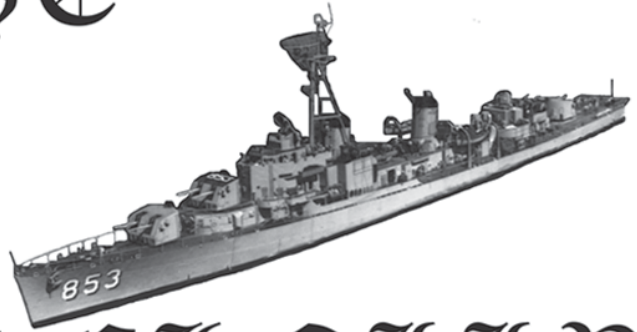


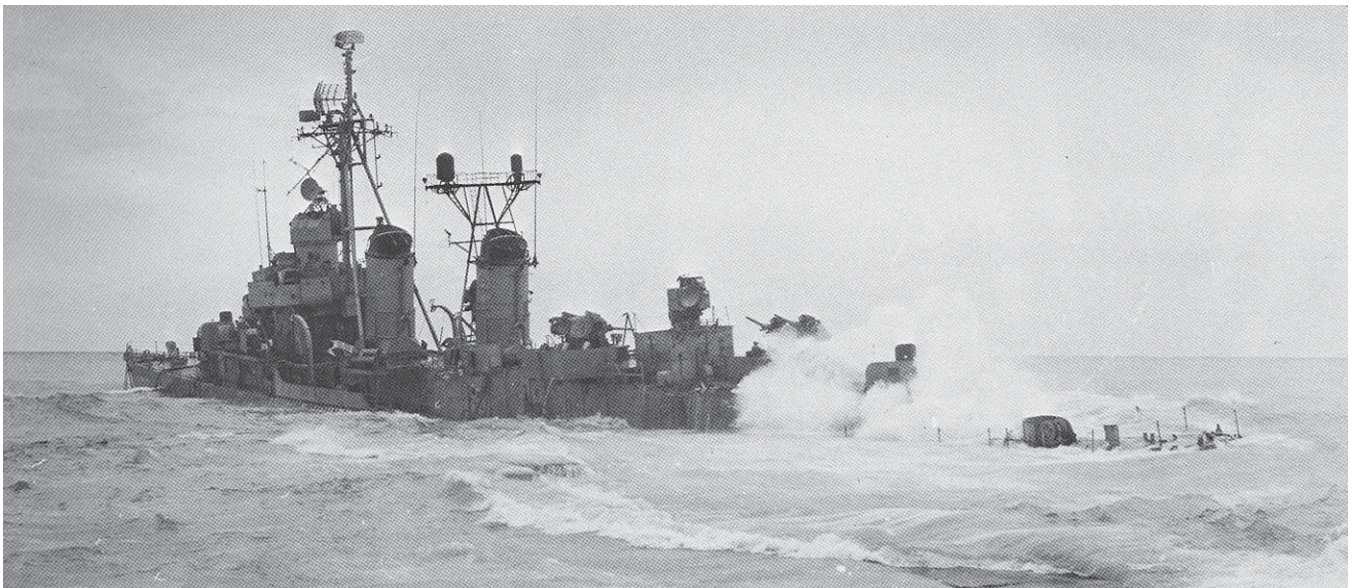
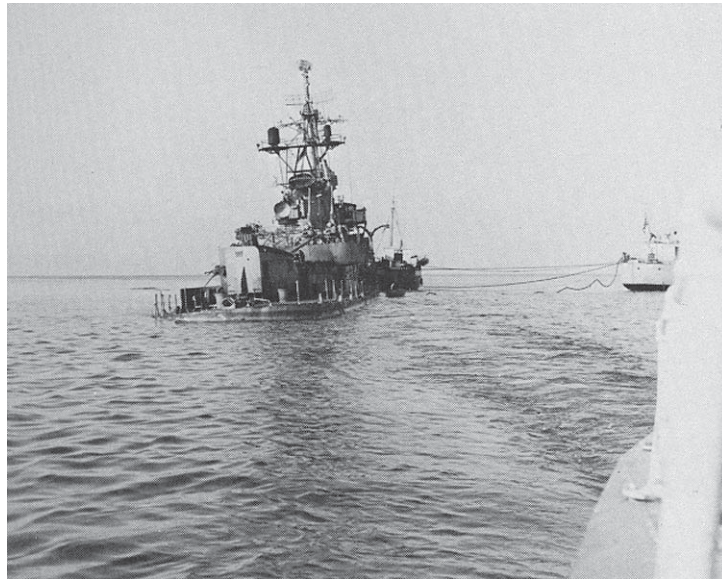
THE



JOURNAL  CHOLL

VOLUME 14 NUMBER 1

SPRING 2011



USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your thoughts and prayers

| | | |
|------------------------------|--------|-------|
| President | | |
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| Tony Hudalla | LTjg | 59-62 |
| Frank Locastro | YN3 | 53-57 |
| Bob Marshall | LT | 59-61 |
| Henry Rossi | SK2 | 57-60 |
| Tom VanPetten | LTjg | 58-61 |
| Ray Ward | CO/CDR | 65-67 |
| Bob Willet | BT2 | 63-66 |

Binnacle List

James Switzer FTG1 66-69

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

Taps

Walter Tressler EM2 57-60 10/10

Al Scileppi QMSN 58-60. 02/11

Robert Jenkins FTG2 70-73 11/10

Roan Plague Naval Memorial Washington, DC

Our commitment to erect a plaque of the USS Charles H. Roan at the **Navy Memorial** has gotten off to a good start. At this time we have collected approximately **\$2000.00** toward the plaque which costs \$3000.00 to erect. As you know this will be a living memorial of the Roan and her crew for generations to come. It will always serve to remind those of how we all served our country. Remember, you can send your donations **directly to the Naval Memorial** in care of the **USS Charles H. Roan DD-853** or send your donation to us denoting how much you want to give toward the plaque. We will send donations as you requested **UNTIL** we meet our goal of \$3000.00. Any monies received in excess of the \$3000.00 will be set aside and put in our **GENERAL FUND** to keep us afloat. Please help us satisfy this commitment. Any size donation is welcomed.

Cover Photo's

See Captain Slankard bio beginning on page 11.

