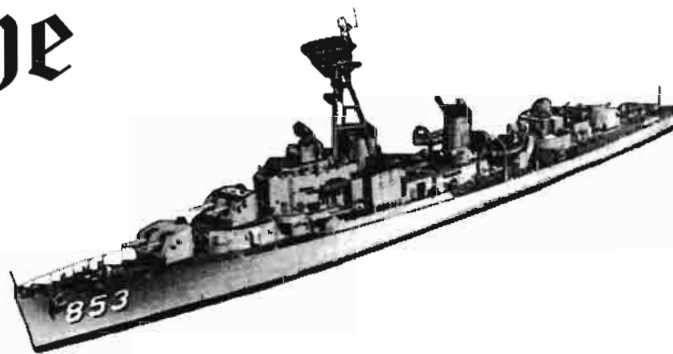


# The



# Jolly

# Cholly

Volume 3 Number 1

Spring 2000

## FROM THE SIGNAL BRIDGE



Shipmates, I often ask myself "is it just me?" when I try to find shipmates and try to reunite them with others. I get excited, but some don't share the same enthusiasm as I do. I have been rebuffed a few times and believe me it takes the wind out of my sails. Maybe it's because I was a "lifer" and the Navy has meant so much to me. Maybe it's because the almost 9 years on the Roan going from

Second Class Signalman to Chief Signalman aboard her means something special to me. But for the life of me it's hard for me to comprehend why a shipmate would not attempt to reunite with his buddies who served with him in the good and the bad times of shipboard life. To me, a shipmate is a brother, a buddy who shared moments which can never be retraced or repeated. If you ever attend a reunion you can see the joy, laughter, and the bonds that once were and still are. Won't you make someone's day and attend our next reunion? Lets make "REUNION 2000" our biggest and best yet. Set your course for Charleston, SC August 24-27, 2000.

Many of you have answered our call for donations, and we are happy to say that we are financially stable at this time. We do not have dues, so the request for funds are essential to keep us above board and for us to continue to give you a newsletter which I consider is our life line, as well as to support our reunions. Our coffers are open for those who see fit to donate, and for those who have, I would like to thank them personally for their generosity in our times of need.

Whether you know it or not the "Jolly Cholly" crewmembers are unique. We consider ourselves a family of shipmates who care about one another. I have heard the term "family" used more than once when there were concerns for and about different individuals. Our family extends to your family in time of need, support or otherwise. We are there for each other. If and when we are called on, we will answer that call to the best of our abilities. We do not have much, but what we do have is unity and dedication to each other.

Note: We have had shipmates who have parted with us to serve their supreme commander and their families have requested to stay with and among us. This should tell you what we are all about.

## WEB SITE

<http://www.usscharleshroan.org>

It has been a long time dream of mine to have our own **USS Charles H. Roan DD-853** web site. While talking to one of our shipmates, **Ron (Richardson) Lucchesi**, FTG3, 66-68 he heard my plea and answered the call. Ron has worked tirelessly to put our site on the Internet. I can't tell you the value of this endeavor that Ron took upon himself to make us available to the world. I would like to thank Ron personally, I know the Association will be forever grateful for his generous contribution to our cause.

The web site is in it's infancy. There is a lot more to come and much more information will be included as our site grows. Ideas, information and material from you will also enhance our web site. Ron has agreed to be the caretaker for our site. Ron's e-mail address is [Ron.Lucchesi@kp.org](mailto:Ron.Lucchesi@kp.org). Any help from our shipmates to better our site is appreciated.

We now can be reached worldwide at <http://usscharleshroan.org> and Ron is continually linking us to other sites such as "Destroyers Online", The U. S. Navy, Tin Can Sailors, with more links to come. We have been on line for less than a week and the site has already paid off with two of our shipmates finding us. So you see shipmates, the value of this site can not be over emphasized.

Thanks Ron you're truly an example of what a "can do, will do" "**Jolly Cholly**" shipmate is all about.

Our url <http://usscharleshroan.org>  
Ron's E-mail address [Ron.Lucchesi@kp.org](mailto:Ron.Lucchesi@kp.org)  
[Rsouzal@worldnet.att.net](mailto:Rsouzal@worldnet.att.net)  
[rsouza@usscharleshroan.org](mailto:rsouza@usscharleshroan.org)

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## Taps

Since the last newsletter we have lost:

**Francis "Haley" Fisk**  
SN 51-54

on  
November 21, 1999  
in  
Green Island, NY

He is survived by his wife **Pat**, who asked to remain in the association.

# FINANCIAL REPORT USS CHARLES H. ROAN DD-853 ASSOCIATION

January 1, 2000

Balance of Checking Account	\$8091.54
Deposits	+ 366.00
	<hr/>
	\$8457.54
Office Equipment and Supplies	- 413.84
Postage and Stamps	- 36.75
Balance of Checking Account February 1, 2000	\$8006.95
A contingency fund for future newsletters and mailings. This money was the balance of our funds from our Buffalo, N.Y. and previous reunions. This fund had a balance of \$3000.00 but has since been used for newsletters and postage for our St. Augustine reunion. We expect to use this money as a reserve.	\$1400.00
<b>Total funds on hand as of February 1, 2000</b>	<b>\$9406.95</b>

## Projected Estimated Expenditures (next 90 days)

\$545.00 Newsletter (printing and postage)  
\$200.00 printing -Reunion registration mailings/envelopes  
\$450.00 Postage- Reunion mailings...(2 mailings - follow up letter)

Expenses for our Reunion in Charleston, SC (Aug. 24-27, 2000) are not available at this time.

**Our funds are a direct result of our plea for donations, and the profits, donations, 50/50 club, and sales, from the St. Augustine, Florida reunion.**

---

## SHIPS STORE

Wear a hat and advertise our ship. You never know, we may get a shipmate who served aboard the "**Jolly Cholly**." \$16.00 covers the cost of the hat, packaging and postage by priority mail.

