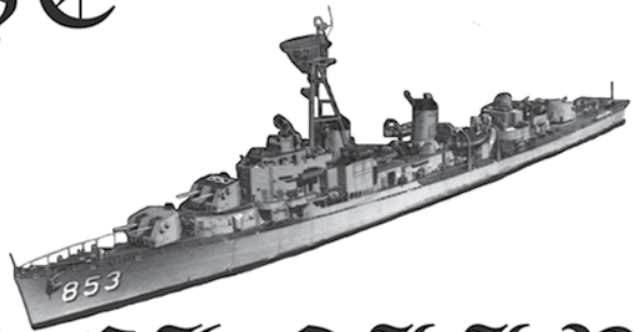


THE



JOURNAL  CHOLL

VOLUME 19 NUMBER 1

SPRING 2016

Our 14th Reunion - Sept. 6th to 11th, 2016

**AMARILLO**  <sup>®</sup>

*Step Into The Real Texas*

USS Charles H. Roan Association

## USS C. H. Roan Association Board Of Directors

Please remember these shipmates in your  
thoughts and prayers

**President**  
Richard F. Souza                    SMC                    58-66

**Vice Presidents**  
Ed Semcheski                    RM2                    61-64  
Bob Willet                    BT2                    63-66  
Carl Wishart                    QM2                    57-60

**Secretary & Editor**  
Joe Lambert                    EM2                    62-64

**Chaplain**  
Frank Manasseri                    RM2                    61-64

**Web Page - Master**  
Ron Lucchesi                    FTG3                    66-68  
(Richardson)

**Board**

Gordon Anthony	YN3	61-64
Joe Carlson	SO2	49-53
Paul Dabbs	FTG2	70-72
Sal Genova	QM2	52-55
Bob Hansen	TE3	57-59
Tony Hudalla	LTjg	59-62
Frank Locastro	YN3	53-57
Bob Marshall	LT	59-61
Chuck Medlar	BM3	66-70
Ralph Rankin	FTGSN	65-67
Henry Rossi	SK2	57-60
Tom VanPetten	LTjg	58-61
Ray Ward	CO/CDR	65-67

### Binnacle List

Maria Rankin-wife of			
Ralph Rankin	FTGSN	65-67	
Sally Semcheski-wife of			
Ed Semcheski	RM2	62-63	
Dario Ungania	SN	56-59	

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

### Taps

Thomas P Connell	CDR/CO	59-61	10/15
------------------	--------	-------	-------

### Plankowners

Gordon E Alvey	SN	46-48	01/15
Robert E Duncan	S1RdM	46-47	08/14
Clayton W Smith	S1RM	46-47	10/15
Robert E Smithson	RD2	46-48	10/15

John Cannizzaro	HM2	48-50	03/15
James L Campbell	FN	53-55	01/16
Gary A Staats	MM3	55-58	07/05
Richard Huefner	BT2	55-59	09/15
Alfred G Smith	SOG3	56-59	08/15
LaVern H. Mueller	BT2	60-62	03/12
Charles L Stephen	RD1	62-64	10/15
Mikchael J Burns	LTjg	62-65	12/15
Robert Nolan	EN3	63	11/15
Sherman Young	FN	71-73	03/13

### COVER

The reunion logo on the cover was designed by our web-master Ron Lucchesi (FTG3 66-68.) What a great job. Thanks Ron.

## 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 a \$1,200 to print and mail. By you mailing a contribution to the Association President we will be able to keep the spirit of the Charles H. Roan alive. 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 comaraderie we had when we served in the U.S.S. Charles H. Roan DD 853.

Thank you

# From the Signal Bridge



By now shipmates, everyone should have received their reunion registration letters for our up-coming reunion in Amarillo, TX. Amarillo is a very short distance from Claude, Texas where Charles H. Roan lived most of his life.

The first thing I must say is PLEASE do not wait to send in your registration form. It is

VERY IMPORTANT to our reunion committee to know how many rooms we will need, food costs, and reunion associated materials. Last minute decisions can cost us dollars. The most important thing is our ROOM BLOCK. ALL PRICES are regulated by our ATTENDANCE. IT'S IMPORTANT TO REGISTER WITH THE HOTEL, NOW. We have a good cancellation policy with the hotel. So if something comes up to interfere with your plans you can cancel the reservations without penalty. The Amarillo/ Claude people have been more than gracious with their support and are enthusiastic about our arrival.

I think the worst thing I hear from some of our shipmates is "I have always wanted to attend a reunion but I never have and now I'm unable to go." I can't tell you how many letters I received from spouses and individuals stating "how they wish they had gone". Please make an effort to attend. It's sad to tell a shipmate that wants to see YOU, and asks about YOU, that I don't have an answer to why you haven't come.

Our reunion committee has traveled hundreds of miles at their own expense to make this possible. They have put together a great package. John Molstad, (TX) Bob Smith, (IL) and Chairman Tom Van Petten (NC) must be commended for what they have done for us.

The main GOAL and PURPOSE of this ASSOCIATION is to reunite shipmates. We can't do this without YOU. PLEASE PLAN ON JOINING US.

Again, I must continue to say that it is your donations that keep us afloat. We have a great Web Site (Ron Lucchesi) and a great Newsletter (Joe Lambert); but all this costs money. These are our LIFE LINE to YOU. We have no dues, it's only donations from YOU, our shipmates, that can keep us AFLOAT. Do we have any millionaires out there?

**SEE YOU IN AMARILLO in SEPTEMBER.**

**PLEASE MAKE YOUR RESERVATIONS AND REGISTRATIONS NOW.**

# Financial Report April 25, 2016

Last Financial Report; Oct 15, 2015

Balance of Checking Account 9,865.12  
Reserve Fund-Separate Account 700.00

### Expenditures

Post Office 386.46  
Office Supplies 530.22  
Small Stores 1,110.95  
Printing/Newsletter 1,580.93  
Telephone/Internet 750.00  
Refunds 33.00  
Amarillo Reunion Expenses 500.00

Total Expenses 4,891.56

### Deposits

Donations/Small Stores 4,252.41

Checking Account 9,865.12  
Deposits 4,252.41  
Expenses 4,891.56

Total Balance 9,225.97  
Reserve Fund 700.00

Total Assets Including Reserve Fund 9,925.97

---

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.

---

### Shipmate Locator

Henry Rossi  
177 Thatcher Road  
Rockport, MA 01966-2230  
(978)546-7272  
rockportrossi@gmail.com,

---

### Contacts

#### Association President

Richard Souza  
6396 Manassas Ct.  
Pensacola, FL 32503  
(850)261-1360  
souza6@cox.net

#### Web Master

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

# Loved Ones

Hi Mr. Van Pettens,

I received the Christmas card you sent my father. I am sad to write you that he died on October 18th. He died with all of us caring for him. His illness was short and he did not suffer. It all happened so suddenly we are still reeling from the event.

He was a wonderful man, a truly terrific father. All of us miss him but are grateful for the wonderful time and memories we had with him.

I am not sure who else from his days on the Roan should know. Would you let them know?

