

THE



JOLLY CHOLLY



VOLUME 11 NUMBER 1

SPRING 2008



USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your thoughts and prayers

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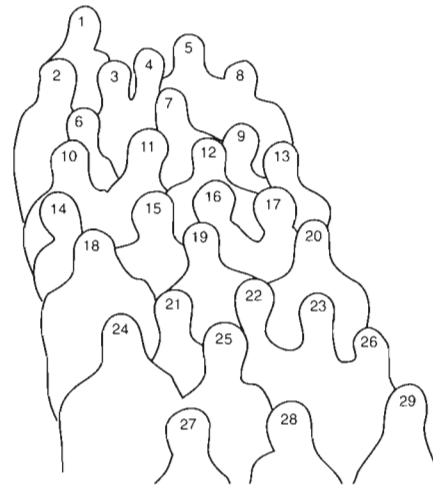
Binnacle List

John Kimberling	RD3	65-67
Jerry Kramer	BM3	56-59
Lorraine Souza		

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

Taps

James B. Hennessy	MM3	50-52	5/07
Gordon Hill	CFCA	46	6/07
William Kitts	MMC	47-55	1/08
Leonard Martinoli	RM2	61-64	5/07
Hugh McCafferty	GMG1	59-61	12/07
Richard Wright	LT	51-53	5/07
Jean VanPetten wife of Tom VanPetten	LTjg	59-61	2/08



- | | | |
|--------------------|----------------------|---------------------|
| 1. Robin Anderson | 11. Don Burton | 21. Dorothea Munroe |
| 2. Charles Medlar | 12. Darrell Gardner | 22. Gloria Sandberg |
| 3. Bonita Anderson | 13. Frank LoCastro | 23. Pat Rees |
| 4. Maria Rankin | 14. Jean Dalton | 24. Tom VanPetten |
| 5. Ralph Rankin | 15. Elinor Burton | 25. Cheryl Cook |
| 6. Kathi Medlar | 16. Janet Gardner | 26. Tony NeNiro |
| 7. John Cook | 17. Dorothy LoCastro | 27. Lorraine Souza |
| 8. Robert States | 18. Don Lincoln | 28. Richard Souza |
| 9. Sandra States | 19. Carl Sandberg | 29. Alice DeNiro |
| 10. Jay Dalton | 20. Dallas Rees | |

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



Our 10th reunion hosted by John and Kim Quick at Myrtle Beach, SC is rapidly approaching us. It has been a half century or more for many of us who served together aboard the "Jolly Cholly". Many say you cannot put a price on friendship. Aboard ship we became friends and shipmates for the first time. We also, I believe, without question, took for granted what the other's responsibilities were for our safety and well being. Our lives were in the hands of the Commanding Officer, the Officers, the Chiefs, Petty Officers down to the lowest Seaman and Fireman. We bonded together by division, department and professionally. Being on station, completing our commitments and operating with every conceivable size warship was without question. The crew of the USS Charles H. Roan DD-853 stood second to none.

I don't know anyone who can truthfully say I don't remember anyone I served with. This is why it's important to know that our reunions are not for any other purpose but to bring you, our shipmates, together. It's very disheartening to have a shipmate ask for and about you and not be able to produce you. Many have never been to a reunion. Some shipmates attended one or more reunions but have never returned for one reason or the other. We are asking all of you to try and make a commitment to attend our reunion in Myrtle Beach. Meeting a shipmate that you served with is an indescribable experience.

Realizing most of us are on fixed incomes, it isn't a must that you have to do go on every tour and do everything that is on our reunion plan of the day. You can pick and choose to fit your likes and your budget. Tour on your own or sit by the pool if you like. Of course we would like you to stay at our host hotel, that's where the action is. However, finding a more reasonable place to stay to fit your budget is not out of the question. What's most important is that you come to our reunion. Won't you at least give it some serious thought to attend our reunion?

Special thanks go out to John & Elinore Griggs, Paul Kopyscianski, Jerry & Sharon Kramer, Frank & Dorothy LoCastro, Tom Vella.

Your generous contributions are what keep us afloat.

Richard F Souza

Financial Report March 20, 2008

Last Financial Report September 30, 2007

Balance of Checking Account \$17,435.86
Reserve Fund - Separate Account 700.00

Expenditures

Post Office	404.04
Office Supplies	515.42
Small Stores	575.13
Newsletter/Printing	2,415.41
Telephone/Internet 7 Months	875.00
Storage Locker 6 Months	406.35
Micro Fish Reader/Film	514.00
Editor Office Supplies	120.50
Reunion Network	100.00
Deceased Memorial	100.00
Reunion Conf. Seminar	433.62
Total Expenses	-6,459.47

Donations and Small Store Deposits 3,611.00

Checking Account	17,435.86
Expenses	-6,459.47
Balance	10,976.39
Deposits	3,611.00

Total Balance	14,587.39
Reserve Fund	700.00

Total Assets Including Reserve Fund \$15,287.39

Lost Members

Denzel Gaines	PHM 3	46 - 48
Louis DeSalvo	LTjg	52 - 54
Tom McBride	SM 3	
Clinton R. Phillips	MM 3	56 - 58
Joe Bruno		

Contacts

Association President

Richard Souza
6396 Manassas Ct.
Pensacola, FL 32503
(850)476-1350
souza6@cox.net

Web Master

Ron Lucchesi
16675 Kildare Rd.
San Leandro, CA 94578
(510)278-7177
rblucchesi@comcast.net

Loved Ones

Mr. Souza,

I am sad to inform you that my husband James Benjamin Hennessy passed away on May 31, 2007 from lung cancer. He served in the Roan from 1950 to 1952.