### ORDER FROM

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

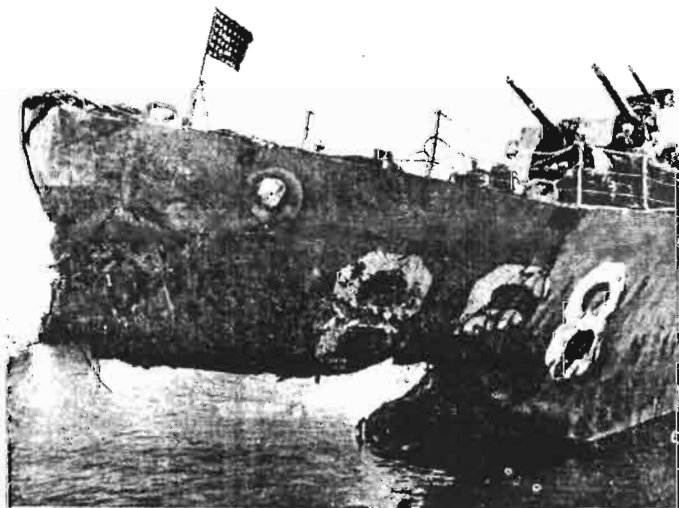


*(From the Hamilton Royal Gazette)*  
**HAMILTON, BERMUDA**  
**MONDAY, NOVEMBER; 13, 1950**  
**Two Damaged Destroyers Here After**  
**Collision In "High Speed" Manoeuvres**

Two United States destroyers – one with about 50 feet of the under part of her bow sheared off, the other with a gaping hole in her hull and extensive damage to her deck structure, limped into Bermuda on Saturday after colliding during blacked-out "high-speed manoeuvres" about 200 miles northwest of Bermuda last Wednesday morning. They were the Brownson and the Charles H. Roan, the latter suffering four immediate fatal casualties and three injured in the heavy crash that saw the Brownson rip into the Roan's starboard side at an almost head-on angle. One of the three injured men died at Kindley Base Hospital yesterday afternoon.

The Brownson, her pumps working to keep out water forward, made port under her own power. The Roan, her after engine room flooded, her deck structure amidships smashed away and a gun mount almost ripped off its base came here under tow of two U.S. Navy tugs, one fore and one aft.

The comparatively light casualty list was due to the point of impact as well as to other fortunate circumstances that found some of the Roan's accommodations clear of personnel at the time of the collision.



BOW OF U.S. DESTROYER BROWNSON, about 30 feet of which were sheared off or bent down when she collided at high speed with the destroyer Roan in manoeuvres 280 miles north-west of Bermuda in darkness last Wednesday morning.

### **RODE UP ON DECK**

Three of the men killed met death instantly when the Brownson's bow rode up at great force on the Roan's deck, crashing into the first of two after gun mounts. It was here that two other men were injured. The fourth man killed was in his bunk.

The third man injured escaped through the hole torn in the Roan's side and was picked up by a boat lowered by the Brownson after she backed off from the Roan.

He was Machinist Mate T. E. Witman, and was working at the time in the destroyer's machine shop, where the Brownson's bow ripped open her sister ship. Witman jumped out of the hole as water flooded in and was picked up in heavy seas by the Brownson's boat. He suffered minor injuries and was the only man to go overboard in the crash.

According to Commander E.B. Henry, master of the Brownson, the collision occurred "during a high speed manoeuvre" with the U.S.S. Paulau, a convoy escort type carrier, and two additional destroyers. All ships were blacked out to simulate wartime conditions and the destroyers were reorienting the protective screen around the carrier incident to a change of formation course.

Pending completion of a Navy board of inquiry, which was begun immediately the two destroyers reached the United States Naval Air Station at Kings Point, details of speed and other circumstances of the cause of the accident were not divulged.

On board the Roan, commanded by Commander David L. Martineau, members of the crew told reporters that the crash came completely without warning. The four killed at the time of the collision had no chance to jump clear as the Brownson tore into the Roan just aft of the midships section, compressing the living quarters on that stretch of the deck into a mere six feet space and plunging on into the gun mount.

Simultaneously a large hole was ripped in the hull of the Roan above and below the waterline, leading to the flooding of the after engine-room and other compartments of the ship in that section.

Destroyed by the grinding crash were the after officers' quarters, the after chiefs quarters, machine shop and washroom facilities.

(continued page 5)



DAMAGE ON RAMMED DESTROYER.—Picture shows damage done to deck structure of US destroyer Charles H. Roan when the destroyer Brownson collided with her in manoeuvres last Wednesday. Centre left is the first of the two after gunmounts into which the Brownson's bow rammed after demolishing quarters on deck. Not shown in picture is gaping hole torn in starboard side of Roan's hull.

### KEPT SOME POWER

The Roan never lost all power, however, and men in the after engine-room were able to make good their escape as the water flooded in.

An officer of the Roan said, "The men killed on the gun mount just didn't know what happened, it all happened so fast." The man found killed in his bunk was in a natural position indicating that he, too, had meet death instantly.

Describing Witman's escape through the hole in the Roan's hull, the officer explained, "The first thing we knew we heard him yelling in the water." When the Roan reported that she believed personnel were overboard, the Brownson's boat, damaged in the collision, was immediately lowered.

"In a matter of minutes," a spokesman for the Brownson said "the boat, under the guidance of Ensign Daniel F. Featherson Jr. picked up Witman. In spite of a damaged boat and heavy seas Witman was returned to the Brownson with only minor injuries. It later developed that he was the only man overboard."

No personnel casualties were suffered on the Brownson and according to the spokesmen "it was soon obvious that the material damage was controllable and that the ship would be able to maintain her own engine power and steerage."

All ships in the formation lay-to in order to render emergency assistance to the two damaged destroyers, and tugs went to the aid of the Roan as her after section took in more and more water.

### DAMAGE CLEANED UP

Later with help from the destroyer repair ship Amphion, which was with the fleet, the damage on the Roan's deck was cleaned up. This deck structure consisted largely of aluminum and yielded like cardboard before the force of

the crash. The main brunt of the impact appeared to have been taken by the Roan's hull, which ground the under part of the Brownson's bow to matchwood, and by the gun-mount, with which the intact upper part of the Brownson's hull came into violent contact.

The compartments directly aft of the Brownson's bow were flooded, but the flooding was brought under control when the destroyer Buckley supplied her with additional braces and fuel for the pumps. The pumps were still working at full pressure when the Brownson tied up along side the tender pier at the Naval Air Station. She was pointed up-channel by Pilot Ivor Reid, passing the Roan en route. The Roan did not anchor off the Air Station until about two hours later, as her progress up-channel was much slower.

The after engine room, the machine shop and the engineer's quarters on the Roan were all flooded, but the destroyer never lost power forward. Pumping and sealing-off operations enabled the Roan to raise herself about two and a half feet in the water, but she was still several feet below her normal waterline as she was towed slowly to Bermuda.

