

THE



JOLLY



CHOLLY

Volume 5 Number 2

Fall 2002



CDR. Richard B. Derickson, USN

Captain - U.S.S. Charles H. Roan - 12 Sept. 1946 to 29 Jun. 1949

USS C. H. Roan Association Board of Directors

Please remember these shipmates in your
thoughts and prayers

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Binnacle List

Richard F. Souza SMC 58 - 66

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

Taps

Ted W. Bamforth	FTC	58 - 59	07/02
Bob Cybart	EM2	62 - 65	04/94
Joseph Hume	MM1	48 - 55	01/02
Richard F Serna	BM3	51 - 54	08/02
A. L. Seton	LT	52 - 53	02/01

Lost

The following shipmates have moved since our last mailing and left no forwarding address. Do you know where they went? If so please let Souza or the editor know.

Donald Degroat	Uxbridge, MA
Kevin Harris	Wilmington, DE
Harold King	Arlington, TX
James Ryan	Chesapeake, VA
Donald Walters	Phelps, NY

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 addition of "The Jolly Cholly" cost us about \$1000.00 to print and mail. Enclosed you will find an envelope to place your contribution in to mail back to the association. 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 on the U.S.S. Charles H. Roan DD 853.

Thank you

FROM THE SIGNAL BRIDGE



I was reminiscing about my days on the "Roan." I thought about what the ship meant to me and what the ship had done to change to my life. The first things that came to mind were the shipmates I met and the shipmates I served with. The "Roan" was manned with a crew that didn't take the

backseat to any other ship. Battleships, Aircraft Carriers, Cruisers, Destroyers, Amphibious ships that we operated with were not superior to us but equal. Ships with many more members in their crew, did not or could not, surpass our professional abilities. We kept up with the best of them. It was not the Captain, his Officers, the Chiefs and Petty Officers, the Seaman and Fireman, but it was all of us. There were young sailors who were not old enough to vote but with responsibilities far beyond their years to take the "Roan" around the world, to every ocean, and to make every commitment. It was all of you, who made all this possible.

With two other shipmates, we started this Association, hoping we could meet more of our shipmates. Over the years we have grown to over 700 shipmates and we never stop looking for more. I have learned through our reunions, that the "Roan" crew had not changed throughout its history. The crew that served during my era was no different than the crews of other eras. The reunions brought us all together. I met a lot of my shipmates and those of you I did not serve with I must say I would have been proud to serve with. You are all my shipmates.

Our request for donations yielded a response from 83 shipmates. As you will see with our financial report, that we are financially solvent at this time. However, we will continue to solicit donations to keep our heads above water. As we do not have dues and our ship store sales do not support our expenses, we need to continue to be supported by donations. A special thanks goes out to Joe and Ginny Lovas. We would also like to thank John and Joanne Sema, and Rosalind Sema in memory of Richard Sema. We sincerely thank all of you who supported us with your donations,

An envelope will be provided for any donations or ship store requests.

Your shipmate,
Richard F. Souza

Financial Report

October 22, 2002

Last Financial Report-April 1, 2002

Balance of Check Book	\$ 1,504.23
Reserve Fund-Separate Account	\$ 700.00
(\$700.00 was put into general fund of the \$1,400.00)	
Total Assets	\$ 2,204.23
Deposits	\$17,364.72
(Deposits are from 50/50 raffle. Donations, Ship store sales. Reunion profits)	
Expenditures	\$ 4,628.73
(Expenses include Newsletter, Ship Store Supplies, Office Supplies, Postage, Refunds, Web Site, etc.)	
Check Book Balance-October 22, 2002	\$14,240.22
Reserve Fund	\$ 700.00
Total Assets	\$14,940.22

Note:

Reunion Facts

Reunion ship store sales were	\$2,342.00
50/50 club \$1058.00 (winners returned winnings)	
Donations	\$980.00
Reunion Hosts returned \$6,783.72 to the General Fund	
(this was not all profits)	

