


The Compton at war

USS Compton Organization

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Letter from the President:

Thank you note from Bud Foley:

Jack,

I want to thank you, the officers and membership for the wonderful plaque that you presented to me at the Charleston reunion banquet. It now hangs on a wall in our computer room, beneath my service medals and above the picture of my brother Ed and I in our blues, while home on leave in 1953.

I enjoyed working with all the officers and members in keeping our association together.

Do not forget that I am just a phone call away; if you need any assistance.

“May she run hot, straight and normal”. (Torpedo man’s motto).

Bud

Bud, the Compton thanks you again!



WARWICK REUNION INFO 2010

In 2010 the USS Compton (DD-705) annual reunion will be held in the Newport/ Providence area. The event will take place Friday April 30, Saturday May 1 and Sunday May 2 at the Crown Plaza Hotel, 801 Greenwich Ave., Warwick, RI. The reunion room rate is \$109 (plus tax) per room. The reunion rate will apply three days prior and after, the event. The room rate includes breakfast each day for the room occupants. On Saturday, Sunday mornings the breakfast will be held in the Hospitality Suite. Monday morning, prior to and after the actual reunion breakfast will be in the restaurant. Parking is free and campers/RV's can be parked at the site. Call the hotel for reservations: hotel direct: 401-732-6000 or the toll free line: 800-227-6863. The reservation cut-off date is March 31, 2010.

AGENDA

Friday—April 30

12:00 noon Hospitality Room (Bristol) open—
Reunion registration

Saturday—May 1

7:00—8:30AM Group breakfast—Bristol room
(Hospitality room open all day)

9:00AM Busses leave the hotel for the
day tour of Providence, New
port and the Naval Museum
ships at Fall River

11:30AM Deluxe buffet lunch aboard
the battleship Massachusetts

4:00PM Busses return to hotel

4:00PM Free Time

(continued on next page)



Lunch on the Yorktown
 Joe Nowakowski, Vince and Barbara DeGasperis,
 Robert Carlisle and unknown guest
 With food—Joe is oblivious to his surroundings !



Personnel shortages in the Surface Fleet have forced Navy planners to implement unorthodox procedures
 Cartoon by: John Sheppard



The current Compton president was a future navy man at 3 years old.

(Agenda—continued)

Sunday May 2

7:00AM—8:30AM Group breakfast is in the Hospitality room (Bristol room). Hospitality room is open all day.
 9:00AM—11:00AM General meeting and Memorial Service in the Tiverton room.
 11:30AM to 6:30PM Free time
 6:30PM to 11:00PM USS Compton banquet dinner is in the Rotunda

Monday May 3

6:00AM Breakfast is in the restaurant (opens 6:00AM)

(Reunion form is a separate insert in this Newsletter).

Other notes on the reunion:

Shuttle- free airport shuttle. Call the hotel when you arrive at the airport for pick up. Check with hotel desk prior to leaving to set up pick up time.

- Banquet- price \$50 a person. Starts at 6:30pm meal served at 7:00pm. Banquet menu- 2 choices; Prime rib or Boneless breast of chicken with sage and apple stuffing, Merlot sauce. Meal comes with salad, rolls and dessert

Joe Napoli

Subject: DD-214

It's official, DD-214's are NOW Online.

The National Personnel Records Center (NPRC) has provided the following

website for veterans to gain access to their DD-214's online:
<http://vetrecs.archives.gov/> <<http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by eliminating the records centers mailroom and processing time.

Please pass this information on to former military personnel you may know and their dependents.

Info submitted by shipmate: Michael Flynn (FTSN)—6/53 to 9/54



Marilyn Duchemin (standing) is explaining to Mike and Pat Flannery that the casino Joe Napoli said was nearby—so it must be around here—somewhere!!! Emile Duchemin is hoping they don't find it...



Jim McKelva, Steven Bednarz, Len Ashline and Thurman Sanders checking out McKelva's laptop computer...
What is the rate you need to run that??