Jim was the best of the best. Our family misses Jim, immensely.

Martha Hennessy, wife of

Jim Hennessy

MM3 50-52

Lieutenant Commander Richard O. Wright USNR USS Charles H. Roan 1951-1953

Richard O. "Dick" Wright was born on a farm outside of Webster, Iowa July 6, 1925 to Francis and Minnie Wright. He attended Webster Consolidated High School and graduated in June of 1942 at the age of 16.

He enrolled in St. Ambrose College at Davenport, Iowa in the fall of 1942, completing his freshman year there. Dick enlisted in the United States Navy in May 1943 and started active duty July 1, 1943 as apprentice seaman, V-12 Midshipman School at the University of Notre Dame. He was commissioned as an ensign in the United States Naval Reserve on November 2, 1945. Following this he served as a training instructor at Puget Sound Naval Shipyard and communications watch officer, CINPAC Staff, Pearl Harbor. He was released to inactive duty in August 1946. Dick continued his education and received a B.S. in electrical engineering from Iowa State University in June of 1947. In July 1947, he started a 37-year career in management with the Republic Steel Corporation in Chicago.

Recalled to active duty in June 1951, he served as gunnery officer aboard the USS Charles H. Roan DD-853 and sailed the Caribbean, North Atlantic and with the 6th Fleet in the Mediterranean. He was released to inactive duty in June of 1953 and continued to serve with the Naval Reserve. He was last promoted to Lieutenant Commander, USNR, on September 1, 1957. He was transferred to Retired Reserve on July 1, 1966, then to the Naval Reserve Retired List on July 6, 1985.

He had many fond memories of experiences on and of the crew and officers on the Roan. He corresponded with many shipmates the rest of his life and enjoyed attending Roan reunions in retirement. He participated



with the ship during NATO Operations Mainbrace in the North Atlantic and Longstep in the Mediterranean Sea. Both operations took place in 1952. Two of the happiest days of his life occurred during his tour of duty on the Roan. He married Laretta LaPonte during a leave on April 19, 1952 and he received notice of the birth of his first child, a son Michael, while on the ship in March 1953. A copy of the naval dispatch sent with this announcement is still a cherished family possession.

Dick and Laretta went on to have six children; Michael, Kathleen, Richard, Jr., James, Nancy and Rae Ann. They also were blessed with eight grandchildren. After retiring from Republic/LTV Steel in 1984, Dick went to work as a construction project consultant with AMOCO. Based at the company's Whiting, Indiana refinery, he also traveled the country working on projects in Wyoming, Alabama and Maryland. He retired from this position in 1996.

Nothing mattered more to Dick than his family. From long vacations with his kids to weekly lunches on Saturdays and dinners on Sundays with his children and grandchildren, Dick enjoyed the company of his family. He also loved to throw a party.

A gracious host, images of Dick in his lederhosen at his Oktoberfest, conducting his Thanksgiving "Turkey Shoot" or announcing Super Bowl pool winners will be etched in the memory of many.

After colon surgery in 2004, Dick frequently quipped he didn't have the guts he used to, but everyone knew the irony of that joke. To the end, he always exhibited courage and dignity. He passed away peacefully on May 29, 2007 surrounded by his family.

“Within my heart the song still plays in memory of those better days”

Flags and Signals

Dear Richard,

This is just a note to tell you how much I enjoyed the cruise on the Princess. I was not in good health but I was determined to make the trip. I never met or spent time with such a great group of people.

Carl Sandberg
MM1 51-52

Richard,

Here's a small check to help keep "The Jolly Cholly" coming. I look forward to reading it. Are there any Roan shipmates living in California?

Bill Uhrig
XO/LCDR 63-65

Mr. Souza,

Enclosed is a \$25 check to put toward the Roan Association account. We hope the New Year brings your family good health and renewed friendship's. Take care and God Bless.

Sincerely
Joe & Grace Oleksak
RD2 62-63

Hi Richard & Joe,

All is well here. Keep up the good work in honor of the Roan. Hope your families are doing well and every one of our other shipmates and their families are doing well also. Best regards to all my fellow shipmates.

Kenny Duggan
SFP3 63-65

Dear Richard,

Sorry I missed the party last summer. I hope the next one is in the fall. We seem to always be traveling in the summer months.

Enclosed is a little check to help offset costs. I imagine we'll be getting another newsletter soon, and I know that's expensive to produce and mail. Hope to see you all again soon.

Tony Hudalla
LTjg 59-62

Hi Richard,

I just learned from "The Jolly Cholly" that Lorraine has not been well. Please let her know that Lynda and I are thinking of her and that she will be in our prayers.

