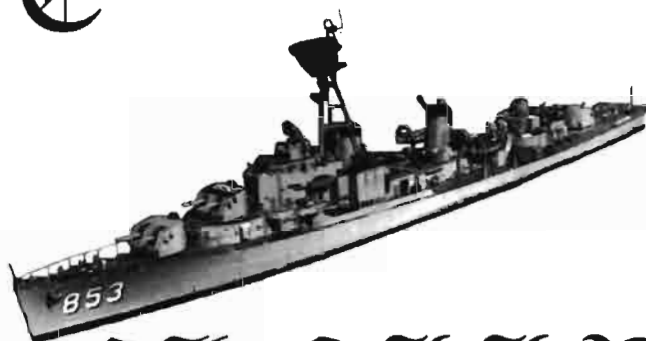


# THE



# JOURNAL



# CHOICE

Volume 7

Number 2

Fall

2004



*To Captain Wally Riggs, USN  
With my praise, admiration and salute.*

*W. B. Rossen  
Gen, USA*

## CAPTAIN WALLACE RIGGS, USN (Ret)

With General W.B. Rossen, USA - CINCSOUTH. Captain Riggs last day on the job as COMUSNAVSO/COM15 in the Panama Canal Zone and also his last day on the job in a 30 year Navy career. June 11, 1975 (see pages 12 & 13)

# USS C. H. Roan Association Board of Directors

Please remember these shipmates in your  
thoughts and prayers

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## Binnacle List

Frank Cifarelli	SK2	56 - 58
James McCurley	EM3	63 - 66

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

## Taps

George Amo	ME3	49 - 52
George C. Ayers	GM3	51 - 53
James B Brown	RD2	51 - 54
James H Curran	CO/CDR	52 - 54
Norman Moshiek	TESN	47 - 51
Ed Smith		

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**[www.usscharleshroan.org](http://www.usscharleshroan.org)**  
Don't forget to visit our web site  
at the above address.

## 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" costs 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 camaraderie we had when we served on the U.S.S. Charles H. Roan DD 853.

Thank you

## FROM THE SIGNAL BRIDGE



Our 8th reunion in Warwick, RI was a huge success and we surpassed all records in our attendance of shipmates. We had many shipmates who traveled across country and one shipmate who came from Brazil to join us. I don't think there is

another Tin Can that can compare with us in how many shipmates attend our reunions. That only proves to me that we are a true family of shipmates. With this in mind, many shipmates go without fan fare but yet without them the reunion would not be a success. These shipmates give of their time and put in a lot of effort and hours to help make our reunion a success. Although you see them, you may not be aware of all of the time that they give in running the reunion. Without them, I could have never put this reunion together and run the reunion as smoothly as it was done. The kudos, and rightly so, belong to all of these individuals. So my hat goes off to Skip and Toni Fanning, Bob Hansen, Tiny and Ann Herndon, Joe Lambert, James Quigley, Henry and Nancy Rossi, Bob Willet and Carl Wishart. Please excuse me if I missed anyone.

Shipmates, we are getting of the age that many of us have illnesses and some of our shipmates and spouses and fiances/ friends have been stricken with some very serious medical problems. I would ask all of you, in your moment of prayer, to please address your thoughts to our "Roan Family" who need your prayers to overcome their illnesses. Thank You

We have been financially solvent through the efforts of many of you who give us donations. We have not had to charge dues because of your efforts and generosity. Many of you send in donations, and some of you even state, "Here are my dues". The Association supplemented this year's reunion with over \$4000.00. This is your money at work for you. We continue to solicit donations from those of you who can afford to, and we will never turn our backs on those who cannot. A special thanks goes out to Bob Boorum, Jack and Cheryl Cook, James and Helen Jamitis, Rene and Margaret Savoie, Ray and Pat Ward, John and Karen Wurdeman. Thanks to all of you for your support.

I swear this will be my last comment. My wife and I would like to thank many of you who tried to or contacted us in wake of Hurricane Ivan. All I can say is, it is heart warming to know we were in your thoughts and prayers. We had very little damage but there are thousands of homes that have been destroyed or heavily damaged. It is like Pear Harbor without ships. We thank you from the bottom of our hearts.

**Richard and Lorraine**

# Attention Shipmates

If you receive an e-mail such as the one below, please be aware this is not from the Charles H. Roan Association. We do not profit from the sale of these items. While we do not say you can't purchase their merchandise, we would prefer you bought from our ship store on pages 22 & 23 to help keep us afloat. Thank you  
Your Shipmates

— Original Message —

From: "USS CHARLES H. ROAN STORE"

<jj-enterprises@jj-ent.com>

To: <uss\_charleshroan@jj-ent.com>

Sent: Friday, October 15, 2004 8:12 PM

Subject: USS CHARLES H. ROAN (DD-853) STORE (NEW ITEMS)

For the cold weather and for Christmas gifts the store now has added sweatshirts, hooded sweatshirts, long-sleeve T-shirts, jr. raglans, and jr. hoodies. These items are in addition to T-shirts, mugs, baseball jersey's, mouse pads, caps, and other item's. It also has items for infants. All have the ship's name or patch printed on them. Click on the following (or type this address in your browser bar <http://www.cafepress.com/usschroan> to view the items.

JJ-Enterprises is offering these items for sale. JJ-Enterprises is not associated with the U.S. Government in any form. Nor is it associated with any group of former or existing crewmembers of U.S. Navy ships.

Advertisement. You may request not to receive future commercial Electronic mail messages at the electronic mail address where this message was received. Send an electronic mail message to [noemail@jj-ent.com](mailto:noemail@jj-ent.com). JJ-Enterprises, 1610 S. 31st. Suite 102-120, Temple, Tx 76504.

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(510)278-7177  
[ron.lucchesi@kp.org](mailto:ron.lucchesi@kp.org)

# Letters From Loved Ones

Gentlemen,

It is with great sadness that I write to all of you today. George Ayers passed away on August 30th, 2004.

I have contacted all of you, because in some way you were connected to my grandpa. I've come across his book with some of his e-mail addresses and am hoping that this message gets to most of you. I know you all were either newly found friends or old true ones. I also hope that you would pass this information on to anyone else who may want to know.

If all of you would keep our family in your thoughts and prayers we would be deeply grateful. We have all lost a truly wonderful dad, grandpa and friend. God Bless.

Sincerely,

Dawn McClanahan - Granddaughter of  
George Ayers  
GM3 51 - 53  
Terry, Lukas and Matthew

Pamela Carr - Daughter  
Gary, Curtis and Matthew

Dana Van Auken - Granddaughter  
David, Josiah and Justin

Cathy Price - Daughter  
Aaron, Barrett and Kylie

Dear Richard,

Please know that your card and acknowledgement has meant so much to me and my family. Sol was so proud of his naval career and all his buddies. His time with all of you on the Roan were the happiest time of his life. He was special, to all of his family and friends alike! To say he will be missed is an understatement.

