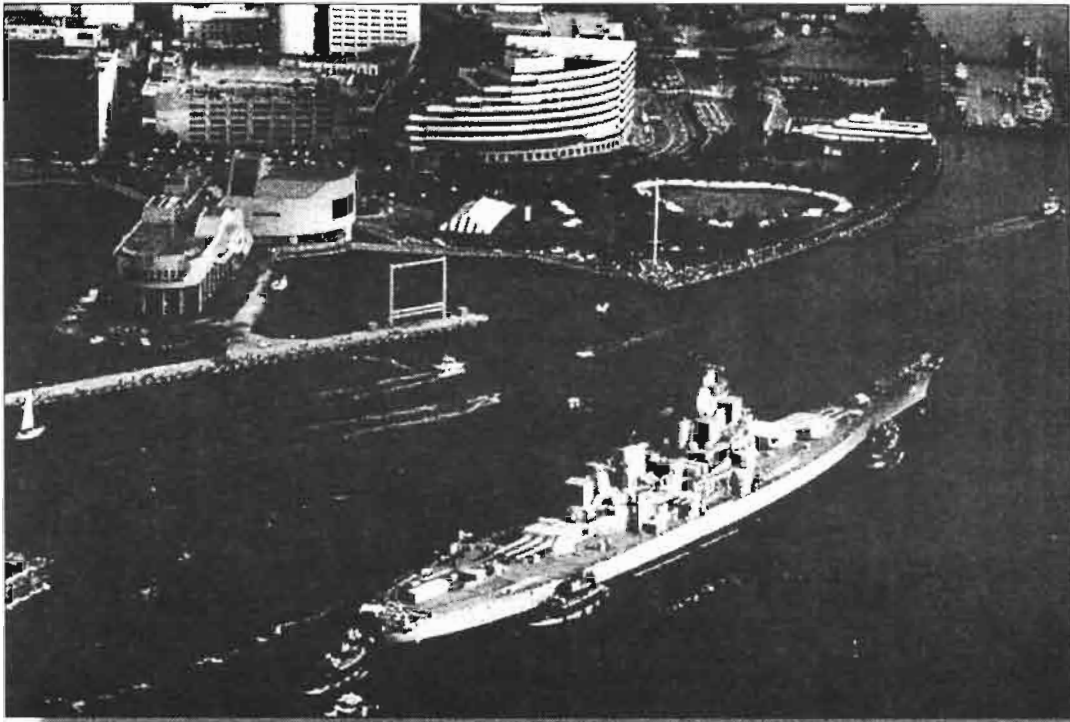
Adding to her list of historic operations, Charles H. Roan in the summer of 1959 participated in Operation "Inland Sea," the first passage of a naval force through the St. Lawrence Seaway into the Great Lakes. She visited many ports and took part in the ceremonies dedicating the Seaway. The 31st of March 1960 found her again arriving in the Mediterranean for a cruise which included duty with the key Middle East Force, and visits to many Persian Gulf ports. Returning to Newport in October Charles H. Roan operated off the East Coast for the remainder of the year.

[Note 4 - In her combined voyages, the C. H. Roan crossed every major latitudinal and longitudinal division except the Antarctic Circle, Transited both the Panama and Suez Canals, rounded many capes (though never Cape Horn) and transited famous straits (e.g. Bab el Mandeb, Bonifacio, Gibraltar, Hormuz, Malacca, Messina, and circumnavigated the globe. Her crew could claim status as Shellbacks (Equator), Polar Bears (Arctic Circle), Golden Dragons (International Date Line), and were entitled to spit into the wind and wear a single earring in their left ear (round-the-world) in the days before men wore earrings merely for decoration and had to earn the right. It was a real high-seas sailor's ship, great for picking up certificates and bragging rights. GW]

(editors note: The following additional history of the Roan was taken from "The Boston Naval Shipyard" clipping sent by **Capt. W. M. Riggs (CO/CDR 63 - 65).**

Most of 1960 was spent in the Mediterranean and Red Seas. On returning, the Roan took on duties as DesLant Engineering School Ship until July 1961 when she entered the New York Naval Shipyard, Brooklyn, New York, for her FRAM (Fleet Rehabilitation and Modernization) conversion. Upon completing FRAM in June 1962, the ship went to Guantanamo Bay, Cuba, for refresher training. She was back in Newport for two weeks before hastily departing for the Cuban Quarantine Operations.