The men who were killed instantly were Bo'sun's mate James Paul White, of Boston, Mass, Storekeeper Francis Patrick Walsh of Scranton, Pa., Gunner's mate Edmundo Xavier Rocha, of New Bedford, Mass., and Telemann Leland Eugene Smith of East Barre, Vt.

Injured in addition to Witman were Gunner's mate John Fillippo Pecoraro of Green Cove Springs Fla., and Seaman apprentice Phillip Frederick Fehr, of Oak Harbour, Ohio. The three injured men were brought to Kindley Base Hospital on Thursday. The name of the man who died yesterday will not be released until the next of kin are notified.

### LUCKY CHANCE

The casualty list would certainly have been greater had the collision occurred three quarters of an hour before. The crash came at 1 a.m. Officers and men came off their watch in the after engine room at midnight and, as a spokesman on the Roan stated, "Usually they hang around in the washroom a bit, chewing the fat." The engineers' washroom was one of the sections utterly demolished by the collision.

In the section of the Chiefs' quarters in which White lost his life while sleeping were five others. They tumbled from their bunks dazed but unhurt. Two of the engine room personnel were hurt — Pecoraro and Fehr. One of them was flown to Kindley Base by helicopter from the deck of the carrier Palau.

Officers on both destroyers were high in their praise of the manner in which the crews responded to the emergency. On the Roan an officer stated, "Everybody went quickly and quietly about his job. We didn't have any idea what had happened at first, but everybody jumped to it and did a swell job."

(continued on page 9)

*(Taken from the Bermuda paper "The Royal Gazette")*  
**Destroyer's Crewmen Tell Their Story of Crash**

At 5 o'clock yesterday morning Commander David Martineau finished writing his official report on the collision that damaged his ship, the U.S.S. Charles H. Roan, and took toll of five members of the crew.

The destroyer's captain determined that some of his men shall be recommended for awards for their action immediately after the collision wrote: "The performance of duty and the reaction of all hands, officers and men, was nothing short of magnificent."

His report went to Washington yesterday, together with a report from the captain of the destroyer, Brownson (Commander E. B. Henry), which collided with the Roan in a "blackout" manoeuvre at 2 a.m. last Wednesday.

Details of the crash and its cause will not be divulged until an inquiry has been held by the United States Navy Headquarters. Meanwhile the Brownson and Roan are being temporarily repaired at the Naval Air Station in Bermuda.

It will take a few months to patch the gaping holes in the two warships, Commander Martineau told a Royal Gazette reporter yesterday. They will probably move to Boston in a week's time.

He said the "high-speed" manoeuvres in which the collision occurred, 280 miles northwest of Bermuda, were only a small part of a big operation in which the entire Atlantic fleet of the U.S. Navy was taking part. The exercise began on October 31, when the fleet left an American East Coast port, and will last until the end of this month.

Commander Martineau said the behaviour of every one of his crew was exemplary. As the ship headed for Bermuda, behind the tugs Lusieno and Saliman, he assembled his men on the quarterdeck and praised their orderly actions and their response to the emergency that might have meant the loss of the destroyer.

His report to Washington was concerned with fact, and cannot recount the heroism displayed on board the Roan. It will not tell, for instance, how a dying man said to sailors who were carrying him into the wardroom for treatment: "Tell my wife and little Jimmie I was thinking of them until the end."

Or how another man, who died later, raised himself from the stretcher and said to the captain: "I don't want go to on to any other ship. Don't let them transfer me off the Roan, no matter how long it takes me to get better."

Petty Officer (First-class) Spiro Kapnis and Shipfitter 2 Basil Timmons, whose homes are about 12 miles apart in Massachusetts, told a Royal Gazette reporter of the scene on board the Roan just after the Brownson knifed into her.

### **Everyone Calm**

"I have been in the U.S. NAVY for eight and a half years," said Kapnis. Served in the Pacific during the war, and saw some action. But I never saw anything so

calm as the way the boys handled things after the Brownson hit us."

He said that he went to bed at about 1 a.m. last Wednesday. There were four other men sleeping in the room; a fifth was on watch in the fire-room. "I had just got asleep when the crash came," he said. "We rolled out of bed. Four of us did, anyway."

The fifth was James White. "We looked at White. He was twisted terrible," Kapnis went on. "There was a beam right on him where it fell. It had cut him open." The crash, he said, smashed in one side of the quarters, which were aft. He and the other three men were protected by the chain hoist halfway across the quarters.

"I went for help to get White out, and heard the men shouting that we had to abandon ship," he said. "I went up on deck and met the captain. He told me to check the steam. I saw one man in the water being picked up by one of Brownson's boats.

"Four or five guys carried White into the wardroom for treatment. He died soon."

The hospital men did a wonderful job. They came from several ships, and gave plasma, and put stitches in the men's wounds. I particularly remember a doctor from the destroyer McCard and the chief pharmacist's mate from the destroyer Fox. They worked tirelessly all through the night."

Kapnis was one of the crew who did outstanding work after the collision, the captain said.

### **WENT WITHOUT SLEEP**

He added that Shipfitter Timmons went without sleep for three nights in order to prevent the damage from increasing.

Timmons told The Royal Gazette that he went off watch at midnight. When he heard the crash he went around waking up the 45 men who shared the quarters.