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 over \$1,500 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



Do you remember being at sea or going into a port and seeing this huge cruise ship and wishing you were on it? Well here is your chance. The Roan crew will be sailing once again. No watches, no GQ, no line to wait to eat chow and sleeping in your own air conditioned room. If you

have ever taken a cruise you know what we are talking about. If you have never taken a cruise then you won't find a better vacation for your money. Why not join your shipmates on our Roan 2011 Southern Caribbean Cruise. Believe me it's a fantastic vacation that you will always remember. See the details in our Newsletter but don't hesitate as time is important for us to get the prices we negotiated for. Join the Roan family of shipmates on Princess Cruise Lines.

Age is creeping up on most of us and it is time to think what lies ahead for our Association. I have taken steps to address some of the concerns I have. At this time I am still in relatively good health but age has no promises of what is to come. I will be putting together what my recommendations will be so that our Board of Officers can decide who will continue to run our Association and what personal responsibilities are to be shared. For the last 20 or so years we have been very fortunate to have a Board of Officers who have dedicated themselves to make our Association one of which we can all be proud of. It takes many hours of time to create our Newsletter (Joe Lambert) and keep our Web Site (Ron Lucchesi) up to date. We also have many of our Board who give of their time and energies to do things that support our Association in various capacities. Each of our Officers has in some way contributed to the success of our Association. It has been a total team effort.

We are fortunate that Henry Rossi has volunteered to be our shipmate locator. In the very few short weeks since shipmate Rossi started looking for our shipmates it has become a success story. His efforts have been noteworthy. It is truly time consuming and a bit stressful when you reach a dead end. However, I can't thank him enough for what he has done for us. He is now working on our 60 cruise book. If you ever wondered what happened to that shipmate of yours and he is not on our roster, contact Henry.

Financial Report

Last Financial Report September 30, 2010

Balance of Checking Account \$14,873.54
Reserve Fund-Separate Account 700.00

Expenditures

| | |
|---|------------------|
| Post Office | 214.94 |
| Office Supplies (includes new computer) | 1,678.02 |
| Small Stores | 1,375.11 |
| Newsletter/Printing | 1,335.55 |
| Telephone/Internet 6 Months | 750.00 |
| Storage Locker 6 Months | 406.35 |
| Bereavement | 100.00 |
| Web Site | 179.55 |
| Navy Memorial | 2,000.00 |
| Total Expenses | -8,039.52 |

Deposits

Donations and Small Store Deposits 3,442.00

| | |
|------------------|-----------|
| Checking Account | 14,873.54 |
| Deposits | 3,442.00 |
| Expenses | -8,039.52 |
| Balance | |

| | |
|----------------------|------------------|
| Total Balance | 10,276.02 |
| Reserve Fund | 700.00 |

Total Assets including Reserve 10,976.02

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

Shipmate Finder

Henry Rossi
177 Thatcher Rd
Rockport, MA 01966
(978)546-7272
rockportrossi@yahoo.com

Loved Ones

To all the Roan Association,

Please accept the enclosed as my appreciation for all that you meant to my husband, Al over the years. He really wanted to make the last and next reunion, but it just wasn't meant to be.

Thanks for wonderful memories and God Bless you all,

Lynda Scilippi – wife of

Al Scilippi

QMSN 58-60

Hello Richard,

I'm glad that the last ships reunion went well. I would have liked to been there but my wife Barbara passed away on March 17, 2009. We were married for 55 years. I am sending a gift in memory of her. Please use it to further the Association in any way you see fit.

Thank you for all the pass reunions that we went to. Take care, as life is now very short. Live for today as if there is no tomorrow. See you all sometime.

An old ship mate,

Raymond J. Boggi

SN 51-54

P.S. I have since married a lady named Irma.

Since Henry Rossi began looking for shipmates using the Roan's muster rolls he has had some success. While he has found a number of new Association members, unfortunately he has found many more shipmates who have passed. Normally I would list the dead in our taps column but with Henry's findings there are too many to fit there. So the names in the taps column are Association members, and listed here are shipmates who passed, unfortunately before we found them.

| | | | | | | | | |
|-----------------------------|------|-------|------------------------------|-----|-------|------------------------------|-----|-------|
| Ronald D Anderson 1990 | MM3 | 59-60 | Martin L Gatlin 11/00 | BM1 | 60 | John L Migneault 10/77 | RD2 | 62-64 |
| William F Balfour 02/95 | SH3 | 58-61 | Hiram L Golden 6/91 | BT1 | 58-61 | Jimmie R Norman 05/80 | MM1 | 61-64 |
| Arturo R Bantugan 11/99 | TN | 59-61 | Henry C Griffin 11/01 | RD1 | 59-66 | Thomas F Owens Jr 06/99 | MR1 | 61-65 |
| Daniel C Bauer 05/08 | SKSN | 59-60 | Walter I Guinotte 8/80 | GM1 | 59-61 | Theodore L. Shoemake 6/69 | SO3 | 51-55 |
| Lonnie D Berryhill 11/93 | BT1 | 60-64 | Ernest L Haller 4/10 | BT3 | 58-61 | Davis O. Simms 5/90 | BT2 | 53-56 |
| Andrew D Campbell 12/04 | SN | 59-61 | Roy L Hanlin 11/10 | CS1 | 59-61 | Robert L. Slocum 10/07 | FN | 51-55 |
| Tom C Clardy 1977 | SO1 | 59-61 | Wendell I Hanscom 10/08 | DC1 | 59-62 | John N Stalter Jr 11/04 | SM3 | 63-66 |
| Joseph L Chevrette 02/09 | SN | 58-60 | Donald G Howard 02/00 | EM3 | 60-61 | Edward E. St. Pierre 2/82 | RM3 | 51-58 |
| Guyland D Daniel 11/87 | SN | 60-63 | Paul J Hudson 2/94 | BM1 | 59-61 | John T Truhlar 1/70 | SN | 59-61 |
| Bruce E Doughty 09/78 | GMG3 | 59-63 | Joseph T Johnson Jr 10/99 | CSC | 59-63 | Michael L Vacic 11/09 | FN | 60 |
| Larry Facer 05/10 | SN | 60-63 | Larry I Lockhart 4/10 | TM2 | 59-61 | Henry Verhasselt 1/01 | CS2 | 59-62 |

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

Flags and Signals

Dear Richard,

Received “The Jolly Cholly” and enjoyed it as usual. We were sorry to miss the Fall River event, think the first one was the first ship reunion I attended! The location was great for us but the date was difficult and as it turned out Pat had to have a leg artery replaced so that was a problem as well.