(continued on page 18)



The USS Wisconsin passes its future berth at Nauticus in downtown Norfolk. Nauticus is the large building jutting into the water at the left in this photo.

NEXT REUNION IN NORFOLK / VIRGINIA BEACH

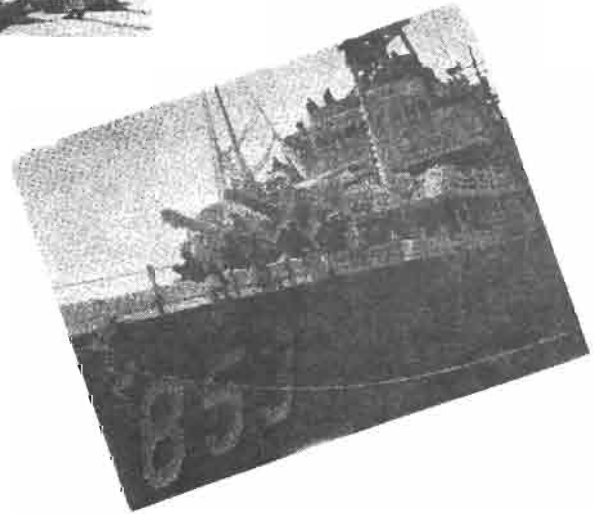
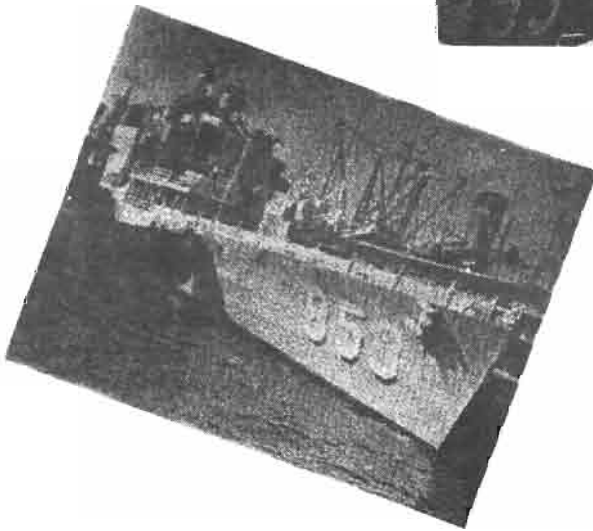
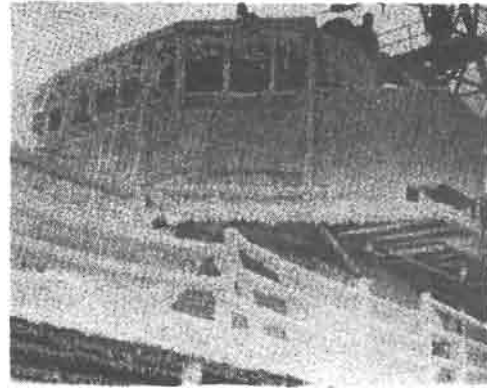
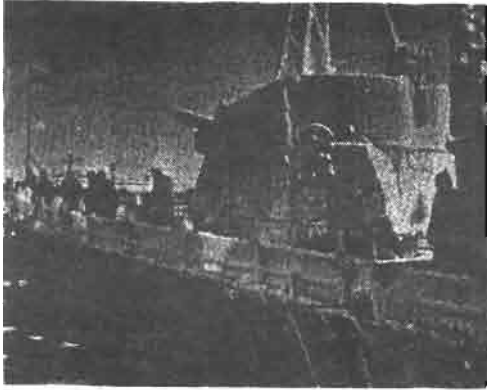
The USS Charles H. Roan Association voted in August 2000 to have the 2002 reunion in Norfolk/Virginia Beach VA. The Norfolk/Virginia Beach area offers the Association an excellent location for a reunion. The cities are centrally located along the East Coast of the United States and easily reached by air, train, bus, and car. The area offers many hotels, restaurants, and outstanding shopping. In addition, the three Navy Bases have large Exchanges and Commissaries.