Some Expenses/Costs past 6 months 4/1/02-10/22/02

Office supplies	\$ 123.23
Ship Store	\$2,660.68
Postage	\$ 215.23
Web Site	\$ 239.50
Newsletter	\$ 909.29

Contacts

Association President

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Web Master

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(510)278-7177
ron.lucchesi@kp.org

Honolulu Star-Bulletin

Honolulu, T. H., Friday August 27, 1954

DESTROYERS HERE ON WAY TO CEREMONIES IN JAPAN

WILL TAKE PART IN CENTENNIAL HONORING PERRY

Four U.S. destroyers — on their way to Japan to take part in ceremonies recalling the opening of Japanese ports by Commodore Matthew C. Perry — are at Pearl Harbor today.

Forming Destroyer Division 101 the ships arrived yesterday with the Canadian destroyer Crusader.

Destroyer Division 101, in the opening phase of an around-the-world cruise, is based at Newport, Rhode Island. The four destroyers, Brownson, C. H. Roan, Forest Royal, and S. B. Roberts embarked from the East Coast port August 2. They proceeded to the Panama Canal and up the West Coast, for a brief stay in port to pick up supplies before continuing to Pearl Harbor.

On their departure tomorrow the ships will steam to Japan for the ceremonies commemorating the opening of Japanese ports to the West by Commodore Perry in 1854.

TO PRESENT BUST

Marking the centennial recognition will be the presentation of a 36-inch, 300-pound bronze bust of Commodore Perry to the Japanese people.

The bronze casting, by Felix DeWeldon of Newport, will be presented in a gesture reciprocating the generosity of, the Japanese who earlier this year sent two highly valued stone lanterns to the United States.

One of the lanterns will be placed in Newport, and the other in Providence, Rhode Island.

Each of the ships of the squadron, now commanded by Captain Alexander Jackson Jr., United States Navy, Commander of Destroyer Squadron 10, was constructed in 1945, too late to participate in World War II. Throughout

the Korean situation the ships operated in the Atlantic, being engaged in Mediterranean cruises and N.A.T.O. operations.

THE SKIPPERS

The Brownson, flagship of the squadron, is captained by Commander E. D. Ring, U.S.N.; the C. H. Roan by Commander C. S. Hart, U.S.N.; the Forrest Royal by Commander J. C. Doyle, U.S.N., and the S. B. Roberts by Commander R. H. White, U.S.N.

The Crusader, skippered by Commander W. H. Willson, D.C.S., C.D., Royal Canadian Navy, is here for the second time in 10 months.

Her first trip came last October when she was here for 16 days of training operations with forces at Pearl Harbor.

Following completion of her training schedule in Hawaiian waters, the Crusader steamed to Korea with two Pearl Harbor based destroyer divisions.

During her operations in the Far East she was engaged in patrolling off the West Coast of Korea and in carrying out exercises with United States Navy ships and other Allied forces.

"TRAIN BUSTER "

On an earlier Far Eastern tour, during the Korean conflict, the Crusader was designated as president of the "Train Buster's Club," an honor bestowed for having destroyed four and a half Communist supply trains.

Her certificate of appointment is signed by Rear Admiral C. E. Olsen, then commander of the Blockading and Escort Force U.S. Pacific Fleet, and now commandant of the 14th Naval District.

After a two-day stop here the Crusader will proceed to Esquimalt, British Columbia, for a change of crew and a refit.