Thank you,

Kathy Connell - daughter

**Thomas Connell, (CO/CDR 59-61)** was born in Jersey City, NJ, on 12/15/1915. He died on October 18, 2015 following a brief battle with cancer. He graduated in 1938 from St. Peters College where he majored in English and was Captain of the track team. After working for several years at Standard Oil, he joined the Navy prior to the outbreak of World War II. He was assigned to the USS Taylor, which participated in the war effort in the Pacific, earning 14 battle stars, a naval citation, and was credited with the sinking of 2 enemy subs and the rescue of the USS Helenas survivors. He was a career naval officer who attended Line School at Annapolis and was later on the staff of the Navy War College. Tom was Executive Officer of the USS Henley and USS Kraus. Tom was also Commander of several vessels including the USS Roan which participated in Operation "Inland Sea," the first passage of a naval force through the Saint Lawrence Seaway into the Great Lakes. The Roan also toured the Mediterranean with the Middle East Force traveling through the Suez Canal, cruising the Red Sea and visiting many Persian Gulf Ports.

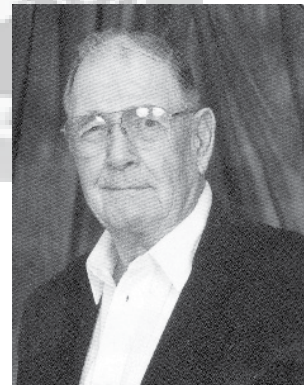
He was XO of the NROTC unit at the University of Mississippi where he also earned a Masters of Arts in English Literature. After retirement from the Navy in 1964, CDR Connell taught English for two years at St. Rose High School and for eighteen years at Ocean County College. Tom Connell lived a long and full life. He was a naval officer, an athlete, a scholar, an accomplished dancer and a beloved father, husband, brother and teacher. He loved to laugh, play golf watch political shows and market news avidly. He was a devout Catholic and contributor to many charities. Those of us who loved him, "think of him as living in the hearts of those he touched for nothing loved is ever lost and he was loved so much".

---

**Glynn "Pete" Thompson (CO/CDR "73")** passed away August 5, 2005 after a brief illness. Mr. Thompson was born July 26, 1935 in Cherry Valley, Arkansas. Pete earned his Bachelor of Science Degree from Memphis State University. He attended the Royal Navel College in England and the Navel War College in Newport, RI. During his career Captain Thompson was the commanding officer of the USS Roan out of Newport RI, the USS Fort Fisher out of San Diego CA, the FLEET CORP GROUP in San Diego, CA and Treasure Island Naval Station, San Francisco, CA. He retired from the US Navy after 31 years in 1987. He spent his retirement years playing golf. Mr. Thompson is survived by his loving wife of 42 years, Joanne.

---

**Willard Dean Varner, "Bill", age 87, (SN 46-48 "Plankowner)** of Cincinnati, OH died peacefully in his sleep on April 10, 2015. Bill served in the U.S. Navy on the navy destroyer USS Charles H Roan from 1946 – 1948 and was a Plankowner. Bill is survived by Janet Lee Vainer, his wife of 64 years; three daughters and a son and six grandchildren. Bill enjoyed playing the banjo and spending time with his family. He was a devoted husband, father and grandfather and will be dearly missed.



# Loved Ones

**James Torgerson (RM3 54-56)** spent more than 40 years as an explosives expert with the Navy and the Broward Sheriff's Office, coolly defusing dangerous situations and never suffering as much as a scratch.

Deputy Torgerson, who was memorialized last April when an artificial reef was named in his honor, died on Tuesday after a two-year battle with multiple myeloma, an incurable bone marrow cancer. He was 60.

Deputy Torgerson, of Sunrise, served in the Navy for 23 years before joining the sheriff's office as a bomb expert and patrol deputy in 1976. He learned about explosives during his service with the Navy's Explosive Ordnance Disposal Team. After retiring from the Navy as a chief warrant officer, Deputy Torgerson settled in Broward County and went to work for the sheriff's office. "The Broward Sheriff's Bomb Squad is better today because of the time he spent with us," said Detective Frank Cornetta, a member of the squad who worked with Deputy Torgerson for seven years. "He brought with him a wealth of information we would never have had."

During his 18-year career with the sheriff's office, Deputy Torgerson served as a road deputy and SWAT team member and most recently was assigned to the West Satellite Courthouse. He also used his knowledge to rig the explosives used to sink many vessels that were sent to the bottom of the ocean as part of Broward County's artificial reef program.

He detonated his last explosion on April 23 when setting off the explosives used to sink a 160-foot Navy vessel that is now the artificial reef named the Fish America/Jim Torgerson Reef in his honor. Divers who visit the site can see a plaque honoring Deputy Torgerson. It is bolted to the bridge.

With his K-9 partner Bruno, Deputy Torgerson was often called to inspect suspicious packages or explosives that had been found, or to investigate bomb threats. His colleagues remember him as a caring man with whom they had a special bond. Deputy Torgerson is survived by his wife Joan, three sons and a daughter.

---

**LaVern H. "Vern" Mueller, (BT2 60-62)** age 70, March 25, 2012, at Meriter Hospital with his family by his side.

He was born on Dec. 15, 1941, in Fond du Lac. Vern served our country in the U.S. Navy during the Cuban Missile Crisis. He worked at Forest Products and owned Mueller Property Services. Vern also worked at First Congregational Church. He loved to go camping and traveling. Vern enjoyed spending his time quilting and machine embroidery and golfing. He was a wonderful father, grandfather, partner and friend. He will be deeply missed.

Vern is survived by his partner Janet Koivisto, children, Melanie and Stephanie and three grandchildren.

---

**Linn Tyler Shoup, (Ens 62-63)** loving and beloved husband of Mary Igert Shoup, entered the Nearer Presence of God Tuesday, June 2, 2009, at Johns Hopkins Hospital in Baltimore, Md.

A resident of Bowie, Md., he was born in Washington, D.C. on May 28, 1940, and grew up in Paducah. He was the son of Mary Linn Shoup of Paducah and the late Earle Tyler Shoup. Mr. Shoup graduated from Paducah Tilghman High School in 1958, the United States Naval Academy in 1962 and the Naval Post-graduate School in 1972. After 25 years of service in the Navy, Mr. Shoup retired at the rank of Commander. He then worked in the private sector at various military intelligence support positions.

---

**Charles Lester Stephens, 77, (RD1 62-64)** of Goose Creek, passed away October 1, 2015. He was born in Pittsburgh, PA on October 23, 1937. Charles was a Vietnam Veteran who retired from the United States Navy as a Master Chief after 20 years of service. He spent 20 years as a Safety Engineer at DuPont. Charles was an avid golfer and an active member of the community. His family will remember him as a loving husband, father and grandfather. He understood that he had led a wonderful life and it was okay to go. Survivors include his wife of 5 years, Deborah Whitson.

---

**Mike Burns (LTjg 62-65)** As you may know by now, we lost our dear Mike this past Monday, December 1.

Those who are lucky enough to have known him well know that Mike was not a "let's all crowd into a church somewhere and listen to the well-meaning intonations of a stranger." We all know that Mike WAS a "let's all get together and have a few drinks, and maybe a few more drinks, and then only start to think about dinner somewhere around 11 PM" kind of guy. And that's what we want to do, to pay honor and tribute to Mike.