Thank you all again.  
Marion Fodera -Wife of  
Sol Fodera  
BT2 51 - 54

Gentlemen,

I must start this note with a sincere apology. My husband George Amo, passed away some time ago. He always looked forward to, and enjoyed your newsletter.

Again I apologize for not writing sooner.

Very truly yours

Mrs. George Amo - Wife of  
George Amo  
ME3 49 - 52

Sir,

I wanted to let you know that Ernest E. Smith (Ed Smith) died on December 24, 2003. He battled cancer for the last 5-1/2 years. He thoroughly enjoyed his time aboard the USS Charles H. Roan. He loved his country and served his country on active duty for 20 years and throughout his post military career. He is missed by all. He requested to be buried at sea.

Patricia A. Smith - Daughter of  
Ed Smith



Received: Monday, May 31, 2004  
Subject: Memorial Day

Dear Fellow Shipmates:

Today is Memorial Day when we as proud Americans unite to remember and honor those who have died or were wounded for the cause of Freedom.

Many family members were lost or disabled during these times of war to ensure freedom and the safety of human beings against tyrants determined to destroy the American way of life.

If you wish you may want to add to the following list in order to remember and honor those brave men and women that we knew or have served with then pass the email on to another.

#### REMEMBERED WITH HONOR

My Father, Sam Manasseri, served in World War I and was disabled because of it.  
My Brother, Nick, who was killed while performing his duty in the US Navy during World War II.  
My Cousin, Frank Manasseri, served and paid the ultimate price during World War II.  
My Father-in-law, Quetin Kienholz, served as a Naval Aviator in World War II and Korea.  
My Brother-in-law, Ron Keinholtz, served as a US Marine during the Viet Nam War.  
Brother, Bill Souza, U.S. Army World War II

The red stripes on the Star Spangled Banner remind us of the precious blood that has been and continues to be spilled for the cause of freedom. Since the inception of our free nation, Old Glory continues to wave proudly around the world.

Today the battle for freedom continues to rage in Afghanistan and Iraq. On that distant and foreign soil our military men and women continue to pay the ultimate price in order that others may enjoy the freedom that God Almighty the Father of The Lord Jesus Christ has promised to every child born into this world.

My prayers are with you and all those who have suffered the loss of loved ones so that we who live may continue in their legacy of courage, bravery and freedom.

I thank God that The United States of America is still the land of the free and the home of the brave.

May God through His mercy and Grace continue to Bless America.

In His Service,  
Frank J Manasseri  
RM2 61 - 64  
Chaplain USS Charles H. Roan (DD-853) Association

## Flags and Signals

Richard,

Thanks for sending me the Spring Edition of the Newsletter. I thought the Bio write-up on Capt Ward was interesting and well done. In regard to your request for my bio data I did send some pictures and bio information to Joe Lambert in Feb or March which he has.

The name, Army Residence Community, where we live is a little misleading. It is a large complex encompassing, apartments, cottages, recreational facilities and continuing care facilities, It was organized and chartered by retired Army Officers as a non-profit corporation but has no direct connection to the Army or the U.S. Government. It is now available to all service officers.

I agree that the Roan probably has one of the largest reunion organizations of any destroyers. I served on 4 other destroyers and none have an organization like the Roan. One of these four was the Hawkins DD 873. You may recall that she was being Frammed in Boston Naval Shipyard when we were there in 1965. She completed her Fram and needed to go on sea trials. I was designated acting Capt for a day and all went well, but I've always wondered what kind of trouble I would have been in if I had collided and damaged both Roan and Hawkins on my approach to the pier-maybe double jeopardy or something.

Thanks Again  
Wallace Riggs  
CO/CDR 63 - 65

Richard,

Enclosed is my check for the banquet on Saturday night for Rosalie and myself, also the additional \$25 is for the fund. Looking forward to seeing everyone.

Glad to hear that Chief Orr plans to make the reunion. He was one of our last chiefs in the mess. A fine leader and a nice guy. Will be good to see him.

Best regards  
Dave Micalchuck  
CO/LCDR 73

Hi Richard,

I receive the 'Jolly Cholly". It's great to get it and its always a good read. Keep up the good work!

Been out of town, so I apologize for taking so long to reply to your post-it.

Best regards,

Russ

PS. Hope to be able to get to the reunion.

Russell Cook

LTjg 65 - 67

Richard,

I've been meaning to send you this check, I know the responsibility you have on your shoulders from things I have done here at home in the same regard.

I was on the Jolly Cholly from 1949 to 1952. I was there when Homer Graham served, I doubt if he remembers me. I played on a football team, toured the Mediterranean and had an audience with Pope Pious in Italy. I still have the clipping in my scrapbook. I remember the Roan picking up 4 people from a plane crash in the Caribbean Sea. I can remember the one eyed Indian Beer we drank in Cuba. I have a picture of Flip Walters, Jerry DePasquale, Ton Frame, Bill Marshall and myself. I'm going to try to remember to bring it to show Deeps. It'll jog his memory. So many happy memories.

I can remember Joe Sloaboda saying 'Good ship, good crew, Merry Christmas turn to.

Orville Duvall, an old shipmate and his mate from Kentucky, myself and wife will be coming to the reunion. We're all riding up together. Hope to see you all then.

Oscar "Mike" Squire

FN 49 - 52

# Flags and Signals

Hi Shipmate Souza,

I received my very outstanding newsletter today and need I tell you how happy I am to receive it. Your request for funds will not go unheeded.

Is this 1948 all over again? In April 1948 the SM ratings became QM except for reserves. They became QMQ or QMS. As an SM striker on the ROAN, I was a failure at QM watch standing But we SM strikers stayed on the signal bridge and we were very happy. I read with interest the article by QM1 Larson who was our navigating QM on the Med. trip in 1948. Although I do not recall many of the events he mentioned due to my complete concentration as a SM striker. [I loved my bridge jobs]

But he is a navigating QM after my own heart. To do what he did was what an outstanding navigating QM does to get a ship's position at sea. As you well know there is a lot of water between landfalls.

Permit me to relate three of my own experiences. On a trip to the Med on the Hawkins DD873 I took an aircraft sextant with me on a scheduled trip through the Black sea. I did not know what to expect weather wise during the winter month of February 1967. As it turned out I did not need it as the temperature was near 42 degrees at all times. Although we went through the straits in a blinding snowstorm.