U.S.S. C. H. Roan



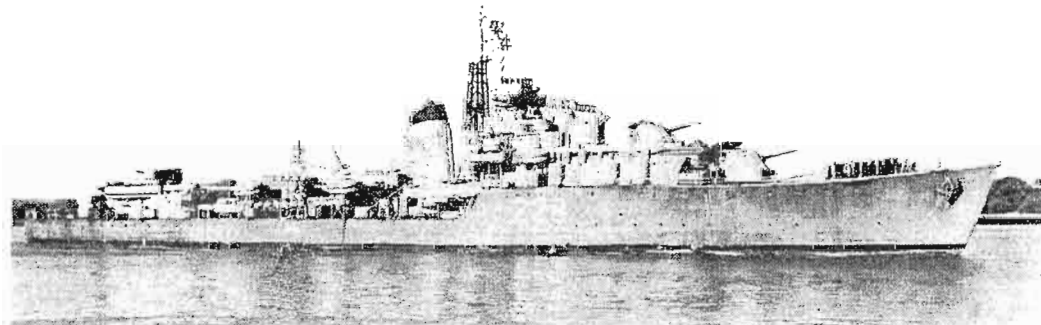
U.S.S. Brownson



U.S.S. Forest Royal



U.S.S. S. B. Roberts



H.M.C.S. Crusader

Old Chiefs

One thing we weren't aware of at the time but became evident as life wore on, was that we learned true leadership from the finest examples any lad was ever given, Chief Petty Officers.

They were crusty bastards who had done it all and had been forged into men who had been time tested over more years than a lot of us had time on the planet.

The ones I remember wore hydraulic oil stained hats with scratched and dinged-up insignia, faded shirts, some with a Bull Durham tag dangling out of their right-hand pocket or a pipe and tobacco reloads in a worn leather pouch in their hip pockets, and a Zippo that had been everywhere.

Some of them came with tattoos on their forearms that would force them to keep their cuffs buttoned at a Methodist picnic. Most of them were as tough as a boarding house steak. A quality required to survive the life they lived. They were and always will be, a breed apart from all other residents of Mother Earth.

They took eighteen year-old idiots and hammered the stupid bastards into sailors. You knew instinctively it had to be hell on earth to have been born a Chief's kid. God should have given all sons born to Chiefs a return option.

A Chief didn't have to command respect. He got it because there was nothing else you could give them. They were God's designated hitters on earth.

We had Chiefs with fully loaded Submarine Combat Patrol Pins in my day... Hard-core bastards, who found nothing out of place with the use of the word 'Japs' to refer to the little sons of Nippon they had littered the floor of the Pacific with, as payback for a little December 7th tea party they gave us in 1941.

As late as 1970 you could still hear a Chief Petty Officer screaming at you in boot camp to listen to him, because if you didn't, the damn gooks would kill us. They taught me in those days, 'insensitivity' was not a word in a sailor's lexicon. They remembered lost mates and still cursed the cause of their loss... And they were expert at choosing descriptive adjectives and nouns, none of which their mothers would have endorsed.

At the rare times you saw a Chief topside in dress canvas, you saw rows of hard-earned worn and faded ribbons over his pocket. "Hey Chief, what's that one and that one?" "Oh Hell kid, I think it was the time I fell out of a hookers bed, I can't remember. There was a war on. They gave them to us to keep track of the campaigns we had in country. We got our news from AFVN and Stars and Strips. To be honest, we just took their word for it. Hell son, you couldn't pronounce most of the names of the villages we went.

They're all gee-dunk. Listen kid, ribbons don't make you a sailor.

The Purple one on top?

OK, I do remember earning that one. We knew who the heroes were and in the final analysis that's all that matters."

Many nights we sat in the after mess deck wrapping ourselves around cups of coffee and listening to their stories. They were lighthearted stories about warm beer shared with their running mates in corrugated metal hooches at a rear base landing zones, where the only furniture was a few packing crates and a couple of Coleman lamps. Standing in line at a Philippine cathouse or spending three hours soaking in a tub in Bangkok, smoking cigars and getting loaded. It was our history. And we dreamed of being just like them because they were our heroes.

When they accepted you as their shipmate, it was the highest honor you would ever receive in your life. At least it was clearly that for me. They were not men given to the prerogatives of their position. You would find them with their sleeves rolled up, shoulder-to-shoulder with you in a stores loading party.

"Hey Chief, no need for you to be out here tossin' crates in the rain, we can get all this crap aboard." "Son, the term 'All hands' means all hands." "Yeah Chief, but you're no damn kid anymore, you old fart.

"Shipmate, when I'm eighty-five, parked in the old Sailors' home in Gulfport, I'll still be able to kick your worthless butt from here to fifty feet past the screw guards along with six of your closest friends." And he probably wasn't bullshitting. They trained us. Not only us, but hundreds more just like us. If it wasn't for Chief Petty Officers, there wouldn't be any U.S. Naval Force.