Enclosed is a check for the Roan Association. See you in August '08",
Al Scileppi
QMSN 58-60

Hi Richard & Ron,

Enclosed please find a donation to the Roan Association. Keep up the work you are doing. The newsletter is the finest. Hope to see you at the Roan reunion in August.

Regards,
Jack Koivisto
PN1 67-69

Hi Souza,

I hope you and your family are well. I'm glad we have someone out there like you to remind us what a great Association we have. Here is a check for the Association.

Sam Vella
BM3 58-59

Dear Richard,

Enclosed is a check for the Roan Association. We are hoping we will see you in South Carolina in August.

Sincerely
Herb Hare
SN 51-55

Hi Richard & Joe,

I enjoyed reading the recent article about Cletus Stone, and the rest of the news. I'm looking forward to our next reunion in Myrtle Beach, SC. Enclosed is a donation to help our Association.

Sincerely,
John Griggs
TMSN 51-52

The Second Sailing of the

by: Dallas Rees QM2 (59-64)

photo's by: Robin Anderson SO2 58-63

Don Burton MM3 49-51

Don Lincoln FT2 57-60



Pat & Dallas Rees



King Neptune



Caribbean Princess



L-R Dorothea Monroe, Don Burton, Tony DeNiro, (standing)
Alice DeNiro, (siting) Elinor Burton, Dorothy LoCastro, Frank
LoCastro, Richard Souza, Lorraine Souza, Don Lincoln

On Sept. 9, 2007 fifteen OLD SAILORS, (shipmates from the U.S.S. CHARLES ROAN) and their mates cast off all lines and set sail one more (Possibly the last) time.

There was Rob Anderson (S02) manning the sonar, Don Burton (MM3) and Carl Sandberg (MM1) keeping our machinery in working order, Frank LoCastro (YN3) and Darrell Gardner (YNSN) keeping records in the ship's office, Robert States (RD2) on the radar screen, Don Lincoln (FT2) and Ralph Rankin (FTQSN) controlling our radar and locking us on target, Charles Medlar (BM3) making our anchors ready to sail, Richard Souza (SMC) and Tony DeNiro (SMSN) making signals on the flashing light, Jay Dalton (IC3) keeping communications open and clear, Dallas Rees (QM2) at the helm, John Cook (BT3) stoking our boilers, and out senior officer aboard, (LTJG) Tom Van Petten in charge of the ship's navigation. We ease the big ship out of Port Everglades in Fort Lauderdale and head her southeast toward the Virgin Islands. The mood aboard is very festive as these OLD salts had not seen each other in quite some time and were ecstatic to be together again. The first night was spent at a Ja'Maicain Me Crazy Sail-away Party with drinks flowing and at dinner at the formal dinning room getting reacquainted.

MONDAY. SEPT. 10 - We maintain a steady course of southeast toward the Netherlands Antilles at a speed of 20 knots. There are many shipboard activities such as Sunbed Bingo, Wet Wild and Wacky pool games, Champagne Art Auction, Captain's Welcome



Dorothy & Frank LoCastro

USS Charles H. Roan

Party and more. The OLD salts hold a meeting and vote to let each person do their own thing so as to not restrict anyone to a particular event. Dress code for the evening is FORMAL as we all meet in the dining room for dinner and group pictures in our finest.

TUESDAY, SEPT. 11 - Still at sea, dress code smart casual, still on course. Live cocktail demo (very tasty), Spotlight Cabaret starring Brandi Chapman from Branson, Mo. Comedy Spotlight starring Steve Morris, 70's Disco Party, and 80's Explosion and of course gambling at the casino. We have two of our crew hit it big at the casino, but refuse to share their winnings with the rest of us. We are all very tired after late night partying and retire happily.

WEDNESDAY, SEPT. 12 - 7:00 AM. - We arrive at our first destination, the Island of St. Martin. According to legend the island was divided when a Frenchman and a Dutchman started off in different directions around the island until they met. The Dutchman has too many beers that slowed him down and he claimed only 16 square miles while the Frenchman claimed 21 square miles. St Martin is the capital of the Dutch Leeward Island group and is shared by the Dutch and French with no formal boundaries between the two countries, just welcome signs when you cross from one side to the other. The French side boasts a NUDIST beach but our tour guide would not let us off the bus so we settled for a long peek. This is a very beautiful island and is summer home to a lot of rich and famous. They are not on the island now as this is the middle

continued on page 8



L-R Dorothy LoCastro, Frank LoCastro, Tom VanPetten, Richard Souza, Bonnie Anderson, Lorraine Souza, Rob Anderson



L-R Tony DeNiro, Alice DeNiro, Gerald Dalton, Jean Marie Dalton, Dallas Rees, Pat Rees



Carl Sandberg



Lorraine & Richard Souza



Gloria Sandberg

continued from page 7

of hurricane season. We re-board after a long day of shopping and sight seeing by 5:30 P.M. and set sail again southwesterly toward our next stop.



