


The Compton at war

USS Compton Organization

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Letter from the President:

Time is flying by at a brisk pace. Our Charleston reunion is a recent memory and the planning is almost complete for the 2010 Providence RI reunion. Enclosed you will find information pertaining to this reunion, as near to our old home port as pricing will allow.

As an added enticement to attend our next reunion, there are some very large casinos, a short distance away, in the Connecticut area. Jim McKelva, Western Region Officer has also listed a important suggestion for those intending to fly into Providence – in our August Compton Newsletter.

All of us who were disappointed that we could not visit the Laffey in Charleston SC, Joe Napoli states that the Joseph P Kennedy, DD850, is the same basic frame structure and layout is very similar.

Jack Heidecker

Welcome to the USS Joseph P. Kennedy Jr. DD850

Kennedy is an example of a Gearing class destroyer, which were built during WW2 and became the work-horses of the Cold War destroyer navy. JPK , as we call her, served with great distinction during the Korean War, the Cuban Missile Crisis, and America's space program to name just a few. DD850 now proudly displays her colors as a museum ship to educate the public and serve as a memorial to those who sailed aboard destroyers. USS Joseph P. Kennedy, Jr. is a National Historic Landmark and member of the Historic Naval Ships



Important Web Site info from Northern Officer Bob Ott

WWW.VETERANAID.ORG

Contains info on Nursing Homes and other important Veteran matters...



Willie Thompson and Harvie Green:
They could have put the Compton inside this
Yorktown hanger deck!!!



I still have it—She never noticed my first
move!!!
Frank and Linda Milanese



Donna Ashline during the memorial
service...
Looks like Reverend Joe Farry could make
her his chief assistant!!!

Reunion April 2010 Information.

The following information was provided by Treasurer, Joe Napoli pertaining to next year's reunion. It will be held at the Crowne Plaza Hotel (a Four Star Rated Hotel) located at 801 Greenwich Ave. in Warwick, RI. 02886. Their telephone number is: 401-732-6000. The dates are: Friday, April 30 ; Saturday, May 1 and Sunday, May 2. The check-in time is 3:00 p.m. and check-out time is 11:00 a.m. The room rate is \$109.00 (plus tax) per room. That price includes breakfast every morning: Saturday, Sunday and Monday in the Hospitality suite. On other days, it is in the restaurant. That same room rate is valid three days prior to and after the actual event. There is no fee for parking. Campers/RVs may be parked at the hotel. There will be the standard reunion schedule: Check-in on Friday; Tour on Saturday; and Meetings/Banquet on Sunday. The reunion agenda will be published in the next issue of the newsletter along with the banquet menu. The Reservation cut-off date is March 31, 2010. Call the Hotel direct at 401-732-6000 for reservations or their toll free line at 800-227-6963. On Saturday, May 1, we shall have an all day motor coach tour. The custom tour will include a ride through Newport to see the sights, then to Battleship Cove in Fall River, MA. The tour will include admission to the Naval ships and a deluxe "Battleship buffet" lunch aboard the USS Massachusetts. The Tour agenda will be published in the next issue.

A note from Western Region Officer: Jim McKelva

Anyone planning to attend the 2010 Reunion that might be considering a commercial flight would be wise to check into the current rates today. You may book an airline flight up to 364 days in advance. The rates at this time are at the lowest levels in recent history and are expected to climb as airlines adjust equipment to capacity.

E-Mail Information for Members:

First time e-mail address: **Vernon Duke** (IC/FN Aug.1961 to Aug.1963) of Cleveland, MS.: cvduke@live.com.
Changes of E-Mail Addresses: **Michael D. Quinn** (SN Sept.1956 to Sept.1958) of Baltimore, MD.now has: michael@quinnadvisors.com; **Frank Milanese** (SN Nov.1957 to July 1961) of Marion, VA. now has: frankmilanese@aol.com; **Emery Jordan** (YN 3/C July 1945 to July 1946) of East Boothbay, ME. now has: moronev1@suscom-maine.net.