The dates and exact location have not been determined, but the reunion team is looking at sites in both cities. Talks have already started concerning tours of the Navy Base with a ship visit (New Destroyer, hopefully), Colonial Williamsburg, and Jamestown Island. The USS Wisconsin will be berthed at Nauticus, The Hampton Roads National Maritime Center and the Hampton Roads Naval Museum, on 7 December 2000 and tours will also be available.

If anyone would like to comment or make a recommendation concerning the next reunion, contact **Tom Van Petten** at (757) 436-3007 or e-mail at rangerunner@msn.com.

This is a list of shipmates that we have lost contact with and their last known city and state. I have found while looking for someone that they don't move far from their original area. If you live in these areas will you please help search for them. Please make definite contact with the person before forwarding the information to us. Thanks for your help.

Ken Beecham Richmond, KY	Robert T. Denny Bronx, NY	Roy Heistand Sarasota, FL	Clifford Podgorski Cherry Valley, IL
William Bix Pleasantville, NJ 65 - 68	Donald Doxey Norfolk, VA	Anthony Internicola Richmond Hill, NY	William Ponder Pensacola, FL
Robert Brower Brickton, NJ	Larry J. Foxworthy Mulvane, KS 62 - 64 EM 2	Richard Kaye Port Jefferson Station, NY 61 - 64 RM 2	Frank Pontari Fort Worth, TX 59 - 61 RM 3
Walter J. Buchanan Bayonne, NJ	Jim Fuller Brunswick, ME 58 - 61 YN 3	Maurice Kidney Staten Island, NY	John Quick Centereach, NY
David Buck Keene, NH 62 - 64 SM 2	Wayne Gadd Temperance, MI	Dick Kittle Flint, MI	Donald F. Quirk Richmond Hills, NY, 61 - 63
Michael Burns New York, NY 62 - 65 LTjg	Jackie Garren East Flat Rock, NC	James T. Langdeau Deland, FL	George W. Sargent New Ipswich, NH
Tom Canavan Chester, NY	Ronald R. Gideon South Port, NC	John T. Lanning Lakewood, CO 68 - 71 LTJG	Henderson Six Pittsburg, PA
Ralph Cebon St. Albans, VT	Olaf M. Gilbertson Broadhead, WI	Steven Matteson Oak Harbor, WA	Jim Stewart Wayandotte, MI
Joseph Chevrette Hartford, CT 58 - 60 SN	Survero Gill Longview, WA	Hugh McCafferty North Chicago, IL 59 - 61 GM 1	Richard W. Warmuth Toms River, NJ
Frank Cifarelli Port Washington, NY	Richard J. Gombar Cassadaga, NY	Carmine F Mendola Jamica, NY	Chris Washatka Tiverton, RI
James P. Colonna Shellby, OH	Ben F. Gonya Oxford, ME 56 - 57 RMSN	Stephen Miller Carver, MA	Bill Yahn Wheeling, WV
James E. Davis Lavista, NE 71 - 77	John Gosney San Jose, CA	William R. Netro Irvine, CA	Warren H. Young Marshfield, MA 69 - 72 BT 2
Robert Denney Fairview, NJ 66 - 68 SF 3	Michael Hamon Tuckerton, NJ	Lyle L. Orn Blackstone, VA 46 - 50	Valentine C. Zak Greendale, WI
	Steve Hanlin Petersburg, WV	William Pierce Esq. Northboro, MA	Walter M. Zubik South Boston, MA
	Steven C. Hanlin Fredericksburg, VA		



8 FEBRUARY 1963

USS CHARLES H. ROAN DD-853

Ships's Store



HATS

Pre - Fram (1946 - 1961) \$14.00
(Ship configuration - Embroidered on hat with ships name)

Post - Fram (1961 - 1976) \$15.00
(Ship configuration - embroidered on patch and attached to hat - different material than pre-frames)