The only noticeable effect in *{rest unreadable}*

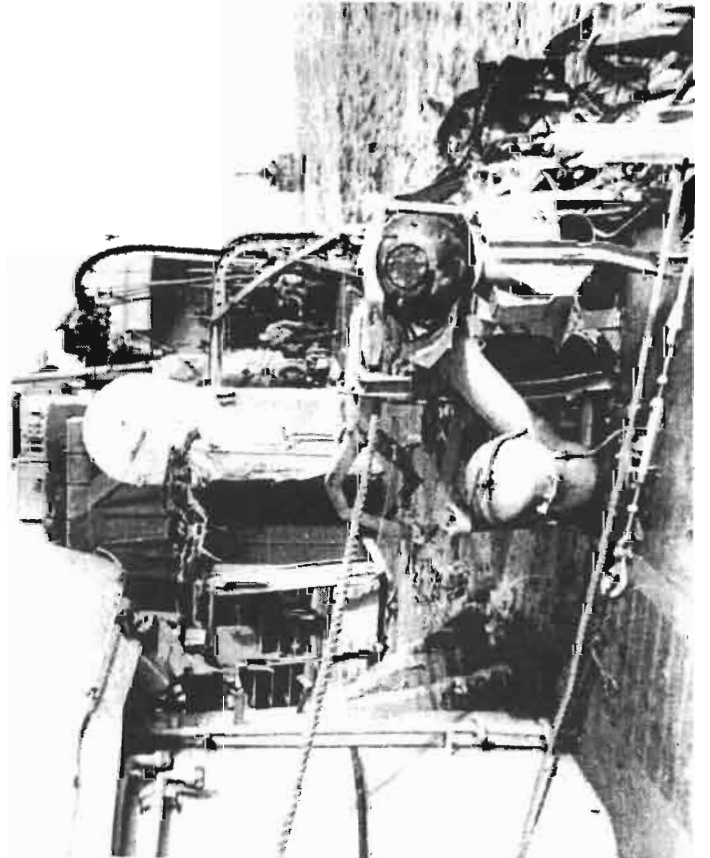
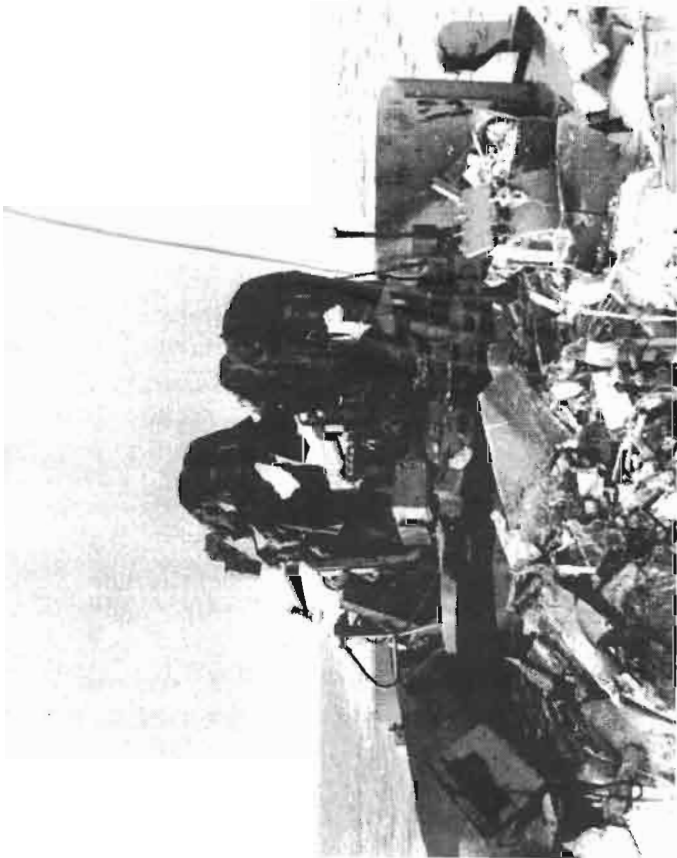
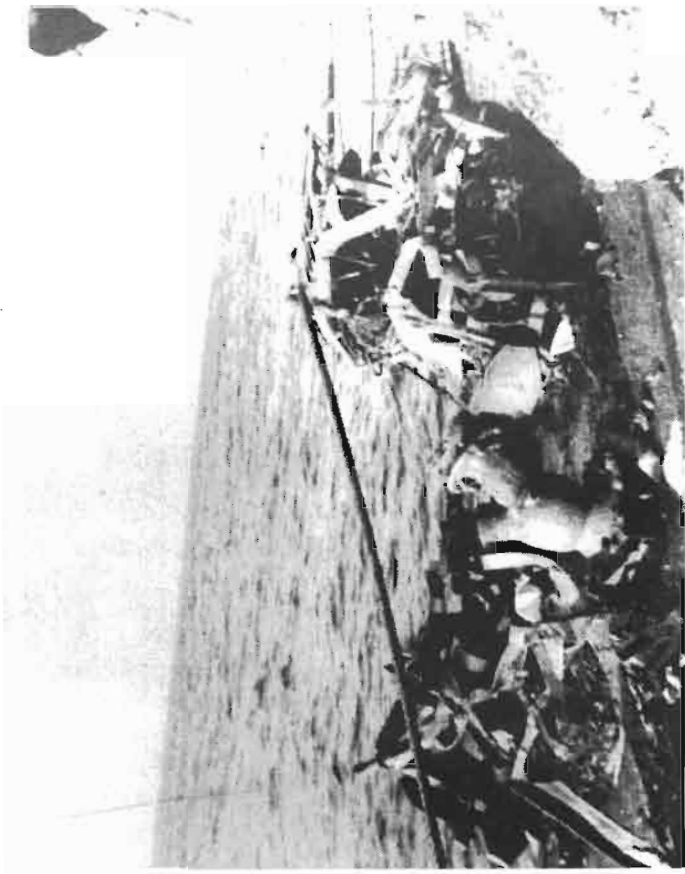
The men ran out of their quarters and met other crewmembers covered by oil. "We heard men shouting at the "gun mount. One of the guys at the gun-station had got it bad.