Information from Members

Our South Region Officer, **Paul Woodbury** (GMSN Aug. 1958 to July 1960) of Palm Beach Gardens, FL., sent a letter to President Jack Heidecker on July 28, 2009 along with a newspaper article from the Newport Daily News dated April 13, 1960. Paul's letter reads as follows: *"Attached, you will find a very interesting article about an accident that the Compton had while attempting to come alongside Pier 2 in Newport, RI. The article is deceiving, it was not a bump. The Compton cut the stern of the USS Purdy above her waterline (like a piece of apple pie) into her after-steering compartment or close to it. We, in turn, had major damage to our bow, big time, above the waterline. Very lucky! I was back aft with shipmates Ronnie Turner and Rupert Cox, to handle incoming lines and, "Bam", the collision bell sounded! We all grabbed the rail on Mount 53. They held a Board of Inquiry, but never did find out who was at fault. Whether it was communication between the Bridge or Engineering Department. Later on, we steamed to the Charleston Navy yard outside Boston via the Cape Cod Canal. I believe that we made 10 or 12 knots through the canal to maintain steerage and not take on water into the bow section. The bow was repaired and we returned back to Newport. It is quite interesting what you can find out over a couple of beers in the Hospitality Room with shipmates about our days on the Compton. Martin DeGasperis said that he had a copy of the article from the Newport Daily News and he mailed it to me. So, I researched it and sent a letter to Ms. Sandra Allen c/o Reference Dept. Newport Daily News about the accident dates that Martin gave me. Sure enough, they had it on microfilm. Goes to show you how great a reunion can be. I believe that the following list of officers and crew members were aboard at the time of the accident on April 12, 1960. They are presently in the USS Compton Association. If any shipmates have a picture of the damaged bow, I would appreciate one. "* The List of Officers and Crew that Paul listed are as follows: *LTJG William E. Hegarty Mar. 1957 to Feb. 1960; LTJG Donald M. Pillsbury Jr. Sept. 1959 to Oct. 1960; LT. Robert L. Ceres July 1959 to June 1963; Richard T. Dreghorn LT. Mar. 1960 to Feb. 1962; Richard E. Ameika Mar. 1960 to Sept. 1962; Leonard E. Ashline Nov. 1959 to Sept. 1963; Leonard Bronk Aug. 1958 to May 1962; Boyd Crannell June 1958 to June 1960; Vincent DeGasperis Apr. 1959 to Oct. 1962; Martin DeGasperis May 1959 to Sept. 1961; James Fahey Jan. 1957 to May 1960; Larry Farnham Sept. 1958 to Feb. 1961; Charles Gray Apr. 1959 to Oct. 1962; Daniel Greenless Apr. 1958 to Dec. 1960; D.W. "Kip" Hughes Feb. 1960 to Sept. 1960; Thomas Lynch Mar. 1960 to Dec. 1961; James McKelva 1959 to 1961; Frank Milanese Nov. 1957 to July 1961; Richard Post Apr. 1959 to Oct. 1962; Thurman Sanders Apr. 1960 to Sept. 1963; Robert Sommers Feb. 1958 to Aug. 1962; Byron Strayer Feb. 1960 to Feb. 1963; Daniel Turklay Apr. 1958 to Aug. 1960; Robert Waitkus Mar. 1960 to Oct. 1963; Russell Welch Apr. 1959 to Oct. 1962; Paul Woodbury Aug. 1958 to July 1960; and Tony Zagame Sept. 1958 to Mar. 1961. Paul said that if he left any shipmates out during this time, he apologizes.*

The Newport Daily News article of April 13, 1960 that Paul provided was titled: **Destroyer Bump Blamed On Wind** and reads as follows: *"The bow of the destroyer Compton collided with the stern of the moored destroyer Purdy while attempting to come alongside Pier 2 at Coddington Cove in heavy winds yesterday at 3:15 p.m. There were no casualties, but both ships were damaged. The Purdy will go to the Boston Naval Shipyard for repairs. Repairs to the Compton will be made here. Wind velocity was recorded at 25 knots an hour, with gusts up to 35 knots, as Cmdr. Edward C. Zimmerman, the Compton's skipper, was bringing her alongside the pier. The heavy wind carried the Compton's bow into the Purdy's stern. Cmdr. H.C. Holly of Willow Lane, Portsmouth, commands the Purdy.*

Such operational mishaps are not unusual, the Navy said today. It recalled that last Jan. 5, the destroyer Haley bumped the Rooks).
(continued next page)



If it weren't our Flag in the background, this could look like a police lineup!!



