

THE



JOYLY  CHOLLY

Volume 9

Number 1

Spring 2006



USS C. H. Roan Association Board Of Directors

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

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Cover Photo

25 Nov 1962 - Ships returning to homeport after Cuba Missile Blockade operations. USS Independence, CVA-62; USS C H Roan, DD 853; USS Steinaker, DD-863; USS English, DD-696; USS Corry, DD-817; USS Leary, DD-879; USS Venney, (?)

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 edition of "The Jolly Cholly" costs us about \$1,000 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 in the U.S.S. Charles H. Roan DD 853.

Thank you

From the Signal Bridge



Shipmates, our reunion in Branson, Mo is getting close to us. Our hosts, Dallas and Pat Rees, have put a lot of effort and time to make this our biggest and best one ever. All we need is YOU. Our biggest disappointments come when one of your fellow shipmates asks about and for you

and we can't give them an answer. Why don't you plan now to make an effort to be at Branson? Entertainment is what Branson stands for. You can choose from our tours or venture out on your own, so it may be beneficial for you to stay a day or two longer. Branson also has the distinction of being one of the most veteran friendly cities in the United States. Don't procrastinate and let the time slip by. It's extremely advisable to make your reservations early so that we all stay at the same hotel and that you take advantage of the rates before the cut off dates. SEE YOU IN BRANSON!

Our last newsletter asked all of you to send us a new roster update form to update our files. To our disappointment we only received a little over 100 returned update/roster forms. We received about 15% of our total membership of over 750 members. I think many of you think because you get our newsletters that we have all of your information. That is not the case. We have many blanks when it comes to rate/rank, years served aboard, spouse/significant other, telephone, e-mail address. Those blank areas are very important to our roster. So if you're one of those shipmates, (WHO ME) that hasn't updated your information, please do so by using the form provided in our newsletter.

Our deep appreciation goes to all of you for your financial support. We survive on your donations. We have been extremely fortunate to have shipmates and their mates that have been very generous to us. We do not charge dues because we do not want to lose one single member who cannot afford to be among us. It's shipmates and their mates that have made this Association what it is today. **We carry the flame, but you the shipmate, are the fuel that keeps it lit. Thank you.**

Special thanks to Joe Lambert and Ron Lucchesi our Editor and Web Manager and to our board of trustees and officers; Gordon Anthony, John Betchie, Bob Boorum, Richard Calabro, Jerry DePasquale, Sal Genova, Bob Hansen, Tony Hudalla, Frank Locastro, Bob Marshall, Fank Manasseri, Henry Rossi, Ed Semcheski, Tom Van Petten, Ray Ward, Bob Willet, Carl Wishart. Each of these individuals have given of themselves to make this Association one of which we can all be proud. My deepest gratitude goes to these shipmates for their devotion and assistance to our Association and me.

Financial Report

March 10, 2006

Last Financial Report September 18, 2005

Balance of Checking Account	\$15,440.81
Reserve Fund-Separate Account	\$700.00

Expenditures

Post Office	468.62
Office Supplies	439.15
Small Stores	917.28
Newsletter	1,287.26
Telephone/Internet	480.00
Refund	20.00
Reunion Expenses	1,112.62

Total Expenses	\$4,724.93
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Checking Account Balance	15,440.81
Expenses	- \$4,724.93
Balance	10,715.88

Deposits (Deposits include donations and small store sales)	9,379.00
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Total Balance of checking account on 3/10/06	20,094.88
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Reserve Fund	700.00
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Total Assets including reserve fund 3/10/06	20,794.88
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PLEASE HELP US

In your local newspaper or if you subscribe to a magazine that carries a REUNION COLUMN will you please insert our reunion notice to help us find our lost shipmates.

USS Charles H. Roan DD-853
Branson, MO August 8,9,10, 2006
Contact Richard F. Souza
6396 Manassas Court
Pensacola, FL 32503-7530
(850) 476-1350
E-mail souza6@cox.net

Or you can use your name and address as a point of contact. **PLEASE HELP US** get the word out.

NORTHROP GRUMMAN

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

Dear Richard,

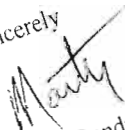
I always enjoy reading the new copy of "The Jolly Cholly". You all do a great job for us shipmates of the Roan.

I came aboard the Roan with the DASH team in 1963 to get the new FRAM hangar operational with the two brand new QH-50D Drone Helicopters. The DASH (Drone Anti Submarine Helicopter) was somewhat of an experiment to use a drone helicopter to carry two MK 44 torpedoes. The team was made up of an EN2, an ET2, an ADJ2, and an AT2. It was different to have the aviation types on the ship. Lt Larry Thomas was in charge of the detachment at the time; sometime later we all became Ships Company and Ensign Fitzgerald became the Division Officer and was later promoted to LTjg. I'm not sure how well known it is that LTjg Fitzgerald had joined the Navy as an enlisted man, and was commissioned by going to one of the officer programs. He was a great guy and I was sorry to hear years later he had gotten killed in Vietnam. I did go to the WALL and see his name there many years later. I can remember when we went on an MED cruse -- Fitzgerald never left the ship during that deployment; he finally told me why as we steamed back into Newport. He had gotten married just we shipped out and made a promise to his new bride to stay aboard.

I left the ship in Boston or the ship left me in Boston while I was in the Charlestown Naval Hospital. Shortly after that, I ended my Naval career after 7 years and got out on a medical. I went to work for the company that made the DASH, Gyrodyne Corporation of America in St James New York. Later I joined Grumman Corporation, earned a degree from Long Island University in Computer Science and have been with Grumman, now Northrop Grumman, for 38 years. Hope to retire next year and attend the Branson Reunion. I remember the names Souza, Lambert, Semchesski, Willet, and hope to get reacquainted with many more.

I have enclosed a check for \$1000 and would like to sponsor the publication cost of the next issue of "The Jolly Cholly".

Sincerely


Marty Dandridge
EN2 63-65



Marty Dandridge
EN 2 62-65

In the upper right corner is a picture of Marty Dandridge. I remember Marty because I would go up to the Dash hanger and Marty would try to teach me how to play cribbage. Marty and I both know it never worked. It's 42 years later and I still can't play cribbage. Anyway thanks Marty for this very nice letter and for this newsletter. And thanks for your help 42 years ago.

Joe Lambert
editor

Loved Ones

Dear Mr. Souza,

It is with great sadness that I inform you of the passing of former CHARLES H. ROAN shipmate SF(P)2 Robert I. Denny.

Bobby, after a long battle with cancer, died on the evening of Tuesday, September 20, 2005 at the VA Healthcare Facility in the Bronx, NY.

Prior to his passing, I was able to travel from my home in Japan to visit with him during his last few days in this world. We talked of many things and he brought up his former commands. Both the USS Alamogordo and USS Charles H. Roan were tours he loved to talk about. Prior to his passing he asked that I write to you to let you and his fellow shipmates know he was thinking of them to the very end.

At your next reunion gathering or perhaps in your next newsletter, I would urge all former shipmates to take the opportunity to visit their local VA Healthcare Facility and just spend an hour or so in visiting the Veterans there. I know that I will long remember the time I visited with America's finest while Bobby rested. Don't know who gained from those visits, me or the Vets. It will make lasting memories for the reunion.

Sincerely,
Raymond Denny

Dear Richard,

I was reading the recent edition of "The Jolly Cholly" and noticed the article on Hurricane Katrina and learned that someone had tried to get in touch with Homer Graham, my husband,

It is with much sadness that I report Homer passed away March 13, 2005 after several months of illness. He always spoke so highly of the time he served on the USS Charles H. Roan and of all his Roan shipmates. It was his desire to meet with all of you at one of the reunions but never was able to do so.

I've enclosed a copy of the obit from the Local newspaper. He had the Naval Military Honor Guard at the cemetery services.

Please continue to send me a copy of the newsletter, "The Jolly Cholly" and I have enclosed a donation in memory of Homer.

Sincerely,
Mrs. Homer A. Graham - wife of
Homer A. Graham
BM1 49-52

Dear Mr. Souza,

I wanted to let you know that my father Richard L. Hinerman passed away on January 1, 2006, after a brief battle with esophageal cancer. He served on the USS Roan sometime between July 1948 and July 1952 as an Electrician Striker.

I think he always wanted to come to a reunion, but that never happened. I know he enjoyed your publication. I am enclosing a donation to "The Jolly Cholly" in his memory.

Sincerely,
Sharon L. Hinerman-Hall - daughter of
Richard Hinerman
EMFN 48-52

Dear Mr. Lambert,

I received "The Jolly Cholly" and am thankful to you, to read the history of my dear husband, Captain Charles S. Hart. It's very thoughtful of you to include so much of his good life in the U.S. Navy. He always loved the Navy.