On th Eldorado AGC 11 out of San Diego on a trip from Youska, Japan to Buckner Bay Okinawa I had nothing to navigate with as the entire area all through the Straits of Tiawan was covered with fog. My loran was out of service. All I had was wind and sea conditions for an EP. But the night before we were to arrive at Okinawa, I stretched out my 10 radar to 100 miles. I picked up a small island just north of Okinawa. Why? you may ask when the maximum distance was 40 miles because of protest from San Diego citizens about ships radar's interfering with TV reception. A QM on board a sister DD that was steaming to San Diego while the Hawkins was on the way to Long Beach for a sonar dome replacement elected DR positions

going up the coast of Baja California. Since I had spent much of my navigating years out of San Diego, I elected to use Loran signals from the gulf. You do remember Loran don't you.~ It was one of my closest friends when needed. Needless to say that his Commanding officer asked what we were using, our XO [mustang YNC] told him. The QM then volunteered for the brown fleet in Viet Nam

I am in Dialysis 3 days a week and along with my other health problems keeps me pretty much homebound. I am scheduled for surgery again today. I echo the words of a friend who died several years ago. I am so tired of needles, doctors and hospitals that I will be glad when I receive my call to cross over that river.

So take care and continue with the outstanding newsletter.

Donald R. Miller  
QMSN 47-48

Richard,

You are doing a great job with the newsletter. There is always a lot of interesting stories as well as information that I enjoy.

I was there for the Cuban Missile Crises and remember leaving Italy with supplies stacked up on the pier when we left. It brings back a lot of memories.

Enclosed is a small donation for the newsletter.

With due respect.

Richard C. Ashcroft  
MM2 62 - 64

Dear Richard,

Thank you for all your help. I received the jacket and it fits great and looks good. I enclosed a check for a ships patch and an octopus patch. The balance is for the ships store fund. You are doing a great job.

Thanks again  
Bob Sprague  
EN3 51 - 53

# Flags and Signals

Hi Richard,

Just a note to let you know what a great time we had. I thought that I would have to go to just one of these reunions, but it looks like I'm hooked. I can't wait until the next one. It was great seeing old shipmates and meeting new ones. There is that string that ties us all together. What a great feeling.

I want to thank you and the board members for making this reunion a terrific experience. Everything was perfect. Thank you again  
Shipmates forever  
Howard Stulbaum  
SN 59 - 60  
P.S. Something for the kitty.

Thank you,  
My first reunion, it was great! I hope I can make the one in "06".  
Don Burton  
MM3 49 - 53  
P.S. Enclosed a check for "The Jolly Cholly."

Dear Chief,  
I just finished reading the spring edition of "The Jolly Cholly" and thoroughly enjoyed all of it; especially the photo's of Hank Emmerling and Jerry Heinzman in the stocks as pollywogs (since I was a shellback.)

I'm sorry that we won't make the reunion. You will all have a great time for sure.

As a boot ensign I picked Roan as my first duty station because she was going on the cruise around the world. Never regretted the choice - lots of great liberty - a real education - great crew and Capt. Hart was a no nonsense operator. Keep up the good work.

Denton West  
Ens. 54 - 56

Richard,  
This is my 8<sup>th</sup> reunion. Hope to see many more.  
Joe Carlson  
SO2 49 - 53

Dear Rich,

Just a few lines to let you know how much my wife and I enjoyed the ship's reunion. I know it took a tremendous effort to organize and whip together.

I was deeply moved by all the shipmates who came over and introduced themselves who served during the years 57 to 59 and who showed such affection for me (even after all the shots I gave them.) This being my first reunion, and 45 years having passed in the interim, I'm afraid I was unable to recognize anyone after that length of time, but now I think I'll know more of you the next time around. I was saddened to know that none of the chiefs were there that I knew during my time on the Charles H. Roan.

Hope this small contribution will help out a bit. Will send additional later. Take care and God Bless.  
As ever  
John "Doc" Salisbury  
HMC 57 - 59

Hi Richard,

Received the Roan information. Thanks very much. It's still up in the air as to whether I'll make the reunion in Warwick, RI. The news letter is superb! Kudos to the news crew. Keep me on the mailing list.

Will be in contact with you in the very near future.

Regards.  
Jack Koivisto  
PN1 67 - 69

Richard,

I enjoy the news in "The Jolly Cholly." I am sorry the summer reunion is in my busy time. I hope still to make a reunion. I was at the Buffalo reunion and had a good time.

Doug Pokorney  
BT2 62 - 66



# Misc.

## Has anyone from the reunion seen Jack's hat?

Hi Joe:

I lost a blue cap with scrambled eggs with an American Flag with an Eagle on it and several hat pins on it, including a destroyer pin, radioman sparks pin, Korean pin and several others. It was left at the hotel during the Banquet. Any possibility that you, Karl or Souza may have picked it up?

Jack Price

RM1 63 - 65

jmpsatd@earthlink.net



Can anyone identify and give knowledge of where this plaque was mounted? It was donated to the Association by Captain John Chennard (LTjg 60 - 63). It is made of brass, has 6 mounting screw holes and is 2 3/4 inches high by 15 1/2 inches in wide. The top corners are rounded but the bottom corners are square.

Surely someone had to shine this bright work at one time or other. One guess is the motor whale boat, but the plaque is perfectly flat. Someone please clear up this mystery.

These are the guys who manufactured our missing letter (vol. 5, #1 Spring 2002, page 13, A VERY UNUSAL STORY.) Not only did they manufacture the missing letter for us but they also made a new board and mounted the letters on the board for us.

They are station at the Pascagoula Naval Station in Mississippi and are attached to SIMA at the naval station.

Left to right they are:

Master Chief Evett (Command Master Chief)

HT1 Richardson

HT2 McKinney

HT2 Whitehead

HT3 Gragg

HT1 Walker

HTC Donaldson



# Collision With

Dear Richard,

Thanks to you and your staff for making it possible to relive many memories, I was on the Roan the night of that fatal collision. I had the radio watch from 0200 to 0600 and was getting some winks when we collided with the Bronson. My sleeping quarters were in the last compartment above the screws. As I awoke I remember the sound of the screws stopping. The silence was alarming. When I went up through the hatch I saw shipmates on the fantail in their sevees all covered with oil. My first thought was to get to the radio shack. I started up the starboard side, found it impassable, and when making my way along the port side I was hailed to help pass 3/50 ammo over the side.

Word was passed to muster on the port side in preparation to abandon ship. It was so dark you could hardly see. Then a floodlight was illuminated from in back of the bridge shining down on the port side and over the water. I can close my eyes still today and see hordes of sharks swimming around like a school of minnows. If it weren't for some brave damage control sailors going below and shoring up the bulkhead between the last two sleeping quarters, there would have been many more fatalities, The last sleeping compartment was the only buoyancy aft that kept us afloat.

I remember some names mentioned in the letters. BM3 Joe Slaboda was a great 'Boats' I worked for as a deck hand. I hope he is well. And I also knew James White BMI. Both of these men were great looking 'Old Salts' and filled the image to a "T". Jim and Joe were very good friends.