(continued on page 11)

Navy Trivia

- 1) Where are you most likely to find the "big eyes" on a Navy ship?
- 2) What is the binnacle list?
- 3) What is a "sea cabin"?
- 4) How many bells are sounded for 10:00 A.M.?
- 5) What is "channel fever"?
- 6) What is the oldest type of ship to see continuous service in the U.S. Navy?
- 7) What are the traffic rules aboard ship during general quarters?

(answers on page 10)

Reunion Update for 2004

Dear Fellow Shipmates,

The Committee for 2004 Reunion met 5 times and have contacted approximately 20 hotels (N.Y. City area, upstate N.Y. area, Conn. area, and the N. J. area). At our last meeting we decided to look at the 4 least expensive hotels in N.Y. City. Myself, Al Arena and Jim Sneddon made arrangements to visit these hotels on Aug. 20th which we did. We explained to each hotel what our needs were, as per "The Hosting a U.S.S. C. H. Roan Guide Lines." As of this date, Sept. 26 (5 weeks later) we have only 2 responses out of the 4 visited. From the information we have gathered so far the N.Y. City area is going to be very, very pricey and out of our price range. (But we are not throwing in the towel yet!!!)

Jim Sneddon who lives in New Jersey has looked into the N. J., Atlantic City area and has found a hotel (Holiday Inn Boardwalk) which looks like it would meet our requests and would be a lot cheaper than New York City. The only draw back is that they do not take reunion groups on the weekends so we would have to arrange our reunion Monday through Friday. We could check in on a Sunday at 1600. They do a lot of reunions for military groups, in fact they put out a newsletter just honoring the military. They are hosting 23 military reunions for 2002 (8 being navy groups.) This seems to be our best offer for our Roan Reunion for 2004 so far. The committee would like to get some feedback from our shipmates as to whether Atlantic City, N. J. would be OK in the event New York City does not work out for us. Please drop me a note as to your feelings ASAP!!!

Kenny Duggan
26 Old Selden Stage Rd.
Selden, N.Y. 11784-1502
e-mail: sduggan11784@yahoo.com

Sincerely,
The Reunion Committee for 2004

P.S. Please let us know so that we can please our fellow Roan Shipmates to the best of our ability.
ASAP!! Thanks!!

Hi Joe

It was nice to meet you at the reunion. There were so many shipmates there, I'm sure you don't remember me but you helped me find an old shipmate when you directed me to look in the "Yellow Pages" and the "White Pages", on the internet. Well anyway I found him and I put his name into the "Tin Can Sailor", however he has no e-mail address as of this writing, but I got his snail mail address and was wondering if you can send him a copy of "The Jolly Cholly" and can you direct me how to go about sending him a copy of the "Tin Can Sailor", his name and info is as follows:

Jay Beckerman (FP3) 1953-1955

Thanks Joe for all your help and your knowledge of the white pages, plus I thought the re-union was excellent and very well done. My wife and I had a wonderful time.

Dave Clark ME3 53 - 57

Richard B. Derickson

1st. Captain - U.S.S. Charles H. Roan

This is the first in a series on Commanding officers of the Charles H. Roan. The information on the first Captain, Cmdr. Derickson was furnished by Lew Zollar (SN 46 - 47) in the form of a letter written to Lew by Capt. Derickson for a reunion of plankowners. There is also a piece from Mrs. Derickson that gives us somewhat of an idea of who Capt. Derickson was and how he influenced others. -the editor-

Mr. Lew Zollars

Dear Lew,

It was a real pleasure talking to you on the telephone. I have great hopes of talking to you and others at the Roan Plankowners get together.

You asked for some background/biographical information. Here it is; if it's too much (which I hope it is) use only so much of it as seems appropriate. Most introductions are to long.

I come from a sea-going family. My father was the skipper of a U. S. Coast And Geodetic Survey ship operating in Alaska at the time I was born, I frequently lived on board and often went to sea with him until I was six years old. My mother was a better than average sailor too. No doubt this accounts for the fact that I cannot remember a time when I didn't have a driving desire to go to sea and command a ship.