St. Thomas

THURSDAY, SEPT. 13 - 7:00 AM. - We arrive at St. Thomas, the capital of the U.S. Virgin Islands. These islands are America's paradise, offering an easy-going blend of island ways and American practicality. The U.S. Virgin Islands were purchased by the U.S. very early during the First World War to keep them from falling into German hands and were used as a Naval Base, but St. Thomas is no longer in use as a base. Several of us took a tram tour to the top of their highest mountain where we enjoyed a banana daiquiri and the most beautiful view seeing several of the islands and also Puerto Rico. At 5:30 P.M. we re-boarded and set sail in a northwesterly direction.



This looks like a Captain's Mast to me. *ed.*

FRIDAY, SEPT. 14 - At sea, dress code casual. Watched a culinary demo and took a tour of the ship's galley. I won't bother with statistics but their kitchen is absolutely amazing, (Very Spotless). There were many games and another fine art auction. This evening, after a letter written by Richard Souza to the Captain of the ship, The ROAN crew and mates got a special tour of the bridge. The Caribbean Princess bridge is manned 24 hours a day, 7 days a week when at sea, by highly trained officers and crew members. The watch system is split into three watches at the following times. 12 to 4, 4 to 8, and 8 to 12. (sound familiar?). Four members of the ship's crew plus lookouts maintain each watch. The bridge equipment on the Caribbean Princess is of the Integrated Bridge System meaning that all equipment can literally talk to each other. The Radar System is able to tell another ship's distance and speed, what time it will pass and how close, its course and bearing, and if requested, it will display all information about the target including the Ships name and name of the Captain. The main steering can be manually steered or operated in the fully automatic mode. It has



Their sea lawyer pleading their case.



The Captain calls for help when he finds out he has Roan Sailors aboard.



Dorothea Munroe & Don Lincoln

two gyrocompasses that act as the steering course compasses and one magnetic compass that is only used as a back up. A joystick is linked into a computer, which determines which machinery to use in the most economical manner, and lets the Captain maneuver along side a pier utilizing the bow and stern thrusters. The bridge was a highlight for many of the ROAN crew and we were all amazed at how much the electronics and technology has changed since our days. We all thanked the Captain and his crew for letting us visit his bridge. That evening we had another formal dining together and all were still talking about our bridge visit.

SATURDAY, SEPT. 15 - 9:00 A.M. - We dropped anchor at Princess Cays, which is owned by the Princess Cruise Lines. We go ashore in shuttle boats for an action packed day of banana boat rides, snorkeling, kayaking, sailing, and just relaxing on the beach or swimming. At 11 :00 A.M. we are treated to a BBQ Buffet feast and afterward have a coconut daiquiri. After an afternoon at the beach, we re-board the ship and hoist anchor for home. That evening the Roan crew enjoyed dinner together again, a show, a little gambling in the casino, and all retired tired but happy.

SUNDAY, SEPT. 16 - 7:00 AM. - We are tied up at the pier back in Port Everglades for the end of the ROAN cruise. This is the best of times, for we are all going home, and it is the worst of times for we all have to part. After a nice breakfast, we all go our separate ways, having had one more opportunity to sail together again as a crew.

EPILOG: To Robin Anderson, Don Burton, John Cook, Jay Dalton, Tony DeNiro, Darrell Gardner, Don Lincoln, Frank LoCastro, Chuck Medlar, Ralph Rankin, Carl Sandberg, Richard Souza, Bob States, and Mr. Tom Van Petten and all your mates; it has been my greatest pleasure to have sailed with you again, and I sincerely hope that we can all do it again sometime soon. Till then, smooth seas and GOD BLESS.



L-R Don Lincoln, Lorraine Souza, Richard Souza, Tom VanPetten, Dorothea Munroe, Kathi Medlar, Chuck Medlar, Elinor Burton



L-R Frank LoCastro, Tony DeNiro, Alice DeNiro, Bonnie Anderson, Rob Anderson, Dorothy LoCastro, Richard Souza



Bob & Sandra States



Shipmates

standing L-R - Darrell Gardner, Ralph Rankin, Richard Souza, Charles Medlar, Tom VanPetten, Frank LoCastro, John Cook, Dallas Rees, Carl Sandburg

kneeling L-R - Jay Dalton, Tony DeNiro, Don Burton, Robin Anderson, Don Lincoln

missing - Robert States

Dear Richard,

Family members and myself prepared the enclosed biography – to the best of our knowledge Captain Nuttall did not complete one.

COMMANDER JOHN L. NUTTALL, JR.



8th Commanding Officer USS Charles H. Roan DD-853 August 1957 - March 1959

My husband's family was a sea-faring one, hence my husband's intense love of the sea. He was born in May 1917 and grew up in Lexington, Mass. and frequented the Boston Naval Yard – totally enamored in the construction of Naval vessels – one of which he later served in as an Ensign, a “four stacker” the USS Tattnell DD-125.

He graduated from Boston College and was accepted as a Midshipman at the U.S. Naval Academy, Annapolis, MD. in May 1942.

After graduation his tours were many and lengthy. His service areas included, Atlantic Convoy, North Africa, Anzio, Southern France, Okinawa, Tarawa Straits, Beirut, Lebanon, Thailand and Laos. He commanded three destroyers namely, the USS Heyliger DE-510, USS Smalley DD-565 and the USS Charles H. Roan. His love for the USS Charles H. Roan and its crew never ceased.