I would like to take this opportunity to thank a man that treated me like his son when I first came aboard ship.

In one's life there are people that cross your paths that changes' your life forever. The Roan was my first ship, prior to that I had spent 13 weeks in mess cooking Main Side at Great Lakes, and before that good "ole" boot camp. In those 13 weeks I had done some damage to my record. Bad enough that I was a shame to present myself to my new command. Shortly after boarding ship the XO wanted to see me. That was a frightening moment. When I left his office I was a new born sailor. He told me in a very kind way that my record was a learning experience, a thing in the past, that today was a new day in my Navy career. And when I knew what I wanted to strike for to come and see him. I went to radio school, made 3rd class aboard the Roan, and 2nd class in Pt. Lyautey, French Morocco. I attribute this success to CDR. W.H. Fisher. Mr. Fisher, if by chance you are still alive and read this, you have been a major influence in my life. Some thing also I would like to share with you; I was just 16 years old. I always suspected you some how knew. (forged birth certificate)

If somebody could tell me the names of shipmates that died that night, I would appreciate it, for some of those guys were my friends, but time has faded my memory.

Enclosed is a check for the booty Thanks again Richard and Staff for making this possible.

Yours truly  
Frank Selonke  
RM3 50 - 52

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## Asbestos

Dear Joe,

In reference to the article on asbestosis, I would like to offer some advice. A very old timer Radiologist read my scan several years ago and diagnosed "farmers lung." Since I lived in a small town and farming community it puzzled me because I'm not a farmer, but I accepted it.

The second scan was read by a young woman Radiologist who recently graduated and the scan was performed in a large hospital in a large city. She diagnosed it as asbestos related lung disease. She couldn't believe the old timer mis-diagnosed it several years earlier.

1<sup>st</sup> tip - Choose a young up-to-date Radiologist.

Afterwards I went to the local DAV-NSO for guidance to file a claim to the V.A. They were great in helping me.

2<sup>nd</sup> tip - When writing out your claim, mention the fact that you were aboard during extensive overhaul, particularly if you were in the Brooklyn Navy Yard.

Jack Stinsman mentioned this in his article if you recall.

Anyway I stayed aboard when we were in dry-dock at

the Brooklyn Yard in the winter of 55-56 and the asbestos dust was sure rolling then. The main reason you should include this fact is one of the biggest litigation's against the asbestos industry was on behalf of the Brooklyn yard birds who suffered greatly from exposure.

I really believe these extensive overhaul dates should be noted in the ship's history even though any snipe knows once the integrity of the lagging is broken you have been exposed. After the claim is received, the VA will do scans to confirm the private doctors diagnosis. In all cases I know of all will receive compensation and as the condition worsens, will eventually receive 100%, particularly when you are unable to work.

3<sup>rd</sup> tip - Join Avail

If you don't have a computer, ask a friend with one to get on <http://www.availusa.org/2web/2-2.htm> for good information about asbestos disease.

Sincerely  
Andy Stitzer  
BT2 54 - 57

# The Brownson

Dear Joe,

The evening of November 7, 1950 was just like the others on this cruise. We were on anti-submarine warfare exercises. We were cruising along on a zig-zag course. I was awakened about 2315- 2330 to take the 0000-0400 watch in the radar room which was called the C.I.C. (combat information center). We who were on watch would change stations at regular intervals so we would get a rest. About 0100 I took a station on one of the surface radar scopes. We were in a high speed maneuver to change stations. The ship I was watching was about two-thirds of the way out on the range of the scope and was no threat to our maneuvers.

These maneuvers would go off very smoothly in daytime when the officer on deck could see for miles and each ship would go according to plan. The destroyers would come close to each other to arrive on their new stations.

This was an ordinary night with a calm sea. We were cruising with a big handicap. (Golfers know what a handicap is in golf.)

This was not golf and the handicap was operating without lights. At 0109 they could not see very much. I was also watching another spot on radar which was getting closer and closer I said, "He's too close for comfort." Not more than two minutes went by and he was too close. It was contact 0109.

The Brownson hit us on the starboard, side about midship. Her bow went up over our 01 deck, moved a quad forty mount over about one or two feet, opened a hole in the starboard side about 20-30 feet long. The bow of the Brownson was cut back from about 10-15 feet above the water and back about 25 feet from the bow.

Something like 15 minutes later I went back of the radio room on the 01 deck. The carbide search light forward of the No. 2 stack was on and shining in the water. There were 10 to 15 sharks about 10 feet long.



Don Etling, GM3, gave me the following account of what he remembered seeing that night after the collision and perhaps just before I looked from the 01 deck and up to several days later. "I had just gotten off watch and was in my bunk and woke up as they were bolting down the hatch. I got up, put on my pants, and went topside. As I came on

deck on the portside, I saw a man in the water go by. With that I went to the starboard side and grabbed a life jacket and said a few prayers. Nobody was panicking. Everyone was relatively calm. When daylight came they got some volunteers to get the bodies of those that were killed. This may sound hard, but I could not look as they put one of the bodies in a pillowcase. They were planning to bury the men at sea but changed their minds and put them in the cooler. In the mess hall, we had to straddle the tables and ate cold cuts until we got to Bermuda. Some of the men were transferred to other ships. I remained on board and had helmsman watches. In conclusion, looking aft, the

fantail was just out of the water. The Damage Control men kept the Roan from sinking."

The Roan was dead in the water. The starboard screw was cut in two and the port shaft was bent. Forward boiler room was not damaged. The generator room was still OK. We had hot water and electrical power. The after sleeping quarters was not damaged. We were allowed to go back only to get personal items out of our lockers.

We were towed by another destroyer and entered Bermuda on November 11<sup>th</sup> and went to dry dock and received a temporary side on December 6<sup>th</sup>.

We left Bermuda, being towed by a seagoing tug, and arrived in Boston, MA where the ship went into dry dock again on December 11, 1950 and received a complete repair back to original condition.

Roy Finkbiner  
RD3 47 - 52

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## New Shipmates

Roy Finkbiner	RD3	47-52	Franklin, IN	Gary L. Eger	RM2	67-69	Glen Burnie, MD
Jay Dalton	IC3	57-60	Winter Haven, FL	Tom Rainey	MM3	64-67	Chillicothe, IL
Bill Fillinger	EM3	58-61	Middle Island, NY	David Zimmerman			Clendenin, WV
Frank Yeoman	BT3	59-61	Lincoln University, PA	Allen France			Hamilton, NY
Gerald R. McCarthy	SFP2	65-67	Bristol, CT	Richard J. Schweiger			Fenton, MO
Perry Woodman	RD1	65-67	Western Grove, AR	Donald R. Burton			Sterling Heights, MI
Jack R. Koivisto	PN1	67-69	Crystal Falls, MI	Frank Moser			Garden Praire, IL

# Captain Wallace M. Riggs USN (Ret)



## Thirteenth Commanding Officer U.S.S. Charles H. Roan DD-853 29 Nov 1963 to 28 Dec 1965

Captain Riggs is the last of ten children of Joanna and Herb Riggs of Pomeroy, Ohio and a descendant of Rachel and Jerehiah Riggs, the first settlers of Scipio Township in 1799. He attended the U.S. Naval Academy and graduated in 1945 with a B.S. Degree and was commissioned an Ensign in the U.S. Navy. This started a thirty year career with promotions at various stages with his last promotion being to the rank of Captain in 1966.