At a reunion of the USS Russell in 1987 we enjoyed seeing and reminiscing with Dr. Friedman and other friends.

My thanks to you again.
Beverly Hart - wife of
Charles S. Hart
CO/CDR 54-55

Richard,

Sad to announce taps for Ruth Marshall, 9/05, wife for 54 years to William Marshall EN3 48-52. A short note to Dick Hinerman: Ike, I had my bladder removed in June of "96" and in Dec. of "01" they removed a dangerous tumor on my small intestine. I'm 75 and doing great. Just keep the faith.

I would like to say hi to Oscar Squire and Orval Duvall. Take care guys. Here's a small donation for the kitty. Keep up the good work.

Bill Marshall
EN3 48-52

Joe,

Tiny Herndon has been notified that his sister-in-law has a very serious condition which can be terminal. Tiny's wife Ann is going to go through some serious testing in the near future. We ask you to remember these two individuals in your thoughts and prayers. Your Shipmate Souza

Flags and Signals

Richard,

Hope all is well with you in Florida and that you survived the hurricanes. Received the fall issue of "The Jolly Cholly" yesterday. I think you and Joe Lambert do an outstanding service in keeping the Roan Association informed and going strong. I always look forward to the issues.

My best to you, and all "The Jolly Cholly" staff.

Capt. Riggs
CO/CDR 63-65

Dear Richard,

Just back from three weeks plus in the UK and found a load of mail awaiting us. Happy to get "The Jolly Cholly" but disappointed at the date for the next reunion. We traditionally have a major family reunion in China the first week of August and among other things celebrate our daughters and grandsons birthdays. Will try to attend for one day but will not know when for sure until later.

The week prior to leaving for the UK, I attended part of a Samuel B. Roberts reunion at Valley Forge, PA. It was well done and enjoyable but the organizers could have taken some points from the Roan reunion group.

It was another excellent edition of "The Jolly Cholly" and the efforts of you Joe and Ron are much appreciated. Also checked the WEB page and found it informative as usual. Wonder if we should not give it a little more publicity in the next edition of "The Jolly Cholly."?

Am enclosing a check for "annual expenses" and commend you for keeping the accounts in such excellent shape. Although we are an aging group, it was great to see the names of sixteen new shipmates.

Hope you and your family had a good summer and that you avoided high winds this year. The Gulf Coast and southern Florida have not had a good hurricane season! Again thank you for your outstanding efforts and leadership.

Warmest regards,
Ray Ward
CO/CDR 65-67

Dear Rich,

Hope this finds you and your wife in good health. With all the hurricanes the last couple of years, I am beginning to think snow isn't so bad.

Here's a check for the kitty. I had a knee replacement in May and am walking much better now.

Best,
James Quigley
SMC 62-63

Dick,

Here is a check in appreciation for all the fine work you and your committees have done. I believe our wives enjoy these reunions as much or more than we do.

Stay well and smooth sailing,
Oscar Squire
FN 48-52

Richard,

The old request was suck in the belly and throw out the chest. But now with me, my chest is in but my belly's out.

I live in a retirement home here in Sanford run by and for the New Tribes Missionaries. They are fine people and I don't know how they can put up with me. It's truly a nice place.

I hope the reunion is truly a success. I am willing to make it but my legs are not.

Best wishes,
Oscar Carter
TM 1 49-54

Dear Richard,

I served under Capt. Curran and Capt. Hart during my Roan tour. Both were fine CO's and I learned a lot from them, which helped me later when I was a DD XO and CO. After I retired in 1980 I saw LCdr Clyde Lasswell who was XO when I was aboard. He lived in Missouri then. He died in the 80's I believe. I also saw LTjg Gene Wilken, the supply Officer. He was a professor at Colorado State in the 80's. Thanks to you and all who keep the organization going. It takes a lot of work and dedication.

Best wishes,
Sam Doak
LTjg 53-55

Richard,

Thank you for all your hard work to keep this newsletter going. I was part of the last crew on the Roan so if you need information and want to jog my memory, feel free to contact me.

Ken Doxsey
BT3 71-73

Hi Richard,

Enclosed is a little something to help with the publication of "The Jolly Cholly." Great work.

Don Etling
GM3 49-52

Richard,

I am sending a donation to help on "The Jolly Cholly."

Joe Fincher
SN 47-48

Rich,

I am very happy to be part of the Jolly Cholly family. My nickname aboard the Roan was "Fishaye." I am the proud father of a 5 1/2 year old son, Kenneth Glenn. During my time aboard the "steaming ship" USS Charles H. Roan, DD-853, we traveled to many ports of call. I enjoyed the travel being a "liberty hound"! Special thanks, to Richard Souza in keeping the Jolly Cholly family together.

Ken Fisher
QM2 69-72

Flags and Signals

Hey Richard,

Keep that "Jolly Cholly" steaming. You guys do a great job. It's always fun to read "The Jolly Cholly" and see what's going on. Hope to see you soon, and here's a little something for the kitty.

Mel Griffith

BMSN 58-61

(under mount 53)

Hi Richard.

I was happy to receive "The Jolly Cholly" and the news of the Branson reunion in August of 06. Sue and I expect to attend. Enclosed is \$15 for dues plus a little extra. Take care.

See you all in Branson.

Martin Caldwell

DC2 47-48

Richard,

I reported aboard the Roan from boot camp in March of 1951. In January of 1952 I was transferred to U.D.T. training at Little Creek, VA. In April of 1952 I was assigned to Team #2. In 1953 we were training on sneak attacks at Gitmo at the same time the Roan was down there. I requested to attack the Roan and at a very early hour climbed up on the fantail and then reported to the quarterdeck. I was very happy to be aboard again.

John Griggs

SN 51-52

Richard,

I want to thank you for the phone call after the storm. Would you do me a favor and see if you can find out what emblem we had on the stack in the late 40's. Here is my check for the Association.

Thanks

Tom Hayden

SN 47-49

(answer: DesRon 10 shield)

Richard,

I got the jacket. Thanks. Wish you and your wife well, and pray God no more hurricanes. See you in Branson.

Bob Klotz

QM 3 51-53

Rich,

Good job and keep up the good work. Enclosed is a check for \$100.

Thank you,

Bill Morrison

MM3 62-65

Richard,

We are so fortunate to have such dedicated people such as you and your staff. My love, to you all.

Charles Stevens

MMFN 52-53

Rich,

Enclosed is a check for some merchandise and a little for the Association. I see you have Bill Morrison as a newfound shipmate. Can you give me his telephone number? I live about 40 miles from him and I would like to contact him.

Thanks,

Jack Stinsman

MM3 61-64

Dick,

Many thanks to you and the board for turning out "The Jolly Cholly." I enjoy reading it from cover to cover. Here's a small check to help out some.

Frank Thurlow

EM2 56-58

Hi Rich,

I really enjoy "The Jolly Cholly." I hope to make the next reunion. I would like to see some old shipmates. Here is a little something for the kitty.

Best regards,

Henry Weatherby

MM3 53-57

Richard,

Keep up the good work and I'll see you in Branson, Good Lord willing.

Ed Wieder

ETR2 61-64

Richard,

Here's your roster update and a donation. Keep up the great work.

Your friend and shipmate,

David (Willie) Williams

DC2 68-71

Dick,

Thanks for all you do.

Bob Wilmouth

YN3 51-54

Hi Richard,

Can't remember if we sent any money after the last newsletter so here is \$20 for the kitty.

Ben Young

BT3 62-63

Richard,

Thanks for the wonderful job you guys are doing for our organization. I look forward to the next newsletter and read them all cover to cover. Especially the article on Captain Hart, as he was our CO on the world cruise in 1954/55. The enclosed check is for item ordered and the balance a donation to "The Jolly Cholly". Looking forward to Branson.

Ron Smith

EM3 54-56

A RAMMIN' RECOLLECTION

USS CHARLES EL ROAN (DD-853) - USS WILLIAM R RUSH (DD-714)

by John S Cannizzaro, LCDR USN (Ret.)

HM 2 48-50

On 1 November 1948. USS CHARLES EL ROAN (DD-853), a Gearing class destroyer sailed from Newport, RI to join a sixty-ship task force for a six-week North Atlantic cruise; with a port-of-call in Argentia, Newfoundland. The purpose of this cruise was essentially cold weather training in the inhospitable conditions that prevail in that region of the seas during winter months. Training was to be conducted in various facets of operational readiness, including gunnery, communications, seamanship, and engineering, with emphasis on anti-submarine warfare tactics and capabilities.

As a nineteen-year-old Pharmacists Mate Third Class (soon to be redesignated Hospital Corpsman Third Class), with only two years of Naval service under my belt and embarked in ROAN in my first seagoing billet, I was anxiously anticipating an adventurous experience in the rough, wintry, and often stormy North Atlantic. I was eager to prove myself in the company of real men - the sailors of the "Tin Can Navy."