He taught at Yale University and the University of Illinois in an NROTC capacity (the Executive Officer at U of I.)

His Naval career included a tour as Secretary of the Joint Chiefs of Staff at Washington, DC. Later he became the Naval Attaché accredited to Thailand and Laos.

Upon leaving the Navy in 1962, he became Assistant Director of International Programs at the University of Illinois. He also received a Masters Degree in Political Science at the U of I.

Two memorable events occurred while he was



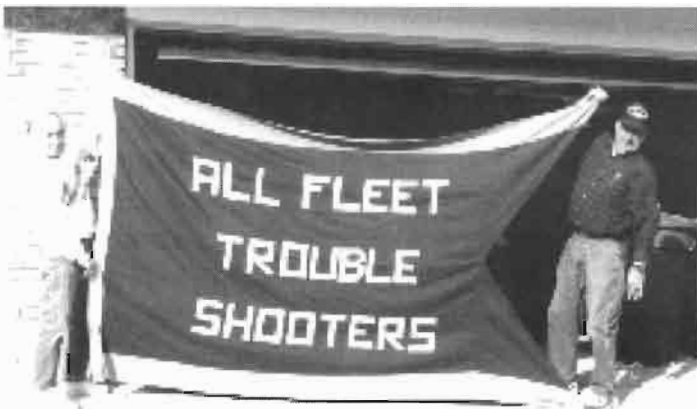
...serving as First Lieutenant and Damage Control Officer aboard the USS Portland CA-33. First was the signing of Unconditional Surrender of the Japanese officers aboard the USS Portland on September 2 1945.

Surrender of Truk Atoll, 2 September 1945

On 2 September 1945, the same day that the formal surrender ceremonies took place in Tokyo Bay, the Japanese naval and air base at Truk also surrendered. Located in the Caroline Islands, Truk had served as the focus of Japan's central Pacific power during the first two years of World War II. By mid-1945, however, it had long since been bypassed by the rapidly moving Pacific war. The commanders of Truk's large remaining Army and Navy garrison, which was largely reduced to a semi-starvation diet and had been the target of frequent attacks by U.S. planes, surrendered on board the cruiser USS Portland CA-33.

Second were the efforts of First Lieutenant Nuttall and his crew to combat an exceedingly severe storm in the North Atlantic on December 17-18, 1945 with waves of 80' to 100' – seriously damaging the hull. First Lieutenant Nuttall was cited for controlling the damage and bring the ship safely to homeport.

The USS Portland was assigned to assist in the transporting of U.S. troops "Magic Carpet" from the European Theater of Operations. During this operation on December 18, 1945, a powerful hurricane battered the ship's keel. She was severely damaged during this storm with four men killed and fifty injured. She was declared unfit for sea and decommissioned on July 12, 1946.



Regarding the "All Fleet Trouble Shooters" banner – this occurred when the USS Charles H. Roan and the USS Forest Royal DD-872 were escorting the USS Essex CVA-9 during the Beirut, Lebanon crisis in 1958. Later they escorted the Essex to the Formosa Straits where trouble was brewing with Communist China and Taiwan. Deslant flew it's banner "Have No Fear – Deslant is Here." Captain Nuttall added a second banner "All Fleets Trouble Shooters." Morale was high – they accomplished their mission without incident. The banner is now in possession of the USS Charles H. Roan Association.

Captain Nuttall had a distinguished exemplary career and I am most proud to have been his wife – serving alongside him and his many diverse assignments. Among the awards he was authorized to wear were: American Campaign medal, European-African-Middle Eastern Campaign medal w/2 stars, Asiatic-Pacific Campaign medal w/star, Philippine Liberation ribbon, World War II Victory medal.

The background in which he served as a Naval Officer well equipped him to any challenge confronting him and he welcomed the challenge whole-heartedly both as a Naval Officer and in civilian life. All in all his journeys totaled to 300,000 miles!

Most sincerely
Anne Nuttall and Family

In July of 2001 some members of Captain Nuttall's crew met with the Captain and his wife Ann in Old Saybrook, CT. After dinner at a local restaurant the group were served drinks and deserts at the Captain's home. Reminiscing and telling sea stories while aboard the "Jolly Cholly" highlighted the few hours. Everyone had a joyous time.

Present at this reunion were:
L to R kneeling: Don Lincoln, Bob Hansen, Marty Kichar
Standing: Carl Wishart, Captain Jack Nuttall, Richard Souza, Tom Leuthold, Bill Golding



Commander John L. Nuttall Jr. passed away in November of 2004.

Flags and Signals

Richard,

The enclosed check is for expenses. My wife and I enjoy "The Jolly Cholly." You and your staff do a great job.

George Fort
SK1 51-54

Hi Richard,

Sorry it can't be more.

Respectfully,
Don Kacher
ETSN 52-53

Richard,

Enclosed is a check to help defray expenses. I really enjoy receiving the newsletter and reminiscing every time the mailman delivers it.

Al Fortunato
SN 51-54

Rich,

The cruise was great. We should do it again. Hope all is well with you and Lorraine. Enclosed is a donation to the Association.

Tony DeNiro
SN 58-60

Richard,

In the fall issue I see Ray Cramblit name. He must have moved because my letters are returned. Can you help me? Enclosed please find a little kitty food.