In 1946 he married Rose Marie Nease of Pomeroy,. To this marriage came three sons, two of whom are living. Ronald, the older, is a retired army officer, a graduate of the U.S. Military Academy, West Point. He also is a graduate of the George Washington University Law School with an advanced degree in International Law. He and his wife Mary have three daughters. Their son, Steven, is an electrical engineer with a B. S. Degree from Vanderbilt University and a Master's Degree in Power Engineering from Carnegie Mellon. Steven has been with Westinghouse since 1974. He and wife Teresa have two daughters.



The Captain's ship assignments included duty on five different destroyers, USS Radford (DD 446) as assistant engineering officer, followed by a similar assignment on the USS Waldeon (DD 699) and later as engineering officer in the USS Warrington (DD 843.) He served as Executive Officer of the USS Hawkins (DD 873) and lastly as Commanding Officer, U.S.S. Charles H. Roan (DD 853.). Other assignments included the Fleet Marine Force, Atlantic as a Naval Gunfire Liaison Officer which was followed by a tour in the USS NEWPORT NEWS (CA 146) as Five Inch Battery Officer. He was the Commanding Officer of the U.S.S. Chelan County, a LST, and Commanding Officer of the U.S.S. Butte. This latter was a new construction ammunition ship of 20,000 tons built by General Dynamics in Quincy, Mass., which he commissioned and accepted for the U.S. Navy in 1968.

Some of Captain Riggs' shore duty include being an instructor at the Naval Academy in Marine Engineering, along with attending post graduate school in naval intelligence which was followed by a tour in the Office of Naval Intelligence in Washington. Later he returned to Washington for a tour with the Joint Alternate Command Element (JCS.)

During Captain Riggs thirty years with the U.S. Navy his wife Rose Marie and he lived at various times in several east coast ports. They also had three overseas assignments in Athens, Greece (Chief Of Programming, Joint U.S. Military Aid Group, for which service, he was awarded the Joint Service Commendation Medal) with the U.S. Military Advisory Group; in Mexico City as the US Naval Attache to Mexico and Central America (awarded the Joint Service Commendation Medal First Oak Leaf Cluster for exceptionally meritorious achievement in the performance of outstanding service) and in the Panama Canal Zone as Chief of Staff COMUSNAVSO/COMFIFTEEN for the U.S. Navy.



Captain Riggs stated, "With the large number of sea assignments, it is obvious that my wife Rose Marie practically raised our three sons by herself. She also made several long distance moves by herself. This must have been good training for she became a very successful realtor in San Antonio, Texas for over 20 years after our retirement there in 1975. I also was involved in real estate. I had a broker's License and participated in the development of Fair Oaks Ranch, Texas; a 5000 acre development about 20 miles northwest of San Antonio. We incorporated in 1988 as the city of Fair Oaks Ranch and now have a population of over 5000 in 2004



1997 - My 37 foot motor home. My First Mate Rose Marie is on door step



Mini DESRON 10 ( CO's 63 - 65 period) reunion at my house in Texas about 1990. left to right - Capt Jack Peters (USS Kennedy), Capt Bob Ewing (USS Forest Sherman), Capt Wally Riggs (USS Charles H Roan), Commodore Jack Rayner

After our second retirement in 1995, Rose Marie and I bought a 37 foot motor home and did considerable traveling to visit our many friends from the navy and other places, including our native Ohio. We have returned to Meigs County Ohio several times for enjoyable family reunions and visits with childhood and school friends. We both have the best kind of memories of our early days in Meigs County and are grateful for the parental love we received there and the early education we received from the many outstanding teachers."

# Flags and Signals

Hi Richard,

Just a little note to thank you and your staff for the great job you are doing. Enjoy the newsletter very much.

Enclosed is my order for a ball cap and some additional for a donation.

Keep up the good work.

O.J. Huffman

SN 52 - 53

Hi Richard,

Am enclosing a \$10.00 check. I hope it helps some. Don't get to travel much as I have degenerative arthritis in both knees. Served in the Roan when Capt. Raymond Ward was C.O. The years 65 - 67. "The Jolly Cholly" newsletter is really outstanding. Keep up the great work.

Sincerely

Bob Bennett

65 - 67

Dear Richard,

I'm sorry I could not make it to be with my shipmates but I hope everyone had a good time. If a reunion gets close to me I will try to go for I have some things to turn over to you, that can never be replaced and money can't buy.

I don't drive anymore and my hearing is very bad. At my age you live day to day. So long for now and

God Bless.

Honorable Menso H. Jenkins

SH2 46 - 52 PLANKOWNER

Richard,

I rode the Roan from 4/46 to 9/46.

Good Luck

Ray Duval

RMSN 46 PLANKOWNER

Hi Richard,

Enclosed a check for the association, keep up the good work.

John Griggs

TMSN 51 - 52

Richard,

Please accept this contribution to the Association. I enjoyed the couple of issues I received of "The Jolly Cholly." They bring a lot of fond memories of Med. Cruises and day to day living on the USS Charles H Roan. Looking forward to future issues.

John W. Byrd

MM3 67- 69

Richard,

Thanks again for all those memories. Keep up the good work. Hope this helps a little.

Clint Vail

LTjg 51 - 53

Dick,

I will not be able to attend the reunion as I will be away attending a wedding.

Good luck with the reunion.

Frank Higgins

LTjg 57 - 60

Hello Richard,

Here's \$15 for the kitty. You are doing a great job. Looking forward to seeing you in August.

Best regards

Your shipmate

Richard "Pat" Patterson

EM! 54 - 57

## Flags and Signals

Hi Richard,

You're doing a great job by keeping these reunions afloat, please don't let it sink. My wife and I look forward to coming to the reunions. This will be our 5<sup>th</sup> and we hope many more as long as the body holds up.

Here is \$25 towards the Roan fund and \$20 for a license plate holder.

Thanks

Vic Kaidan

MM3 52 - 55

P.S. Please excuse the writing, it's the best I can do after my stroke.

Hi Richard,

We will not be able to attend the reunion because we are going on a cruise that was planned in June of 03.

We will miss you all and are hoping it will be a great success.