Delete the following E-Mail Addresses for: **John B. Bobbitt** and **Frank Soller**.

Information from Our Members

On June 13, 2009, I received the following letter from **John Persha** (SN 1/C Nov. 1944 “Plank Owner” to March 1946) of Libertyville, IL. (slightly edited). *“It has been a longtime since I last wrote to you. I turned eighty-three on March 19. I don't look my age but, have had adversity in my life such as: many strokes affecting my left arm, my voice and am confined to a wheelchair. You know that I am a “Plank Owner”. I left the Compton in San Pedro, CA. in March 1946. I spent one year as a civilian in my hometown of South Milwaukee, WI. I re-enlisted in March 1947. I had a tour of duty on Guam. I met the joy of my life while on leave from Guam. Come December 31, we shall be married for 60 years. We have five children. They have all reached middle age. We have 10 grandchildren. Our first great-grandson was born Dec. 14, 2008. He is now going on six months old. I met him for the first time two weeks ago. My first ship after shore duty was the USS Wasp CV-18. I was part of the re-commissioning crew. I made SK 1/C on the Wasp. I was in charge of six storerooms that got flooded when we hit and sunk the USS Hobson in the mid-Atlantic (**Editor's Note:** April 26, 1952). It took us 10 days to get to the Bayonne, NJ. shipyard. I was transferred to the USS Greenwich Bay AVP-41 (**Editor's Note:** Small Seaplane Tender). On her, I spent one year and four months in the Persian Gulf going from one measly port to another. We had an Admiral aboard in 1952 and we were the only US Naval vessel in the Persian Gulf. We went from Kuwait to Colombo, Ceylon (Sri Lanka as it is called now). From the Greenwich Bay, I went aboard the USS Siboney CVE-112. After two years, eight months, I finally got shore duty at the Navy Recruiting Station in Jacksonville, FL. After that, I was ordered to the USS Prairie AD-15 (**Editor's note:** Destroyer Tender) in San Diego, CA. I made two West Pac cruises. We also made a world cruise. They dispatched us from the Philippines in 1947 to the Suez Canal in order to help destroyers stranded there. President Nasser of Egypt had scuttled ships in the Canal and they needed logistic support. I was a Storekeeper who had to work 12 hours a day to bill destroyers requiring provisions. I couldn't make Chief because I didn't have the proper time. I left the USS Prairie for shore duty at Great Lakes NTS. I made SKC in May 1960. Getting promoted in peacetime was easy for a High School dropout. After two years at Great Lakes, I went to sea on the USS Uhlmann DD-687 and served 29 months. I am a member of the Tin Can Sailors. I spent a total of 12 years on six ships. I started out in the US Navy at \$50.00 a month in April 1943 and retired in November 1963 at \$300.00 a month. I made my home in Lindenhurst, IL where I bought a house .”* (**Editor's note:** John now has a slightly new address. It is: John Persha USN (Ret.) Winchester House Room 2210 1125 N. Milwaukee Ave. Libertyville, IL. 60048-1304).

I received the following letter from **William (Dal) Trader LCDR USN (Ret.)** [Lt. Weapons Officer June 1965 to June 1967] of Garden Grove, CA that was dated July 7, 2009. Dal wrote: *“On June 8, 2009, Signalman 2nd Class, USN, and Los Angeles County Fire Department Captain Archie Richard Loken died in Norwalk, CA. Archie Loken was aboard Compton in 1945 in Tokyo Bay when our ship was anchored just off the starboard beam of USS Missouri during the surrender signing ceremonies. I met Archie at my next door neighbor's house (who was his relative) when he recognized my USS Compton ball cap and told me that, he too, had served aboard the ship. I sent photos of us into the Compton organization after that chance meeting and met Archie several times at his family gatherings. Archie was always upbeat and smiling. I was privileged to attend Archie's memorial service and burial. His service was attended by over 200 relatives, friends and fellow firemen. Many people eulogized Archie. Three fire engines accompanied Archie's casket to the burial site in Westminster Memorial Park, California.”* Dal also accompanied his letter with a booklet containing photos of Archie's life as well as a Funeral