T-Shirts

Medium - Large - Xlarge - XXlarge \$13.50



Jackets

Medium & Large \$40.00
Xlarge \$42.00
XXlarge \$44.00

Jacket Colors

Navy - Royal blue - White - Red - (most colors)

Lettering

Gold - Blue - Black - (most colors)

Jackets tend to run small (order accordingly) - Order by SIZE - COLOR - LETTERING
(orders have to be made in quantities of 6 by the association)

Mugs

(Not Shown)

Hot/cold - Embossed with ships name and silhouette \$9.00

ALL PRICES INCLUDE SHIPPING VIA PRIORITY MAIL
SEND ALL ORDERS TO

RICHARD SOUZA
6396 MANASSAS CT.
PENSACOLA, FL 32503-7530

Hi Joe

I had a near fatal heart attack Nov. 22, "99", just 2 days after my 69th birthday and had to have 4 by-passes (I had 3 done in Nov. "81" but no heart attack). As of now I'm doing OK, going to rehab 3 days a week and walking 2 other days a week.

I really enjoy the newsletter, even though I only spent 2 years on the Roan; it has and will be in my thoughts as long as I am around. Even though I did a lot of bitching and complaining, I regretted leaving her but when I left for Orange Texas reserve fleet I thought I would get a ship heading for Korea, but I spent the next 14 months putting ships back in service for the Korean war. I was aboard the USS Markab AD 21 till it went in commission then I went aboard the USS Osage LSV 3 till I was discharged in July "52".

T.E. Witman, I believe, was from Bluefield WV. He was not working in the machine shop though he was sitting on the workbench with his back against the after engine room bulkhead and his feet up, reading. The crash rolled the machine shop deck right up to the workbench. If his legs had been hanging over the bench, they would have been gone.

The hatch to the shop flew open and let water into the adjoining compartment. This is probably the hatch **Hamm** closed and stopped much of the water coming in.

In the picture of the cleanup crew I remember every face but the names escape me. The only ones I think I remember are the 1st one on the left is **Connatser** and in the same row is **DePasquale**.

I believe in "49" the Coral Sea had the first squadron of jets ever put on a carrier, but they were never seen on the flight deck - which brings on another story.

We were having a lights out operation the same as the night the Roan was rammed, planes taking off and landing and we were on plane guard duty. Pretty late at night the operation was secured and the Coral Sea took muster and came up with one man missing and assumed to have fallen overboard. Needless to say all ship began to look for him.

At that time we had a 36-inch carbon arch search-light on the #2 stack. I had only been aboard 3 months so **Chief Bledsoe** told me to go up and get some experience on its operation. We searched all night and all next day before the search was called off. Well a miracle happened. Some 70 or 72 hours after he had fallen overboard, a tanker passing through the area spotted him and made the rescue. He had been wearing his life jacket.

I am proud to have served on the Roan. We had some bad times but mostly good times. We had a great crew and I am proud to have been a Tin-Can Sailor.

Dick Hinerman EMFN 49 - 51

Dear Joe

Just a few remarks on the letter from Frank Thurlow in the newsletter.

I was on the Roan for the 56 - 57 cruise he mentioned. We did not go through the Suez Canal as it was already blocked. We went out of the Med. through Gibraltar and went south, stopping for fuel at Dakar, French West Africa, and crossed the equator at longitude 08-34W on Dec. 18. We arrived at Capetown, South Africa on Dec. 24. From there we went around the Cape of Good Hope and stopped in Mombassa, Kenya for fuel. We then went through the Persian Gulf and up the Euphrates River to Basra, Iraq. After that we patrolled the Red Sea until we were relieved. We returned to Newport via Mombassa, Capetown, Dakar and San Juan, Puerto Rico. We went to South America on a later Midshipman Cruise.

Enclosed is a copy of the card I received for crossing the equator.