Sincerely

Herbert Hare

BM3 51 - 55

Dear Richard,

Here is a check for the association. You are doing a real good job, I enjoy reading each issue.

I'm looking forward to the Warwick reunion.

Ron Smith

EM3 54 - 56

Rich,

Here's the 1966 cruise book you asked for. I included an order for a jacket and a few bucks for the kitty. Great article on Tony Bunosso - brought me back to the ship.

Bob Lee

RD1 63 - 67

Richard,

Hope this helps. If you have Arnold Lambs and Oscar Roos' phone number, I thought I'd give them a call to see how they are doing.

Thanks

Tom Flowers

STG3 67 - 69

Dear Richard,

Enclosed is a donation. Thanks to Bob (The Mongoose) Hedrick I got some good pictures of some shipmates. Bob is the only guy I know that can hold a live cobra in one hand while smoking a cigarette. I'm writing Joe a separate letter concerning the asbestosis article.

Sincerely

Andy Stitzer

BT2 54 - 57

Hi Richard,

Here's another small donation to keep "The Jolly Cholly" in print. Also a \$50 Confederate bill. Put it in a safe, who knows, the south may rise again! (Just kidding) It's a replica. Maybe your grand children can use it for "show and tell" in school if they are studying the Civil War.

Has the Association thought about selling raffle tickets? I belong to the Sampson W.W. II Navy Veterans and they send out books of tickets for the members to sell. Only \$1 a ticket and the 1<sup>st</sup> prize is \$200, so they must be making money on the deal. They have a drawing at the reunion. Just a thought.

Keep up the good work.

A shipmate

Frank Thurlow

EM2 56 -58

# Oscar Roos

Dear Joe/Ron:

I just received my second copy of Volume 7 Number 1 Spring 2004 Jolly Cholly. Snail mail to my PSC FPO address, I am still with the FAA assigned to the American Embassy in Singapore, seems to take a long time at times. Anyway, wanted to write to inform you that I am receiving the Jolly Cholly and read it cover to cover and sometimes laugh, sometimes reminisce and sometimes feel sad. I read the letter from Tony Bunosso, Junior as well as your letter to Tony Jr. and felt a deep sadness on hearing that Tony Bunosso, RD-1 (64-67) had passed away.

There are rare individuals that help shape our lives, for better or sometimes for worse, and leave an indelible mark on our memories. I can tell you that Tony Bunosso has remained in my memories in a very positive way. I was surprised to read how young Tony B. was when I knew him working as a Radar ET (65-68). His maturity and leadership was such that I always looked up to Tony with deep respect. It saddened me to read how young he was when he passed away.

I attended one reunion briefly five years ago. There were certain sailors I had hoped to see while attending the reunion. I did see many sailors with whom I served and enjoyed myself immensely. However, Tony B was one person I had hoped to see there and missed. Now I understand why.

Your letter also mentions Richard Zimmerman. I remember Lt. Zimmerman Like it was yesterday. I also enjoyed recent letter from Robert Lee, another good sailor and leader who worked with Tony B. I also enjoyed reading Capt. Ward's autobiography in the same issue. Capt. Ward was a fine captain and I enjoyed visiting with him five years ago during my short visit to the reunion in Florida.

So many memories, thank you. Incidentally, the cover photo showing us refueling from AO 98 and CVA 66 brought sharp memories of my refueling station midship. I looked unsuccessfully for myself midship on the port side in the photo (ha-ha).

I regret not being able to attend the reunion in August. Singapore is 1/2 way around the world from the Northeast and frankly just not possible. It would have been fun to revisit "The Tavern" in Newport where Roger Albright and Ed Nunes and I spent so many hours, days, and weekends, chasing the lovely Rhode Island girls.

I do have news. I will be returning to the US of A after my tour ends in August. I still do not have a location but will certainly let you know when I have relocated and have a new address. My email address (oscar.roos@faa.gov) will remain the same.

Keep up the good work and I'll be sending a little contribution when I return from my next series of trips to China, Korea, and Mongolia. The last of my travel in Asia prior to relocating back to CONUS.

Stay well and healthy,

Oscar Roos

PSC 470 FSIFO

FPO AP 96507

Email:

(oscar.roos@faa.gov)

FTR2 65 - 68



My son and I



My twins, ( boy & girl age almost 5 years old)



# MY TRIP TO WARWICK RI. REUNION 2004

**Joe Lambert EM2 62 - 64**

This is a photo of me being relieved on my last day on the job August 5, 2004 (35 years with the Chicago Fire Department.) This photo is not as impressive as our cover photo of Captain Riggs' last day, but this is the City of Chicago. That's me 5<sup>th</sup> from the right. The young man on my right is my son Firefighter Jason Lambert, the one on my left is my other son Firefighter/Paramedic Joe Lambert Jr. and the young lady on his left is his wife Fire Paramedic Beth Lambert. You can probably say firefighting is the family business. I'm the son, brother, nephew, cousin, father and father-in-law of a firefighter.

The other young men in the photo I can proudly say were some of my firefighters and the man second from the right, row one, is my relief Chief Ken Wojtecki.

I went straight home that morning and packed to leave for the reunion. After a 2 1/2 day drive (flying isn't my thing) I arrived in Warwick at the beautiful Crowne Plaza Hotel. Everything was superb. The hotel and the surrounding grounds are just beautiful. The accommodations were pleasing and well kept with some of us having a dinette and Jacuzzi (how was your room Richard?).

I arrived on Wednesday and found many shipmates already there, some having arrived on Sunday. Wednesday was used for setting up the hospitality room with its memorabilia and ships store and a place in the lobby for registration. Throughout the reunion you could always find someone in the hospitality room to swap sea stories with. It was a great place to converse with old shipmates and meet some new one's.

Thursday brought a whole new group of shipmates and a lot more getting reacquainted. Sales started at the ships store with some hot new items such as the beautiful new winter jackets (check page 23) selling well. That evening buses left for the dinner cruise aboard the Bay Queen headed for Newport Harbor. Fun was had by all with dancing to and entertainment from a fine band. The food was great and all the old salts seemed to have their sea legs (but so did their wives, so I guess you didn't have to have spent time in the Navy for that.) All in all it was a great night with fun had by all.

Friday buses were boarded early for the Foxwoods Casino. It was a long day for the players, with wives winning big at the slots (\$25) and husbands losing big at the tables (\$200). I guess that's even. Also boarding early were the duffers, for a round of golf. Although it had rained Thursday evening the skies held good Friday for the golfers, but I don't think it would have made a difference to them.

Friday evening was the welcome aboard party and what a party it was. I could not believe the splendor of the room. I thought the hotel had made a mistake and set up the room for the banquet. The food was great and plenty



of it. Again we had entertainment and a great band for dancing. By this time most of our shipmates were aboard and the room was rife with camaraderie. Sea stories were running rampant. Some shipmates assisted in the entertainment, the most notable being Carlton Wishart (QM2 57-60); whose singing left the young children in the audience scarred for life.