However, because we know that it may take you a little time to pick from the MANY stories you have in your Mike Burns archives, we will be having this celebration in the Spring. You will hear more about that as the time gets closer. Until then, think back on Mike and smile, hug your family a little closer this holiday and, if you are so moved, please consider making a donation to a cause that brought Mike great joy ... the rescue and care of cats such as his beloved Simba.

Michael left behind a legion of devoted friends and fans upon his passing. Survived by his beloved wife, Marian and the pride of his life, his daughter Michelle, Mike was known far and wide for his charm and wit. Mike served for many years as

# Loved Ones

a senior executive for the United States Tennis Association, and was Tournament Director for the U.S. Open for many years. He also directed the first-ever Olympic tennis competition in Atlanta. An ardent fan of the Yankees, Giants, and Rangers as well as golf, bridge and the NY Times crossword, Mike lived a full and wonderful life worthy of the exuberant celebration of which he was so fond.

With love,  
Marian & Michelle – wife & daughter

---

**Ed "Louie" Loudenslarger (RD2 62-65)** Richard, - Thanks so much for the beautiful red, white and blue flowers from the Roan shipmates, and a special thanks to you for being a pallbearer. The enclosed check is for the kitty.

Sincerely,  
Sonja Loudenslarger

---

**Robert T Nolan, 84 (EN3 "63")** of Dorchester, died Nov. 18. A veteran of the U.S. Army during the Korean War in the 1950s, he served in Japan as a military policeman. He later joined the U.S. Navy and participated in the blockade of Soviet ships during the Cuban missile crisis of 1962. Born in Roxbury, he attended St. Patrick's Grammar School and Don Bosco High School.

---

**Lloyd D Keola, (SFP3 66-67)** was called home on Nov. 8, 2015 in the presence of his family. He was born on Nov. 7, 1941 and raised in Sacramento. He attended Lincoln High. He served with the U.S. Army, Navy and retired from U.S. Postal Service. leaving his loving wife, Irene, children, Christina, Walter, Lewis, Lloyd Jr., Rachel, Daniel. Umpa had many grandchildren and great-grandchildren. The Lord blessed our lives with an amazing man!

---

# 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 \_\_\_\_\_

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

## **Flags and Signals**

Hoy Mates,

I was on board from '65-'67, electrician mate. I am wondering if any other electricians, or other rates used as much trichloroethane, as much as the electricians did. I am having heart problems, hole in one retina, and skin cancers. Need some help from shipmates with any info concerning their physical well being or any info on the ship using "TCE"

The veteran service officer said any help from shipmates would be helpful.

Thank you for your help,

Jon Allen

EM3 65-67

Dear Joe,

Thank you for printing my story in "The Jolly Cholly." I showed it to my pastor and he was so impressed he had it put in our monthly news letter at church. Here is a small donation to help "The Jolly Cholly." I hope to see you at the next reunion.

Joe Carlson

SO2 49-53

Joe,

I thought I would pass this little happening along to you and my shipmates. I live 25 miles from Fort Bragg, N. C. Two years ago I met a young soldier from Amarillo, TX. His parents came to visit him in July 2015 at Ft Bragg. I had him and his parents over for lunch. His father was ex-navy. His parents knew the Roan family. I gave them five past copies of "The Jolly Cholly" and some pictures of the Roan. It was a wonderful experience.

I have been invited to their home for the 2016 reunion. Thanks Joe for keeping all of us old sailors in touch. Here is a little for the kitty.

Jones R Thomas

RM3 58-61

Chief,

Here is an order for two items and a little extra to help with your great dedication to the Association.

Tom Crofts

LTjg 67-68

Dear Chief Souza,

Please send me a post-Fram photo and put the remainder in the Association kitty.

Mike Hanley

TM3 65-67

Rich,

Please send me two ships flag lapel pin's and a post fram ship's hat. Also send two sleeve rockers, I seem to have lost the one I had. Put the rest in the kitty.

Jack Cook

BT3 65-67

Richard,

Enclosed is a contribution, in memory of Louie Loudenslager (RD2 62-65), to be used as you wish. Many thanks for all the good work you and your crew do for the Association. I'll see you in Amarillo which is my family's hometown.

Mike Muncy

SN 63-64

Greetings Senior Chief,

Please send a pair of the new decals/stickers described on page 19 of the fall newsletter. Apply the payment overage toward operating funds. Health and happiness to the crew for the new year.

Steve White

ETCS 71-72 (CMAA)

Dear Mr. Souza,

I am enclosing an order for three things from the Ships Store. Although the order is for \$38 please apply the remaining \$12 toward the newsletter which my husband Bill enjoys so much.

Thank you – and a very Merry Christmas to you and yours.

Sincerely,

Barbara Hurst – wife of

Bill Hurst

SN 55-57

Dear Richard,

Enclosed is a check for a number of items from the ship's store. Keep the remainder as a donation. I am planning on going to the 2016 reunion and look forward to seeing you and my other shipmates.

Thanks,

Robert Attas

LTjg 68-70

Richard,

Here is \$33 for the shirt and use the rest for a donation to the organization.

Ed Wieder

ETR2 61-64

# Flags and Signals

Richard,

I was on the Roan for the 1952 North Atlantic cruise. Enclosed are funds for my order and whatever is left over add to the Association's assets.

Thank you,  
John Plank  
SN 52-54

Hi Rich,

Enclosed is a check for a ball cap. The rest is for a donation to the Roan Association to help with expenses.

Take care,  
Allen Lambert  
ENFN 56-58

Dear Richard,

Hope this finds you well. My son Skip is going to bring me to Amarillo for the reunion if I'm still breathing. Put the overage for the hat in the kitty.

Sincerely,  
Charlie Bowen  
BM2 48-54

Dear Richard,

Thanks for all you do for the C. H. Roan Association. Although it has been 55 years since I was on the Roan, I remember you clearly. I think you used to go home to Fall River from time to time. I worked in CIC and you were also up in that area. As I recall you were an FT or Signalman or were in the radio shack.

Glad to see someone put together a cruise book about "Operation Inland Seas." I wish we had a book about the cruise the year before. As you will remember we went to Lebanon and then off to the South China Sea. We came home via the Indian Ocean, visited Cape Town, then across the South Atlantic to Rio. 44,000 miles in 8 months, "What a Trip." I have lots of photos.

I have enclosed two checks. One for the cruise book, golf shirt and Mike Fredericks stickers. The other check is a donation to the organization.

Thanks again for the great work,  
Lincoln R Sander  
SN 58-60

Richard,

I hope this will be of some help with "The Jolly Cholly." I enjoy seeing the names of men I have known and worked with.

Best wishes,  
Bobby Sears  
ETR3 58-61

Richard,

Enclosed is a check for a shirt and hat, plus a little extra for the kitty. The Roan was my first ship and is where I became a "Navy Man." I was on the "Round the World" cruise in 1972 and every so often I break out the cruise book and enjoy the great memories once again. I remember the sadness I felt for the Roan when I walked off the gangplank for the last time, and then watching the ship sail away to Turkey. My wife and I are looking forward to attending the reunion in Texas next year.