It's good there is no music playing or Herb and Bertha Sellers would be “cutting up the rug” on the Yorktown...
Note: You had to see them at the Charleston dinner dance

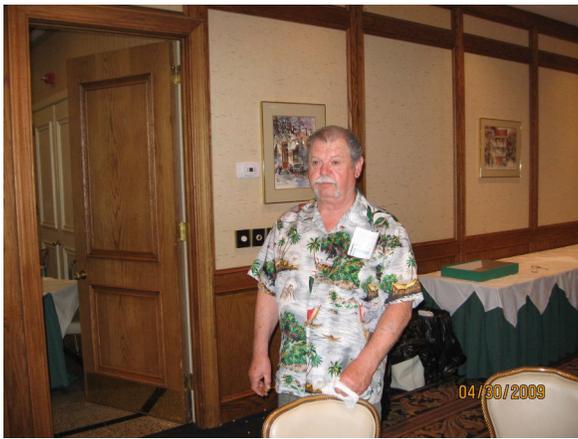
I had received an interesting article from our Honorary Member, Angus Walsh (HMAS Arunta Leading Seaman 1945 to 1946) of Werribee, Victoria, Australia prior to the May issue of the newsletter. However, due to space restrictions, I was unable to include it in that issue. It is from the Australian newspaper called “The Age” and was published on April 4, 2009. The title of the article is: **“Victoria's Secret War”** and was written by Bridie Smith. It reads as follows: *“ For most Australians, the first time war came to our shores was in February 1942 when the Japanese bombed Darwin –followed a little over three months later by three Japanese midget submarines entering Sydney Harbour. But, in Bass Strait and along Victoria;s windswept coastline, a quiet war had been underway for almost two years by the time that Darwin was bombed –illustrated this week by confirmation that one of the casualties, the US merchant ship City of Rayville, had been located in its watery grave off Cape Otway.*

Destroyed by a German-laid mine on November 8, 1940, the Rayville, the first US vessel lost during World War II, was one of two merchant ships sunk off the Victorian coastline within 24 hours. In the following fortnight, another two vessels would be damaged as a result of the minefields in Bass Strait. Suddenly things had changed. The war was on Victoria's doorstep. In a report on the sinking of the Rayville stamped 'most secret' dated November 10, 1940, the secretary of the department of navy pointed out to his counterpart in external affairs that they were in new territory –'this is the first occasion during 14 months of war that ships have been lost due to any enemy activity on the Australian coast.' Witness Glenice White saw the explosion on the City of Rayville and remembers 'the flames and the glow' that briefly lit the southern sky. 'I can remember as if it was yesterday, although I was only three or so when it happened,' she told The Age this week. Now living in Orbost, she said the destruction of the merchant ship within sight of the family home at Yuulong brought the war closer and made surrounding communities feel vulnerable. 'Until then, the war was a long way away but then it was virtually right on the doorstep.'

The German tanker, the Passat, brought the war to Victorian waters. Over three nights in November 1940, the ship strategically planted 110 sea mines in the Bass Strait –a busy trade route. Amateur historian Ian McKellar said the vessel was detected by the signal station at Wilsons Promontory and challenged but the Germans explained that the tanker was due in Melbourne with its cargo of fuel. Technically, this was correct –there was a Norwegian ship, the Storstad, due in Melbourne. However, the Germans had hijacked it near Borneo, renaming it the Passat. It passed the station and got on with the deadly business of laying the 1 tonne mines. 'It was meant as a commercial disruption and by doing that, it meant that the Royal Australian Navy was tied up looking for them rather than any other things,' Mr. McKellar said. But it was not until early 1942, when the Japanese sneaked into Bass Strait in a submarine carrying a dismantled aircraft, that enemy activity off Victoria's coast propelled Canberra into action.