Eileen Prekel and Charlie Jakob
I know Charlie does our Invocations—
However, this looks more like a
“Faith Healing” ceremony!!!



Former Compton Association President,
Jack Hunold, entertaining at 2003 Avalon Reunion

when the latter destroyer was berthed at Pier 1. Damage was described as minor. Whether a board of inquiry would be named to study the Compton-Purdy collision was not made known.

Meanwhile, destroyer McGowan, which went aground in heavy fog at Fort Adams last Friday morning, has been delayed in leaving for Boston for repairs. The McGowan was to have gone yesterday, but dry dock space was not available. She will leave Friday, spend the weekend in Boston, go to Hingham, Mass., to unload ammunition Monday, and go into dry dock Tuesday. A board of inquiry, headed by Capt. Frederick C. Bennett, commanding the USS Grand Canyon, is investigating the McGowan grounding.” (Editor's Note: Apparently, after the article appeared, it was decided not to repair the Compton in Newport, but to do the repairs at the Boston Naval Shipyard).

On October 19, I received the following account from **Mike Taylor** (SN Oct. 1961 to Feb. 1963) of Elizabeth, WV. It is titled: **“WOW! An 8,800 Mile Trip !”** and reads as follows: *“Our USS Compton Association Secretary, Mike Taylor from Elizabeth, WV. recently (Aug./Sept.) took a six week driving trip throughout the American West. Mike visited several Compton shipmates during this trip. He visited **Richard Olsen** (GM 3/C 1961-1964) in Vesper, WI.; **Len Ashline** (STF 3/C 1960-1963) in Orr, MN.; **Joe Nowakowski** (SK 3/C 1960-1963) in Clackamas, OR. ; **Thurman Sanders** (GM 3/C 1960-1963) in Abilene, TX.; and **Jim McKelva** (SFM 2/C 1959-1961) in Arlington, TX. Mike also spoke with **Tom Fedor** (SN 1960-1963) in Columbia Falls, MT during which Fedor told of the passing of **Richard Mann** (GMSN 1961-1963).”* Mike also added that : *“**Ron** (SFP 3/C Dec. 1961 to Jan. 1963) and **Rosa Moody** of Church Road, VA. also traveled in the West during September where they visited **Matt Bider** (BMSN 1960-1963) in Rock Springs, WY. They also spent the night with **Don** (RD 2/C 1962-1965) and **Phyllis Sheldon** in Ness City, KS.”*

On August 23, I received an e-mail from **Bill Sneed** (BT 1/C Jan. 1963 to Jan. 1966) of Marshall, TX. in which he referred me to his web site (writerbillusn.com) where, under the Friends, Shipmates category, he is showing, among other items of interest, the photos of a brother and sister who he recruited into the U.S. Navy in February 1972. Bill was assigned to Recruiting Duty at that time in Corpus Christi, TX. and he enlisted LeeRoy Lance and Jeanette Lance. Both rose through the ranks to become Naval Officers. Lance retired October 25, 2008 as a Captain in ceremonies held on board the USS Texas BB-35. Jeanette retired as a Commander in 2002. Those of our members with Internet access can view these photos on Bill's web site. Bill has also written a second book titled “Naked Run to Morning”. The Marshall, Texas “News Messenger” newspaper ran an article about it on Oct. 25, 2009 that showed Bill holding his book. More information about the book can be obtained by checking Bill's web site. The book can be purchased there or, from major bookstores or, via the Internet at: amazon.com; bn.com; booksamillion.com; borders.com; iuniverse.com; writerbillusn.com or, by calling iuniverse at: 1-800-288-2677 Ext. 510.