Our early morning departure allowed time for joining up with other ships that first afternoon, and by evening we were sufficiently formed up to commence conducting scheduled ASW exercises. During the evening, it was announced on the 1MC that the force would be conducting high-speed darken ship exercises after nightfall.

Those of us not having duties related to ASW exercises and not having any underway watches scheduled for the period hit the sack at taps, secure in the knowledge that we were in good hands and looking forward to the restful, albeit somewhat fitful, sleep that only a sailor could extract from a one-inch mattress pad on a canvas bunk bottom, laced tautly in an aluminum frame. Although I had been aboard for only a short time, I had already formed the habit of securing myself in my "pad" by using the two webbing straps with rail hooks at either end that were designed to hold the mattress and bedding in place when the racks were triced up at their stowed, seventy-five degree angle position. I loosely placed one strap over my legs and the other over my abdomen in order that I might sleep without rolling out of my bunk during any of the sudden, high-speed turns and maneuvers anticipated in the rough seas during the night's exercises. My bunk was in the after crew's berthing compartment, which was below the after five-inch gun mount, and was located in the second row of bunks inboard from the starboard side of the ship. This placed me about seven feet away from the hull plates.

In a deep sleep, I slowly became aware of unusual activity intruding on that sleep - loud voices, flashes of light, pounding noises, cold. I woke and complained, "Hey, what's going on?" Getting no response, I shouted loudly, "Hey, what the Hell is happening?" Lights stabbed around and settled on my face. A voice in the darkness said, "DOC. what the #@! I&~# are you doing in the sack? We've been

rammed and we're at G.Q!" At that, I was completely awake and scrambled from my bunk into knee-deep, ice-cold sea water. Now I was really awake, and retrieved my undress blues from under my mattress pad where they were being "pressed."

The compartment lights were off, but by the light of the battle lanterns (I knew there had to be a good reason for having those things distributed throughout the ship), you could see a twenty-foot long horizontal gash in the side of the ship, commencing about ten feet aft of my bunk's frame location and continuing sternward toward a large hole that was partially plugged by mattress's, strongbacks, planking, and timbers. A Damage Control Party was working furiously to shore things up. The long crack appeared to be about three feet above the waterline and the action of the ocean waves was repeatedly causing sea water to gush into the compartment through the crack.

I carefully and surreptitiously proceeded to my General Quarters post, the After Battle Dressing Station in the after crew's head just forward of the after five-inch mount breaking Condition Zebra and re-establishing it as I made my way. Much to my embarrassment and chagrin, when I got there, I found that I hadn't even been missed! At that point, I also found out that we had "joined up" with USS WILLIAM R RUSH (DD-714).

Shortly after the collision, with flooding under control in both ships, ROAN and RUSH (sounds like an old vaudeville comedy or dance team) left the task force and proceeded to Norfolk, VA, arriving the next day, 3 November, at Pier 5 NOB. ROAN remained there until 16 November, when she entered Drydock #2, Norfolk Naval Shipyard, Portsmouth.

That we fared so well is a tribute to the structural strength of these "greyhounds of the sea" and also a result of the unique character of the collision. There were no significant personnel casualties aboard ROAN other than bruises resulting from being thrown to the deck from one's bunk (not secured by bunk straps). Flooding was skillfully contained through the action of the Damage Control Organization and because condition Yoke had been set properly at the time of the collision and Zebra set soon thereafter. The benefits of compartmentalization were more than adequately demonstrated, as the fully flooded stores compartment below our berthing space was not a threat to our ship nor to its stability.

Apparently, the starboard screw guard also played a beneficial role, not only by protecting the screw itself, but also by lessening the collision force absorbed by the ship by providing a "fending off" effect at the time of initial contact of the two ships. This was evidenced by the form of the damage to RUSH's bow, which was displaced to starboard above the waterline.

ROAN remained in drvdock for about a month and left "good as new." As we passed through Hampton Roads en

Continued from page 8

route to our next adventurous deployment some of the crew engaged in taffrail talk and a grizzled CPO was heard to say, "You're not a sailor until you've rammed or been rammed, and we just joined an exclusive fraternity - we met up with the RAMMIN' RUSH!" (CPO's always appeared to be grizzled in the old days; you can't say that anymore what with the "soft-sailors" in today's Navy).

Something personal came out of this incident. Prior to the collision, I had established a reputation as a somewhat heavy sleeper, but now this reputation was considerably enhanced by the fact that I had slept through the ramming and rupture of the ship's hull within a few feet of my head, the sounding of General Quarters, and the work of a Damage Control Party in near proximity to my bunk. And I owe it all to USS WILLIAM R. RUSH!

RUSH RECOLLECTIONS

Herewith some recollections from Rushmen that were aboard at the time of the incident with ROAN.

RADM Mason Freeman. USN (Ret.); Captain of RUSH at the time:

"I will always remember the night of 2 November 1948 with regret, but with thanks that no one was injured and the ship damage was minor. Like, LCDR Canmzzaro. I was asleep and the impact of the collision woke me up."

"ROAN and RUSH were in two separate Task Forces conducting unrelated exercises. In my now wishful thinking, it would have been nice if the Atlantic Ocean had been large enough to give separate space for both forces. My error, as Captain, was in failing to ensure that a young Officer-of-the-Deck would awaken me and have me on the bridge before another ship could close in on us. It was a lesson well learned, and in 1967, when I had 185 cruisers and destroyers under my command, all were cautioned individually about alertness during the night hours.

"The alertness of the RUSH crew in responding to the damage control needs of the bow storage compartment, and their rapid response to a muster call showed that we had a trained and ready ship's company. Being their Captain was an honor."

David Minter, RMC USN (Ret.): RM I at the time:

"I was in my bunk in an after living compartment (somewhere below mount 53, as I recall) about half asleep, when there was this terrible thud. My instinct told me it was something unnatural. After being tossed about in my bunk and recovering, I made a speedy effort to get dressed and topside."

"To my amazement, I saw ROAN close aboard, which left little doubt in my mind as to what had happened. The situation was frantic for a while and details are scanty in my mind. I remember a slow passage to Norfolk, and subsequently to Portsmouth for repairs."

THE FACTS

This narrative has been pieced together from information contained in the Deck Log of each ship.

What brought ROAN and RUSH together? Let us go back to the events leading up to their chance meeting in the cold waters of the Atlantic Ocean on that dark November night.

Monday, 1 November 1948, began with RUSH at sea, steaming as part of DesDiv 102, which included USS FISKE (DD-842) and USS JOHNSTON (DD-821); the fourth member of the Division, USS JOSEPH P. KENNEDY (DD-850), was not present at the time. At 0805, the Division rendezvoused with Task Group 21.11 in a prelude to conducting ASW exercises involving convoy protection. The additional vessels included USS MCOMB (DMS-23), USS TANAGER (AM-385), USS GHERARDI (DMS-30), USS WHEATEAR (AM-390), and USS TOWHEE (AM-388). Sometime during the day, USS KENNEDY (DD-850) rejoined the Division.

Meanwhile, ROAN began the day moored to Buoy M-5 at Newport, Rhode Island, as part of DesDiv 101, and got underway at approximately 0830 in accordance with ComSecTaskFlt orders to join with other elements in the SecTaskFlt operating area. By 1000, the vessels, which included USS LEYTE (CV-32), USS KEARSARGE (CV-33), USS PHILIPPINE SEA (CV-47), USS ROBERT H. MCCARD (DD-822), USS SAMUEL B. ROBERTS (DD-823), and USS BROWNSON (DD-868), in addition to ROAN, had joined up to form Task Group 28.1; the destroyers comprised DesDiv 101. At 1155, ROAN commenced maneuvering to take up her station as plane guard for PHILIPPINE SEA. She remained at her plane guard station until after 2000, at which time the destroyers formed a bent-line screen for the carriers.

At about 0845 that morning, RUSH had assumed a screen station 4,000 yards astern of the convoy. However, we assume that changes were made in screen station assignments during the day. At 1646, the ship was darkened, and at 1728 it is recorded that MCOMB made sonar contact on a submarine and proceeded to attack, assisted by FISKE. Meanwhile, RUSH and the other ships changed course a number of times to evade the submarine, which had gained an advantageous position in the convoy. At 1816, a flare simulating a torpedo salvo was sighted 1,200 yards off RUSH's port beam. A sonar contact was obtained on the same bearing by RUSH and she turned to port to develop an attack. However, at 1823, she was declared out of action by an umpire. RUSH turned on her navigational lights and proceeded to take station 1,000 yards astern, as FISKE replaced her in the formation.

During the 2000-2400 watch, the Task Group settled in to a routine bent-line screen with FISKE as tail-end charlie, 4,000 yards astern. The group's course was 070° True and speed was 8 knots as the end of the day approached.