At the age of seventeen I enlisted in the Naval Reserve with an appointment to the U.S. Naval Academy as my immediate goal. My first sea duty in uniform was as a seaman second class in a four-piper, — four guns, four stacks, four boilers, four on four off.

In 1933 I graduated from the Naval Academy after which I served in two or three battleships, another four-piper and two cruisers, always in the gunnery department. During the last two years of World War II I was gunnery officer of the USS TEXAS. Her ten 14-inch guns, the secondary and anti-aircraft batteries were mine to shoot at the Normandy Invasion (D-Day Omaha Beach), the invasion of Southern France, and the bloody assaults on Iwo Jima and Okinawa. Just before the war came to an

end I was detached and as gunnery officer was sent to the new construction heavy cruiser OREGON CITY then near completion in the Bethlehem Steel Shipyard, Quincy, Mass. Plankowners may remember this place.

The war was over before this beautiful ship finished her shake down cruise and following its completion she was scheduled for "mothballs" and her entire ship's company was sent to other duty. In the building yard I had spotted hull number 1579, soon to be delivered and commissioned as the USS CHARLES H. ROAN. I asked for her and — Glory Be! — I got her.

I have had many fine assignments of duty in addition to those mentioned above, some of them as a commanding officer.

I was skipper of the "ROAN" for almost two years, longer than most tours of duty as commanding officer. Those two years were the greatest of my entire naval career. You and I had something to do with fashioning the ship before she was commissioned and from September 12, 1946 you and I and plankowners who are not now with us made her the finest, smartest, most efficient and happiest ship that ever sailed in any man's navy. Beside what I speak from my heart, I have letters to back it up.

Lew, you or Pete or Dean. or whoever, do what you can with this.

Most. sincerely, the "Old Man,"

Rich Derickson



A Very personal remembrance from Charlene Derickson - Sept 1992 - (Wife of Capt. Richard B. Derickson USN)

Ensign James Stockdale, USN reported to the USS Charles H. Roan for his first duty as a Naval Officer upon graduation from the Naval Academy, in June of 1946. He served aboard the Roan until orders took him to flight training at Pensacola, where he won his wings. Stockdale served in the Korean War, and eventually became skipper of Flight Squadron 51, VF 51, aboard the USS Ticonderoga in the Pacific. He was there and observed the "Tonkin Bay Incident" which was used by the administration as an excuse to get the USA involved in the Vietnamese War. Stockdale flew many missions over North Vietnam eventually being wounded, shot down and imprisoned 7 1/2 years (the first four in solitary confinement) before being released in February 1973. All this time the Stockdale and Derickson families remained in close contact.

For his heroism, bravery, courage, fortitude, service and exceptional ability to rally the many other prisoners to survive the beatings, starvation and unspeakable mistreatment they all received while prisoners of war, Stockdale was awarded this country's highest honor, the Congressional Medal of Honor. After release from prison camp, and a recovery time for his very serious wounds and injuries, he continued on active duty another six years. He retired with the rank of Vice Admiral, as one of the most highly decorated officers in the history of the service, wearing twenty-six personal combat decorations, including four Silver Star medals and the Congressional Medal of Honor.

Stockdale's lovely and courageous wife Sybil raised their four young children through these desperate years, and also organized and headed-up the wives of POWs-MIAs in their actions to get the U.S. Administration and the Vietnamese to list and better treat the prisoners of war. A heroine in her own right, Sybil was awarded the U. S. Navy's Distinguished Public Service Award by the Chief of Naval Operations.

Their lives during this period are related in the Stockdale's best-selling book, "In Love and War," published by Harper & Row, 1984.



Not long after Jim's release in 1973, the Stockdales came to Key West on R&R. They spent a week here; we visited at our home every night. Jim said they came because he just had to see Dick and talk with him. Night after night Jim and Dick talked into the wee hours. Jim told Dick that Dick was his ideal Naval Officer. "YOU may not have known it, but you were with me all those years in prison-camp — When things were, really bad, I'd think 'What would Dick Derickson do?' "And then I'd do it."