New Honorary Member As most of our members know, we have had periodic contact with Mr. Sigward Pohl (who is pictured above with his wife, Birgit when they were visiting Sweden). Sigward served with the German Navy for 35 ½ years. In the Summer of 1962, as a young exchange officer who had finished the German Naval Academy, he served, for a short time, on the USS Compton. Sigward has made a donation to the Association and is hoping to attend the reunion in Warwick, RI. He has been placed on our mailing list for our quarterly newsletters. In the photo, he is wearing the USS Compton insignia badge on his jacket.

From Department of Defense:

WASHINGTON (NNS) -- The Navy will commission the newest San Antonio class amphibious transport dock ship New York (LPD 21), during an 11 a.m. EST ceremony Nov. 7, 2009, in New York City.

The ship is named New York in honor of the state and the courage and heroism of New Yorkers during and after the tragic events of Sept. 11, 2001. A unique characteristic of the ship is the use of 7.5 tons of steel salvaged from the World Trade Center wreckage that was incorporated into the construction process. The steel was melted and formed to make the bow stem of the ship. Use of this steel symbolizes the spirit and resiliency of the people of New York. The ship's motto is "Strength forged through sacrifice. Never forget."

Secretary of State Hillary Rodham Clinton will deliver the ceremony's principal address. Secretary of the Navy Ray Mabus, and Chief of Naval Operations Adm. Gary Roughead, will also deliver remarks. Dotty England, wife of former secretary of the Navy and former Deputy Secretary of Defense Gordon England, is serving as the ship's sponsor. In a time-honored Navy tradition, she will give the order to "man our ship and bring her to life!"

Designated as LPD 21, New York is the fifth amphibious transport dock ship in the San Antonio class. Four previous ships have been named New York. The first, a gondola that served in 1776; the second, a frigate that served 1800-1814; the third, an armored cruiser that served 1893-1938; and the fourth, a battleship that served 1914-1946.

As a critical element in future expeditionary strike groups, the ship will support the Marine Corps' "mobility triad," which consists of the landing craft air cushion (LCAC), the expeditionary fighting vehicle (EFV) and the Osprey tilt-rotor aircraft (MV-22). The ship will provide improved warfighting capabilities including an advanced command-and-control suite, increased lift-capability in vehicle and cargo-carrying capacity and advanced ship-survivability features.

Cmdr. F. Curtis Jones, a native of Binghamton, N.Y., is the first commanding officer of the ship, leading a crew of approximately 360 officers and enlisted personnel. The ship is capable of embarking a landing force of up to 800 Marines. Upon commissioning, New York will be homeported in Norfolk, Va., as a part of the U.S. Atlantic Fleet.

Built by Northrop Grumman Shipbuilding - Avondale Operations in Louisiana, New York is 684 feet in length, has an overall beam of 105 feet, a navigational draft of 23 feet and displaces about 24,900 tons. Four turbo-charged diesel engines power the ship to sustained speeds of 24 knots.



USS Laffey DD724



USS Laffey DD724 (currently in drydock)

Update on USS Laffey: - Reprinted “word for word” from “Tin Can Sailor”.

“THE SAVING OF THE SHIP THAT WOULD NOT DIE”.

On June 29, 2009, I received a phone call from Dick Trammell, Executive Director of Patriots Point Maritime Museum in Mt. Pleasant, SC. This was the phone call that thousands of us Tin Can Sailors have been waiting for.

Dick told me that they had just signed the papers securing the loan to repair the ALLEN M. SUMNER class destroyer USS LAFFEY (DD-724).

In October 2008, the Laffey developed many leaks in her aging hull at her berth as a museum ship at Patriots Point. It took divers and round the clock watches to keep her afloat until the temporary patches could be applied.

Her fate was looking very grim and it looked like she was destined to become an artificial reef off the coast of South Carolina.

A call went out for donations to “SAVE THE LAFFEY”. People responded and over \$30,000.00 was collected almost immediately. Sadly, the total bill came to \$9.2 Million to save her. It was almost a given that she would become a reef. The people at Patriots Point and the former crew members refused to think of that option.