As 2 November began, RUSH was steaming as before and ROAN was on station within her group (Task Group 28.1), steaming at 12 knots on course 170° True. At 0100, Task Group 28.1 executed a course change by turn movement to 215° True, while maintaining the formation speed of 12 knots.

Here now, there were two ships following their orders and conducting exercises, each thinking that its group was the only one in this part of the ocean. OOD's and lookouts were concerned with keeping their eyes peeled for the other

Continued from page 9

ships in their own group. Imagine the surprise, when a ship that is not supposed to be there suddenly comes into view out of a pitch-black night. RUSH reports spotting ROAN at 0104 crossing ahead from left to right, and ROAN reports spotting RUSH at 0105, bearing 030° Relative, range 600 yards and closing. The reaction on both bridges was instantaneous; ROAN ordered left full rudder, followed in about 20 seconds by a command to shift the rudder right full, and sounded one long blast on the ship's whistle; RUSH ordered all engines back two-thirds, followed immediately by all engines back full, four blasts on the ship's whistle, right standard rudder, and then almost immediately, right full rudder.

The two vessels struck each other, RUSH's bow colliding with the starboard quarter of ROAN. Fortunately, there were no personnel casualties. However, both ships were out of action. RUSH suffered a hole in her skin at compartment A-201-A, and A-I-W flooded. On ROAN, compartment C-309-A was flooded, C-11-F was open to the sea, there was a two-foot gash in C-205-L above the waterline at frame 185, her side was dished in about two inches from frame 175 to frame 195, with several stiffeners buckled, eight stanchions and the starboard propeller guard had been carried away, and the bathythermograph installation was destroyed.

Could this collision have been avoided? Of course! There was no reason for these two task groups to be in the same part of the ocean at the same time. Someone high up in the chain of command was responsible for that.

It is incomprehensible that as late as 1948, with surface search radar developed to the point that it had been at the time, none of the ships in Task Group 21.11 picked up any of the three Essex-class aircraft carriers of the other group on radar. By the same token, none of the CIC's of Task Group 28.1 appears to have picked up any of the ships of Task Group 21.11 on their surface search radars. If they did, they kept the information to themselves.

Lastly, it would appear that the collision might have been avoided had ROAN maintained course and speed and had RUSH merely reversed engines. No rudder order was required on the part of RUSH. The two ship's would probably

have passed by close aboard, but not collided. ROAN's left rudder order swung her stern around into RUSH's path, while RUSH's right rudder drove her into ROAN's quarter. The Maneuvering Board diagrams given below are based on the information from the ship's logs. It shows that, with no change in course and speed of either ship, RUSH would have passed approximately 150 yards astern of ROAN. A limited amount of left rudder on RUSH's part would have increased this distance, as would her engine orders.

The Maneuvering Board actually provides two plots; a relative position plot (notations in uppercase letters) and a relative motion plot (notations in lowercase letters). In this

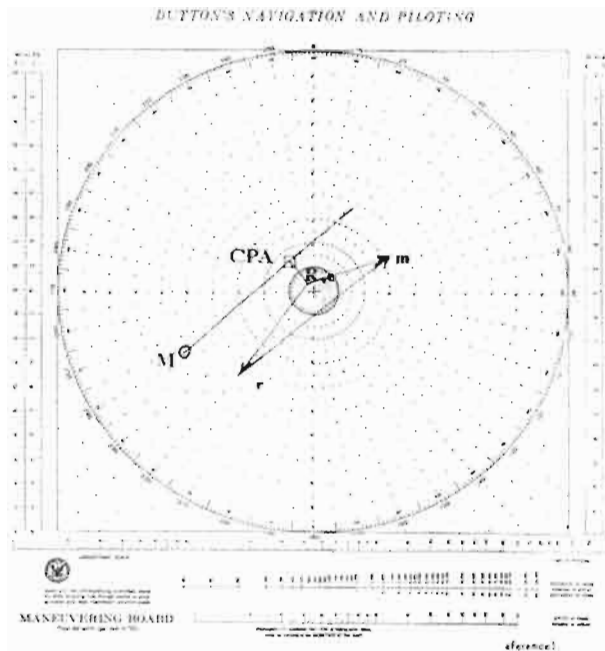
case, we have chosen ROAN to be the Reference Vessel and RUSH to be the Maneuvering Vessel. Thus in the relative position plot, ROAN is at the center of the diagram (point "R") and RUSH's position (point M,) relative to ROAN when first spotted by ROAN is 30° Rel at 600 yards range. In this case, each ring of the diagram represents 100 yards.

In the relative motion plot, we have chosen a scale of 2 knots for each ring of the diagram. Thus, the line "em" represents RUSH's course of 070° T and speed of 8 knots. The line "er" represents ROAN's course of 215° T and speed of 12 knots. The line "rm" drawn to connect points "r" and "in" represents

RUSH's course and speed relative to ROAN.

If we draw a line from point M parallel to line "rm", points on this line will represent successive positions of RUSH relative to ROAN. If we construct a perpendicular to that line from the point "R,e", the intersection of the perpendicular with the line represents the closest point of approach. Since the length of this perpendicular is approximately 1 1/2 rings, the closest the two ships would ever be (with no course or speed changes) is 150 yards. Likewise, it can be found that the line "rm" represents a relative speed of about 19.5 knots and the time to close the distance between the two ships is about 55 seconds; not much time for the OOD's to react to the situation.

editor's note: Two things. #1 - Don't confuse this with the USS Brownson collision which occurred November 1950. #2 - I had to redraw the plot board. If there are any problems you have to remember I was an electrician's mate and what do I know from plot boards.



Be sure to visit our web page at:

<http://www.usscharleshroan.org/>

Ron Lucchesi, FTG3, 66-68, has put a lot of hard work into it.

SELECTION OF MASTER CHIEF PETTY OFFICER OF THE COAST GUARD

I am pleased to announce the selection of BMCM Charles (Skip) W. Bowen as the next MASTER CHIEF PETTY OFFICER OF THE COAST GUARD. He will relieve MCPOCG Frank Welch during a change of watch ceremony to be held this summer at TISCOM in Alexandria, Va.

BMCM Bowen, the current Officer-in-Charge of Coast Guard Station Marathon, has served aboard three other stations and five coast guard cutters. His other commands include Officer in Charge of the CGC Point Turner, CGC Hammerhead, Station New Haven and Station Sand Key. He has also served as the Seventh Coast Guard District and Headquarters' Command Master Chief. BMCM Bowen graduated



with distinction from the United States Army Sergeants Major Academy and received the "William G. Bainbridge chair of ethics" award. He earned his Bachelor of Science degree from Excelsior College and a Masters of Business Administration from Touro University International. Throughout his outstanding 28 year Coast Guard career, Master Chief Bowen has demonstrated his unending commitment to our Coast Guard and its people and upheld our core values of HONOR, RESPECT AND DEVOTION TO DUTY. He has the right blend of leadership, experience and innovative ideas to tackle the challenges that face our Coast Guard as well as continue to address the needs of our dedicated service members and their families.

CONGRATULATIONS BMCM BOWEN.

ADM THOMAS H. COLLINS, COMMANDANT

BMCM Bowen is the son of Charles W. and Rose Bowen - BM2 48-52 - editor

Down Memory Lane

Hi Richard,

I think you might like these pictures of the Roan firing and retrieving a torpedo (about 1954). I think Jerry DeBona was the torpedo officer at the time. Regarding crossing the equator, I saw my picture in the stocks a few months ago. I can remember the day it was taken VERY CLEARLY. I'm sending you a check for mail costs by snail mail. Thanks for the great publication.

Hank Emmerling
LTjg 53-55



Captain Lawrence P. Treadwell, Jr. (Ret.)

Tenth Commanding Officer
U.S.S. Charles H. Roan DD-853
August 1961 to March 1962



Lawrence P. Treadwell, Jr., was born in Newport, RI, on April 10, 1928, son of Captain Lawrence P. Treadwell, USN (now deceased) and Mrs. (Marian Merz now deceased) Treadwell. Captain Treadwell enlisted in the regular Navy in September 1945. Following attendance at the Naval Academy Preparatory School, he entered the U. S. Naval Academy in June 1947, graduated and was commissioned Ensign in June 1951. He joined *USS Missouri (BB 63)* in July 1951 and subsequently participated in *Missouri's* combat operations in the Korean Theater. Following a year of instructor duty at the Naval Academy Preparatory School in 1954 he reported to *USS Rowe (DD 564)* as Operations Officer. After serving on *Rowe* for nearly two years and engaging in a world cruise and Mediterranean deployments he reported to Staff, Commander Destroyer Flotilla Four, as Aide and Flag Secretary. He assumed command of *USS Mattabeset (AOG 52)* in November 1957, taking part in the 1958 Lebanon operation, and from August 1959 to May 1961 served in the Bureau of Naval Personnel. In June 1961, he reported to *USS Charles H Roan (DD 853)* as Executive Officer and Navigator, and participated in naval operations during the 1962 Cuban Missile Crisis.