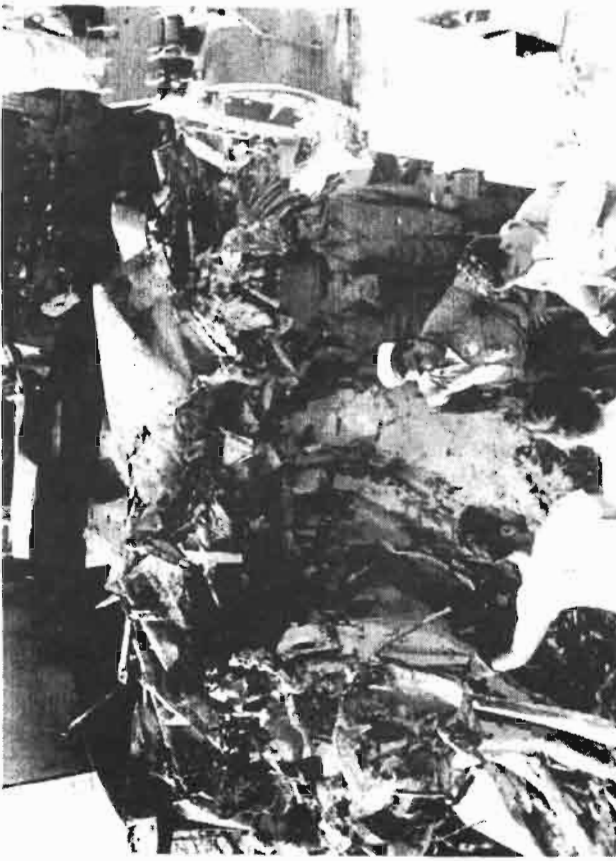
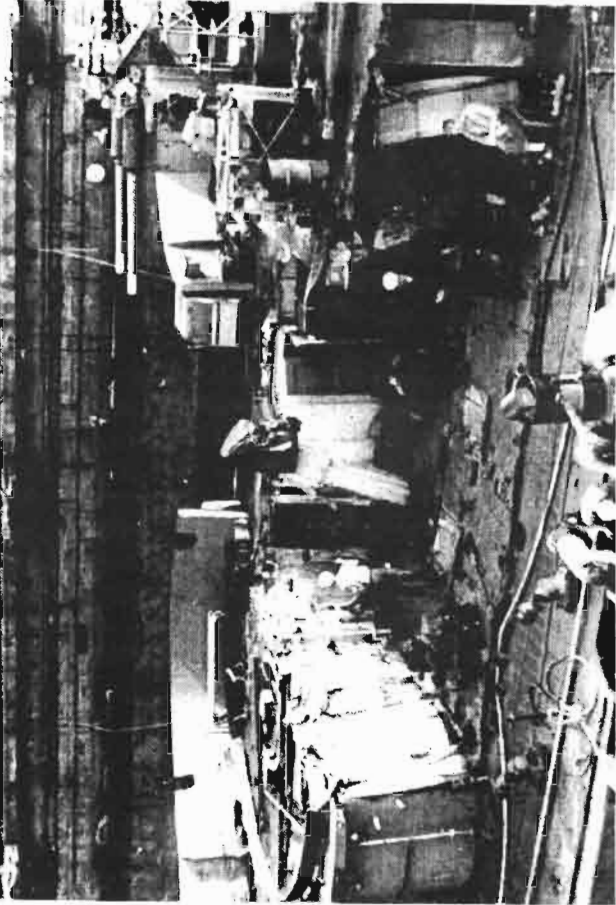
"The gun-mount itself was just twisted steel. Then — it happened in seconds—we saw this fellow pinned by the legs, and suddenly he was hit full force by the mass of metal. His head and one of his arms came clean off."

After he and Ensign Hamm, who are in charge of damage control, had arranged the shoring of the bulkheads, every spare man was used to make splints for the injured men and to carry plasma. Oxygen bottles were sent from several other ships.

(continued on page 9)



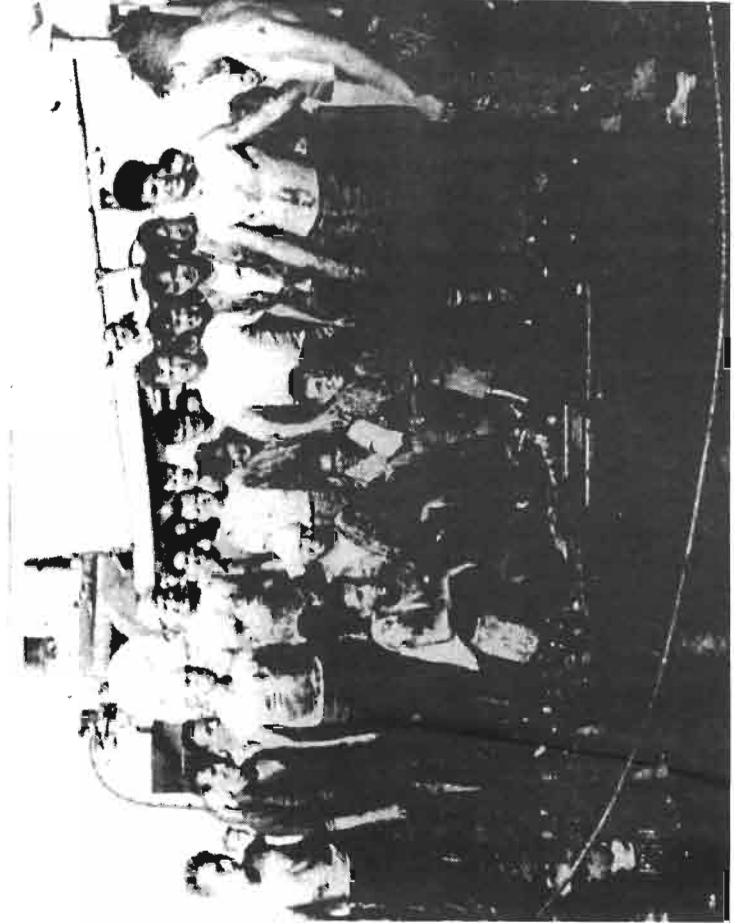




**Recognize Anybody**

Let me know and I'll identify them or you in the next newsletter.

Joe





(continued from page 5)

The Master of the Brownson issued a press release listing names of personnel he thought worthy of special commendation especially the six men who manned the damaged boat to rescue Wilman from the sea.

Temporary repairs will be made at the U.S. Naval Air Station by the Amphion. They will take at least a week. When they are completed the two damaged destroyers will go on to United States East Coast ports for full refit and overhaul.

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(Continued from page 6)

As water continued to flood into the ship, mainly into the living compartments, he and Hamm had to venture into one of the rooms to close a door. When they had done this, the inflow of water lessened.

Captain Martineau was on the bridge and watched the disaster. He saw the two blacked-out ships smash into each other under the starry sky.

The group of destroyers were circling the escort-carrier Palau at high-speed. During this "protection" movement, aircraft were to leave the Palau and the movement was to be followed by a change in formation.

When the Brownson smashed into the Roan, Captain Martineau first of all radioed to Commander H. B. Bell, on board the repair ship Amphion, and to the rest of the ships. He told them of the crash and asked them to stand by.

### CAPTAIN'S DECISION

The operation suspended, the captain stood at his post to await reports of the damage. He had to decide whether the Roan would have to be abandoned.

Quickly; the verbal reports came in. After 15 minutes Captain Martineau decided the destroyer had not been crippled. Then his crew went to work to keep the vessel afloat.

"As soon as we could snatch a respite," said the captain, "I told the men — I have commanded them for a year — that it was a great privilege to be in command of such a fine body of seamen. And I meant it from the bottom of my heart."

"The morale of this ship has always been very high."

Total casualties in the crash were five killed and two others injured.