In R. B. Derickson's copy of the Stockdales' book, Jim wrote;

January
1985

For Dick Derickson,

My first commanding officer, who "brought, me up to do the right, thing." I only hope I measured up to his standards, with affection and best-wishes,

— (Signed) Jim Stockdale

The Stockdales now live on the campus of Stanford University where Jim teaches undergraduate courses and serves as a senior research fellow at the Hoover Institution. At a nearby school, Sybil teaches students with reading problems caused by dyslexia.

Flags and Signals

Hello Shipmates;

I was on the "Jolly Cholly" from 11/63 to 8/66. I worked in the Supply division as a Barber and laundryman. Everyone called me "Van" my name is Robert VanAlstine. I am from Cheboygan, Michigan. I had some good friends who were cooks - Dunlop, Tom Prater, Mike Young, Crawford, Vancena. Other guys in S division like John Lambert, Jerry Williams, Mel Coffman, Kidney, Willie Johnson, Porter, Graves. If I would have had a Cruise Book, I could jar my memory a little better. I am trying to find someone who remembers me as a sight setter in the gun mounts. That was my GQ station all the time I was aboard the ship. I have loss of hearing in both ears and tinnitis. I was also a sight setter on the USS Boston CA-69, in 1969 on its last cruise to Vietnam. What I need is a statement from a shipmate who knew that I was a sight setter, so I can prove my case to the VA.

Can anyone out there help me establish my service connected disability to Veterans Administration?

It took 3 years for the VA to answer my claim. Here is my address and phone number.

Robert VanAlstin
10685 Upper Mognrain Rd.
Cheboygan, MI 49721
231-625-9902
bertv@nmo.net

Thanks again ,Shipmates
Robert VanAlstin

5 Jun 02

Dear Richard

Enclosed is a small contribution to the fund.

Your last newsletter was excellent! There were several familiar names on the attendees at the last reunion. (48 - 52 era.) I will certainly try to attend the one in New York.

Keep up the good work.

Warm regards

Warren Hamm

Rear Admiral, U.S. Navy (Ret.)

Dear Mr. Lambert

Thank you again for sending "The Jolly Cholly."
Hope this \$25.00 will help with your budget.

Sincerely

Beverly C. Hart

Wife of

Capt. Charles S. Hart

C.O. 54 - 55

To: "Joe Lambert" <chief9bullie@earthlink.net>

From: "Fran Merenda" <spikefish@aol.com>

Hi Joe,

I'll put together a story or two (depending upon my best recollection) regarding some of the unsung heroes on the Roan at the time of the 1950 collision with the Brownson and mail it off to you. Unfortunately, I will not be attending this reunion. If you have a chance, look up Bud Mosheik and Billy Burgess and Joe Carlson. They may be able to provide you with some material as well.

Best regards,

Fran

From: "Joe Lambert" <chief9bullie@earthlink.net>

To: "Bill Burgess" <bburgess@asheboro.com>

Bill,

I had a little senior moment at the reunion and forgot to talk to you about the enclosed e-mail I received from Fran Merenda. If you would care to contribute to a piece I'll do in the future about the collision please feel free to.

A shipmate

Joe Lambert

From: Bill Burgess <bburgess@asheboro.com>

To: Joe Lambert <chief9bullie@earthlink.net>

Hi Joe, Just got home from being out of town for the last two weeks. Sorry I can't help you on the collision with Brownson. I left the Roan in 1949 before this happened, however, I was aboard during the collision between the Roan & the Rush DD714. This happened on Nov 2, 1948 under the same condition as that of the Brownson. We went into Portsmouth, Va for repairs. We lost a bow but it was not as serious as that one with the Brownson and no one lost their life. Thank God.

Shipmate Bill

Navy Trivia Answers

- 1) On the signal bridge.
- 2) A listing of personnel not fit for duty but not hospitalized.
- 3) A berthing area that the Captain uses while at sea that is in close proximity of the bridge.
- 4) 4 bells.
- 5) The overall anticipation/excitement onboard as a ship approaches the end of a deployment and the start of a long awaited liberty.
- 6) Destroyers.
- 7) Forward and up to starboard, down and aft to port.