David Blessinger  
OSSN 72-73

Dear Richard,

Just a note to let you know Alice and I are in fairly good health. We hope you are well also. We have not been to the last two reunions. I refuse to fly under the present restrictions and am not able to drive long distances any more.

It doesn't look as though we'll make this one either. Enclosed you'll find a check for \$100 for the organization. You, and all involved have done a great job for the organization. Keep up the great work.

Best regards,  
Bob Klotz  
QM3 51-54

Dear Rich,

Barb and I are looking forward to Amarillo in September; we had a great time in Philadelphia. I totally enjoy receiving "The Jolly Cholly." Enclosed is a check to help with the cost. See you in Texas.

Sincerely,  
Joe Marolda  
RD3 58-61

Richard,

I really enjoyed talking with you yesterday and catching up on what you have been doing. Thank you and the staff for the wonderful "Jolly Cholly" newsletter. I really enjoy it.

Please send me a golf shirt, post fram ball cap, 2 flag pins, 1 Roan challenge coin and 2 decals. Enclosed are funds to cover the cost of the items ordered, plus a little extra for the Association.

Take care, God Bless and hope to see you in Amarillo next September.

Don Arnold  
BMSN 63-65



# Flags and Signals

Rich,

I'm glad to receive the newsletter. Anne and I are excited about the reunion in Amarillo. I've enclosed an order for the new window stickers and the remainder of the check for the ships funds.

Thanks,  
Gerald Ray  
PN2 70-71

Hi Richard,

Please send me four USS Charles H Roan window stickers – 2 large and 2 small. I am enclosing a check to cover the cost and please use the balance as you see fit.

Thank you,  
Bob Shannon  
QM3 62-64

Richard,

I enjoy every issue of "The Jolly Cholly." You guys are doing an exceptional job. I hope this check helps to keep us afloat.

Thanks for everything,

Robert Samson  
MM1 51-56

Richard,

Many thanks for the past "Jolly Cholly" up-dates. I will make an effort to be in Claude, TX next year. There's great memories and much to talk about. You're getting close to home. Here is a little something for the fund.

Take care and God bless,

Tom Adkins  
SHSN 61-62

Richard,

In the fall 2015 issue of "The Jolly Cholly" on page 12 there is a photo of the Roan sent in by John Conley, RM2 69-70. John stated he got the photo from ebay and knew nothing about it. Here is an explanation of that photo.

In the fall of 1946 the Roan went on a shakedown cruise to Gitmo and when completed had received an "E". On the return trip, Roan visited Kingston, Jamaica for 3 days for the health and welfare of the crew. From Jamaica, Roan made a stop at Annapolis, MD for a week to be put on display for the Midshipman, where this photo was taken. Roan then went to the Boston Navy yards for dry dock in December 1946. There we witnessed one of Massachusetts' largest snowfalls.

Dick Brophy - Plankowner  
SN 46-48

Chief,

I got your note and "The Jolly Cholly." It looks like you're doing a fine job. A short note: I was Tom Ahmed (Vella) bow man on the 26 footer on the 1960 Med trip. When I got out I joined (?) and worked until 1989.

Roy Palmer  
BM3 58-62

Hi Joe,

Enclosed is a check for some items and an additional \$50 for the kitty. I hope to meet you all in Amarillo.

Sincerely,  
Douglas Deauzat  
BT1 70-71

Richard,

Send me a one of the new stickers. The \$100 is a donation.

Thanks,  
George Adelson  
SN 59-61

Rich,

Put this check to use where needed.

Al Timchak  
MM3 59-62

Greeting Richard,

Please donate the change to the Association coffers.

Don Mann  
ET3 57-58

Hey Shipmate,

Enclosed is a check for items from the ships store and a little for the Roan Association treasury.

Hope you are doing well. When I come through Pensacola again, I'll give you a call and maybe we can have dinner at the chiefs club.

See you in Amarillo if not before. I already have flight reservations.

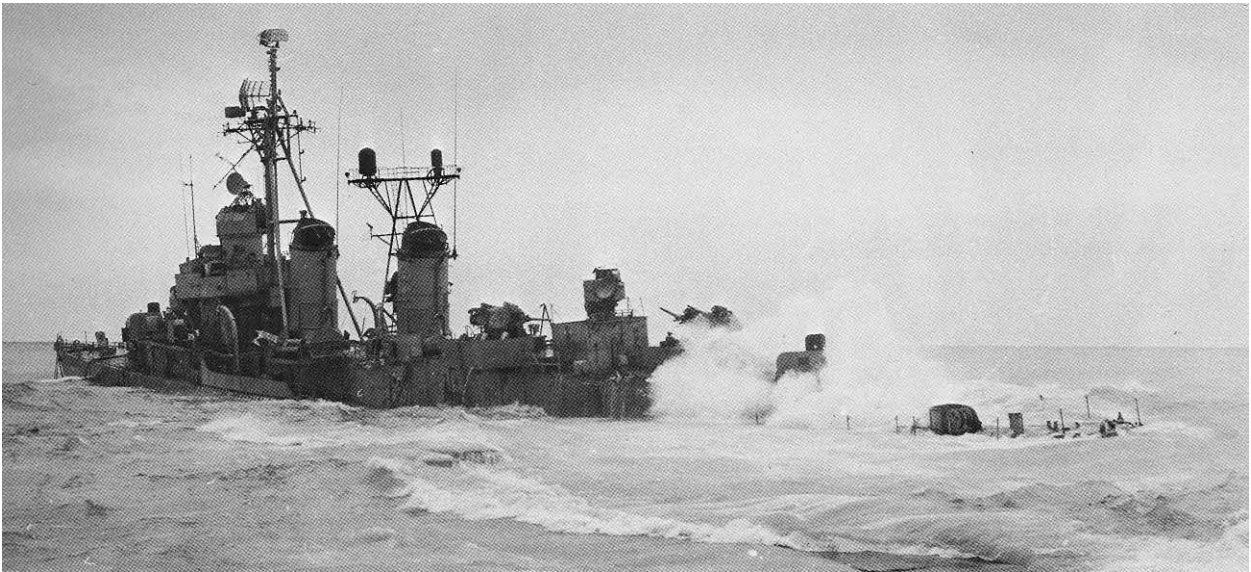
Dave Price  
BM3 61-64

Richard,

Please send me a ball cap and flag pin. I really enjoy "The Jolly Cholly." I look forward to every Issue. Put the rest of the money into the fund.

Thank you,  
David Hebner  
SN 59-61

# The Demise of the USS Bache DD 470 Rhodes, Greece, 1968



R. L. Williams, FTG 3 - USS Bache DD 470, 66-68

I was aboard the USS Bache DD 470 when she sunk in Feb. 1968. Several of our crew are still looking for information as to what happened to her after we left Greece the following day.