After attending the Naval Postgraduate School in Monterey, CA from July 1963 to May 1965, he reported to *USS Providence (CLG 6)* for duty as Operations Officer. In October 1966, he assumed command of *USS Tutuila (ARG 4)* in Bangkok, Thailand. Until his detachment in December 1967 *Tutuila* provided combat support to U. S. and allied costal and riverine forces in Vietnamese waters.

Other tours of duty have included the Organization of the Joint Chiefs of Staff, Supreme Headquarters Allied Powers Europe, Office of the Chief of Naval Operations, the Defense Communications Agency, and the Joint U. S. Military Group Spain. In October 1978, Captain Treadwell reported to the Headquarters, Commander in Chief Atlantic Command for his current assignment.

His decorations and awards include the Bronze Star Medal, Defense Meritorious Service Medal, Meritorious Service Medal, Joint Services Commendation Medal, Meritorious Unit Commendation, Navy Expeditionary Medal, China Service (Extended) Medal, World War II Victory Medal, National Defense Service Medal with Bronze Star, Korean Service Medal with two Bronze Stars, Armed Forces Expeditionary Medal with Bronze Star, and the Vietnamese Service Medal with two Bronze Stars, United Nations Service Medal, Korean and Vietnamese Presidential Unit Citations, and the Vietnamese Navy Commendation Medal.

Captain Treadwell is married to the former Ellen Maurer of Norfolk, V A. They have two sons and one daughter: Lawrence, Christopher and Elizabeth.

Dear Joe,

Thanks very much for your letter of 24 November and request for a profile. First, let me tell you what a great job you are doing with the Roan newsletter. One photo enclosed, plus a classic, official PIO photo (see cover) of Roan (lead destroyer) in column following the Independence, taken on 25 November, 1962 after a transit of Crooked Island Passage. All of those ships went back to Norfolk except Roan. We were finally detached to proceed to Newport near the sea buoy to Thimble Shoals Channel.

As a First Class Midshipman I took a cruise aboard Roan in the summer of 1950, when Cdr. David L. Marteneau was in command. We visited Providence, R.I. and then went to Kingston, Jamaica and Gitmo.

I served aboard the Roan in DesRon 10 from June, 1961 until June, 1963, as X.O. and navigator, with additional duty as C.O. for eight months during a FRAM I (Fleet Rehab and Modernization Program) at the Brooklyn Navy Yard. The FRAM program for the Gearing class destroyers included a new aluminum superstructure, radars, sonar, ASROC, electronics, MP overhaul, generator upgrades, and helicopter hangar aft. I relieved Cdr. Thomas P. Connell on 4 August 1961 at the Navy Yard. Since that spring, and when I reported aboard, Roan had been the DesLant designated Engineering School ship. This was a "lousy" assignment to say the least, underway every day to permit engine room student personnel to tinker with your machinery and lose the load.

Roan arrived at the yard on 3 August from Earle NJ, and no sooner had we tied up during the noon meal, a fire occurred in the forward bosun locker which brought the Navy Yard Fire Marshall aboard with fire trucks on the dock. Cause of the fire was a broom, it's straws were resting against a naked light, without a globe, which was generating thick white smoke up the peak tank.

The day before our arrival the aircraft carrier USS Constellation had experienced a devastating fire in the yard with heavy loss of life. For some reason the Roan was fire prone, and those who served in the Jolly Cholly in those days would have to agree. Our "skeleton crew" in Brooklyn did an excellent job of maintaining the needed continuity for this proud ship in the hazardous shipyard environment. Being home-ported in Brooklyn was difficult, and many destroyer men commuted back to Newport on long weekends. We instituted a special work schedule, which allowed personnel to travel home. In those days no one had much money and that winter was really cold. The Navy Yard production department keyed on ship completion dates, with Roan being the final ship in the fiscal year order. Roan became "Peter" being robbed to pay JP Kennedy, "Paul". We saw our sister ship, USS Joseph P. Kennedy sail with Roan pumps, valves, etc. installed and then followed her to refresher training at Gitmo. Later Kennedy stopped and boarded a Russian ship in the blockade during the Cuban Missile Crisis while Roan plane guarded, operated in the ASW screen, and prosecuted ASW contacts.

Cdr. Charles H. Hayden relieved me as CO on March 29, 1962 and I resumed my duties as X.O. and navigator. Exciting times were to follow. Roan was a super ASW ship and excelled during the Cuban Crisis, maintaining sonar contact with at least two Russian submarines for several days.

In recalling those historic times in the Cold War, Roan was a crackerjack destroyer with a great crew and in particular, was blessed with a great Chiefs' quarters. The CPO's for the most part ran the ship and I think morale was high. Captain's Mast was a rarity.

I retired in 1980 with 31 1/2 years service (had been a sailor for almost 2 years before going to the USNA), with the rank of captain.

Thanks very much for the opportunity to renew past Roan operations.

Smooth Sailing and Merry Christmas,
Captain Lawrence P. Treadwell, Jr. (Ret.)
XO/CO/XO/LCDR 61-63

Flags and Signals

Dear Richard,

Unfortunately I was on board the Roan for only 8 months and made the Midshipman cruise to Rio in 1957. Crossing the Equator, what an experience. Enclosed, find a check for the Association. You do a great job on the newsletter. Hope to see you in 2006.

John Muller
SKSN 57

Richard,

It's amazing as you get older you remember more of the happy times. My career on the Roan wasn't all good but I have a hard time remembering the bad. Here's a little to keep "The Jolly Cholly" floating.

Tom Parker
DC2 66-70

Dick,

Every issue of "The Jolly Cholly" brings back some great memories. Often times I wish I could step back in time and visit the Roan and her great crew once again. Keep up the good work.

Tom Powell
FT3 60 - 62

Rich,

You're doing a great job, as is everybody on the staff and board of directors. Just got thru raking leaves for the 4th time. Don't you just miss New England.

John Skogstrom
EN FN 61 - 63

Dick,

I really enjoy the newsletter. Sincere appreciation to all who make the letter so worthwhile! Enclosed, find a check to help defray expenses.

See you in Branson.

Al Smith
ICFN 55-57

Hi Rich,

It's been a long time since I attended the first annual reunion in July of 1991. Since then I never could attend any other future reunions, due to a sickness in the family & etc. I was very fortunate to see some of my old shipmates at the 1st reunion such as Joe Sloboda (my boss) and Mike Badaloto, who both passed away. I'm hoping to attend the next reunion. Enclosed is a check for the great work you're doing.

Jack Stiglianese
BMSN 52-56

Hi Richard,

This is a small donation for your newsletter. Thank you very much. I hope to make it to Branson, MO.

Evrett Harris
BT1 52-58

Richard,

In the process of updating the roster data I remembered to dig into my 'Old Navy Achieves' and managed to come up with some pictures and articles you may find interesting.

I served on the USS Brownson (DD 868) from 3/49 to 7/49 as a DK2. I was then transferred to the USS Charles H. Roan (DD 853) and served as a DK I from 7/49 until 12/51.

I happened to be on the Roan at the time and sleeping in the after crews compartment just above the screws. On the night of the collision we managed to get out on the after deck through the manhole opening as the main hatch was secured at sea. What we encountered was a most horrific sight. The stern of the Roan was covered with sea water and taking a port list. No lights or power just dead in the water.

The engineering berthing area was in the next compartment forward of where I was. The keel of the Brownson had ruptured the hull and the engineering crewmembers manage to get top-side after a horrific experience. One crewmember was sucked out of the hull and later recovered.

Most of the casualties were in the after 3" 50 gun mount on the 01 level.

The Brownson pulled away as both ships were under full power conducting ASW exercises.

I don't remember the carrier that came alongside and offered assistance. The captain decided not to abandon ship after assessing our damage. The starboard shaft was bent and both engines rooms I believe were flooded. We could not use the port shaft either.

Somehow after much confusion we managed to get emergency power back on and survived the night of horror.

The Navy decided since we were so close to Bermuda we were towed there and the Brownson managed to get there under her own power. We had to activate an old British dry dock to patch up our hull and reinforce the Brownson bow.

We were towed to the Boston Naval shipyard by a sea going tug and the Brownson made it on her own. After we arrived in Boston the majority of the crew was reassigned because there was some doubt if they were going to repair the Roan.

I finished my Navy career after serving on the USS Worcester (CL-144), the USS Macon (CA-132) and the USS Noble (APA-218) and a tour at the National Security Agency for three years. It was time to retire in 1997.

I worked a second career of 26 years, working with the Naval Security Group and the SSN 637 class submarines that were outfitted for Special Ops.