As I have noted before and Bob Borum agrees, May/June or Sep/Oct are better dates for many of us rather than July/Aug. In any event we do appreciate your efforts and do understand they involve a lot of hard work.

I have a number of pictures of our two Med cruises the first that included transiting the Suez to Bahrain, Abadan, Mombasa, Reunion Island and then back to 6th Fleet. The second was when we trailed the America with an SESP detachment plus got involved in the Liberty incident. If Ron would like me to send some for the Web I have them almost organized.

Hope all is well with your family. Have a great holiday season.

Warmest Regards,

Ray Ward

CO/Capt 65-67

Richard,

Enclosed is my check for \$25 to put towards Association support.

David Micalchuck

CO/LCDR 72-73

Richard,

Here’s \$25 for the memorial and \$25 for the Association.

Joe Angione

MM3 46-47

Plankowner

Richard,

Thank you for your time. Here is a small donation.

Al & Jackie Meadows

SN 46-48

Plankowner

Richard,

Enclosed find payment for items from the ships store. Please put the rest in the kitty.

Fair seas my friend,

Paul Perry

SM3 66

Richard,

The reunion was absolutely great. I enjoyed seeing all of my “OLD” shipmates, and retelling stories albeit embellished with time. Richard, you did an outstanding job doing the reunion, in spite of all of the setbacks.

I have to report that I am on the binnicle list. Shortly after leaving and arriving home, I had to have my left leg amputated above the knee. I would like to suggest that we have the next reunion in DC, if we have the funds for the plaque. USS Westchester County did just that.

James Switzer

FTG1 66-69

Chief Souza,

Enclosed you will find a check for \$150. Please use \$100 for the Association and a \$50 donation for the Memorial plaque.

William Morrison

MM3 62-65

Dear Richard,

Enclosed is a check for the memorial plaque. I enjoy reading “The Jolly Cholly.” Hope to see you at one of the reunions.

Steve Montgomery

LT 56-58

Richard,

I enjoy “The Jolly Cholly.” I’m sorry I missed the reunion in Rhode Island. Here is a check for \$50 to help with expenses.

Bill Austin

DK2 69-70

Hi Rich,

I guess you won again. These football teams can really break your heart at times. Enclosed is your winnings and something for the Association. Take care and I’ll be talking to you.

Your shipmate,

Bob Crisci

RD2 60-63

Hi Rich,

Great speaking with you again. Here is a check for my order with some for the kitty.

Take care,

Ken Kelly

RD2 62-63

Flags and Signals

Dear Richard,

Enclosed you will find a check for the Association. Hope all is well with you and Lorraine. We are both doing well hope and pray it continues for a while. We will see you again at the next reunion, God willing.

Take care and God bless,

Herb & Carolyn Hare

SN 51-55

Hi Richard,

Enjoyed seeing everyone at the last reunion. You and Joe do a great job. Here is a check for the Association. Hope you and Lorraine are well. Hope to see you at the next reunion.

Gene Inzana

SFP3 62-64

Richard,

Here is some "NSFO" fuel to keep the Roan's boilers steaming.

Don Clifton

BTFN 72-73

Dear Chief,

Merry Christmas, Happy New Year and a healthy one for all of us. Enclosed is a check for the fund. How it is used is at your discretion. I know we committed to the memorial plaque and when it's paid off the balance goes into our kitty. Therefore charity begins at home. Good cheer to all,

Marty O'Hara

RD2 61-64

Dear Souz,

Hope this note finds you and Lorraine well. This is for the kitty.

Yours truly,

Perry Woodman

RD1 65-68

Richard,

I'm responding about the card, you sent. I served aboard USS Charles H Roan from 1/22/69 to 5/17/71. My Rate was HT3. They changed Damage Control and Ship Fitters to Hull Maintenance technician. They may have changed it back. I'm listed on the ships roster and I have been enjoying "The Jolly Cholly" news letters from the start. There are some things I want to order from ships store, and I want to help out the Association. You guys are doing a great job!

Thank you

Randall Hall

DC3 69-71

Hi Chief,

Thank you and Joe for placing my wife (Elinore Griggs) under taps. I really appreciated seeing it. I'm keeping busy with the local Volunteer Fire Company. Enclosed is a check to keep up the ships news.

Sincerely,

John Griggs

TMSN 51

Richard,

I have needed to write to you for some time. Last Sept. or Oct. Henry Rossi called me and asked if it was O.K. to give my information to a Roan shipmate who looking for me. About a month later I received a letter from Walter Dec whom I had loaned some money to prior to his being transferred to another destroyer. He said he had never forgot about the loan, but needless to say I sure did. He had attempted to locate me on the internet, which instead led him to you and the Roan Association. He read about Henry contacting ex-shipmates and here we are.

In his letter he enclosed a check (plus interest) to repay the loan, which I'm sure far exceeds the amount I loaned him. I have thanked Walter and told him I was giving the money to the Roan Association with a matching amount to be put toward the ships plaque at the Navy Memorial.

Thank you Walter and thanks to you Richard, Henry and everyone involved who continue to keep the best shipmates in touch with each other.

Thanks again,

R. N. "Andy" Anderson

SO1 58-63

Hi Chief,

Still doing a good job, I see, with Roan matters. My wife and I now reside in an "over 55" community. (No, I'm not the oldest guy by any means, but we do like it.) Enclosed is a check toward the plaque described in the last "The Jolly Cholly." It should help.

Warm regards,

Jack Byrne

XO/LCDR 66-68

Chief,

Just a quick note to wish you and all the Roan shipmates a happy holiday season. Additionally, please earmark the enclosed donation toward the purchase of our ship's plaque at the Navy memorial.

Sincerely,

Paul Duquette

ETN3 61-62

Flags and Signals

To the crew at "The Jolly Cholly",

Always enjoy the articles and pictures you guys print. In the fall issue of the newsletter I was pleased to see the article on Rear Admiral Robert T. Reimann. It was like getting an update on the past.