Bill Shick
SO2 48-51

Rich,

My wife and I will be attending the reunion. See you in August.

Joe Matuska
SH3 62-64

Dear Richard,

Here's a little something for the pot. See you at the reunion.

Jack Damont
CS3 52-56

Dear Chief,

Please send me a hat as ordered and keep the remainder for the Association.

Thanks,
Jerry Ray
PN2 70-71

Richard,

I received "The Jolly Cholly" and I see more names that I remember. Here's a little contribution to help continue the fine job you're doing. Thanks again for the memories.

Tom Parker
DC2 66-70

Dear Mr. Suuza,

Thank you so much for what you do and what you did for our country.

Jackie Bolt wife of
Rick Bolt
ETR3 70-72

Howdy Souz,

Sure wish we could have gone on the cruise with Ya'all! Jackie Girl decided to go back to school, so that couldn't happen. Anyway here's something for the kitty.

Perry Woodman
RD1 65-68

Richard,

Thank you guys for a job well done.

Paul Kopyscianski
BMSN 59-61

Hi Richard,

Thanks for "The Jolly Cholly," Here's a check for the ships stores, the rest is for the kitty.

Edwin Young
STM1 46-47

Hello Chief,

Enclosed please find a check for one hundred dollars. Hope this will help with expenses.

Bill Morrison
MM3 63-65

Flags and Signals

Hi Joe,

I hope everything is well. I'm writing to you about a shipmate, and a friend. You may consider the story of Tom Gilson for "The Jolly Cholly". I met Tom in Boot Camp in January of 1951. Tom was from Long Island, N.Y. He was a tall lanky guy and very out going. After 8 weeks, a very small group from class 117 were assigned to the USS Charles H. Roan. About in mid-March of 1951 we went to the Boston Naval Yards where the Roan was put in dry dock.

We were assigned to the deck force. We had some fun and games with that group. Along the way Tom gets jammed up. Tom gets his punishment and takes it as a good sailor. Then the Roan is notified that the fleet requires extra manpower for the reserve fleet at Green Cove Springs, Florida. Tom became an extra and was sent to this assignment. I was told by the MA that I should have gone. Because I was on a short leave most of my boot camp group were transferred and I was spared. I received a letter from Tom that he was doing fine and going to school for additional training.

Time went by, and Tom called me to set up a

meeting at Penn Station in New York City. We met and that was the last time I saw or had contact with Tom until 1962.

While watching the "boob tube" at my fire station, Engine 5, in Newark, NJ guess who I spot on TV. Tom himself, playing the role of a cowboy. I checked the credits after the program and it was Tom, and using his own name. Tom had made it to Hollywood and had become an actor.

Tom had small movie parts in "Rally Around the Flag Boys" with Paul Newman and also a part in "Birdman of Alcatraz" with Burt Lancaster.

I found out one Sunday morning while reading the papers that Tom's life ended abruptly and tragically in a fatal accident on the west coast. I really got a shot below the belt upon reading that. How could this happen. Tom was my age and now he was gone. Our lives crossed for a short period of time. I often think about how far Tom could have gone in Hollywood.

Joe I just thought that this little story may have been of some interest to our shipmates. Our lives take so many different paths.

Sincerely,

John Griggs

REUNION - MYRTLE BEACH, S.C.

Aug 20 - 24 2008

Get those registration forms into John Quick.

Don't forget to make your own hotel reservations.

Get in touch with your old shipmates and meet in Myrtle Beach.

Bring your wife.

Bring your girlfriend.

(Don't bring both)

Bring your family.

Don't miss another one, we're getting old.

Don't miss another chance to renew old friendships.

You've received one set of registration forms and in about a month will receive another. Don't panic, that's just a reminder for those who have forgotten to register.

Call or e-mail John Quick if you have any questions about the reunion.

Phone - (843)330-6379 e-mail - jquick65@hotmail.com

Down Memory Lane with CAPTAIN RICHARD B. DERICKSON CO/CDR SEPT 1946 - JUN 1949 NAUPLION VISIT

At the head of the Gulf of Argolis in Greece is the small city of Nauplion (Navplion on Greek charts). Nauplion is not on maritime commercial routes and I would guess that few ships visit the port. No doubt there is some local traffic and surely there are Greek fishermen who call the port home. Nauplion is the headquarters of a military district, the seat of provincial government and the seat of a diocese of the Greek Church.

In 1948, the USS CHARLES H. ROAN, under my command, became the first ship of the American Navy to visit Nauplion since I don't know when - certainly prior to World War II. Our reception was not only friendly it was warm and enthusiastic. On arrival there were several official calls to make, all of which were promptly returned, each with an invitation. The governor and the mayor planned a luncheon for the commanding officer and officers; the Bishop extended an Easter Mass welcome to the entire ship's company and a special invitation to the commanding officer and officers. The commander of the military district proposed to organize a small escort to accompany us to visit a significant even important, archeological area.