We found the Court Martial records for the crew members that were charged with dereliction of duty. The Quartermaster, who "gun decked" his logs to show he had been taking compass readings on shore, when he had not done so, got four years in Leavenworth and a dishonorable discharge.. The after lookout got two years and a dishonorable discharge. The Captain was asked to leave the Navy.

I understand that the USS Roan came in shortly after the sinking and stayed for a month supervising the removal of the Bache from a shipping lane.

Do you know of any of your crew that have pictures or any more info about the Bache?

She had quite a history. She took a kamikaze that killed 44 men. She was at several major invasions during WWII. She was in Korea and Viet Nam. She was in the Cuban Blockade.

Feb. 6, 1968 was a night none of our crew will ever forget. I am proud to have served on her.



## The Demise of a Great Ship

The date, 48 years ago, was 6 Feb 1968. The USS BACHE DD 470 was at anchor at Rhodes, Greece. Early that day a storm (sirocco) blew in. The wind and seas increased as the day progressed to around 40 to 50 knots by evening. At around 0935 the port engine was put on five-minute standby. Due to low feed water, the CO, Commander E.R. Broadwell, decided not to change the standby time or to get underway.

At 1505 the OOD shifted the quarterdeck watch to the bridge, and liberty was canceled due to heavy weather. Sometime after 1800, the anchor watch lost sight of shore lights and felt the sensation of moving. He left the forecabin and ran to the midship phone and reported to the bridge. He also saw white water and rocks.

The CO in his cabin also felt the motion and ran to the bridge. At about 1840 the ship's crew felt a bump. The sea detail was set, but before the steering gear could be energized, the rudder was jammed and the port screw could not be rotated. Steam was ordered to the starboard engine and max RPM run-up until the boilers had to be secured due to flooding of the engineering spaces. The ship never moved and was hard aground and flooding.

At 1925 abandon ship was ordered as wind and seas increased. By 2235 all hands, except the CO and securing detail had reached shore in the ship's life rafts through heavy surf. They were helped ashore by local residents and taken to a local hotel.

After the storm cleared, fuel and ammunition were removed and plans made to try to refloat the BACHE and remove her from the harbor. The USS HOIST ARS 40, USS FD ROOSEVELT CVA 42, USS CONYNGHAM DDG 17, and USS VOGELGESANG DD 862 were ordered to assist. But before the BACHE could be refloated another storm on 17 and 18 February further damaged her and removed all chance of re-floating her. It was soon decided to scrap her.

On 28 Feb 1968, the BACHE was decommissioned and was stricken from the Naval registry on 1 March 1968. On 27 March N.E. Vernicos Shipping Co. of Piraeus, Greece, took custody of the BACHE, and scrapping commenced about 1 April 1968.

### C W Distelrath BT1 - USS BACHE DD 470, 64-68

We were anchored in the Mediterranean port of Rhodes, Greece, on a beautiful sunshiny day, the 5th of February. None of the crew had any idea what tomorrow would bring.

About 100 of our 238-man crew were on liberty in town. The engineering crew was having a party for our departing chief engineer. It was a good excuse for the crew to get together and have a little fun, and relaxation, after long and trying hours of hard work. By 0200, the following morning, all of the crew was back on board the with the exception of the beach guard, which consisted of one officer and two enlisted men.

With the dawn came the sea, building in the face of an oncoming storm. But, as usual, with the break of sunrise, the crew went about their daily routine of maintenance and cleaning. Storm or no storm!

By three in the afternoon the seas calmed somewhat, but it was still too rough to operate our small liberty boat, so all hands remained on board waiting for calm seas and their turn ashore. The evening meal came and went in routine fashion. After the meal, many of the men were sitting in the mess deck, relaxing or studying for the tests that were due to be taken for advancement later in the week.

Suddenly, without any warning, the ship leaped and pounded violently, as if it were in a terrible storm at sea. The crew knew that the ship was in danger and immediately started for various stations. Going through the door, leading to the after part of the ship, I could hear the loudspeaker system ordering "ALL HANDS MAN YOUR SEA DETAIL STATIONS." In a dead run, coming through the door leading out to the main deck, I was hit by a wave and knocked down. Getting up, I ran up the ladder to the next deck and started for the after boiler room. Twice again I was hit and knocked down by the onrushing waters that broke on the ship. Again I got to my feet and finally made my way to the hatch leading down into the boiler room. Descending into the bowels of the ship, I found that my crew of 12 men was already on their stations and in the process of changing the last of the four burners, in #4 boiler, to the largest burners we had available.

Each man there knew #4 boiler was the only boiler of the four in the ship that was operating, and it was up to them to do everything possible to get the ship underway and out of danger. Everything was ready, all that was left to do was open one valve and then it was up to the after engine room to get one of our shafts moving and the ship underway.

Over the sound powered phones we heard that the men in the engine room could not disengage the locking device on the shaft. The locking device is essential, whenever the ship is stopped, so the shaft will not turn in

continued on page 12

the water's current. To unlock this device, a motor geared to the shaft turns the shaft and enables the crew to disengage the lock. But now the motor could not turn the shaft, we are up against the rocks and the shaft was being bent. In a fruitless effort the first-class in charge of the engine room ordered the valve open that would send 600 pounds of steam into the turbine. To no avail, would this action break the locking device. To add to the peril, huge holes were being punched into the bottom of the ship with each movement that the ship made.

Struggling and straining, the ship fought against the sea. The bulkhead in the after end of the engine room split, sending black fuel oil and water rushing into the room while the crew tried desperately to get the shaft turning. The pump in the engine room and the pump in a fire room were both trying to control the flooding. A report came over the phones that the turbine reduction gear casing lifted from its foundation and when it came down the casing split, spilling more oil into the space.

In the forward engine room and fire room the crew were desperately lighting off their machinery. No sooner was the forward boiler room brought into use when the forward bulkhead broke, sending fuel oil cascading into the fire room. The men secured their boiler and evacuated the fire room, which was soon flooded with 15 feet of black oil and water. The after engine room was flooding fast, the oil and water was getting dangerously close to the electrical generator but the crew did not secure the generator until the water was less than 6 inches below it. Had the flooding reached the generator it would have short circuited, sending sparks everywhere, and with all the oil present most likely a devastating fire would have resulted. Water and oil were lapping at the knees of the men as they evacuated the after engine room.

When the generator was secured the emergency diesel generator was started in a forward part of the ship, but there also havoc was taking its toll. The diesel had just started when the fuel line ruptured, sending oil spraying the batteries and they exploded with a roar. The ship was completely darkened except for a few emergency battle lanterns that the crew managed to find.

In the after fire room, we were having our share of problems. We had opened the cross connection steam valves sending steam to the forward engine room and they in turn had succeeded in getting the other shaft turning. The main feed pressure to the steaming boiler was lost when the after engine room was secured and our emergency feed pump could not handle the tremendous output of steam and strain that was being put on the boiler.

The water level in the boiler gauge had dropped out of sight and the fires had to be secured, otherwise the tubes in the boiler would have overheated causing them to rupture and fill the boiler room with steam. No sooner had we secured the fires then the water jumped back up into sight in the glass gauge of the boiler, so the fires were relighted. This steam pressure had drained off the boiler, from 600 pounds to a mere 100 pounds in this short time. We brought the output pressure of the fuel oil service pump from the normal operating pressure of 300 pounds to 1000 pounds in an effort to once again build up the pressure on the boiler.