Ron Vangasbeck
FT 2 46 - 51

Ancient Order of the Deep

This is to certify that

RONALD GERSHON VANGASBECK U. S. Navy

Was duly initiated into the Solemn Mysteries of the

ANCIENT ORDER OF THE DEEP

Having Crossed the Equator On Board the

USS CHARLES H. ROAN DD853

Latitude 00 Longitude 08-34W

DEC 18 56
Days Jones *Neptunus Rex*
M. J. Beahm *P. J. ...*
M. J. Beahm *Rule of the Raging Main*
W. G. BRYGE, CDR, USN

SHE'S ALWAYS ON OUR MIND



BILL BURGESS SO 3 47 - 49

DESTROYERS

by Win Brooks

1

Through the darkness leaps a signal to the Port of Battles Ended
Where the lean, lost, ghost flotillas swing to breast the gusty tide;
All the Aldis lamps are firefly glows in eerie pattern blended,
All the glasses focus outboard where the six-five leaders ride
And from boots to full-three stripers
From command to bosun-pipers,
From radar crews to wipers
There is diligence applied.

2

Here's the signal to destroyers! ABELE makes: "Weigh and follow."
Flash the message down the roadstead, Armageddon is at hand;
Oh there's heavy weather making and the blowers, howling hollow,
Sing a song of work and weather that destroyers understand,
Down the night the signal passes,
Caught by all the C. O. glasses
On destroyers of all classes
By the valiant shadows manned.

3

All the Fletchers weigh: DeHAVEN and the battered hulk of STRONG,
Now the DUNCAN sunk at Esperance, the hull of JACOB JONES,
And the jagged sheer of LAFFEY where the line leans bold and long,
And the burnt hulk of BUCHANAN and the BENHAM'S rusted bones;
CONWAY, BEATTY, CAPPS and DAILY
Where the lines leans bold and gaily,
Where the wind whips wild and waily
And a requiem intones.

4

Make the signal to the TURNER, to the TAYLOR: "Weigh and follow."
Make the signal to the ABNER READ, and the wrecks of BOYLE and THORNE;
In the night beyond the GWIN astride the buckarooing wallow
All the lost ships stir to life again in majesty reborn;
Oh JARVIS springs to life again
And ROWAN clears for strife again
And scuttlebutt is rife again
Of contact by the morn.

5

Make the signal: "Weigh and follow." Follow where? To hell and yonder
Where the fleet lays siege to ugliness and courage towers high;
When the call was for destroyers there was never time to ponder,
When the call was for destroyers there was none to question why;
When the line leaned bold and steady
With the guns all manned and ready
And the wine of life was heady
There was only time to die.

6

There was only time for dying in the line of staunch endeavor
For the men who man destroyers – but destroyers never die!
And the spirit of destroyers is a force that fights forever
And the spirit of destroyerermen Polaris in the sky
As a fix for navigation
When the gongs ring battle stations
With the stalwart hearts elation
That the judgement day is nigh.

7

Make the signal to the INGRAHAM, the old flush-decker BORIE
To the CASSIN, DOWNES and CUSHING, to the STURTEVANT and POPE;
Weigh and follow through the darkness toward the day of final glory
With your searchlights stabbing darkness where the evil forces grope;
In the dawn's resurgent pallor
Make a hoist of pennants gala
That proclaims you screen for valor
And the shining shield of hope.

Ships History

(continued from page 11)

In 1963 after a midshipman cruise to Halifax, Nova Scotia, the Roan was the third ship in the Atlantic Fleet to qualify with DASH and the first to use these helicopters operationally. Now a first line ASW ship, the Roan again participated in a Mediterranean deployment with other units of the U.S. Sixth Fleet from April through September 1964.

During the first half of January, Roan was in Newport, RI engaged in preliminary tests and checkout of the ASPECT B sonar classification equipment, which had been recently installed. From mid-January to mid-February, Roan was the test platform for the technical and operational evaluations of this equipment in the Norfolk and Key West areas.

Following the evaluation work, Roan spent the next two and one half months preparing for a Mediterranean deployment. During this time, several inspections were conducted-Administrative, Operational Readiness, Material, and Navy Technical Proficiency, all geared to prepare the ship for Sixth Fleet Operations.

On April 29, Roan sailed with Destroyer Squadron 10 to the Mediterranean. During the four month deployment, Roan visited ports on the French Riviera, in Italy and in Greece. Returning to Newport on August 29, Roan started a tender availability in preparation for Shipyard overhaul. During this time, the Board of Inspection and Survey conducted a Material Inspection to determine the extent of work to be done by the Shipyard.