Early one February morning, the Japanese submarine, I-25, surfaced near the northern end of King Island and assembled its aircraft on its launching ramp and sent it on a three-hour fact finding mission. The two-seater, known by the allies as The Glen, travelled to the coast of Cape Otway and along to Point Lonsdale and then to a Footscray munitions factory, a gun battery in Williamstown and the RAAF's Laverton airfield. Flying through cloud over Port Phillip Bay, The Glen dropped to 300 metres above Melbourne and the Yarra to observe port activity and landmarks before heading out to the bay and back to the submarine where it was disassembled. Such covert enemy activity was a wake up call for authorities. 'The Australian government decided that they'd better look after their coast because it was a very long one,' Mr. McKellar said. 'They put 30 or 40 radar stations around the Australian coast (in 1942).' Four of the top secret radar stations were placed along the Victorian coast –at Wilsons Promontory, Cape Otway, Metung and Gabo Island. Manager of the Cape Otway light station Paul Thompson said the radar station, which is being refurbished, was 'kept extremely secret'. 'In fact, we haven't even many photos of any of it,' he said. 'It certainly wasn't common knowledge at the time.' Mr. McKellar estimates that during the war, no more than 50 people knew that the radar station was operating from the Cape Otway light station –and even after the war, many felt duty bound never to say anything because it was listed under the Official Secrets Act. 'The men working there weren't even allowed to tell their families what they were doing. They had to make up stories about being electricians, mechanics or radio operators,' he said. But the confirmation of the Rayville's final resting place this week, may have finally made the secret war public.”

In a subsequent letter, in early July, Angus also sent me four WW 2 black and white photos of US Navy cruisers and battleships as follows: USS Portland CA-33 taken at Manus in the Admiralty Islands; USS Denver CL-58 taken in Subic Bay, Phillipine Islands; USS Texas BB-35 at anchor off Okinawa on August 28, 1945 and, USS Mississippi BB-41 (unknown Pacific location).



**Joe Nowakowski looks like he was caught in the cookie jar!!!
I was recently at a convention in Portland OR and Joe was the perfect host and guide.
Jack Heidecker**



**Martin and Sylvia DeGasperis
Two of the best smiles—I have ever seen!!**



**Jack and Debbie Overla
I guess the Navy Blues must have shrunk**

Miscellaneous Information Our Treasurer, Joe Napoli had received a letter from **Sigward Pohl** of Munich, Bavaria that Joe arranged to be placed on our web site. Those of our members who have Internet access have been able to read it there under: Association News. For those who cannot access our web site, I am publishing the letter as follows: *“17 April 2009 Just reading that there will be a reunion of the men in USS COMPTON in Charleston, SC at the end of April. Long time ago I had served for a short period onboard of the fine ship as a young exchange officer. In summer 1962 I came onboard after finishing the German Naval Academy and took part at the Mediterranean Cruise of USS COMPTON. As far as I have seen both we had been onboard at the same time ! This was my first duty as a young officer onboard a destroyer and still now-a-days this time was one of the most important impression during my whole time of nearly 35 years in the German Navy. With great pride, I still wear my blue jacket with the USS COMPTON badge. Therefore, I also feel as a COMPTON man though I had served only a short time onboard this ship. Years later, I met the USS COMPTON in Halifax, Nova Scotia while being there with German destroyer escort KOELN F-220. Sorry but its too far away to join the reunion, but please be so kind to submit my warmest greetings to everyone of the fine USS COMPTON family. Have a good time and share fine memories ! Fair Winds and a Following Sea ! Yours, Sigward Pohl”* The reunion members voted to send him our pewter model. On June 5, Joe advised the Committee that he had received a \$60.00 donation from Sigward.

Report from Sick Bay Former Vice President **Bud Foley** (TM 3/C Sept.1951 to Mar.1955) of Hamilton Square, NJ. is recovering very well from a back operation that was performed at the Rothman Institute, Thomas Jefferson Hospital in Philadelphia on July 8. Bud's wife, Anne, advised that Bud spent three nights in the Hospital before being transferred by ambulance to St. Lawrence Rehabilitation in Lawrenceville, NJ. There, he underwent therapy and returned home on July 24. Bud's address is: 4440 Nottingham Way Hamilton Square, NJ. 08690.