Finally main control came through with main feed pressure, but it was very unstable, varying from 300 pounds to over 1000 pounds! The normal pressure is 750 pounds. Both the fuel oil service pump and the main feed pump were operating dangerously, but if we were to keep the boiler going and the engine turning, it had to be that way. Suddenly one of the fuel oil lines leading to one of the burners ruptured, spreading fuel oil everywhere.

Fires were lighted in number #3 boiler but it had been cold too long and the steam pressure would not come up fast enough. With the rupture of the fuel line to #4 boiler, and it being secured, the output of the boiler was reduced and the steam pressure dropped to 450 pounds. Steam leaks were developing in the engine room on their lower level. Deck plates began to rise and twist, making movement a hazard. Still the men went about performing all the tasks assigned them with as much speed and ability they were capable of. Holes were being punched through the bottom of the ship, even in the fire room, and we too started to flood. Shortly after reporting that we were flooding, we were told to secure the boilers. After ordering most of my men to their abandoned ship stations, the rest of us went about the task of securing the boiler and machinery. Then came word over the sound powered phone to relight the boiler!

### **John E Colarusso FTG2 - USS BACHE DD 470, 65-68**

It was February 6, 1968, my 2nd year aboard the Bache and we were anchored off the coast of Rhodes, Greece. Around 6:45 PM I was on the mess deck waiting to watch a movie. I realized I forgot something back in my sleeping compartment in the after part of the ship where FOX division bunked.

I proceeded up the ladder to make my way to the main deck when I felt something strange, as if the ladder were moving. It felt like we were moving backward. Even though I was a Gunfire Control Technician, my sea detail was at the helm on the bridge. I didn't recalled hearing to sea detail being set.

continued on page 13

When I reached the main deck the ship was really moving backwards and then she came to a crashing stop. I tried to get back to my sleeping compartment, but my shipmates were quickly heading toward the front of the ship and yelling for everyone to head forward and get inside a compartment. I wound up in a passageway to the bridge with a lot of my shipmates.

By now the ship lost power and it was very dark. I don't recall if the emergency generators came on or not. The next command that came over the intercom was to set the sea detail. I immediately headed for the bridge to assume my spot on the helm and enunciator.

The waves now saturated with the ship's fuel oil, were coming over the bridge. Cabinets attached to the bulkheads and other permanent fixtures were breaking loose because the ship was being tossed back and forth like a cork.

After a while of being tossed around, the Captain gave the order to abandon ship. As we arrived at our abandoned ship stations many of us found our life rafts shredded from the heavy waves. We were jumping into the life rafts from the 02-level and putting more people in the few serviceable rafts.

The rest is history as we made our way to the beach at Rhodes, Greece.

*The following is Ron Lucchesi's (Roan Association's Web-Master) recollection of the USS Charles H Roan's roll in the aftermath of the grounding and subsequent sinking of the USS Bache DD470.*

### **Ron Lucchesi, FTG3 - USS Charles H. Roan, DD853 66-68**

Our 1968 Med cruise started off like any other Med cruise. After all, how could anything top our 1967 Med cruise with the Six-Day War, and escorting the badly damaged USS Liberty (attacked in error by the Israeli military, killing 34 men) back to Malta? Unfortunately, we were to find out, all too soon.

We sailed from Newport on 10 Jan 68. Our first port of call was Rota, Spain. We then sailed to Valetta, Malta for a short visit. I'm a little hazy on where our next port of call was to be, but I do recall that we were in the eastern Med when we learned that the USS Bache had run aground on 6 Feb in Rhodes, Greece. We were ordered to head there and assist. We arrived on the second or third day. The USS Roosevelt (CVA-42), along with other destroyers, were already on station assisting. Roosevelt departed a few days after our arrival, and we remained in Rhodes for about six weeks preparing the Bache to be decommissioned. It was initially thought that the Bache could be refloated. However, another strong storm hit around 18 Feb 68, which left the Bache without a bottom, and caused her to begin to break apart.

During our time there I made several trips to the Bache to collect fire control equipment and documentation, as well as go through work areas, collecting anything sensitive or of value. I felt sorry for the deck and engineering crews, as they had to deal with the oil that had permeated nearly everything. Local men were hired to take oil-soaked mattresses and clothing out to sea and dump it (seemed okay to do this back then). Funny thing was that we saw some of this stuff for sale while on liberty in the old markets of Rhodes!

We had a good time in Rhodes, and got to know some of the locals pretty well. I was on shore patrol early on when another strong storm came in. Not wanting a repeat of the fate of the Bache, the Roan weighed anchor pronto! We watched as she sailed back and forth for three days! They put us up in a nice hotel for those three days—not bad liberty!

We heard that some members of the Roosevelt crew had been arrested for breaking into lockers. I recently learned that some of them got time at Leavenworth. About fifteen years ago I requested information regarding the court martial proceedings under the Freedom of Information Act. I learned that the Quartermaster who was on duty received the harshest sentence for falsifying his logs and for lying about it. I also learned that the XO received the harshest punishment given to an officer for failure to train the crew adequately. The saddest part of this tragedy was that they had been dragging anchor for some time, but were not aware of it.

We subsequently set sail for Barcelona, Spain. A Greek salvage company removed the wreck of the Bache.

## Flags and Signals

Hello Richard,

Looking through my local paper, I found an article; perhaps would be interesting for "The Jolly Cholly." The article tells about Thomas Connell's (CO/CDR 59-61) service on the USS C. H. Roan, serving as Commander.

I am enclosing a \$25 donation for the Association. Thanks for all your hard work. I look forward to the next copy.

Best regards,

Al Fortunato

SN 51-54

*Guys, I sent this message to McBride yesterday in reply to one from him... I probably was looking for one of Joe's lost shipmates and thought I found our man deceased (below). Well he is back and not from the dead, just failed to report his new address. Because of that failure he missed a reunion in his own home town... He has seen the light he wants back on the membership list. I will forward his request.*

*Rossi*

Tom,

You were listed as a member, until we lost you... You can look on our web site and read the newsletters. If you were getting them mailed you would have known about the reunion in Philadelphia. If your looking to get in touch with a shipmate you could try the email numbers listed next to there names, but a lot are not active. But we do have their address etc. on our membership list, if not I will try and find them for you. If I can help you let me know... As for your exaggerated death, I have discovered you where confused with the man below, and mistakenly listed deceased. Hope you rejoin the Association.

Henry Rossi

SK2 57-60



Lol - Thanks, Henry. I'm going to save that photo.

Yes, I was on Airdrie st. for a while. Let me give you my new address in case anyone wants to contact me.

Newsletter is welcomed. Thanks much.

Thanks a lot for your help.