During October, Roan participated in a three-week exercise with units of the U. S. Second Fleet, and on November 18, entered this Shipyard for an overhaul.

Reunion Books

If you missed the reunion but would like a reunion book with pictures of your shipmates at the reunion they can be ordered for \$21.50 for the book, shipping and handling. Order directly from Rainbow Publishing.

Rainbow Publishing
200 Distribution Drive
Mansfield, OH 44905
Tel. 1-800-827-2665
Attn: Joyce

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 _____

From After Diesel

My wife and I recently returned from our reunion in Charleston and were once more overwhelmed by the sense of camaraderie. The meeting of old friends and the making of new ones has been our motivation to attend these ongoing Roan reunions. Once more a reunion team, this time headed by **Leonard Martinoli (RM2 61-64)**, had put together an outstanding weekend. As can be seen by the letters on pages 7 & 8 we were not the only ones who enjoyed ourselves. The letters may have been sent to **Souza** and myself but they are really directed to Leonard and his team.

In 2002 our next reunion will be in Norfolk VA (see page 12). This one will be put together by **Tom Van Petten (LTjg 58-61)** and a team he puts together. Tom says this is not the Norfolk many of us remember. Thank God! I think that one was X-rated. Norfolk has gone through a transition that many of our cities are now enjoying, building, clearing urban blight and in general shaping up. It should be another good time. Future newsletters will carry additional information. Why not join us in Norfolk? If you live in the Norfolk area get in touch with Tom and offer your help. Reunions are a lot of work and he'll need help.

I would like to thank everyone who sent me material for this newsletter and for future newsletters. **Gene Wilkens' (LTjg 52-55)** research into, and notes on, the Roan's history was very interesting. As was the material sent by **Capt. Riggs (CO/CDR 63-65)** that helped fill out her history. The poem "Destroyers", was sent to me by **John Betchie (FN 46-47)**. The background photo I had to add because the one that came with the poem I could not reproduce. Of course the letters received are most welcomed along with the photos from **Bill Burgess (SO3 47-49)** and **Fran Merenda (ET1 48-51)**. The bio's on **Joe Carlson (SO2 49-53)** and **Jerry DePasquale (BT3 49-52)** I found very interesting. I would like to ask again that you send me the original material (i.e. pictures, news clippings) if at all possible. I know that you may not want to part with them, but I promise to return them. Sometimes it's almost impossible to reproduce a photo that was copied on a copy machine. If you sent me material that's not in this newsletter be assured it will appear in a future "Jolly Cholly".

On page 13 is a list of shipmates we have lost contact with. Please if you move inform us of your change of address. We hate to lose contact with you. If you can help us locate any of these lost souls it would be appreciated. If you care to help please contact me as I may have some additional information. Before we put them back on our mailing list, positive contact and conformation (i.e. phone conversation or letter) must be made.

Joe Trainor (Lt 50-52), is again asking for help with finding photos and material on the helo experiments that were carried out in "52". He says he received one (which I'm sure he will share with us soon) and is wondering if there may be more. And so are we.

If you haven't visited our web site at www.usscharleshroan.org/ do so. **Ron (Richardson) Lucchesi (FTG3 66-68)**, our webmaster has done an outstanding job. Ron is always looking for material to add, so if you have anything you think is web worthy make sure he gets it. Since this site has been up it has added many more shipmates to our roster. GREAT JOB RON!

Speaking of finding shipmates, our weakest period of time is from 1965 to 1973. You guys who served aboard in that era have to start looking for your shipmates to strengthen that group. You know who your shipmates were and have some idea where they came from, so get looking. The reason the other eras are so strong is because those shipmates look so hard for each other. You have to do the same. You guys are the youngest and will be around a little longer to keep this association going so lets "**TURN TO**".

Please remember if it's for the newsletter send it to me. Anything to do with the rest of the association or to order from the ships store - that goes to Souza. If you think you have something nice for the web site Ron Lucchesi's your man.

Your shipmate
Joe Lambert

Association President

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Pensacola, FL 32503-7530

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