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### LETTERS

Hi Joe,

When the Brownson rammed the **Roan** I had been on a 20 day leave and had reported to Norfolk along with two other crewmen to wait for the ship to pick us up, we had only been there one or two days when we got word of the collision.

We stayed in Norfolk for two weeks then reported to Boston Navy Yard where the ship was to dry dock after temporary repairs in Bermuda.

I remember the rescue of the plane survivors and have pictures of it and a tag that was on the life raft they were on.

Also, I well remember the hurricane incident that **Don Etling** mentioned, (wish I could remember Don), we left Gibraltar, September 17<sup>th</sup> for the states and by the time we served noon chow we were in the storm. That was the last meal served for 72 hours except for sandwiches and coffee, if my memory is right there were people sick that had never been sick before. Some damage was done to the ship; it was a real mess.

**Dick Hinerman**  
**EMFN 49-51**

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Dear Joe

Saw your request for stories in the fall newsletter and thought the following may bring back memories to those who were aboard during 1956 – 58.

During a Med. Cruise in that period, the Roan went through the Suez Canal to operate in the Persian Gulf. While in the Gulf, the Arab and Israelis went to war and the Egyptians sunk a couple of ships and blocked the Suez Canal.

To return to Newport at the end of our cruise, we had to go around Africa with many ports of call to refuel, and across to South America for refueling stops.

While crossing the Equator, we initiated the "slimy pollywogs" we had aboard and it was later discovered that a GM striker, who will remain nameless, hid out during the initiation.

It was decided after leaving Capetown, South Africa to high line this "missed pollywog" to another ship that was with us to be initiated on the northern leg across the Equator.

Upon his return to the Roan, he did not talk about it but we were sure that he was duly initiated into "King Neptune's Realm!"

On this same theme – I noticed the picture of **Joe Guzman** – he was ship MAA at the time and he had an annoying way of going around blowing a whistle at reveille. When he was found to be a "pollywog", the shellbacks dressed him up in an asbestos fire suit, helmet and all and he had to walk around blowing that damn whistle all day long! I believe that cured him of that habit.

**Frank Thurlow**  
**1956 - 58**



**“ALL FLEET TROUBLE SHOOTERS”**  
 The Story about This Flag and An Unusual Deployment

By  
**Capt. Jack Nuttall**  
 C.O.- U.S.S. Charles H. Roan

Souza SMC 58-66

Willet BT2 62-66

**Task Group**

U.S.S. Essex (CVS 9)  
 ComDesRon 10

U.S.S. Forest Sherman (DD 931)

**U.S.S. Charles H. Roan (DD 853)**

U.S.S. Forest Royal (DD 872)

U.S.S. Hale (DD 642)

**Time Frame**

7/11/58 DesRon 10 depart Newport, R.I

7/23/58 DesRon 10 depart Norfolk, VA

8/01/58 DesRon 10 depart San Jaun enroute Gibraltar

8/20/58 Mediterranean / Naples / Beirut

8/28/58 C.H. Roan & Forrest Royal depart Beirut rendezvous  
 with Task Group, transit Suez Canal, enroute Philippines

9/12/58 Arrive Subic Bay, Philippines – minor overhaul & clean up

9/19/58 Depart Subic Bay, begin patrol Formosa Straits

2<sup>nd</sup> Fleet

4<sup>th</sup> Fleet

4<sup>th</sup> Fleet

6<sup>th</sup> Fleet

5<sup>th</sup> Fleet

3<sup>rd</sup> Fleet

7<sup>th</sup> Fleet

Looking back at “Med” deployments, the 1958 “**Jolly Cholly**” “Med” cruise was a real winner and one for the books. We left Newport on 11 July and arrived at Annapolis (14 July) where we picked up 35 Midshipmen for their summer cruise. The ships got underway for the “Med”. We were suddenly recalled to Norfolk, VA., because of the tense situation in *Lebanon*. After top loading of all supplies, stores and provisions, we left Norfolk on 23 July to participate in U.S. Marine exercises at Vieques Island on 27 July. We departed for San Jaun, P.R. and then on August 1, continued to the Mediterranean arriving in Naples on 14 August. Things were getting very tense in Beirut, so on 17 August the **Charles H. Roan** and the Forrest Royal received orders to proceed to Beirut and provide gun fire support, if necessary, for the U.S. Marines and Army units ashore.

Meanwhile, in the Pacific, the Red Chinese were shelling Quemoy and Matsui Islands in the Formosa Straits. The “**Jolly Cholly**” and the Royal were detached from duty at Beirut (28 August) and ordered to rendezvous with the rest of the Task Group in Port Said, Egypt. The group transited the Suez Canal, Red Sea, Arabian Sea, Indian Ocean, Straits of Malacca and Singapore, and left the South China Sea, arriving in Subic Bay, P.I. on 12 September.

Prior to our arrival in Subic, all ships were encouraged to fly a banner with a slogan on it. For example: the Royal crew flew “Have No Fear DesLant is Here”. The banner excluded Essex. **Captain Jack Nuttall** suggested that the Essex signal gang manufacture a banner, which we could all fly. The Essex made three flags (emblazoned “All Fleet Trouble Shooters”) which were flown on the Essex, **Charles H. Roan** and the Forrest Royal. The Task Group left Subic on 19 September and commenced patrolling the Formosa Straits with units of the 7<sup>th</sup> Fleet. By 29 September the situation quieted down and the Task Group returned to Subic Bay.

The Essex, **Roan** and Royal departed Subic on 3 October enroute to Newport. On the way home, we made calls at Singapore, Colombo Sri Lanka, Capetown, South Africa, and Rio DeJanero, Brazil. The banners were last flown together when we parted company with the Essex off the coast of Florida. “**Jolly Cholly**” and Royal proudly flew their flags when they entered Newport harbor and tied up at DesLant pier on 18 November after 35,750 nautical miles of deployment.

**CinC Lant Flt**  
 to  
**Essex, Roan and Royal,**

“On your return to LantFlt waters a “WELL DONE” for your clear demonstration of readiness and mobility. Best Wishes for a speedy home ward voyage.”