LCDR Reimann was my XO on the Charles H. Roan. I was in charge of the ships office. CDR Slankard was our CO. Between the two of them, I was nominated for CruDesLant sailor of the year in 1969. I was selected and it was one of highlights of my 25 years in the navy. It turns out that CDR Slankard retired in Foxlake, Illinois and is almost a neighbor of two of my daughters and one son!

To look at Rear Admiral Reimann, it seems as though he is as young looking as ever. We who were on the Roan with him as XO always said that he was so regulation that one day he would make Admiral! He was a stickler for navy regulations.

The statement at the end of the article by John F. Kennedy was perfect. I know that Rear Admiral Reimann, Captain Slandard and myself follow J.F.K.'s quotation - we served in the U.S. Navy!

Smooth sailing,
Jack R Koivisto
PN1 67-69

Richard,

Alice and I had a great time at the last reunion. Keep up the great work. I will have to see you smoke a cigar at the next one! Enclosed is a little something for the Association.

Tony DeNiro
SN 58-60

Dear Lorraine & Richard,

I just read our newsletter. It was good to read about the rescue off the coast of Jamaica. It brings back memories of the time I spent on the Roan. Enclosed is a check to help with our newsletter and thanks for your dedication.

Don & Elinor Burton
MM3 49-51

Richard & Shipmates,

To all the Roan sailors, here's a salute to you for a great part in my life.

Keep it going,
Ron Nasal
YN3 66-68

Dear Chief,

I enjoyed the fall edition of "The Jolly Cholly." Is there a list of shipmates who made it to the reunion on the web site. The enclosed funds are for you to use as you see fit. All or some can go to the memorial or to the Association account. As you can tell I haven't hit the lottery. Thank you for all your efforts.

Denton West, Capt. USN Ret.
Ens 54-56

Hi Rich,

Sorry I could not make the last reunion. Enclosed is a check for the Association. You're doing a great job!

Jack Stiglianese
BMSN 52-56

Richard,

Here's a little something for "The Jolly Cholly." Thank you for the good memories it gives me and keep up the good work.

Tom E Parker
DC2 66-70

Richard,

You are doing a great job. We all appreciate it, but don't mention it often enough. Enclosed is a check for \$20, please send me a ball cap and keep the rest for the kitty.

Best regards,
Gerald Heinzman
LTjg 54-57

Richard,

I want to apologize for my late response. It's been on my to do list but you know how that works. Please put my donation divided between both the plaque and the Association.

I'm sorry to report we lost a shipmate. Robert C. Jenkins FTG2 70-73 passed away 11/17/10. We served together for over 2 years. He was actually one of the last 14 sailors on board before the Roan was turned over to Greece in 1973. A good friend and he will be missed. If you could get his name added to the Taps list in the newsletter I would greatly appreciate it.

Paul Dabbs
FTG2 70-72

Richard,

Great job! Great newsletter.
Malcolm L Woods
RD2 51-55

Flags and Signals

Richard,

As we discussed previously, you will not find my mug shot in the cruise book. If you notice, in the profile picture of the ship (below) just aft of the after stack on the 03 level there are a pair of "t" antennae. Those were placed aboard by my unit, Beach Jumper Unit 2. They were receive/transmit antennae for the ANIULQ 5 and 6 active ECM gear.

What they did is they took an incoming radar plus and it amplified it and sent it back. What the enemy saw on his radar screen was a bigger ship like an aircraft carrier. The whole idea was to confuse the enemy allowing the real aircraft carrier more time to launch aircraft. I was an ET and I maintained the equipment. To operate it was simple; just flip a switch from standby to active.

Since the ship's band "Changing Tymes" practiced in the space on the 03 deck just aft of our shack, I ended up spending time with the band. When they played ashore, I was their "technician" which meant I hooked up the transformer that converted European power to 120V for their amplifiers. Since I am not musically inclined but I did have a camera, I took pictures while they played.

I don't remember the names of all of the band members but I know Ron Glover, R. Moore, and R. LeBlanc were on guitar. I can't recall the drummer's name and the lead singer's name.

This was my second Med cruise. I had done a similar cruise on the Allen M Sumner DD692 from October '65 to March '66. Those slide pictures were in the same shoebox. I tried my best to sort them out but it's possible I got my wires crossed. So if you see anything that's totally out of whack, that may explain it.

Hope you enjoy,

Carl Faline

ET3 "67"



New Members

George Adelson, SN 59-60
The Woodlands, TX

Larry G Dickhaut, IC2 61-65
Mascoutah, IL

David Howard, PN3 71-72
Glenburn, ME

Louis Mone, BT3 59-61
Centereach, NY

William J. Allen, MM2 59-62
Englewood, OH

Al Gallant, TM3 59-61
Fiskdale, MA

Richard F. Kelly, QM3 59-61
Poughkeepsie, NY

Frank Neve, FT3 57-60
Trufant, MI

Walter Barber, RM2 49-52
Lady Lake, FL

Charles N. Gewlas, SN 59-61
Lake Havasu, AZ

Darryl Kirschner, FTG3 58-60
Connoquenessing, PA

Kenneth M Secord, GM2 64-68
Houghton Lake Heights, MI

Lee Barnes, EM2 59-62
Mesa, AZ

Thomas Grimes, SN 59-61
Tunkhannock, PA

Robert A Laxson, ET2 59-61
Santa Cruz, CA

Robert Singletary, MM2 62-64
Jacksonville, FL

Richard Bourgea, SN 59-61
Jensen Beach, FL

Daniel E. Guinther, SN 59-61
Honesdale, PA

Joseph A Marolda, RD3 59-61
Fairfield, CT

Charles A Weseman, FT3 57-60
Melbourne, FL

Gary A Boyd, EM2 60-62
Plainville, MA

Randall I Hall, DC3 69-71
Snow Shoe, PA

Steven M Matteson, BM2 71-72
Watertown, NY

Edward Yackobovitz Sr., SN 64-66
Parkside, PA

Richard Browns, MM3 59-62
Omaha, NE

John E. Horner, FN 60-62
Fort Myers, FL

Oda S. McGaha, RD3 59-61
Palmetto, FL

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.