Saturday morning was set aside for the association meeting. Dallas Reese (QM2 59-64) volunteered to host the next reunion in Branson MO. (more on that later.) Then the golfers got up and started lying and giving each other awards, (I guess for whoever told the biggest lie.) There must have been a lot of big lies because a lot of golfers got awards.

After the meeting buses were boarded for a sight seeing and shopping trip to Newport. We drove through the Navy base, which almost looked deserted except for a couple of moth balled aircraft carriers. We also drove around the Newport mansion area. A stop was then made for some sight seeing on foot and a little chow. If you haven't been to Newport in a while it certainly has changed. The shipmates in my group kept pointing out familiar bars while I tried to point out to the ladies of our group the beautiful churches of Newport that I remembered. We returned to the hotel to get ready for the reunion banquet.

As time for the banquet came around all our shipmates looked quite dapper and their ladies resplendent in their evening finery. Pictures were taken for the reunion book and then cocktails before dinner, and what a dinner it was. Again the food was delicious and the entertainment wonderful. Dancing or just listening to the singing and music made for a special evening with old friends. I thought it would be hard to beat the welcome aboard party but the reunion committee did it. After the banquet some shipmates retired to the hotel lounge just to stretch out the time with old friends while some of us just retired to our rooms, exhausted from the previous days events and in need of sleep for the trip home.

Sunday morning found friends meeting for breakfast and to say their last good-byes and promising to meet each other in Branson MO in 2006.

Russell Cook (LTjg 65-67) had to get the award for traveling the farthest; he came all the way from Sao Paulo, Brazil. The most determined shipmate was Joe Klimek (LT 58 - 59.) Joe likes to travel by train, so he boards a train in Minnesota travels all the way to Milwaukee, WI where he decides that because of rail delays he won't make his connection in Chicago. So he turns around and heads back home to Minnesota. He was a little disheartened but his daughter gets on the computer and books him on a flight so he could make the reunion. Joe also led a delegation of shipmates from the reunion to visit Captain Nuttall (CO/CDR 57-59) who was a little under the weather and couldn't join us. I'm sure that was greatly appreciated.

If you missed this reunion below is a list of shipmates you missed. I'm sure at some time or other, SOMEONE ASKED ABOUT YOU. Start thinking about the next one in 2006 in Branson, MO. Dallas Reese reports the tentative dates to be August 8, 9, 10, 2006. Make plans to be there, I promise you won't regret it.

Willard D. Varner	SN	46-48	Charles A. Zumbrun	IC3	54-56	Charles D. Herdon	SN	60-63
Plankowner			Richard Patterson	EM1	54-57	Frankie Hopkins	SN	60-63
			James O'Dea	EM2	54-57	Stephen Flaherty	CS3	61-63
Martin F. Caldwell	DC2	47-48	Ralph Eccleston	MM2	54-57	Rene L. Savoie	SH3	61-63
William Burgess	SO3	47-49	Clarence Orr	RM3	54-57	James T. Quigley	SMC	61-63
John McDonald	BM3	47-50	Robert Boorum	YN1	54-58	Fred E. BonDurant	DK3	61-64
Richard Cherry	SHSN	47-50	Al Smith	ICFN	55-57	Marty O'Hara	RD2	61-64
Roy Finkbner	RD3	47-52	Dario Ungania	CS3	55-59	Winston Dowland	DC3	62-63
John Cannizzaro	HM2	48-50	Murvin Wickman	SN	55-59	Charles T. Wingo	LTjg	62-63
Fran Merenda	ET1	48-51	Clinton G. Clough Jr.	LT	56-57	Arthur M. Hammell	BT2	62-64
Chester Lucinski	BT3	48-52	Allen Lambert	ENFN	56-58	Edward R. Burger	BT3	62-64
Oscar M. Squire	FN	48-52	Robert J. Svopa	MM2	56-58	Joseph W. Lambert	EM2	62-64
Donald Etling	GM3	48-52	Jeremiah O'Connor			Eugene Inzana	SFP3	62-64
Silvio E. Iannelli	RM3	48-52	Jerry Kramer	BM3	56-59	Gordon W. Anthony	YN3	62-64
George Morton	SH3	48-52	David Ward	FT2	56-59	Ed Loudenslarger	RD2	62-65
Robert E. Davis	TESN	48-52	James Jamitis	SO2	56-59	Robert D. Willet	BT2	62-66
Donald R. Burton	MM3	49-51	Robert Hansen	TE3	56-59	Jack M. Price	RM1	63-65
Jerry S. DePasquale	BT3	49-52	John R. Wurdeman	DK2	57-59	Ed Nunes	RD2	63-66
John V. Serna	BM3	49-53	John Salisbury	HMC	57-59	Robert B. Moore	BT3	64-66
Joe M. Carlson	SO2	49-53	Thomas McGinty	LTjg	57-59	Pasquale Monaco	CS3	64-66
John W. Griggs	TMSN	51-52	Paul Solis	SM3	57-59	Larry E. Oppel	EM3	64-66
Richard O. Wright	LT	51-53	Walter B. Tressler	EM2	57-60	Roger L. Allbright	ETR3	64-66
Roe Goldsmith	BMSN	51-54	Donald W. Lincoln	FT2	57-60	James O. Hubbard	LTjg	64-66
Robert H. Heon	Ltjg	51-54	Jay Dalton	IC3	57-60	Alan M. Cashman	LTjg	64-66
Robert Klotz	QM3	51-54	Carlton Wishart	QM2	57-60	Ron Robertson	MM3	64-66
Raymond Boggi	SN	51-54	Henry Rossi	SK2	57-60	Tom Rainey	MM3	64-67
Albert A. Marsh Jr.	RD1	51-55	John J. Klecker	MM1	57-61	Larry G. Wright	ETN2	65-66
Joseph R. Conti	RD3	51-55	Thomas Vella	BM3	58-59	Jack Cook	BT3	65-67
Roy H Byle	FT3	51-56	Joseph A. Klimek	LT	58-59	Raymond Ward	CDR	
Robert E. Samson	MM1	51-56	Jim Sneddon	GMG3	58-60	Captain 65 - 67		
Howard G. Storey	SN	52-53	Wilford F. Golding	IC3	58-60			
Victor L. Kaidan	MM3	52-55	Anthony F. DeNiro	SN	58-60	Ralph Rankin	FTGSN	65-67
Sal Genova	QM3	52-55	Bill Fillingier	EM3	58-61	Robert E. Sipka	GMTC	65-67
Jack Stiglianese	SN	52-56	Joseph Lovas	EN2	58-61	Russell C. Cook	LTjg	65-67
Delevan Kerley	TM3	52-56	Tom L. Van Petten	LTjg	58-61	Richard A. Calabro	EN3	66-68
Norman A. Sylvia	SN	53-55	William J. Lodi	RM3	58-61	Ray E. Howe	FTG3	66-68
Wallace D. Lueck	BMSN	53-56	Alan E. Timchak	MM3	58-62	Jerry P. Edwards	RM3	66-68
Harry W. Harris	TE2	53-56	Richard F. Souza	SMC	58-66	Chuck Medlar	BM3	66-70
Jack Damonte	CS3	53-57	Howard D. Stulbaum	SN	59-60	Leonard B. Fanning	BMSN	67-71
Dave Clark	ME3	53-57	Robert M. Marshall	LT	59-61	Joseph M. Orr	STC	69-73
Frank N. Locastro	YN3	53-57	John R. Witt	LT	59-62	Gerald Ray	PN2	70-71
Dennis Tumblison	EM3	54-55	Anthony E. Hudalla	LTjg	59-62	David P. Micalchuck	LCDR	
Bob Hedrick	MM3	54-55	Gary A. Lupton	TM2	59-62	Captain 72 - 73		
Ronald V. Smith	EM3	54-56	Dallas Reese	QM2	59-64			
Charles Glad	FT3	54-56	Robert Crisci	RD2	60-63	Richard Knapick	CS3	72-73
						Michael Schaffer	BT3	72-74