(Old Chiefs continued from page 6)

There wasn't any fairy godmother who lived in a hollow tree in the enchanted forest who could wave her magic wand and create a Chief Petty Officer. They were born as hot-sacking seamen and matured like good whiskey in steel hulls and steaming jungles over many years. Nothing a nineteen year-old jay-bird could cook up was original to these old saltwater owls. They had seen E-3 jerks come and go for so many years, they could read you like a book.

"Son, I know what you are thinking. Just one word of advice. DON'T. It won't be worth it." "Aye, Chief." Chiefs aren't the kind of guys you thank. Monkeys at the zoo don't spend a lot of time thanking the guy who makes them do tricks for peanuts. Appreciation of what they did and who they were, comes with long distance retrospect. No young lad takes time to recognize the worth of his leadership. That comes later when you have experienced poor leadership or lets say, when you have the maturity to recognize what leaders should be, you find that Chiefs are the standard by which you measure all others. They had no Academy rings to get scratched up. They butchered the King's English.

They had become educated at the other end of an anchor chain from Copenhagen to Singapore. They had given their entire lives to the United States Navy. In the progression of the nobility of employment, CPO heads the list.

So, when we ultimately get our final duty station assignments and we get to wherever the big CNO in the sky assigns us. If we are lucky, Marines will be guarding the streets. I don't know about that Marine propaganda bullshit, but there will be an old Chief in an oil-stained hat, a cigar stub clenched in his teeth and a coffee cup that looks like it contains oil, standing at the brow to assign us our bunks and tell us where to stow our gear... And we will all be young again and the damn coffee will float a rock.

Life fixes it so that by the time a stupid kid grows old enough and smart enough to recognize who he should have thanked along the way, he no longer can. If I could, I would thank my old Chief. If you only knew what you succeeded in pounding in this thick skull, you would be amazed. So thanks you old case-hardened unsalvageable son-of-a-bitches. Save me a rack in the berthing compartment.
(author unknown)

www.usscharleshroan.org

Don't forget to visit our web site at the above address.

Hi Joe,

I am looking for memorabilia for the site. I have a shoulder patch and lighter, and I am adding a serving tray with the Roan on it. What do you think?

RonRon Lucchesi
16675 Kildare Rd.
San Leandro, CA 94578

(510)278-7177
ron.lucchesi@kp.org

With a Little Help From Our Friends

In various parts of this newsletter shipmates are asking for your help. Please take a little time to consider these requests. In most cases it will only take a very little amount of your time. Maybe a check of your memory to see if you worked with a certain shipmate. Or maybe a check of that old seabag to see if there may be something of interest for the web site. A little walk down memory lane for that sea story or an addition to the history of the Roan. Some input for the next reunion. We're all the association and all of us together make it the great association that it is. **Thanks**

USS Charles H. Roan Association Official Mascot

Let me introduce you to the new USS Charles H. Roan Association mascot, so declared by Association President Richard Souza. She is (yes he is a she, the same as Spuds MacKenzie was a she) Champion Sinabar Bulaniki, (or Bullie as she's known to her friends.) She is a Bull Terrier, she's 7 years old and hates to be dressed in costumes. Bullie joined us at our Norfolk reunion and hopes to see all the new friends she made there, at the next reunion, if the hotel will have her. She would also like to meet some new shipmates in New York. Come on and say hello and I guarantee you'll make a new friend because Bullie has never meet a human she didn't like.



Japanese planes attacked
Pearl Harbor
December 7, 1941 at 7:50 A. M.



The formal surrender documents
were signed on September 2, 1945
on board the Battleship U. S. S.
Missouri in Tokyo Bay



Fred Chast
170 Oak Street
Meriden, Conn

Hi Richard;

I was on Ebay a couple of weeks ago and saw the attached Envelope up for bid. I won the bid. I don't know if she was in Pearl at the time of the Post Mark. I just thought it was nice to have in my stamp collection. I thought of the association and decided to pass it along. Maybe you want to pass a copy along to the other shipmates.