Down Memory Lane Approximately 1953





MAX L. SLANKARD COMMANDER, USN (RET)



FIFTEENTH COMMANDING OFFICER U.S.S. CHARLES H ROAN DD-853 14 AUGUST 1967 to 29 AUGUST 1969

I was born in 1928 and grew up during the great depression years on a small tenant farm in east-central Kansas, the middle of seven children. Our recreation during those years centered on the corn and hay fields and horse drawn implements. As I grew into my teens I enjoyed frequent observations of the sky being filled with Navy and Army training aircraft from the many airfields nearby. I graduated from high school at the age of 16 and was not yet eligible for military service. Army recruiters advised me that the Army Air Corps were not taking anyone into flight programs. They did inform me that the Navy was starting a new flight-training program that provided up to two years of college education prior to entering Navy flight training. This was a great opportunity. When candidates finished their first two years of college they were taken into pre-flight and classified as Aviation Midshipmen for a period of two years. If they completed flight training satisfactorily they would be commissioned as Ensigns or Marine 2nd Lieutenants, then continue on flight duty for one year and those that wished to stay on active duty would be provided with their choice of colleges to earn their college degree. Those Aviation Midshipmen who completed flight training before their two-year stint ended were assigned to fleet squadrons as full-fledged Naval Aviators, including combat assignments in Korea. Their pay while midshipmen remained at \$78 per month with flight pay of \$39.00.



I reported to the Naval School of Pre-flight at Pensacola on Feb. 28, 1948, was carrier qualified on USS CABOT CVL-28, and completed advanced flight school training in a PBM seaplane squadron at NAS Corpus Christi. I was

appointed as a Naval Aviator on August 31, 1949. My first duty assignment was to flight duty with VR-23 a transport squadron at NAS Alameda, CA. This squadron was soon merged into VR-5 and moved to NAS Moffett Field, CA. on February 1, 1950. These transport planes were assigned to provide logistic support to the fleet, primarily along the west coast, Aleutian Islands, and Pacific bases as far as NAS Sangley Point in the Philippines.

The pace of required flights jumped with the military actions instigated by the army of North Korea on June 25, 1950. VR-5 flights were dispatched from NAS Moffett Field to Tokyo, Japan within about ten days. Until additional fuel tanks were installed, the flight itinerary was: Moffett Field, Barbers Point, Johnston Island, Kwajelin, Guam and Tokyo. This path for an R5D (C54) took at best 68 flight hours. In October, 1950 my flight time for two round trips to Tokyo was 148 hours, and took from October 5th to 30th.

The planes we were flying and the high amount of flight time and added time required for pre-flight and post-flight details imposed some very stressful conditions. Many of these flight hours were flown under poor cockpit lighting conditions, and with a lot of cockpit smoke. The resulting environment was rather detrimental to eye health. In my case after two years of this strain, I failed to continue to meet eyesight standards. After the Bureau of Medicine recommended my removal from duty involving flying, the Bureau of Personnel took steps to change my designator code to place me in the general line officer designator, 1100, in lieu of my original 1310 designation.

In June, 1952 I was ordered to attend the Naval CIC Officers School at NAS Glenview, Illinois. This was five months of schooling and was considered the best way to provide the needed background to perform duties efficiently aboard a combatant ship. I agreed.

I was ordered to the USS LOS ANGELES CA-135, reporting aboard in Yokosuka, Japan on January 30, 1953. I was



USS Los Angeles taking fire from a North Korean shore Battery.



And a hit.

assigned as CIC Watch Officer with a primary interest in the effective use of the combat air control aircraft provided by the carrier groups. The USS LOS ANGELES went to sea as part of the Seventh Fleet, operating in the Sea of Japan and the periphery of the Korean Peninsula. Major fleet support was available from Yokosuka and Sasebo, Japan. On April 19, 1953, the LOS ANGELES completed what is perhaps the longest bombardment in U.S. Naval History for a single ship to engage in; 31 consecutive days of "call fire" and "harassment and interdiction" missions as well as firing on targets in the bomblines area, plus gun-strikes on Wonson, North Korea. Action in Wonson harbor did result in return fire from North Korean shore batteries. Eighteen casualties were inflicted aboard our ship, none serious.

My duty aboard this cruiser was terminated on June 19, 1955. Attendance at U.S. Fleet Sonar School, Key West, for four weeks led to my first destroyer duty. I reported for duty on U.S.S. HEERMANN (DD 532) in Newport, R.I. on September 3, 1955, for duty as Operations Officer. On our 1956 Med. cruise our first port visit was to Beirut, Lebanon; followed by a four-day visit to Haifa, Israel. It was the first visit by a U.S. Navy ship since the formation of the state of Israel. Large welcoming crowds greeted us. Port calls were also made at Egypt, followed by leisurely patrols along the southeast Mediterranean coastal areas. A change of duty assignment occurred on August 2, 1957.

I reported to the University of Kansas August 27, 1957, to complete Navy flight training program commitments to provide the final two years leading to a college degree. This was completed on January 20, 1959. I next reported to U.S. Naval Postgraduate School at Monterey, California for the General Line School program from March 3, 1959 to December 21, 1959.

During this period I met and married Miss Donna Louise Gies, of Topeka, Kansas on August 2, 1958. Our son David was born on September 20, 1959 at the Fort Ord Army Hospital, Monterey, Calif. My wife Donna then contracted a post-natal medical problem, which was treated by a prescription of a very powerful antibiotic (chloromycetin) that killed most of her bone marrow. This led to her early death in April 1960 at the U.S. Naval Hospital, San Diego.

During this same period I had reported to the U.S.S. Frank E. Evans DD-754, for duty as Executive Officer on January 6, 1960. [The EVANS was fated to be sliced in two in a collision with HMAS MELBOURNE in a SEATO exercise off of Luzon June 3, 1969, with a loss of 74 crewmen.] Six weeks later I was transferred again to San Diego for an interim assignment with COMCRUDESPEC staff from March 11, 1960 to October 30, 1960.

On November 19, 1960 I reported to the U.S.S. WILKINSON DL-5 for duty as Executive Officer. In March 1962, this assignment was also abbreviated to relieve another officer who was Commanding Officer of U.S.S. CONFLICT (MSO-426), then in Vietnam waters. His wife was in critical condition in the United States and he urgently needed relief. I was ordered to proceed by March 17 to Commander Mine Force, Pacific, headquarters for briefing and then to be transported to Hong Kong where the CONFLICT was in port for a short period. Thus, I became commanding officer of an ocean going minesweeper on April 6, 1962.