**“Don Souza” collecting the street taxes.  
Don't be late and don't be short!**





**At the next reunion!**  
Don't forget, put August 8, 9, 10, 2006 (tentative) aside.  
Branson, Missouri

Send roster updates to or to contact me:  
"The Jolly Cholly" Editor

Joe Lambert (773) 631-8821  
5373 N. Normandy chief9bullie@earthlink.net  
Chicago, IL 60556

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## 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 our files)

Telephone # \_\_\_\_\_ Fax # \_\_\_\_\_

e-mail address \_\_\_\_\_

Rate and/or Rank while aboard the Roan \_\_\_\_\_

Years served aboard — From \_\_\_\_\_ To \_\_\_\_\_

Spouse / FiancÈe's name \_\_\_\_\_

# SHIP'S STORE

Check the new ship's store pages for new items. Family and friends may want to check the ship's store for Christmas gift ideas for our shipmates.  
(be sure to check item numbers carefully)

**Send all orders to:**

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

ALL PRICES INCLUDE POSTAGE -  
Mostly by Priority Mail

Qty	Item	Description	Size	Color	Price/Each	Total
TOTAL OF ORDER ==>						



Item #1  
**Embroidered Golf Type shirts**  
 (with pocket)  
 Blue/Gold Lettering  
 White/Blue Lettering  
 Tan/Brown Lettering

**USS Charles H. Roan  
 DD-853**

M/L/XL—\$26.50  
 XXL/XXXL—\$30.00



Item #2  
**Wind Breaker Jacket**  
 Navy Blue Embroidered with ship  
 silhouette and ships name on back in  
 Gold lettering

M/L/XL —\$48.50  
 XXI/XXXL—\$50.50

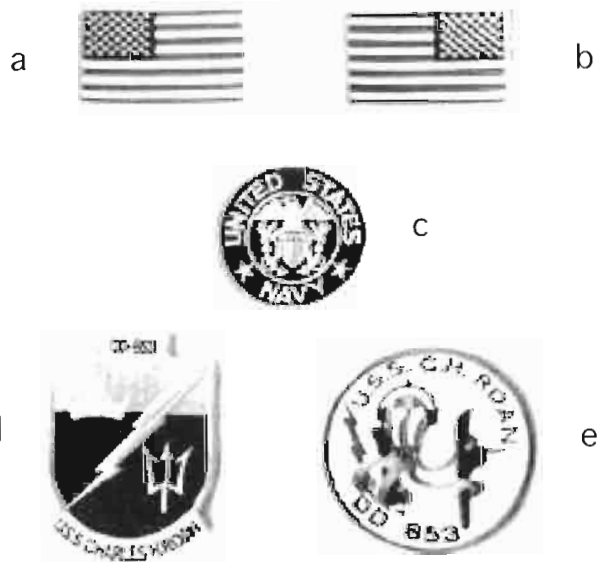
NOTE: These jackets run **SMALL** so  
 order accordingly.



Item #3  
 Tote Bag  
 Royal Blue/ Ash  
 Ships Logo  
 Pocket 14X17X5  
 \$12.00



Item #4  
 Golf Towel  
 Dark Blue - Ships logo  
 (limited amount left)  
 \$12.00



Item #5  
 Patches  
 Right/ Left Arm U.S. Ensign  
 a. Right \$5.00  
 b. Left \$4.50  
 c. U.S Navy Eblem - \$6.00  
 d. Ships Crest - \$6.50  
 e. Octopus Patch - \$6.50  
 (To sew on any of the above - \$5.00)



Item #6  
Ball Cap

White hat with grey ship and gold lettering  
or

Blue hat with gold ship and lettering  
with either

Before 1961 silhouette

or

After 1961 silhouette

both

\$15.00

(please indicate hat color and silhouette preference)



(Back of jacket)



Item #7

**NEW ITEM - Winter Jacket.**

The same ones that the Blue Angels wear. Very sharp looking with the back Embroidered. A Patch/Crest (or both) and your name can be added to the front for additional cost (see add on items.)

**Jackets are fitted at the waist so order accordingly.**



a.



b.

Item #8  
Ships Photos

Approximately 8X10 Black and White  
Pre-Fram before 1961 - 8a

After Fram 1961 - 8b

only a limited amount in stock Not Framed  
\$10.00

M-L-XL	\$52.00
XXL	\$55.00
3X	\$58.00
4X	\$62.00
5x	\$66.00
6X	\$70.00
7X	\$74.00

**ADD ON ITEMS**

for

Item 3 - Wind Breaker Jacket

or

Item 9 - Winter Jacket

Sew on your name 1 line \$5.00  
(Specify how you want it.)

To sew on each Patch/Crest \$3.00  
Each Patch/Crest (item 4 or 5) \$6.00



Item #9  
License Plate Holder  
with ships name  
USS Charles H. Roan DD-853  
\$20.00



Item #10  
Flag Pin  
U.S. Flag with  
USS Charles H. Roan DD-853  
Black Lettering- Gold Trim  
approximately 1"x 1"  
Great quality good looking  
pin with our ships name on it.  
\$6.00



Item # 11  
Embroidered Sweat Shirt  
Birch color  
Blue Embroidery  
S-M-L-XL - \$20.00  
XXL- \$22.00  
XXXL- \$24.00

**USS Charles H. Roan DD-853**



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

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