Many contacted their Congress-persons and representatives. One of those representatives was James Smith, a SC State representative who is the grandson of Captain Paul Smith who was the gunnery officer aboard the Laffey in her battle against 22 Kamikazes in 80 minutes off of Okinawa in WWII. James went to work in Columbia, SC to drum up the funds.

After months of meetings, pavement pounding and brain storming by many folks at Patriots Point and John Hager-ty, Chairman of the Patriots Point Development Authority, they convinced SC State Treasurer Converse A. Challis III to come to see the ship first hand.

Treasurer Challis visited the ship in June. I took him on a brief tour of the ship. He went directly to the forward fire room where he saw the condition of the bottom of the ship himself. Treasurer Challis came out of the fire room and called a few members of the Budget and Control Board to convince them that the funds were definitely needed. He convinced the needed amount of board members to get the vote to approve the loan. To these people we will be ever grateful for saving our ship.

She is scheduled to be moved to the shipyard and dry dock on August 19, 2009 where 150,000 lbs of steel will be replaced in her keel, ribs and hull.

We, the members of the USS LAFFEY Association want to thank all of you who donated and gave of your time to help save our ship. As the only SUMNER-class ship left in the world, we need her to show the young people of our country the importance of honoring our flag and the crews that defended it. Sonny Walker, president USS LAFFEY Association.

Editor’s Note: This is great news for our Compton sailors. The Laffey was in such bad shape that we were unable to board her during the Charleston reunion. She is the last remaining ship of the Sumner class destroyers and the sister ship of our Compton.

On September 27, 2009, I received information from our Honorary Member, **Angus Walsh** (Leading Seaman of the HMAS Arunta 1945 to 1946) of Werribee, Victoria, Australia. Along with information of the Australian “Tribal Class” destroyers, Angus wrote the following: “*Last month, Mena and I enjoyed a lunch with ex-crew members of the WW II Tribal Class Destroyers. You will notice that the enclosed table mat contains an illustration of a Ship's Crest for a 'Tribal' Class destroyer named 'Bataan'. Yes, a sister ship to 'Arunta' and 'Warramunga'. The 'Bataan', like the 'Compton' was in Tokyo Bay for the Japanese surrender. The 'Arunta' was back in Australian waters after the Borneo campaigns and was then sent North to relieve the 'Bataan' and to catch up with 'Compton' for Christmas 1945. Mena has produced quite a lot of interesting information about the 'Bataan' and I will enclose some of this material with this letter.*

Suffice to say, only three, 'Tribal' Class Destroyers were built in Australia during WW II. The third one was to be named 'H.M.A.S. Kurnai', however, as a tribute to the Australian-American alliance, the name was changed to 'Bataan' in recognition of the courageous stand by U.S. troops on the Bataan peninsula in the Philippines. Mrs. Jean MacArthur, wife of General Douglas MacArthur, was invited to launch the H.M.A.S. Bataan.

Two important Dates/Events occurred in my life: (1). I turned 17 on the 2nd January 1942—not long after Pearl Harbour and I joined the Australian Navy. (2). I enjoyed Christmas Day 1945 in Japan and in the company of sailors from the USS Compton. A few days later, somewhere at sea between Japan and China, in a storm, I turned 21. But, most of all, on Christmas Day in 1945, I met 'Rip' Jordan and other 'Compton' sailors. A book could be written about that wonderful DAY, which was followed by a GAP of 61 years. Then, in April 2006, Mena and I caught up with 'Rip' and other 'Compton' sailors in Norfolk, Virginia. Again, another story could be written about the wonderful and solemn Memorial Service held on the fantail of the USS Wisconsin.”