In Garden Grove, California on November 20, 1962, I was married to Miss Claudine Cowan, formerly of Sutherland Springs, Texas. Our daughter Marilyn was born at Fort Ord Army Hospital on September 20, 1963. Our son Max Jr. was born at Fort Ord Army Hospital on December 30, 1964. In November 2011 this year we will be celebrating our forty-ninth wedding anniversary. All of our three children graduated from the University of Kansas. Two of them went on to earn Master degrees, one from Northwestern University and one from Kansas University. We did not, effect any well planned distribution plan for them. One lives in Linwood, Kansas; one in Grayslake, Illinois; and one in Nashville, Tennessee. Each one is about 560 miles from either of the other two. In these later retirement years Claudine and I spend a lot of time on the highways.

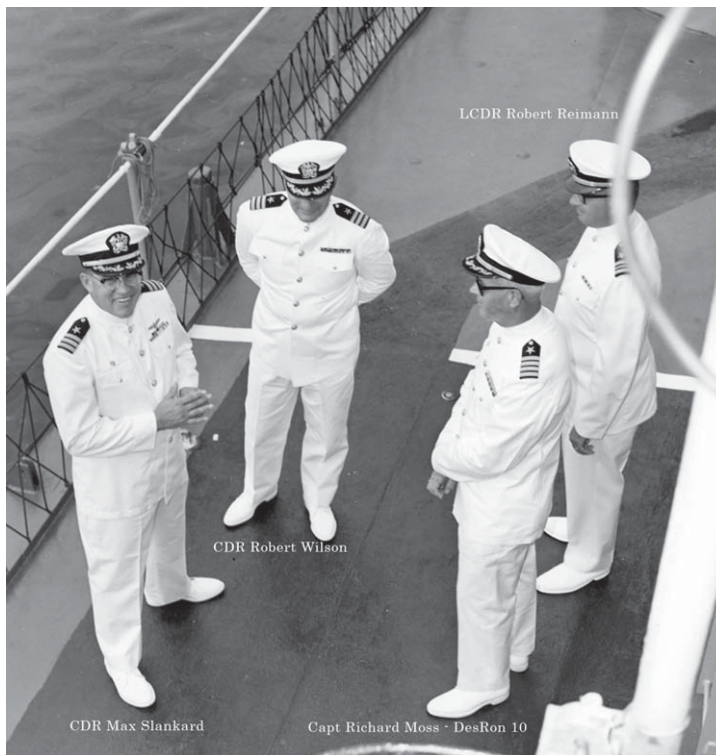
My term in command of U.S.S. CONFLICT continued to July 17, 1963, at which time I was reassigned to the U.S. Naval Postgraduate School at Monterey, California, for a two-year course in Operations Research. I received my Master of Science in Operations Research on May 28, 1965. The next assignment seemed unique in that it was to be the first shore duty other than Navy training school courses of some kind. I was detached from the Postgraduate School on May 19, 1965 and reported for duty on June 21, 1965 at the Antisubmarine Force, U.S. Atlantic Fleet, and Norfolk, Virginia as Surface Weapon Systems Officer.

My shore duty at ASWFORLANT was exciting, demanding, and heavy on paper work and seemed to require that you keep a bag packed for short notice TEMADD. My July, 1967 departure for sea duty aboard USS CHARLES H. ROAN was eagerly greeted by my family and I. I relieved CAPT RAYMOND E. WARD, USN, on August 14, 1967.

The opening performance in Newport was to serve as one of the escort ships for the September 1967 America's Cup Races. This was a good show and the ROAN's part was well executed by the crew shortly after their return from their 1967 Mediterranean Cruise. Most of the October to December activity was in preparation for sailing January 10, 1968 for another Mediterranean cruise, lasting until May 19, 1968. The schedule for this cruise was altered by ROAN's emergency change of orders to proceed to Rhodes to assist in recovery efforts required for the USS BACHE (DD-470), aground a very short distance in front of the Rhodes hotel (see cover photo's and page 12.) ROAN was in attendance for the cleanup for 37 days. BACHE was broken up on the spot to get the harbor area clear. The rest of this MED cruise was routine and permitted the enjoyment of liberty in

Naples, Barcelona, and Ibiza. ROAN returned to Newport on schedule on May 19, 1968, scheduled for start of a four-month overhaul period about July 15, 1968 followed by refresher training. Early in 1969 a ROAN sailor, JACK KOIVISTO , PN1 was designated by the Commander Cruiser-Destroyer Force, Atlantic, to be honored as Newport’s Cruiser-Destroyer Force “Sailor of the Year” 1969.

CDR ROBERT W. WILSON, USN relieved me on August 29, 1969. My last shore duty assignment was with the ASW SYSTEMS PROJECT OFFICE in Washington, D.C. as Director, Command & Control Division. This was my final active duty assignment, leading to retirement on June 30, 1972. I asked for this retirement date since I considered that my most satisfying service culminated with my command of the USS CHARLES H. ROAN. My wife and three young children deserved more of my time.



After retirement our family moved to Indianapolis, Indiana and I accepted an offer to establish the first Navy Junior Reserve Officers Training Corp in that area of Indiana. It was enthusiastically welcomed in that community. I resigned from that position in 1977 and moved on to Lawrence, Kansas a rapidly expanding city of 75,000 people, where I took a position as Assistant Public Works Director for the City of Lawrence from 1977 to 1993. My primary responsibilities were management of vehicle maintenance for about four hundred units; management of the sanitation (refuse collection) division; department financial budgeting, and assistance on street maintenance.

Claudine retired from her employment as a Registered Nurse at the local hospital, and I retired from city employment in the summer of 1993. We embarked on a long delayed series of overseas travel, from Australia & New Zealand to a series of visits in Europe. We moved from Kansas to Fox Lake, Illinois in the far northwest of Lake County, to be with our son and infant grandson from 1998 to December 2007. We are now settled in Nashville, Tennessee near our daughter, her husband, and their very busy and typically demanding three-year-old daughter.