Tom McBride

SM3 72-73

**“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**

## Deceased Shipmates

Charles E Page MoMM3 46-48 01/15	John J Welch Jr RMSN 51-54 03/13	Austin W Tilley SN 53 05/98	Arthur J Zanoni MML3 54-55 12/80
Joseph R Verno F2 47 08/14	Harry E Park BT3 51-54 10/07	John T Reinold SN 53-54 02/86	Walter G Richter MML2 54-56 09/88
Angelo B Onello SN 48-49 07/15	Robert K Renner BT3 52 09/83	Richard A Steinetz IC3 53-54 12/72	James J Torgerson RM3 54-56 11/94
Joseph Podboreski BTC 49 04/87	Frank M Stabel QM3 52 08/98	Donald M Ransom SN 53-55 03/64	Pedro C Pilotin SD3 54-57 12/06
Robert R Thorne CS3 50-51 03/93	John R Motherway RD3 52-53 11/96	Clifford K Jetter MM3 53-57 01/11	Benjamin B Blizzard SN 55-56 11/82
Duane E Westover RDSN 50-51 12/03	Jerome Nagorski BTG3 52-53 08/77	Edward J Peters MM2 53-57 03/00	Albert V Price MMC 55-56 01/83
Charles L Teal GM3 50-52 03/98	David Shuman RD3 52-53 06/04	Matthew Spaulding SO2 53-57 07/85	Philip H Simon Jr SN 55-56 09/12
Kenneth M Pettit GM2 50-53 08/86	Herbert E Simmons BM1 52-53 03/90	John W Pittenger SN 54 10/15	Johnnie L Tyson BM3 55-56 05/09
Arthur W Pfeiffer SN 50-54 05/80	James H West MMC 52-53 11/11	Jerome B Pawloski ET2 54-55 03/84	Herbert N Robins CS3 55-57 12/03
John M Worley GM3 50-54 05/09	Murray G Hutchins FN 52-54 01/14	Donald J Porter SN 54-55 06/07	James H Sherman SN 55-57 02/10
Robert W Shealy Jr CS3 51 09/02	Lester W Kime SN 52-54 01/05	Gerald P Quinn PN3 54-55 07/92	Patrick J Sheehan SN 56-57 05/09
Martin J Nowicke BM3 51-52 03/14	Wallace E Leroux HM3 52-54 08/92	Steve R Ribarsky SH3 54-55 09/90	Byron L Tucker EMC 56-57 09/90
Loren L Roberts SOSN 51-52 10/02	Luther J Rogal CSSN 52-54 10/76	Carmelo J Ricupero SK3 54-55 10/05	Donald R Urban TM2 56-57 03/02
Thomas D Talmage LCDR 51-52 12/92	Arthur R Boudreau SN 52-55 04/04	Robert H Rockhold MM2 54-55 10/08	William A Westhaver RMSN 56-57 12/94
William Jachimowicz YN3 51-53 12/12	Thomas A Leahey GM2 52-55 11/80	Kenneth R Seitz MRFN 54-55 12/08	Maurice R Tharp SO2 57 09/94
Charles R Sexauer LTJG 51-53 01/10	John J Kinirons RD3 52-56 03/08	Robert L Swisher SH2 54-55 11/94	John D Starosky SO2 58-59 09/00
Nathaniel Wiggin SN 51-53 04/53	James F Nycum SN 52-56 11/97	Virgil R Welton BM3 54-55 12/83	Carl Stanley MM1 58-61 08/83


## Deceased Shipmates

Douglas A Shaw QMSN 59 04/04	Norman Pawchuk PN1 63-64 02/71	Roger D Rancier SN 65-67 07/94	Charle L Mann SM2 69-70 10/90
Rachard E Swan BM3 59 11/97	Robert L Farnan LTjg 63-65 03/82	Leonard A Deaver QM1 65-68 10/02	Steve Reonyek Jr MM2 69-70 11/14
Robert B Silverwood SN 59-60 03/14	Edward Sapoch ATN3 63-65 04/14	James L Smith SM3 65-68 05/98	Wesley L Sissler MMC 69-70 10/99
Wesley R Tompkins BT1 59-60 11/82	John Slaven LT 63-65 12/98	Lloyd Keola SFP3 66-67 11/15	Richard L Smalling BT3 69-70 04/13
Robert E Rose GM3 59-61 09/96	David E Paggen ETR2 63-66 07/13	Curtis T Pilson SN 66-67 12/06	Stanley Stanaway BMC 69-70 07/01
Donald T Taylor SN 59-61 06/82	Norman L Rebitzke MM2 64 05/15	Jimmy D Roesner RM2 66-67 02/94	Harry Westbrook BM3 69-70 11/10
Robert B Pabon MM3 60-61 01/09	Billy E Staton LTjg 64 11/13	Lorenza R Thomas FN 66-69 04/13	Larry J St Peter BM2 69-71 11/96
Robert K Stermer IC3 60-61 06/14	James A Steffan III SN 64-65 06/89	Richard A Street SM1 66-71 07/98	Arthur J Senecal SA 69-73 09/75
Christopher J Roche SN 61-62 04/62	Buddy Wiley IC2 64-66 02/76	Howard B Perlman QMSN 67-68 12/10	Truman C Sheradan Jr STGSN 70 05/82
Ernest R Tenney FA 61-63 12/75	Walter Bardschewski LT 64-67 01/13	Paul W Riggs SMC 67-68 01/10	Raymond Smalling MM2 70-71 10/90
Marvin R Thompson BTC 61-63 03/86	Lawrence J Roy Jr BM3 65 12/02	Michael Popovich SM1 67-69 12/96	Edward H Tscherch SHC 70-71 06/10
Gary I St John BTFN 62 04/00	Patsy J Terracciano SN 65 03/97	Emilio D Reyes SD2 67-69 09/08	Jose F Ortiz BT1 70-73 11/01
Willard K Rogers ETN2 62-63 07/08	Roy C Rist Jr SK2 65-66 01/14	Victor W Popelka BM2 68 06/04	Keith A Remmers FA 72-73 10/10
Charles E Summers BT1 62-64 08/03	Sterart I Rockhill MM3 65-66 12/15	David C Sentner RD2 68 04/95	Merlyn F Steele MM1 72-73 03/04
Richard J Breault FN 63-64 12/13	Arthur E Speiser GMM3 65-66 03/13	Martin M Rex Jr STG2 68-69 03/00	Stanley D Stewart FN 72-73 05/06
Wayne L Hufford EM3 63-64 07/96	John A Tishler SN 65-66 06/12	Carl E Stecker SF1 68-69 06/05	Ernest L Grigsby BT2 73 09/98
lorenzo U Ocheda TN 63-64 10/12	Richard G Vancena CS2 65-66 03/94	Lawrence J Winn RDC 69 06/99	




# SHIP'S STORE

Front                      Back



**Item # 6**  
**USS C.H. Roan Challenge Coin**  
 2 inches diameter.  
 Polished copper & steel alloy.  
 Enameled ship's plaque on front.  
 Really Sharp!  
 \$20.00

**Item #5**  
**Roan Cruise books - Spiral bound facsimiles**  
 1952 European Cruise - Operation Success  
 1959 Operation Inland Seas -  
 (devotes 1 page to each ship in Task Force 47)  
 1960 Mediterranean Cruise  
 1964 Mediterranean Cruise  
 1966 Mediterranean Cruise  
 1967 Mediterranean Cruise  
 1968 Mediterranean Cruise  
 1972 Around the World Cruis  
 \$25.00