**“ALL FLEET TROUBLE SHOOTERS”**

## AHOY PLANKOWNERS

The association would like to dedicate the next reunion to plankowners. We aren't getting any younger and this might be the last time the few remaining men could get together. So let's make an effort to make the next reunion. You can contact **RICHARD SOUZA** at:

**Richard L Souza**  
**6396 Manassas Ct**  
**Pensacola,FL 32503-7530**  
**[phone (850) 476 1350]**

Smooth sailing,  
**John Betchie**  
**FN 46 – 47**

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### Navy Trivia

(answers on page 13)

Lets see how many of you can remember the Navy slang used to describe the various rates, duties, and personnel. No cheating. Keep score. What did they call a: (we will give you the first one)

- 1 Boatswain Mate Boats, . Bos'n
- 2 Quartermaster
3. A person who worked in the engine and fire rooms
4. A person who worked on the deck force
5. The Captain of the ship (sorry skipper's)
6. Signalman
7. Gunners Mate
- 8 Torpedoman
9. Radioman
10. Hospital Corpsman (be careful here)
11. Sonarman
12. Commissaryman (ship cooks)
13. A person who has never crossed the Equator
14. A person who has crossed the Equator
15. Navy Exchange Mobile Canteen

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### Just a Little More Trivia

(answers page 13)

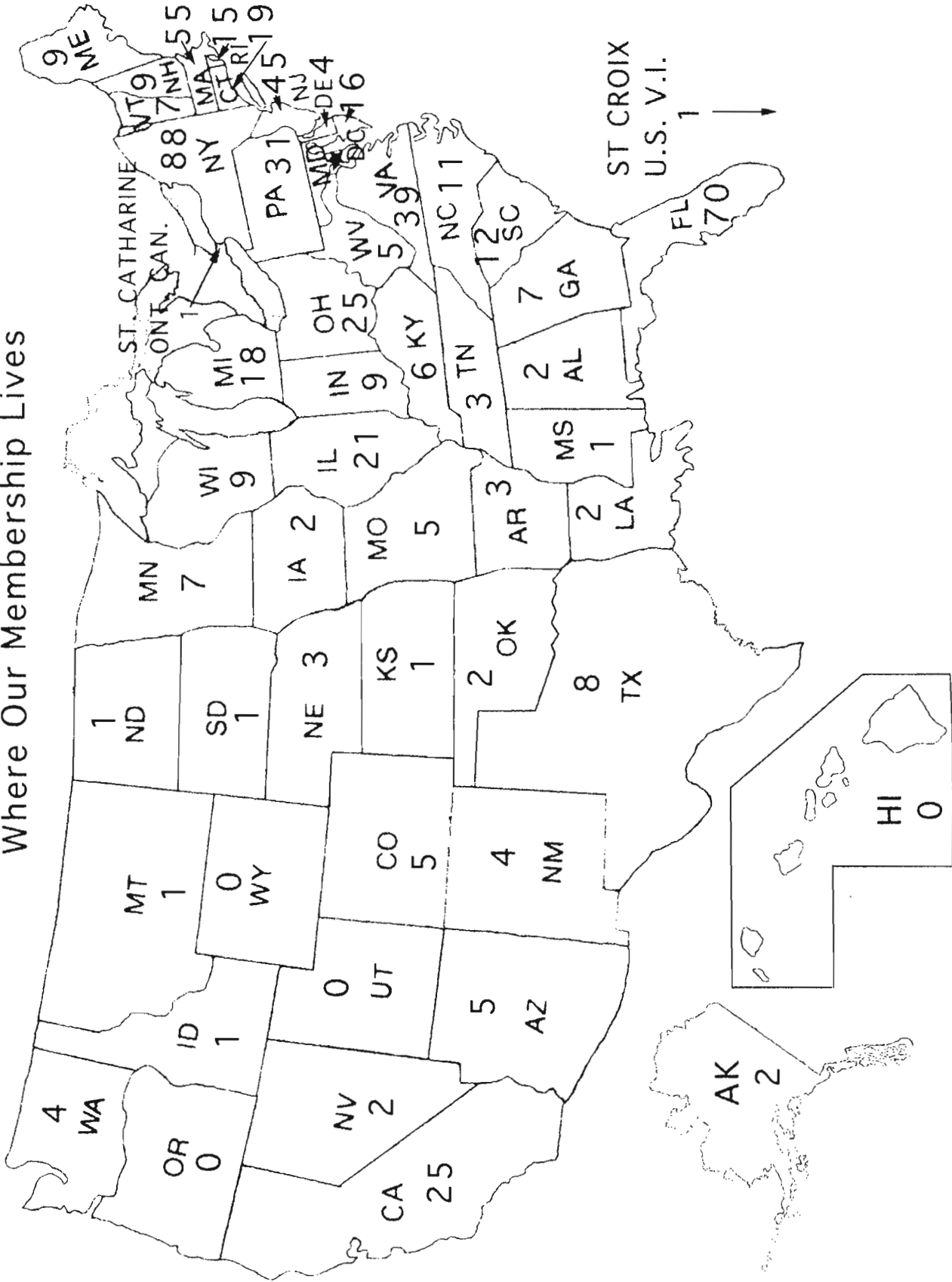
- A. How many bells are sounded at 1300? (think)
- B. When is the anchor aweigh?
- C. What is a "jack-o'-the-dust"?
- D. Aboard ship, who or what is the "oil king"?
- E. What is an "Irish Pennant"?

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### DID YOU KNOW

The USS Charles H. Roan had a crewmember that was not born or lived in the United States. **Irv Eppendorf**, EM3 61-65 is a Canadian citizen who enlisted in U.S. Navy and served his tour aboard the "Roan". Irv and his wife **Glenna** attend all our reunions. Now that is a true shipmate and a good neighbor. Irv and Glenna live in Fenwick, Ontario Canada.