Needless to say it was a very rewarding career both in the Navy and as a contractor working for the Navy. I retired as a LT and reside in Woodbridge Virginia.

I must apologize for not attending any of the reunions and maybe some day when it's feasible I'll try to make the gathering of both the Brownson and Roan.

Go Navy. Beat Army.

Walt Cislo
DK1 49-51

Flags and Signals

Richard,

I received the long awaited newsletter today and as always it was worth the wait. I keep reading from former shipmates how good the newsletter is and why not? When I was transferred from the Roan I nearly cried. Yes, big boys do cry. After all why would I want to leave the best of all world's.

I am heeding your call for donations. I am a realist. I know, that an organization is known by the newsletter it publishes. So the Roan Association must be pretty good. Some day though, without the infusion of new blood the association will fade into oblivion and in 2 years time no one will ever remember that such an association ever existed; and that is sad. The Roan Association will remain as long as we members live and support it. But, unfortunately we all are getting older and sicker.

I do not know how much longer I can support it. My doctor tells me that 2 heart valves are closing up and does not understand why I remain active to the extent that I am. I do still drive but not far and I do drive to dialysis 3 days a week. Other than that I am pretty much homebound.

In a way I am very fortunate. In my dialysis group there are 3 navy men 2 retirees (one with one leg and a 4 year enlistment,) Our dialysis head nurse calls us her sailors and she does not hesitate to tell others. I know this nurse from the hospital where she was in charge of the dialysis unit and I was volunteer assistant director of volunteers until I suffered heart failure and kidney failure at the same time causing the loss of 42 pounds. I sincerely hope that the organization will remain active long after I am gone.

Donald Miller
QMSN 47-48

Dear Rich,

As you can tell I am returning the check with the amount filled in this time. Sorry about not having done it the first time. I know how much the association needs the money and this is something I want to do. We have been blessed with the means to do this.

I was very surprised at how much I enjoyed the reunion in Warwick, as I was very tentative about it. Not seeing fellow shipmates for almost 40 years does leave one wondering just how much or whom you will remember and who will remember you. I am looking forward to Branson and will be there with bells on, God willing.

Take care, your shipmate,
Jack and Cheryl Cook
BT3 65-67

Richard,

You're doing a great job with the Roan Association. Keep up the good work. Here's a little something for the kitty.

Charles Greibe
DC3 48-52

Hello Richard,

Received the new issue of "The Jolly Cholly" today and just finished it. A great job as usual! I am planning on Branson next summer and hope to see you there. I will soon send you some mail with an order, an update and a donation for the great work you all do but first I am going to search for an old (and I am beginning to hate that word) shipmate from 1965 that I believe has moved back to VT and then forward you his address. BTW, I have not seen your friend Max out for a while. Hope he is OK.

Stay healthy and keep up the good work.

Larry Wright
ETN2 65-66

Richard,

Anita and I would like to thank you and all our shipmates for your thoughts and prayers during Hurricane Rita. Fortunately, we were in Pennsylvania at the time visiting family and friends. We got high winds in this area but were luckier than many. There were a mess of broken branches and plenty of trash to clean up but no damage to the house.

We've passed your prayers and kind thoughts along to others who need them more at this time. Hope to be able to get to Branson and see you all next August.

Enclosed, is our roster update and a small check. Thanks to you and to all the Directors and volunteers for all the good work you do for the Roan Association.

Sincerely,
John R. (Jack) Witt
Ltjg 59-62

Richard,

I was an ET in chief Reynolds gang. We all reported to a young whippersnapper (then Ensign later Ltjg) Brian Woodward. Thankfully I attended the DC reunion because I was able to catch up on old times with Brian. As you know he passed away not to long after the reunion. We had lots of laughs both on the Roan and at the reunion. I'm grateful to you and all the shipmates that work so hard for the association, without it many of us would never reconnect with those we knew while serving on our ship.

Paul Duquette
ETR2 61-62

Hi Richard,

I can't tell you how much I enjoy receiving "The Jolly Cholly." See you all in Branson. You guys do a great job. Enclosed find a little for the kitty.

Thank you,
Howard Stulbaum
GMSN 59 - 60

Rich,

Here's a check to put to use. I hope to see you in Branson.

Al Timchak
MM3 58-62

Flags and Signals

Richard,

I served my last year of a four-year enlistment aboard the Roan. I was transferred from the USS Cadmus AR-14, which I was aboard for two years as an ETR 2. I got to fix everyone else's problems so I was anxious to be able to focus on my own equipment, and was particularly glad not to have to service any equipment 150 to 200 feet off the water, and loved those big platforms.

I picked up the Roan in the Boston shipyards in 1968. I was assigned to the Armed Forces Police detachment, which was housed in a place called the Fargo building. I survived the midnight shift in the Boston Combat Zone, and even though I was there for only a month there were a lot of stories I could tell, but will not bore you.

After leaving the yards we went out for sea trials, degaussing in the Cape Cod Canal, loaded ammunition, and home ported in Newport RI. The Captains name was Slankard. We had Dash, ASROC, three twin five-inch mounts and torpedoes.

We went out to sea regularly and mainly patrolled the east coast from Newport to Florida. I was discharged in May 1969 and the ship was headed on shakedown cruise to Cuba, and we were being told it was in preparation for deployment to the Pacific. However, other than the Cuba trip I do not know if it was assigned to a war zone.

I might add one of the first problems I had was with the Lorán. After troubleshooting the problem I found somehow the yard had missed that the antenna, which extended horizontally from the yardarm had nothing left but a rusted stub. Myself, and a first class ET flipped to see who would crawl out to the end. I won and was the safetyman.

Aside from sitting on top of suspected subs I can think of two instances that stand out in my mind. One involved an ECM watch, and the other a fire extinguishing apparatus.

The ECM (Electronic Counter Measures) watch was done in an enclosed room inside CIC. One morning in the last hour of my watch and very rough seas I picked up an unidentified signal. I reported the range and bearing to the bridge, who after a few minutes asked for the range and bearing again. I could hear some conversations in the background from the bridge over the phone system, but being totally isolated did not know what was going on. After what seemed to be about five or ten minutes the bridge asked if I could get an audio signal. When I informed them I had, they asked me to pipe it to the bridge, which I did. The response was "okay we got it." I spent the rest of the watch not knowing what it was. When I emerged from the ECM enclosure I was told what I picked up was the emergency beacon from a sailboat, which had been reported missing for several days and had three or four people on board. The swells were so large that even knowing the range and bearing they trouble picking up what looked to be about a 40 foot sailboat.

Another unforgettable moment of a different nature also occurred during rough seas. We basically had battened down everything and between watches and drills, would lie down on the work counters. Our ET shop had a wooden door that

would also open as a half-door. The duplex foam proportion tank located from across our door was normally chained down in a rack. The steel canister which was on wheels broke the chains, popped out of the rack and on the next roll of the ship to the starboard, slammed right through our door and hit the cabinets below and between where I and another shipmate were laying down. We thought something had blown and of course got a good scare.

Anyway, wish I had more to add.

John Sossi
ETR2 68-69

Hi Souza,

Long time since I wrote to you, I need a couple of new caps, the before 1961 blue ones, I left my good one in the rental car in Florida, (good move huh) anyway I am enclosing the price for the caps and something for "The Jolly Cholly" fund, you guys are doing a great job. Let me test your memory, back in 58 we opened up the St. Lawrence Sea Way, Task Force 47, and sailed on all the Great Lakes. Do you remember what I brought up to you on the flying bridge just before we sailed out of Superior Wisconsin and wanted you to fly it from the mast as we pulled out? You probably can't print it even if you do remember. But let me know if you do. I am looking forward to Branson, Mo. Oh well, until I talk to you again BTAR

Bill Lodi
RM3 58-61

Rich,

I got the newsletter and the roster form. I will send it back soon. I hope to have vacation for the reunion and will see you there. Thanks for everything you do for us. There are always only a few that can be depended upon to do the donkeywork and I'm grateful you've stepped forward. Thanks again.

David Hawkins
STGSN 72-73

Dear Chief Souza,

I would like to add a BZ to you, Joe Lambert and Ron Lucchesi for all of your hard work. Both Connie and I are looking forward to see some old shipmates in Branson come August. It looks like Dallas Rees has things well organized. That hot tub looks "GREAT."

Enclosed, is a ship store order and a check for same. Add the remainder to the Association fund. You will also find the roster update.

Also you can add my name to the "Prayer Wheel" after surviving two major by-pass operations I'm more than willing to help. Say hello to Louie when you see or talk to him.

See you in Branson,
Marty O'Hara
RD2 61-64

Flags and Signals

Richard,

The article on Davis and his Bronze Star was very interesting. He came aboard after the Nov. "50" collision with the Brownson. We were in the Boston Navy Shipyard under going repairs. Capt. Fisher called us for a dress uniform inspection on a Sunday morning. (Very unusual, since the ship was half torn apart with cables and water service lines running along the deck.) The crew gathered on the fantail as the Captain called "Davis HM3" to step forward. Davis came forward, snapped to attention and smartly saluted Capt. Fisher. The Captain then proceeded to read a citation and awarded Davis the Silver Star Medal!