Other Donations to the Association

Member **Jack Henderson** (RMSN Feb.1948 to Late 1949) of Jacksonville, AR. has donated \$150.00 to the Association. Jack has made donations to the Association in the past. Thank you, Jack !

Naval Articles of Interest The New York Times issue of April 9, 2009 carried the following article titled: **“Contractors Agree on Deal to Build Stealth Destroyer”**. It was written by Christopher Drew and reads as follows: *“Two military contractors, General Dynamics and Northrop Grumman, agreed on Wednesday to a Pentagon deal that will clear the way for all three of the Navy's multibillion dollar stealth destroyers to be built at General Dynamics' shipyard in Maine, Pentagon and industry officials said. Northrop Grumman, which had expected to build one of the DDG-1000 destroyers at its shipyard in Mississippi, will contribute major components for each of the vessels. It will also receive contracts for two other destroyers as the navy restarts production of an earlier model.*

Stock analysts said the deal, pushed by Defense Secretary Robert M. Gates, appeared to be a winning proposition for both contractors. 'Mr. Gates delivered a gift to the shipbuilders,' said Loren B. Thompson, a military consultant, and the chief operating officer of the Lexington Institute, a research group. Military officials said the precise financial arrangements still needed to be worked out. Pentagon officials had estimated that the first of the new destroyers, also known as the Zumwalt class, would cost \$3.3 billion, with additional ships costing at least \$2.5 billion each if the Navy had built the 10 that were originally planned. But given Mr. Gates' decision to limit the program to three ships, independent analysts said, various economies of scale would be lost, and the average cost could rise to \$5 billion or more.

Still, in proposing a range of cuts in arms programs on Monday, Mr. Gates said he would build only one of the destroyers if General Dynamics and Northrop Grumman would not agree to have all three built at Bath Iron Works in Maine. Mr. Gates said that it would have been far too costly and inefficient to have both shipyards gear up to be the lead contractor. Representative Gene Taylor, a Democrat from Mississippi and the chairman of a House armed services subcommittee, said the deal was good for Northrop Grumman because it ensured that the company was 'aligned with where the Navy sees its future.' Under the plan, Northrop Grumman will restart production of the DDG-51, also known as the Arleigh Burke-class destroyer at its Ingalls shipyard in Pascagoula, Miss., and build the first two ships. General Dynamics will build the third once it completes work on the DDG-1000s at the Bath Iron Works. Officials said it was likely that the companies would split any subsequent orders through some type of competitive bidding.

Military analysts have estimated that the DDG-51s could cost an average of \$1.5 billion to \$2 billion each, depending on how many are eventually built. Navy officials had originally embraced the shift to the DDG-1000, in part because it would have new types of radars, designed by Raytheon, that allowed it to make precise scans in relatively cluttered areas near coastlines. That ability was designed to fit the Navy's increasing emphasis on operating in shallower, coastal waters. But, as the cost estimates rose last year, Navy officials began backing away saying they could no longer afford the ship.

Still, the DDG-1000 had substantial support from Senator Edward M. Kennedy, the Democrat from Massachusetts, where Raytheon is based, and other legislators from New England who were concerned about losing jobs at the Maine shipyard, which employs 5,600. The yard, which began building the first ship in February, expects to deliver it in 2013.

Analysts said that the Navy generally fared better than the Air Force and the Army in the Pentagon's proposals. Mr. Gates said the Navy would gradually slow the production of aircraft carriers, with the total dropping to 10, from 11, after 2040. Northrop Grumman, which builds the carriers, said in a note to employees that it believed that proposal 'requires a closer look.' Mr. Gates also said he would delay development of a new cruiser and amphibious ships. But, he endorsed the Navy's goal of buying 55 Littoral Combat Ships, a high-speed coastal combat vessel that has experienced huge cost overruns. His proposals included money for expanding construction of the Virginia-class submarines to two each year, starting in fiscal 2011, from one now. And, he said, the Navy could start planning a new generation of ballistic missile submarines.”