U.S.S. Bache DD-470

- 02/06/68 — Dragged anchor in severe storm and ran aground near Rhodes Yacht Club, Greece; hull split open
- 02/17/68 — More damage in second storm at Rhodes, Greece; repeated towing attempts failed
- 02/26/68 — Decommissioned at Rhodes, Greece
- 03/01/68 — Stricken and scrapped on site

Down Memory Lane with Commander Richard B. Derickson, Commanding Officer 9/46 - 6/48

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 CHARLESH. 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 worshippers 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 ass'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 Hypocrates 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 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 on the stone at the geometric center.

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

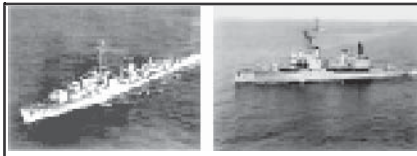




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(with pocket)

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Ships Crest and Name
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a

b

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Ships Photos
Approximately 8X10 Black and White

Pre-Fram before 1961 - 8a
After Fram 1961 - 8b

Only a limited amount in stock Not Framed
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or
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Great quality good looking
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 Ships crest on front,
 ship silhouette and ships name on back
 in Gold lettering
 \$65.00

NOTE: These jackets run SMALL so order accordingly.



(Back of jacket)



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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.) Call before ordering.

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SM to 1X - \$75.00 2X to 4X - \$80.00 5X to 7X - \$85.00



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 In full color
 Got to see it to believe it. Just outstanding.
 \$28.00

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- 1959 Operation Inland Seas -
 (devotes 1 page to each ship in Task Force 47)
- 1960 Mediterranean Cruise
- 1964 Mediterranean Cruise
- 1966 Mediterranean Cruise
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 Item 7 - Winter Jacket

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 Each Patch/Crest (as priced in item #5)

USS Charles H. Roan DD-853 as the T.C.G. Maresal Fevci Cakmak D-351

Hi Rich,

It is great to find the USS Charles H Roan site; it brought back many great memories.

I was assigned as the Electronics Officer right after my graduation from the naval academy, serving about 3 years and as the Weapons Electronics Officer for about a year in 1980. It was named as T.C.G. M.F. Cakmak after it was transferred to the Turkish Navy.

Here is a picture under Turkish flag.
Best Regards,
Serdar Yurdakul



Hi Serdar,

I am taking it you served aboard the Cakmak in the Turkish Navy by the dates you have sent me, am I correct? We had a Roan reunion in Washington DC in 1995 and the Turkish Naval Attaché' was Captain Mehmet Asal. As I understand he was the Executive Officer aboard the Cakmak at one time. Do you know him or know of him?

Thank you for the pictures. The black and white shows more details and with the exception of some newer weapons she looks practically the same. The Charles H. Roan DD-853 was affectionately known by her crew as the "JOLLY CHOLLY".

Did you stay in the Navy or have you worked in civilian life? Were you aboard the Cakmak during the Turkish/Greek war over Cyprus? I guess I am full of questions so ignore them if I am meddling. I appreciate you taking the time to contact me and as I am certainly interested in anything that has to do with the life of the Roan before and after her decommissioning.

During my Naval career I have been to Turkey several times stopping at Izmir and Istanbul. I am certainly interested in any information you may have about the Cakmak. Take care, nice hearing from you.

Richard Souza

Hi Richard,

Yes, I was in the Turkish Navy, until 1981 (1973 graduate). I attended the Naval PG school in late 70's and came back to the states after leaving the navy around '81. I joined the civilian workforce here in the Silicon Valley. I am still in the San Francisco Bay Area.

I actually spent many months patrolling the Cyprus area right after the 1974 operation. I joined MF Cakmak in September or so of the same year ('74), until summer of 1977. I am sure I have some pictures and I will send them if I can locate them.

I am not sure when but Asroc was added with Harpoon payload option at one point and also we added some smaller caliber fast aircraft defense weapons (Phalanx-like I think) with Turkish developed fire control systems. Don't know what happened after I left. As you may know, Turkish Navy has been modernizing greatly in the recent two decades. They have a great modern day navy, nowadays. They build quite a bit of the boats nowadays including some of the mission critical systems.

Actually I am a classmate of Mehmet Asal. He is a good friend. We were the 200th year graduates of the Turkish Naval Academy; we had a great deal of celebrations in 1973. We have only three active members left from our class still in active duty as 2 and 3 star admirals, we are very proud if them.

Thanks for responding and as soon as I find any info, I'll scan and send them to you.

Regards,
Serdar



Well thank you Serdar it was amazing that we both came across Captain Asal. He gave me a nice plaque from the Turkish Attaché' Office which I still have. I knew that the Turkish Navy changed and modernized the weapon systems aboard the ship. I am

not quite sure how accurate that this information is but it is said she fired the first Harpoon missile in the Turkish Navy and I am not sure if it was during the conflict or not.

I also heard that somewhere in the 90's she was a school ship for the Turkish Navy. Then they took her out and used her for a gunnery exercise trying to sink her. It is said she



853/351 info.

Mustafa Fevzi was born on January 12, 1876 in Beykoz, Istanbul - part of the Ottoman Empire (modern-day Turkey). After graduating from Kuleli military high school, he entered Pangalti military school on June 29, 1893. He completed the military school as the most successful student on December 25, 1898 and joined the Ottoman military as a Lieutenant. In 1918, at the age of 42, he became Minister of War and Commander of the Ottoman Army. In 1920, he followed Mustafa Kemal to Samsun, and supported him throughout the Turkish War of Independence. His support provided Mustafa Kemal with the full support of the Armed Forces, which was reduced to two armies in the aftermath of the disarmament dictated by the Treaty of Sèvres. These two armies were under the command of Kazim Karabekir on the Eastern Front based in Erzurum and Ali Fuat Cebesoy on the Western Front based in Ankara. Fevzi Çakmak was one of the few significant generals of the Turkish War of Independence. Fevzi Çakmak took control of the Army after the Turkish loss in Kutahya-Antep under Ismet İnönü and was able to stop the retreat of the Turkish Army afterwards and beat the invading Greek Armies at the Battle of Sakarya on the outskirts of Ankara. Fevzi Çakmak and Mustafa Kemal planned and commanded the Battle of Dumlupınar, and on August 31, 1922, he was promoted to rank of Field Marshal (Turkish: Maresal) along with Mustafa Kemal. They were and still are the only Field Marshals that the Turkish Republic has had up till now. So even today, an unspecified nickname Maresal (Field Marshal) means Fevzi Çakmak. Before the establishment of the republic, he was the prime minister of the government of the Grand National Assembly of Turkey from January 24, 1921 until July 9, 1922. Fevzi Çakmak served as the Chief of the General Staff of the Turkish Armed Forces from March 3, 1924 until his retirement on January 12, 1944. He died on April 12, 1950 and was laid to rest in Eyüp, Istanbul. He has a memorial burial place in the Turkish State Cemetery in Ankara.