**Item #1**  
**Ships Photos**  
 Approximately 8X10 Black and White

Pre-Fram before 1961 - 1a  
 After Fram 1961 - 1b

Not Framed  
 \$12.00



**Item #2**  
**Embroidered Golf Type shirts**  
 (with pocket)  
**Ships Crest and Name**  
 Navy Blue  
 SM to 1X - \$32.00  
 2X and 3X - \$33.00



**Item #4**  
**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 #7**  
**USS Roan Shield Window Sticker**  
 Can be used on most any surface  
 Two stickers  
 1 large 4 1/2 x 4  
 1 small 2 3/4 X 2 1/2  
 \$6.50



**Item #3**  
**Ball Cap**  
 Blue hat with gold ship and lettering  
 with either  
 Before 1961 silhouette  
 or  
 After 1961 silhouette  
 both  
 \$18.00  
 (please indicate silhouette preference)



Send all orders to:

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

**ALL PRICES INCLUDE POSTAGE -**  
 Mostly by Priority Mail

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

# The Boys of Summer



Joe,

I was aboard in the early 50s and still have a copy of our cruise book. There are only a few of us Jersey boys left and I'm wondering if you still have copies of "The Boys of Summer" softball team. It was on the original Roan website. We whipped everyone we played in Europe. Also could you add me to your mailing list?

Tom Bowe SN 51-54

# FROM AFTER DIESEL

All right shipmates, so we're all set to meet in Amarillo in September. You all should have received your reunion letter by now. If not contact Souza or myself, or go on line to our web site and let us know and we'll get one to you. Please take the advise of our reunion committee and reserve your hotel room ASAP. The amount of rooms reserved has a big bearing on the overall cost of the reunion for the Association. So make sure you make those reservations. The hotel has a pretty liberal cancellation policy, so if something were to come up where you couldn't attend the reunion you can safely cancel your reservation up to 24 hours before your arrival date.

Also please send in your reunion reservation form so the reunion committee can plan for things such as bus seating for the planned trips, and the type and amount of food for both the "Welcome Aboard Party" and the "Last Night Banquet."

This will be another great reunion so be sure to make plans to attend, especially our shipmates who live in the west. Remember, "THERE'S A SHIPMATE WAITING TO SEE YOU."

Joe Lambert - editor  
12213 Quail Ridge Dr  
Huntley, IL 60142

(773)206-9923  
chief9bullie@comcast.net

---

## New Members

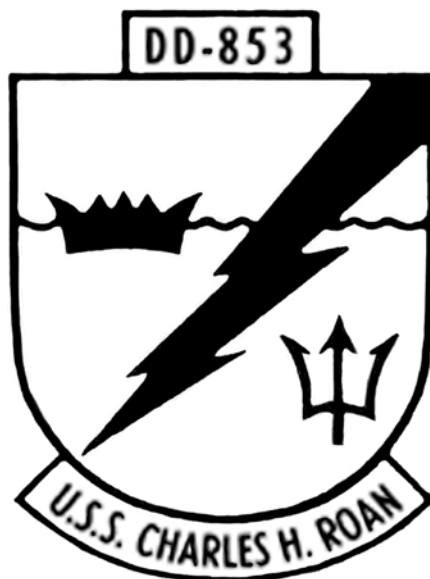
Donald C Appling, S2 46-47 Amarillo, TX	Edmund Lalonde, ETN3 60-62 Phillipsburg NJ	Gene E. Sorenson, RM3 66-67 Rothschild, WI	Ray Rascar, SN 69-71 Lenoir City, TN
Robert A Proch, FN 50-51 Warren, MI	Robert Zamagni, FN 61-63 Brockton Ma	Irvin Young, SN 66-67 Tupper Lake, NY	Cecil D Wold, MM3 69-71 Schofield, WI
Michael R Palmieri, SHSN 51-54 Philadelphia, PA	David P. Price, BM3 61-64 S. Dayton, FL	Stephen Richman, SH3 66-69 Kokomo, IN	Steven S Wyatt, RD2 69-72 Clearwater, FL
John T Plank, SN 52-54 Milford, CT	Myran D Denham, SR 62-63 Center Line, MI	Levi E Sanford, BM1 67-68 Sweet Water, TN	Richard H Perritt, QM1 70-70 Middletown, CT
Robert C Saduski, QM3 52-54 Seminole, FL	Henry Beanblossom, GMG2 62-66 Lexington, NC	Nicolas C Ware, FTG3 67-68 Jacksonville, FL	Stephen Rasmus, QM2 70 Chippewa Falls WI
Gordon R Payne, BT3 54-57 Flint, MI	Edward Baisley, SK3 63-64 Tenafly NJ	Robert J. Willis, SN 67-68 Glenolden, PA	Douglas Deauzat, BT1 70-71 Coronado, CA
Anthony R Orlando, SM3 55-57 West Haven, CT	Vincent Sonsini, HM1 63-64 Middletown RI	Rodney Outlaw, SN 67-69 Wewahitchka FL	Gerald E Willey, GMG3 70-71 Palmyra, ME
Frank Zingale, FA 57-58 Spring Hill FL	James D Tolbert, SN 63-65 Deville, LA	Wade R Poole Jr, SK1 67-69 Ash, NC	Roger S Casto, GMG3 70-72 Monee, IL
Vincent M Prisella, SN 58-60 Corning, NY	William Predovich, SN 64 Parma OH	Conard Walton Jr, EM3 67-69 Bath PA	Lee Poeppelmeier, TM3 70-73 Dayton, OH
Wallace Soule, SOGSN 58-60 Bakersfield, CA	Edsel G Thomas, RMSN 64 Cleveland GA	Roy E Kaiser Jr, RM2 68-70 Bluffton, SC	Curtis L Ballhorn, BT2 72-73 Teledo, OR
Isadore Tocci Jr, SN 59 Palm Coast FL	Kennith E Witham, SN 64-66 Lincoln, NE	Herbert Deharde, RM3 68-72 Abita Springs, LA	John M. Washnock, HT2 72-73 Whitney, PA
Andrew T Sleboda, RD3 59-61 Pittston, PA	Michael Wass, FTG3 64-67 Cincinnati, OH	Frank Difede, BM2 69-70 East Islip, NY	John A Sarao, FA 73 Virginia Beach, VA
Leroy W. Palmer, BM3 59-62 Wakefield, RI	Robert A Vose, EM2 65-68 Jupiter, FL	Neal N Nitschke, EN2 69-71 Saugerties, NY	Peter B Washer, BTFN 73 Watertown, NY
Joseph P Sanford, RM3 60-61 Deerfield, NH			



Joe Lambert  
12213 Quail Ridge Dr  
Huntley, IL 60142

PRESORTED  
STANDARD  
U.S. POSTAGE  
PAID  
CHICAGO, IL.  
PERMIT NO. 227

RETURN SERVICE REQUESTED



If you are not the person that this newsletter is address to please return it to your postal carrier.