I am not familiar with the services of the Eastern Orthodox Church and the Easter Mass, celebrated by the bishop and assisted by no less than a half dozen priests, all in spectacular vestments, was impressive. However, and leaving aside the language barrier, my comprehension of the service was twenty percent at best. Distinguishing between the welcome to the crew and the special invitation to the officers was easier. The crew joined the congregation, for whom there were no

pews, no chairs, just a space of marble floor on which to stand, kneel, or lie prostrate as many of the congregation did during certain parts of the service. For the officers there were chairs in the chancel just outside the high altar. I was told later that this was a courtesy accorded to visiting worshipers of distinction.



At the time and date set for the archeological expedition I, along with other interested members of the ship's company, were met on the landing by a platoon of armed troops embarked in two or more personnel carriers along with several land rover type vehicles for transportation of guests and their hosts. I enquired about the military display and was then brought up to date on the, at that time, continuing warfare between the Greek government and the Communist guerillas whose surprise and sometimes dangerous attacks might be encountered at anytime in less populated areas. Thought to be in the region was the notorious guerilla leader known as Marcos whose active hostility toward the government (and visiting Americans

no less) made prudent an armed guard for this trip of about forty kilometers through somewhat rough country.

Not all rough country. We passed through two or three small villages and at each we were stopped and offered hot bread fresh from the roadside stone ovens - delicious! At one place we passed a man and his wife, presumably on their way to market. Walking ahead was the man, followed by his wife who was leading a small jackass hardly larger than a St. Bernard dog. Loaded on the jack's back was a good sized bundle of produce

and on each side there was a sack or a sling, one carrying a little girl about two years old and the other containing a small lamb. I should have had a camera.

Finally we arrived at the site and halted while the troops, arms at the ready, quickly deployed to points of vantage where they might observe and take protective action if necessary. Only then were we invited to leave the land rovers.

Much of this most interesting archeological display has departed from my memory and now, far more than then. I lament the fact that I had neither camera nor notebook and pencil with me.

I recall the marble remains of three principal structures. First, was what was said to be the hospital, consisting of a marble floor, perhaps a half to three quarters of an acre in area, separated by standing columns into galleries and what had been smaller rooms. It is said that Hippocrates himself established this hospital and it was one of the many in which he practiced his craft of medicine.

Not far from the hospital was what, for want of a better term, I would call a racetrack. It consisted of a long rectangular area with step-like stone benches rising on each of the long sides. As I recall there was a row of columns placed along the longer centerline of the rectangle giving it the resemblance of a Hollywood depiction of a Roman chariot racetrack. It looked to be in good enough shape to have a race right then and there while we sat in the bleachers and cheered.

To my mind the most interesting of significant of the archeological remains was the theater. It was in such a state of preservation that it might

have presented an opera or a play that very same night. As in the case of all ancient Greek theaters that I have seen this one was in the form of a semi-circle with the rows of marble seats rising at a specific angle from a flat and grassy circle about sixty or so feet in diameter. At the center of this circle and the semi-circle of seats was a circular stone, flush with the ground and maybe eighteen inches in diameter. On the side of the grassy circle directly opposite the sloped seating area was a well-preserved marble building, which originally may have been used as a facility for the actors to prepare themselves for entrance on stage, and there may have been a raised porch like front, which could have been used as a rear part of the stage. I have mentioned that the rows of seats rose at a specific angle from the level stage area. This angle, precisely calculated, contributed, possibly more than any other one element to the near perfection of acoustics in ancient Greek theaters. We had a demonstration. Several of us, the American guests, were invited to take positions at several different points in the highest and furthest row of seats. When we were seated to our host's satisfaction he placed himself at the stone in the center of the stage and dropped a tiny pebble. To us in the back row it didn't sound like Ted Williams knocking out a home run, but we could hear the clear sharp sound of the pebble striking an the stone at the geometric center.

The whole visit on a beautiful sunny day was wonderfully interesting and it seems anti-climatic to report that we returned to Nauplion late in the afternoon with nary a hostile attack made on us.

Flags and Signals

SN 51-52

Dear Richard,

Enjoy the bulletin very much. Enclosed is a small contribution.

Ed Gannon

SK3 46-47

Mr Souza,

Here is my order from the ship's store and a little for the Roan kitty.

Marlin Digby

BT2 59-61

Hi Richard,

Please extend best wishes to your staff, officers of the Association and all the former crewmembers of the Jolly Cholly, for a very Merry Christmas and for a Happy, Prosperous and Healthy New Year.

Best regards,

Frank Thelen

ASWO 65-67



Item #1
Embroidered Golf Type shirts
 (with pocket)

Blue/Gold Lettering
 White/Blue Lettering
 Tan/Blue Lettering

USS Charles H. Roan
 DD-853

\$35.00



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



NEW ITEM - LIMITED NUMBER

Item #4
Cup
 Lettering in gold
 Colored Ship's Logo
 \$10

SHIP'S

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



(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: These jackets run SMALL 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 #9

License Plate Holder

with ships name

USS Charles H. Roan DD-853

\$20.00



NEW ITEM

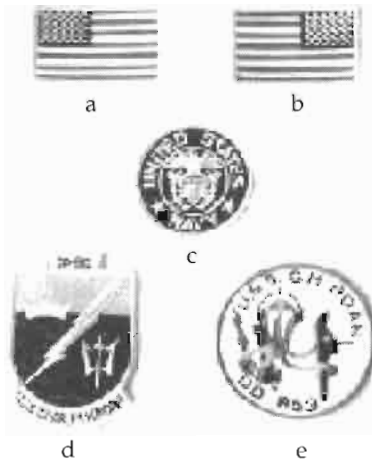
Item #12

USS C. H. Roan License Plate - Fram

In full color

Got to see it to believe it. Just outstanding.