Best Regards,
Serdar

wouldn't go down and they had to tow her back and finally scrapped her. This is the story I have about her. I am not sure if this is all accurate.

I am sure having 3 Admirals from the same class is truly a feat and one you can brag about. Just think if you had stayed I could be calling you Admiral now!!

I have a medallion that we made for the Roan for our last ships reunion in Providence, RI and I will gladly send you one as a memento if you would like? I have a picture of the Cakmak hanging on my wall signed by Captain Asal which he gave to me in Washington, DC in the 90's. Where does the name TCG Maresal Fevzi Cakmak D-351 derive from? Is it a man's name? I may have been told but I have forgotten.

We have a Roan Bible of pictures including one of the Cakmak and it's a pictorial history of the Roan. I will add any pictures you may have if you can find them along with the ones you previously sent me. Take care,
Richard Souza

Hi Richard,

Sorry for the delay responding, I had some out of town commitments, away from my PC.

Hopefully I'll locate some pic's and scan and email in the next couple of weeks, just to remember where they may be!!

I know she was used as school ship but not sure if they were taking cadets out for several days or for the day or like our former school ship (TCG Savarona) as we left 4-5 weeks in the summer for Black Sea or Med trips.



M.F Çakmak, (Marshal Fevzi Çakmak) is a very famous general from the early modern Turkish history. Actually he was one of the only two that was awarded Field Marshal rank. In Turkish tradition, one must win a major battle to deserve this rank. Here is a brief from <http://www.navsource.org/archives/05/853.htm> which has some more

“Any man who may be asked in this century what he did to make his life worthwhile, can respond with a good deal of pride and satisfaction” -

**‘I served in the United States Navy’
“. John F. Kennedy**



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NOVEMBER NWACC Golden Eagle Award Winner

Frank Manasseri was the recipient of NorthWest Arkansas Community College's Golden Eagle Award for November. He received the award at the NWACC Board of Trustees meeting on Nov. 8.

Manasseri is 67 years old, is retired, and married to his wife, Jane. The couple currently resides in Pea Ridge, AR. He joined NWACC in the spring of 2008 to pursue an Associates of Arts degree and has maintained a 4.0 grade point average. He will finish in December and plans to transfer to the University of Arkansas in Fort Smith or the University of Arkansas in Fayetteville to study English and eventually obtain a Master's degree.

He is a member of the Student Ambassadors and Activities Board at NWACC as well as a managing editor of the Eagle View, the NWACC student newspaper. He is also a Foundations of Excellence Commitment member. He enjoys writing stories and songs as well as playing the guitar, the electric bass, and reading classic literature. He is also an avid proponent of organic farming. Outside of hobbies and a rigorous school schedule, Manasseri volunteers pastoral services at the Apple Blossom Retirement Center.

The Golden Eagle Award recipient is selected by committee each month. Each candidate must have at least a 3.0 grade point average in a minimum of six credit hours of class; demonstrate social awareness, personal development, a diverse interest and involvement, interpersonal communication skills, and a commitment to education. Once the winner is chosen, he/she is recognized by the Board of Trustees and presented with a certificate of recognition and a \$100 check from the NWACC Foundation.



Frank Manasseri - RM2 - 62 to 64

FROM AFTER DIESEL

Recently I received a phone call from Frank Kent, BT2 62-64. Frank is not only a shipmate but also a "homeboy" of mine, both of us being from Chicago. Frank choose to leave the "City by the Lake" to become a southerner, taking up residence in Atlanta.

Like far to many of our shipmates, Frank is the victim of asbestosis. Some years ago he found out about the possibility of having this ailment especially because he was a BT and was constantly exposed to asbestos. After being tested he found he did have asbestosis and applied to the VA for benefits. The VA accepted his application and awarded him a 30% disability.

Frank is getting older, as we all are, and being affected more by his health issues. He went back to the VA and applied for an increase in his disability benefits. After being denied Frank appealed and was successful. The VA increased his benefits to 60%.

So Frank's message to all you shipmates affected by exposure to asbestos is to re-examine your health issues and request an increase in benefits, and DON'T TAKE NO FOR AN ANSWER.

As you have seen by the list on page 4 & 8, Henry Rossi, SK2 57-60, has had great success in finding our shipmates. Henry volunteered to play detective and put the ships' muster roll we just put together to good use. Although he has no experience in being a sleuth and very little with a computer, he is doing a bang up job. If you want Henry to try to find an old buddy, his contact information is on page 3. I'd like to say Bravo Zulu Henry, and to thank all you shipmates who contributed to the purchase of the muster rolls. Without the generosity of Association members many of the things we do would not be possible.

If you would like to view that muster roll go to our web site, and click on "Ships Roster" on the left hand side. Then scroll down and where it says year, put the same year in both positions and click submit. A list of all the crewmembers for that year will appear. Or if you're looking for a specific name type it in, click submit and voila. It's really great. Ron Lucchesi, FTG3, 66-68 has done a terrific job on the web site.

I'd like to leave you with this final thought. I was reading the latest issue of Naval History magazine. There was an article written by Lt. Vladimir Mandel who served in the Soviet Navy during the cold war on a Soviet destroyer. He wrote the following words:

"Time has dimmed many of the unpleasant memories of my naval service – things that created irritation, frustration and disapproval. But the good memories and fond recollections – camaraderie, being involved in something important, making a contribution to society – are brighter and more vivid than ever. Such is the remarkable power of the human mind and spirit."

Lt. Vladimir Mandel, - Soviet Destroyer - Komsomolets Ukrainy 521

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

773-631-8821
chief9bullie@earthlink.net

Roster Update

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