Fran Merenda

ET1 48 - 51

Dear Mr. Souza,

I would like to personally thank you for the telephone call this afternoon to Paul Kopyscianski.

You made his day! He speaks frequently about his service in the Navy and of his experience on the USS CHARLES H ROAN. We look forward to the reunion in August. We would appreciate any information about hotels, where exactly the reunion will be held, etc.

Thank you so very much. You have made a sailor very proud and honored.

Nancie Jean Merritt

Paul Kopyscianski

SN 59-62

Rich,

Great job, as usual. See you in Branson.

Thanks,

Jake Degen

LTjg 63-65

Dear Richard,

The Roan was my first duty out of RM "A" school. Picked up the ship in Newport, R.I. Did two Med cruises on the Roan. Others that I can remember in the Radio Shack at the time were: Chief Jackson, RM3 George Churpek, RM3 Green, RM3 Edwards, RMSN Sorenson, RM3 Ilardi. Had many great times on the Roan. George Churpek and myself setup an amateur radio station on the Roan and made many phone patches for the crew back to their love ones in the states.

Sincerely,

Jim Scott

RM3 66-68

Hi Richard,

I really look forward to reading "The Jolly Cholly." I was only aboard a short time but the Roan being my first assignment was great. I'm enclosing a check to help the Association to keep up the good work.

John Griggs

TMSN 51-52

Hello Richard,

Here is a donation to the Association expenses. I can't believe that there aren't more 1st and 2nd Div. people in "The Jolly Cholly" in any addition. I remember John Hiese, Brooklyn, NY, Wayne Gardner, Scranton, PA area, Dale Carver in the state of Maine; all in 61-64.

I'm now retired, maybe moving to Fla. (hurricane country), I have a brother in Port Charolette. I retired at 62 and I'm happy with that.

Keep up the good work.

Bob Spargo

SN 61-64

Richard,

Enclosed is my order for two golf type shirts. I have one that I bought at the last reunion in Rhode Island. The extra please use as a donation for "The Jolly Cholly."

Thanks again, I really enjoy reading the newsletter and am looking forward to seeing everyone in Branson, MO.

Regards,

Allen Lambert

ENFN 56-58

Dear Richard & Board of Directors,

Just a short note to thank you all for the job well done in maintaining "The Jolly Cholly." I enjoy reading the news about all the shipmates that sailed aboard the USS Charles H. Roan DD 853.

I guess I was the last "chief look out and bottle washer" aboard the Roan. I left for program transition in August of "73" and was discharged Nov. of "73".

I graduated from Moody Bible Institute in 1978 with a degree in Pastoral/Christian Education. I worked for 20 years pastoring and working in a local factory as a maintenance mechanic. I retired from the factory in 2000 and have been going to school up till now. I received my masters in counseling and I'm working on my doctorate now. The Lord has been good to me in the years past.

My children have done well, the oldest is a teacher, my oldest son is retired from the Army and my youngest son is a nurse. So all is well at the Chadwicks.

I'm a member of the Campbell County Honor Guard and we have done over 150 military funerals last year. Enclosed is a small token of appreciation. Thanks again for all the hard work and keep up the good job with "The Jolly Cholly."

Don Chadwick

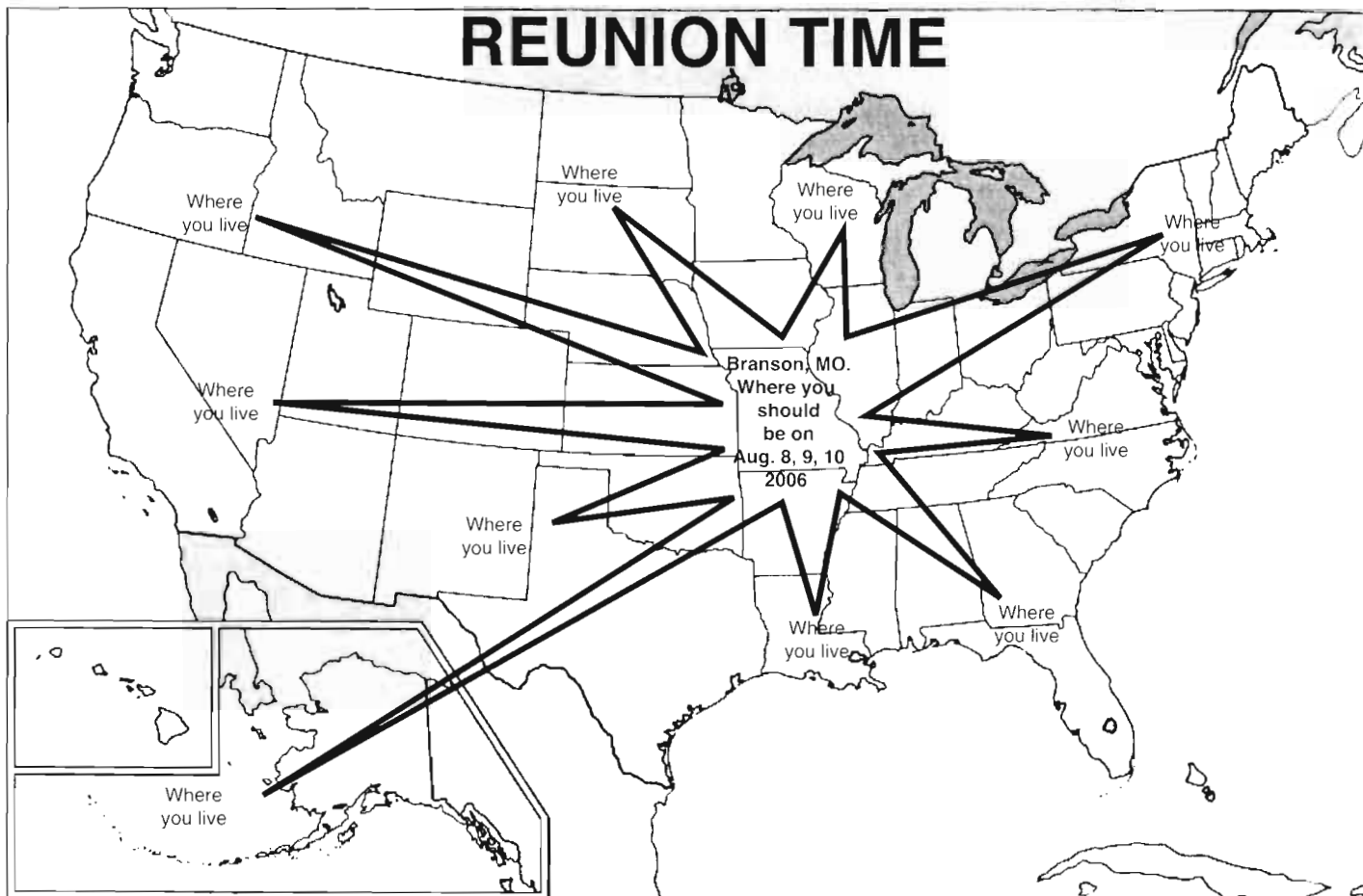
CS1 72-73

Rich.

Enclosed is my order and check for the ships store. Please consider the balance of the check as a donation to the Association. Thanks for all your good works. Looking forward to seeing you in Branson this August.

Bill Golding

IC3 58-60



New Members

Jack Doyle
Merritt Is. FL
FN 51-54

Jim Edwards
Indianapolis, IN
SN 47-48

Edward Gannan
Rockway Point, NY
SK3 46-47

David Hawkins
Ellisville, MO
STGSN 72-73

Malcolm Jones
McAllen, TX
SH2 69

Karl Kegel
Rockford, IL
BTFN 66-69

Paul Kopyscianski
New Rochelle, NY

Robert Maier
Joliet, IL
RD3 63-66

Peter Mariano
Duxbury, MA
SN 65-68

John Molestad
Garland, TX
SN 62-64

Mike Muncy
Irving, TX
RDSN 63-64

Bobby J. Sears
Crawfordsville, IN
ETR 3 58-61

John Sossi
Brownsville, TX
ETR2 68-69

Malcomb Wood
York Beach, ME

Flags and Signals

Dear Richard,

I just received my copy of "The Jolly Cholly" and loved every word as usual. I'm so sorry to hear all the bad things happening to all our shipmates. I pray they are all connected to the power above.

I ask a blessing on you all for all the great work you do.

I will try to make it to Branson next summer. I haven't been to a reunion since the first one in Fall River. Thank you again for all the work you do.