Best Regard
Ray Thorn
DCFN 59 - 61

Down Memory Lane



12/10/01

Hi Joe

Just a few lines to let you know that I look forward to each issue of "The Jolly Cholly" it sure brings back memories. I read the article by Jack Stinsman (MM3 61 - 64. He was right on target. I was standing next to Jimmy Norman when all hell broke loose in Main Control. His quick action sure saved the day.

Enclosed, please find a photo of my shipmates who were also "snipes." This was taken after our tour of duty during the Cuban Missile Blockade. They are left top - Jack Stinsman, Bottom - Kenny Kahora; right top - Don Quirk Bottom - Chuck Eveland.

Thanks for your fine work as editor of "The Jolly Cholly."

Don Quirk

MM3 61-63

God Bless America

1956 Med. Cruise



BTC (Unknown)



Andy Stitzer BT3



right - Bob Reuter BT3
left - (unknown BT)

6/8/02

Dear Joe

Enclosed are pictures of some shipmates. I sent a donation to Richard. Thanks for printing my story in the Spring newsletter. In the History of the USS Charles H. Roan, page 3, after the Greenland cruise the ship was in Brooklyn in the winter of 55 - 56. Afterwards I'm sure we went on a shakedown cruise to Gitmo.

John (Andy) Stitzer

BT2 54 - 57

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FROM AFTER DIESEL

Since our last newsletter I had a very nice experience happen to me that I wish to share with my shipmates. I had gone grocery shopping and was wearing my Roan baseball cap, (I did have other clothes on beside the cap.) While the lady was scanning my groceries she asked me, while gesturing toward my cap, if that was my boat. Being a good tin can sailor I corrected her and told her it was a ship and not a boat and yes I had served aboard her. She asked me when and I told her. There was a pause and then she said, "Thank You." I asked her, "thank you for what?" She said, "thank you for serving our country." This took me aback and I said "you're welcome." I had never had anyone say that. As I thought on that incident it gave me a very nice feeling. I'd like to share that "thank you" with "My Shipmates." THANK YOU!

On page two you'll find a list of shipmates that we have lost contact with. Their mailings come back marked "No forwarding address." If you can help us to re-contact those lost shipmates, please do. I also get mailings back marked "temporarily away." I assume this may mean they have seasonal homes. I have talked to some shipmates regarding this matter and have both addresses. If I don't have your seasonal addresses, and also when you're at each one, please send me this information. Not only does it cost the association for the original mailing, but because of the mail class we use, it costs us about \$.65 when the post office returns the mailing to me. Then we have to pay again to re-mail. Also when you move please keep us informed for the same reason as stated previously.

I've started the series on the men who commanded the Charles H. Roan, with her first Captain, Commander Derickson. While I do have some bio's from other CO's I don't have all the Roan CO's in the association. Captain if you're reading this -please help with this project.

Please try to help Ken Duggan and his reunion committee with his request on page 7. They would like some input from you as to a location for the 2004 reunion. Read that page very carefully before you reply because they are proposing some changes in our reunion schedule that may effect whether you can attend or not.

On page 10 Bob Van Alstine is asking for some help. If you can help this shipmate please do. It sounds pretty important to me.

Also on page 10 Bill Burgess talks about a collision with the Rush in 1949 (this is not the 1950 Brownson collision.) If you have any info on that incident please let me know. Or if you have any information that can expand on our history of the Charles H. Roan, please share it with us. I have heard from shipmates who have said they have one story or another but never forward the material to me. I've stated before, "I am not the Charles H. Roan historian. You are.

Joe Lambert (773)631-8821
5373 N. Nornandy chief9bullie@earthlink.net
Chicago, IL. 60656

Roster Update

Name _____

Address _____

City _____ State _____ Zip Code _____

Country / Territory _____

(Most information that is missing from our records is from the area below – 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 / Fiance'e name _____

USS Charles H. Roan DD-853



Joe Lambert
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