\$22.00



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

Shipmates,

Dallas Rees wanted to share this personal family remembrance with you.

Dear Shipmates,

I was going through some old letters that my Father had written to his Mother during WW 2, and thought you all might enjoy some of this one, as I did.

MAY 17, 1944

Dear Mother,

This poem was found in the pocket of a dead soldier. I want you to copy it and save it till I get home.

"Look GOD, I have never spoken to you. But now, I want to say, "How do you do?" You see GOD they told me you didn't exist. And like a fool, I believed all this.

Last night from a shell hole, I saw your sky, and I figured right then, they had told me a lie. Had I taken the time, to see things you had made, I'd have known they weren't calling a spade a spade.

I wonder GOD, if you'd shake my hand. Somehow I feel that you'll understand. Funny, I had to come to this hellish place, before I had the time to look at your face.

Well, I guess there isn't much more to say, but I sure am glad that I met you today. I guess the zero hour will soon be here, But I'm not afraid, since I know that you're near.

The SIGNAL! Well GOD, I'll have to go, But I like you lots, this you must know. Look now! This will be a horrible fight. And who knows, I might come to your house tonight.

Though I wasn't friendly to you before, I wonder GOD, if you'd wait by your door. "Look I'm Crying, Me Shedding Tears." I sure wish I had known you all these years.

Well, I have to go now GOD! GOODBYE! Strange, since I have known you, I'm not afraid to die."

My Dad made it home from the war. Many Dads didn't. GOD Bless them.

Dallas Rees

QM2 59-64

New Members

Thomas P. Connell
CO/CDR
59 - 61

Thomas Gerbeck
Powder Springs, Ga
ETN3 66-68

Barry Simmons,
Ephrata, PA
YN2 59-62

Joseph S. Belia
Fort Meyers, FL
SN 46-48

Dallas Michael Jackson
Bloomington, IN
SA 63-65

Augustus Lamar Stanford (Bob)
Atlanta, GA
LTjg 52-53

Herbert W. Cospers
Cleburna, TX
GM2 46-50

Richard A. Jones
Rock Tavern, NY
RD3 57-60

Harold Stevens
LasVagas, NV
GMSN 65-68

Thomas H. Crofts, Jr.
San Antonio, TX
LTjg 67-68

Thomas L. Rhoades
Elmira, OR
SN 46-48

Dan Trathen
Parker, CO
STGSN 68

Albert J. Drenthe
East Longmeadow, MA
EM3 71-73

Ronald W. Rinehart
Frederick, MD
BT3 62-65

Walter Vasey
Wauwatosa, WI
SN 62-64

FROM AFTER DIESEL

Whew!!! I didn't think I'd be able to get this addition out for lack of mail from my shipmates. Three pages in 12 point type when I usually have to use 10 point and hope I can make it fit. I never knew a Roan sailor who was at a loss for words.

This newsletter doesn't happen without input from the crew. We need stories. Something had to have happened on the Jolly Cholly when you were aboard. Come-on, lets share it. Tell YOUR story. Just because we usually have a little bio on our Captains doesn't mean we are not interested in your story. The only thing I ask is the story be about something you witnessed or were involved in, not "somebody told me." Also please don't send anything degrading or grossly embarrassing about another shipmate.

I'm very surprised that we don't hear more from our officers. The enlisted men always thought you had all the info on the different operations the Roan was involved in. You mean to tell me they didn't tell you guys anything either?

Here is a little story to kick things off. The story of the picture of the Rear Admiral's flag takes place in Brooklyn

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

Naval Ship Yard in 1962. The Roan is in dry dock undergoing fram conversion. It's a very cold night and two 19-year-old shipmates (I only use their age because it shows how dumb youth can be at times) have just finished a fire watch and are returning to the receiving station. As they walk through the yards, cold tired and hungry and mad at Souza for assigning them this watch, they come upon the flagpole flying this flag.



Now they pass this pole numerous times a day going from the ship to the receiving station and this flag is always there. Well this night they decide to liberate it; it must be cold also (I bet at times the Captain of a ship must have thought he was baby sitting). The flag is placed in one sailor's sea bag where it remains for 46 years. One of the only times it has seen the light of day is when it was flown for this photo. I'm told that sailor is still afraid that Admiral will learn who took his flag and he's sure time in the brig will be served. Now you understand, that's the story I was told.

You must also understand I don't want you implicating yourself in some felony or anything much dumber than the above story. I do want you to tell the story of the life of the USS Charles H. Roan because you put the life into that ship.

773-631-8821
chief9bullie@earthlink.net

Roster Update

Name _____

Address _____

City _____ State _____ Zip Code _____

Country / Territory _____

(Most information that is missing is from the following categories – 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



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

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