# Where Our Membership Lives



**Answers to Navy Trivia**  
(page 11)

1. Boats/B'osn
  2. Wheels
  3. Snipe/snipes
  4. Deck Ape
  5. The Old Man (Skipper)
  6. Skivy Waiver
  7. Cannon Cocker
  8. Tubes/Warhead
  9. Sparks
  10. Doc (P-----Checker)(sorry Doc)
  11. Ping Jockey
  12. Stew Burner
  13. Pollywog
  14. Shellback
  15. Roach Coach/Gee Dunk Wagon
- 12 -15 Correct - You're an Old Salt--traveled the world and all oceans
- 9 - 11Correct - Salty--One ocean and the Med
- 6 - 8 Correct - Brackish (somewhat salty) East Coast and GTMO
- 3-5 Correct - Fresh water Navy and maybe Newport Harbor
- Under 3 Correct - Failed: Boot camp, OCS, Mess cooking (Has never been to Leo's Last Stop, Thames Street, First Ward, The Moorings, Or East Main Street in Norfolk (also called S--- City)
- \*\*Take 20% off if you're a senior citizen

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**Answers to  
Just a Little More Trivia**  
(page 11)

- A. Two Bells
- B. When the anchor is no longer in contact with the bottom.
- C. The person who issues stores from the storerooms (food etc.)
- D The Petty Officer who takes tank soundings for fuel and maintains records for fuel oil.
- E. An unseamanlike, dangling loose end of a line or piece of clothing

**Sixth Task Fleet Active in  
Mediterranean**

—As OUR NAVY went to press, units of the Sixth Task Fleet, under the command of Vice Adm. Forrest P. Sherman, had just sailed from French and Italian ports for a rendezvous in the Western Mediterranean. Upon joining up, the ships will conduct training and tactical exercises. Vice Adm. Sherman's flagship, the light cruiser USS Fargo, accompanied by the submarine Requin, sailed from Villefranche, France. From Rapallo, Italy, the aircraft carrier Coral Sea, flying the flag of Rear Adm. M. F. Schoeffel, and the destroyers McCard and **Roan** set out for the rendezvous point. The destroyers Vesole and Leary departed La Spezzia, Italy, and the destroyers Dyess and Bordelon sailed from Calvi and Savona, Italy respectively. Following the exercises in early July, the Sixth Task Fleet was scheduled to move into Villefranche preparatory to a sweep through the Mediterranean ending in Greece and Turkey. Some units were already gathered in the Greek ports of Alexandroupolis. Kavalla Salonika, Arostoli and Corfu. The present components of the Fleet reported on station in May and will probably not be relieved before December, then return to the U. S. for overhaul.

(Taken from "Our Navy" 1949)

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**Found Since the Last Newsletter**

Mike Barrett	BMSN	
Richard Berry	RD	"70"
Gerald Fugate	SO2	65-68
Raymond B Larson	MM3	61-65
Mike Omerza		"47"
Charles T Petrie	BT3	54-57
Fred Pollard	GMG3	67-69
James Rorie	BT3	50-54
John V. Serna	BM2	49-53
Richard F. Serna	BM3	51-54
John T. Wescott Sr.	SN	49-52
Gene Wilken	LTjg	52-55
Dick Zimmermann		

## From After Diesel

I would like to thank everyone who made a contribution to this addition of "**The Jolly Cholly**". Without the help of our shipmates this newsletter would not be possible. If I have forgotten to return any material, forgive me and let me know (a senior moment perhaps.) The silence of some shipmates is deafening though. I know there is a world of stories out there, so lets hear what you have to say about life aboard the **Charles H. Roan**.

I recently received a letter from **Bob Ballas**. He had requested information on the **Roan's** history from the "Naval Historical Center". It was my understanding that every year a "Command History" was written and submitted on every naval vessel (what does a boy from the midwest know.) This was the reply he received:

"Dear Mr. Ballas:

In response to your most recent query requesting more pertinent information on USS CHARLES H. ROAN (DD 853) after March, 1960 I regret to inform you that between that year and September 21, 1973 at which time she was sold to Turkey, no command histories were forthcoming from the ship to inform this office of her activities or whereabouts. Consequently, we are unable to provide the information you seek other than what was contained in the history previously sent to you. Attached is data containing her final disposition. I hope this will prove satisfactory."

Satisfactory? I think not. That's like saying we weren't there. Those of us who served aboard the **Roan** know her history. Maybe now is the time to record it. Let's try to record her history through this newsletter.

When you send me photos or newspaper articles, please send the original. I promise to send it back none the worse for wear. When I try to make copies of a copy I lose a lot of quality. It is impossible to scan a copy of a photo made on a copy machine. I know you have had this memorabilia for many years, and I promise to take care of and return it to you.

In every newsletter there is a form so that members can update their information. If you have *not* sent one in recently please fill it out and return it so all information on you is correct. After the last newsletter I sent out 43 e-mails to tract how long it took for members around the country to receive their newsletters. I received only 18 returns and many e-mail "addresses unknown." Please keep us updated so that we can better communicate with you.

Enclosed you will find information and registration material for our August reunion In Charleston, SC. If your local newspaper has a reunion column please submit this information. There may be a shipmate in your area you don't know about. Fill out the reunion registration and return it as soon as possible to **Leonard Martinoli**. This will help Leonard a great deal. Make your hotel reservations with the hotel. If you haven't been to a reunion you don't know what you're missing. You'll re-establish old friendships and make some new ones. Come on and join us in Charleston, "There's a shipmate waiting to see you."

One Last thing. The articles on the collision were taken directly from the Bermuda papers. So what may look like typos are really the way the English spell and phrase things.

### President

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## Contributors to this Newsletter

## PORTS OF CALL 1948 - 1949

Bob Ballas	EM2	49 -52
John Betchie	FN	46 - 47
Bill Burgess	SO3	47 - 49
Chris Carlson		
Joe Carlson	SO2	49 - 53
Dick Hinerman	EMFN	49 - 51
Capt. Nuttall	CO/CDR	57 - 59
Henry Rossi	SK2	57 - 60
Frank Thurlow	EM2	56 - 58
Orlan Zutz	DC3	48 - 52

If I have left anybody out , please except my apology I did so with no intent. *Editor*

01-10-48	Getmo Cuba
02-20-48	Underway to Gibraltar
03-01-48	Gibraltar
03-07-48	Tangiers
03-13-48	Nauplias, Greece
03-17-48	Periaus, Greece
03-28-48	Argostilin, Greece
04-01-48	Malta
04-17-48	Malia
05-02-48	Istanbul, Turkey
05-06-48	Port Said, Egypt
05-07-48	Started through Suez Canal
05-11-48	Aden, Arabia
05-18-48	Babrein, Arabia
05-28-48	Suez
05-30-48	Port Said, Egypt
06-01-48	Iraklion, Crete
06-08-48	Argostalion, Greece
06-09-48	Suda Bay, Crete
11-02-48	Collision USS Rush
11-08-48	Navy Yards, Portsmouth Va
03-07-49	Port of Spain, Trinidad
03-15-49	Getmo, Cuba

## Roster Update

Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

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

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

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

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

Years served aboard – From \_\_\_\_\_ To \_\_\_\_\_

Spouse / Fiancée's name \_\_\_\_\_

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



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

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