USS Clamagore SS 343

We surface sailors have got to admire those submariners who served on these WWII boats

Our Compton reunion attendees, who toured this sub, had to wonder how they functioned in their limited space and 80 sailors

I personally admired that sailor, who bunked over the forward torpedo and all that explosives



Judy and Paul Woodbury

Paul was one of the main reasons that the Charleston reunion was a success

The Compton Association thanks you—again



The Compton Ladies

Some of our members may have either taken boot camp or Navy Technical Training (or both) at the Great Lakes Naval Station in North Chicago, IL. The following article titled “**Navy Boot Camp Stays in Revamp Mode**” appeared in the New York Times edition of April 29, 2009. It was written by Long Hwa-Shu and reads as follows: “*The nearly century-old Great Lakes Naval Station here, home of the Navy's only boot camp, has been rejuvenated by a \$770 million capital construction program that began more than a decade ago and is still under way. This is not the end of the planned improvements, however; more construction is already being planned. The work is aimed at 'making this training base the very best in the world,' said Capt. David Schnell, commanding officer of the base. Great Lakes, which is the world's largest naval basic training facility, covers 1,600 acres and has 1,300 buildings along Lake Michigan, about 35 miles north of Chicago.*

'We have visitors from other navies,' Captain Schnell said. 'They come here to see what we do and go back to improve theirs.' The base has a population of more than 23,000, including more than 14,000 recruits and students. As the largest employer in Lake County, it is an integral part of the local economy. Some 2.8 million square feet of improvements have already been completed: 15 barracks, a facility for emergency sea rescue training, a small-arms marksmanship trainer and three drill halls. The reconstruction began in 1998, and it is expected to finish on schedule next year. So far, there have been no cost overruns, according to Cmdr. Phillip G. Cyr, the public works officer.

But more construction is already planned after that. Subject to Congressional approval, the base intends to follow up the current reconstruction with a five-year \$520 million Recapitalization 2 program to modernize the original sector of the Naval Station, where the base headquarters and the Training Support Center are housed. 'There is no letup here,' said Captain Schnell, who has been commanding officer of the base for two years.

The center, which conducts the Navy's largest technical training program anywhere, offers more than 80 courses covering numerous aspects of surface warfare, including electronics, gunnery, machinery repair and gas turbine operations. On top of the 42,000 recruits who graduate from the boot camp each year, more than 15,000 sailors receive specialized training at the center. 'Many of these old buildings are not energy-efficient and are no longer adaptable to the changes needed to facilitate better training,' said Commander Cyr, who recently returned to the base after serving for a year as deputy operations officer for the \$22 billion reconstruction program in Iraq.

Noteworthy among the structures completed under the current program is the \$13 million 58,000-square-foot Atlantic Fleet Drill Hall, used for drills, sporting events, physical fitness and other training. The base is seeking silver certification from the United States Green Building Council for the hall for energy efficiency and the use of local vendors and recycled materials. Another showcase of the current program is a \$82 million high-tech sea rescue trainer, called Battle Stations 21, encased in a two-story building; it won the 2008 excellence award from the Design-Build Institute of America, a commercial construction trade group based in Washington. The station is a scaled-down replica of a guided missile destroyer, moored in a moat. It of-