Shipmate,

Charles E. Stevens

MMFN 52-53

Richard,

Wilma was relentless. We are starting to get back to normal. Some damage to our porch, but all is well. Enclosed is a check for the Association. See you in Branson.

Tony DeNiro

SN 58-60

Richard,

Thanks for all the time and effort you and your committee put in keeping the Roan shipmates connected. Enclosed is a check to help with expenses.

Al Fortunato

SN 51-54

Richard,

Thanks so very much for doing an outstanding job. There should be a ship named after you, "USS Richard F. Souza DD-A1."

With your help I have been able to locate a few shipmates. I hope more will contact me. Your wife is always so very pleasant and courteous when she answers the phone. Thanks to her. I'm happy to enclose a donation.

The best to all,

Bill Shick

SO2 48-51

Richard,

Here's something for the pot. Still dealing with the storm damage. See you in August.

Jack Damonte

CS3 53-57

Hi Richard,

Enclosed is a check to help keep things going for the Roan Association. See you in Branson.

An old shipmate,

Ray Boggi

SN 51-54

Rich,

Thanks for putting so much effort into the Association.

Joe Matuska

SH3 62-64

Richard,

There is no newspaper or magazine, which I look forward to as much as "The Jolly Cholly"! Really a terrific publication and enjoyed by all Roan shipmates.

Regards,

Clint Vail

LTjg 52-53

Richard,

Here's just a little donation to the Charles H. Roan Association to help keep us afloat. I really look forward to the newsletters.

Bill Morrison

MM3 62-65

Richard,

Still working! Keep up the great work.

Steve Mondul

LT 68-70

Dear Richard,

Keep up the good work. I enjoy reading the newsletter. Enclosed is a donation. I miss seeing my shipmates.

Jim Hennessey

MM3 50-52

Hi Joe,

I have noticed that Dave Micalchuck has been somewhat active in writing to the newsletter. In the "for what it is worth department", I spent 6 years on active duty, 17 years in the reserves and served with hundreds of officers, and Dave Micalchuck was one of the best! Probably, in the top two or three officers with whom I served. I know that, despite his gruff and hard nosed demeanor (after all, he was our XO), most, if not all, of the junior officers on the Roan who served with him really liked and admired him. He was a good guy. In fact, over the years, every time I thought about him, I would automatically smile. Can't say that about many others. Again, for what it is worth.

What you do for your shipmates in keeping this organization going is a great thing and a great service to the rest of us. Please rest assured that your services are truly and greatly appreciated!

Best wishes,

Rob MacDermid,

72 - 73, & the ROAN's last Boot Ensign....

Hi Mate,

I am trying to put together a model of a Gearing class destroyer from a kit that lacks detail info. Where, can I get a full size picture of the 853 showing complete fwd to aft deck detailing. It sure would help.

Included is my check for the kitty.

Don Kacher

ETSN 52-53



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 #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)



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

SHIP'S



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

Send all orders to:

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

ALL PRICES INCLUDE POSTAGE -
 Mostly by Priority Mail

Except for item #7, Winter Jacket, the
 shipping charge on that item is \$10.50



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

Qty	Item #	Description	Size	Color	Price/Each	Total
Total of Order						



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.



(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.

NOTE: Add \$10.50 to below prices for shipping.

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

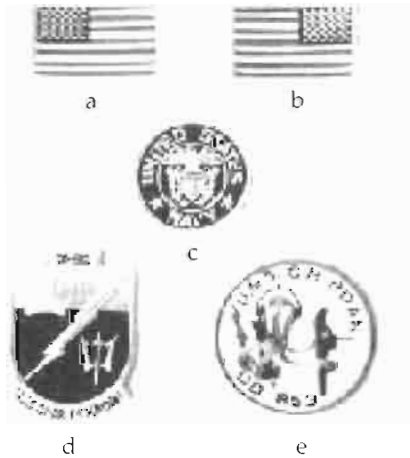
STORE



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)

ADD ON ITEMS
for
Item 2 - Wind Breaker Jacket
or
Item 7 - Winter Jacket

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

To sew on each Patch/Crest \$5.00
Each Patch/Crest (as priced in item #5)



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

He left his ethical imprint at the War College. Colleagues at the Newport Naval College remember James B. Stockdale as a moral man with an almost superhuman intellect.

BY SCOTT MacKAY
Journal Staff Writer

PROVIDENCE -- James B. Stockdale, the retired Navy vice admiral, was known to the public for his Vietnam heroism and his 1992 stint as running mate to independent presidential candidate Ross Perot, but he was remembered yesterday by his Naval War College colleagues as the college president who brought moral philosophy to the Newport campus.

Stockdale, who died July 5, 2005 at 81 after a fight with Alzheimer's disease, was president of the Naval War College from 1977 until 1979. As president, he introduced a course on ethics and philosophy to a curriculum that had been anchored for many years in military history, strategy, tactics and naval engineering.

"His footprint at the college was his introduction of the ethics course," said retired admiral Thomas Weschler.

Stockdale was shot down over North Vietnam in 1965 and was held prisoner by the North Vietnamese for nearly 8 years. Among the ideas that steeled him during the torture and pain of captivity was his study of the Greek Stoic philosopher Epictetus.

Stockdale believed that soldiers and sailors needed to study philosophy and literature, and he brought to the Naval War College a course that he taught. It included readings from the Book of Job, the Socratic dialogues of Plato, Aristotle's Nicomachean Ethics, and the works of Immanuel Kant, John Stuart Mill, Albert Camus, Joseph Conrad and Aleksandr Solzhenitsyn.

"For Stockdale, a war college course in moral philosophy did not need to be organized directly around military ideas or on military writing," wrote Prof. John Hattendorf in his 1984 history of the Naval War College.

"Classical philosophy and modern literature expressed the essential ideas better than writings in social science, Stockdale believed," wrote Hattendorf. "Beyond this belief lay Stockdale's conviction that individual character, freedom, and personal responsibility were more than rules in moral life."

On Sept. 9, 1965, his A-4 fighter-bomber was hit by anti-aircraft fire and he ejected over a small coastal village. A beating on the ground broke his left knee, which was broken again in prison. In prison he was placed in leg irons for two years and held in solitary confinement for four.

"He was almost superhuman in terms of his intellect, and his endurance and his patriotism," Porter Halyburton, a professor of strategy at the Naval War College, said in an interview yesterday.

Halyburton, a fellow POW at the notorious "Hanoi Hilton" prison, described Stockdale as a brave, resourceful and thoughtful man who raised the spirits of fellow prisoners.

In a statement from Sen. John McCain of Arizona, who also was a POW in North Vietnam with Stockdale and Halyburton, called Stockdale, "one of the bravest men I have ever known. His leadership inspired us to do better than we ever thought we could. He was one of the finest leaders I have ever had the privilege of serving under."

While he reached the pinnacle of Navy service and won the Medal of Honor, he was a man without pretension, recalled Hattendorf.

"Of all the presidents of the college I have known over the past 30 some years, he is the only one I can recall who regularly had potluck dinners in the formality of the President's House," Hattendorf said. "When one went to the Naval War College president's house for an official event in his day, I always found it startling to see his Medal of Honor hanging on the wall just inside the front door."

From After Diesel YOU MUST READ THIS!

Shipmates,

In the last newsletter we requested all members to please fill out the roster update and return it in the enclosed envelope. Out of 749 members only 118 complied. So again we ask that all members please fill out and return this roster update. Out of the 118 that did update their information, we found about sixty-percent with information that needed updating.

With every mailing I do (749 at a time), I have at least 25 or more returned. We lose 2 to 4 members between every mailing. I maintain a "Lost List" of members who we have lost contact with and I can't find. When I do a mass e-mailing the undeliverable messages is unbelievable. We need your help with getting the proper information into our database. We especially have a problem with members with two homes, as to when they are at each location; or the return will be marked "Temporarily Away" which means a second address that the post office will not forward to.

We try to keep this Association the best it can be but we need your help in doing so. You must participate.

As I placed the article on the Rush collision in this addition I came to the conclusion that the Roan was a magnet for other vessels. It brought to mind an incident I remember when a tug rammed us and pushed in the bulkhead in the mess deck area. While not as bad as the Brownson or Rush collision it did require a yard stay and supports my theory of "magnet ship."

I hope to see you all in Branson in August. Come and join your old friends and make some new ones. Also you shipmates who live west of the Mississippi no longer have an excuse, Dallas and Pat Rees have brought a reunion to you.

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

773-631-8821
chief9bullie@earthlink.net

Roster Update

Name _____

Address _____

City _____ State _____ Zip Code _____

Country / Territory _____

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

Telephone # _____ Fax # _____

e-mail address _____

Rate and/or Rank while aboard the Roan _____

Years served aboard --- From _____ To _____

Spouse / Fiancée's name _____

USS Charles H. Roan DD-853



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