fers realistic simulations of the sights, sounds and smells that might be encountered at sea. One such simulation is the suicide bombing attack on the U.S.S. Cole in the port of Aden, Yemen, on Oct. 12, 2000. As many as 352 recruits at a time practice fire-fighting, damage control, flood control, rescue operations and other emergency measures on board. 'This is a rite of passage for recruits before graduation,' Commander Cyr said of the grueling 12-hour session, which leaves recruits soaking wet and fatigued. The buildings that have been finished replaced ramshackle structures dating back to World War II and the 1960s. The new structures were built of red bricks to match the exterior of existing architecture. They are laid out like a college campus on a 230-acre site with connecting pathways, solar-powered street-crossing signs and landscaping. The new facilities, officials say, have greatly improved the quality and efficiency of boot camp and have therefore cut costs. The three-story barracks, each capable of holding more than 1,200 recruits, are self-contained, with sleeping quarters, galleys and classrooms. 'There's more training and less marching around,' said Senior Chief Petty Officer Victor Hernandez, at a barracks named for the U.S.S. Enterprise, the nuclear-powered aircraft carrier. 'It cuts the length of training by a week.' Recruits graduate after eight weeks of intensive training, and those who continue for further technical training complete their studies in two weeks to six months before they join the fleet. Graduations are held practically every Friday. The demand for food, lodging and gas has helped the local economy as family members and friends come to attend graduation ceremonies.

Among the remaining projects in the current program is a \$48.2 million 223,000-square-foot barracks, set to be completed next year. Also scheduled for 2010 are a \$73 million package including a parking garage, visitor center and improvements to roads, a \$16 million renovation of a historic building, a \$5 million makeover of the bachelors' apartments.

For Recapitalization 2, Commander Cyr said, plans are to demolish 43 of a total of 160 buildings on the older side of the base that are deemed obsolete, inadaptible and costly to maintain. Ten buildings will be erected in their place. One structure scheduled for demolition is a Naval Hospital built in 1960. It is to be replaced by a \$130 million joint project of the Navy and Department of Veterans Affairs, which operates a medical center adjoining the base. The project is expected to save \$160 million over 40 years, the life span of the buildings, by streamlining maintenance, utilities and other costs, according to base spokesman, Bill Couch. The project, which is to be finished next year, will create an ambulatory care center, a parking garage and a new wing for the V.A. medical center, which is also being renovated.

'We're hopeful that we'll be authorized to proceed with Recapitalization 2 to modernize the older side of the base.' Captain Schnell said during an interview in his office in the imposing 100-year-old three-story headquarters building with a 150-foot clock tower. The neo-Classical-style building has recently undergone a 17.3 million renovation. 'We wouldn't be sitting here if it weren't for the generosity and patriotism of the Merchants Club of Chicago,' a club of prominent business executives, founded in 1896, he said. The Navy nearly backed out of a deal in 1905 to buy the original 172 acres because Congress had appropriated only limited funds. But the Club, which is no longer in existence, raised \$175,000 to buy the land and donated it to the Navy. The base's leaders expect its role to continue long into the future. 'We plan to be here for another 100 years and beyond,' Captain Schnell declared. "

In Memoriam



Patrick O. Becker (BTC Sept. 1948 to Jan. 1957) of San Jose, CA. Died May 13, 2009. In the May issue of the newsletter, I had published information regarding Mr. Becker's passing. At that time, no obituary was available. Since then, his son, Michael Becker, sent me the following obituary: "Patrick Orlando Becker, age 87, passed away on May 13, 2009 in San Jose, CA. He was born on April 9, 1922 in Independence, OR. and was preceded in death by his wife, Terry. Survivors include daughter Patty Heintz, son Michael Becker, son-in-law Mike Heintz, daughter-in-law Susie Becker and five grandsons (Adam, Patrick, and Eric Heintz and Zane and Ford Becker). Pat served 20 years in the US Navy and was a World War II veteran. He was a resident of San Jose since 1959 and will be missed by all who knew him. Internment will be private."

Joseph Watson (BM 3/C 1961-1963) of Watertown, NY. Died May 15, 2009. Age 71. Survived by: his wife, Midge; three sons and three daughters.

John Hulon (MM 1/C 1956 to 1959) of Dillon, SC. Died April 6, 1996..

Kermit Lovell (SN 1/C Nov. 1944 "Plank Owner" to Oct. 1945) of Burlington, NC. Died June 10, 2009. Age 83.

Archie Richard Loken (SM 3/C 1945) of Norwalk, CA. Died June 8, 2009. Age 84.