Angus included the history of the H.M.A.S. Bataan. It is as follows: “*HMAS Bataan was the only Tribal class destroyer not to be named after a people or nation of the British Empire. The Canadian ships took their names from native Indians while the Australians named theirs after Aboriginal tribes. As a gesture to the United States for naming one of their ships USS Canberra, the Australian navy named this Tribal Bataan in honor of General Douglas MacArthur. Under MacArthur's command, American and Philipino troops defended the Bataan Peninsula (Philippines) for three months before having to withdraw.*

The ship started service late in the war, being commissioned on 25th May 1945. Her first assignment was to join Task Force 74 in Subic Bay, Philippines. In company with HMAS Warramunga, they were preparing for the final assault on Japan when the war ended. She became part of the naval force that was present in Tokyo at the official Japanese surrender on 2nd September 1945.

The next task for Bataan was the rescue of prisoners of war and internees from official and unofficial camps prior to their embarkation to a hospital ship. There were other missions of mercy so she stayed in Japanese waters until November.

In June 1950, Bataan's peacetime routine of exercises, visits and refits was interrupted by the outbreak of the Korean War. The Australian government placed her at the disposal of the United Nations and by 5th July, she joined the task force operating in the Yellow Sea. For most of the time, Bataan was employed on routine escort and anti-submarine duties although she did carry out some bombardments. After a refit in Sydney, Australia in June 1951, she and Warramunga were back in Korean waters by early 1952. Off Tacdong-Man, five 76mm shells hit the destroyer. Four missed their mark but the fifth destroyed the Captain's cabin. Luckily, there were no casualties.

On the 19th and 31st May 1952, Bataan participated in two separate “Round Up” Operations. Republic of Korea forces would land on a peninsula and deal with all of the equipment and enemy soldiers which got in their way. Ships, cruising off shore, would provide bombardment in support of their action. By July, Bataan joined Warramunga, HMCS Nootka and HMCS Iroquois in the Yellow Sea to provide screening for aircraft carriers and shore bombardments mainly around Haeju-man.

The destroyer remained in service with the Royal Australian Navy after the Korean War. In 1954, she was laid up in reserve awaiting conversion to an anti-submarine escort similar to HMAS Arunta. The conversion was cancelled in 1957 and she was placed on the disposal list. By the end of 1958, Bataan had been sold for scrap.”

Since the information given above mentioned the **USS Canberra**, I obtained some history about her. She was a Baltimore-Class Cruiser with the hull number of CA-70. She was in service in the U.S. Navy from 1943 until 1970. She was named after the Royal Australian Navy's County Class Cruiser HMAS Canberra that was sunk during the Battle of Savo Island on 9 August 1942. Initially, the cruiser was to be named Pittsburgh. She operated with the Fast Carrier Task Force in the battle of the Philippine Sea in June 1944 and she was torpedoed and severely damaged during the battle of Formosa on 13 October 1944. During WW II, she earned 7 battle stars. She was decommissioned 7 March 1947 and berthed with the Pacific Reserve Fleet at the Puget Sound Naval Shipyard at Bremerton, Washington. On 4 January 1952, she was re-designated as a guided missile heavy cruiser (CAG-2 Boston Class) and towed to the New York Shipbuilding Corp. at Camden, NJ. for conversion work that lasted from 30 May 1952 to 1 June 1956. She was made into a Terrier missile, Boston Class cruiser. She was re-commissioned 15 June 1956. She participated in the Cuban Missile Crisis and was deployed to Vietnam five times from 1965 to 1969. On 1 May 1968, she was re-designated back to CA-70. She was decommissioned 2 February 1970 at Hunter's Point Naval Shipyard San Francisco, CA. On 15 July 1980, she was sold to the National Metal Corp. and scrapped in San Pedro, CA.

Charlie Gray (MM 3/C Apr. 1959 to Oct. 1962) of Port St. Lucie, FL. sent me a number of poems that he has written. I received them on August 15, 2009 and will use them in future newsletters. One of them is titled "The Sea and Me" and reads as follows:

I don't know where it came from
Or how or when or why
I didn't know what to do with it
Or how to even try.

And so it was the bond was formed
And through the years it grew
No matter where on Earth I went
My Ocean was there too.

My Father said "you're a Sailor son"
Before I saw the Sea
Been in your blood for centuries
Just as it's been in me.

I've seen Her angry seen her calm
Her many moods inscribed
Upon my heart my very soul
Forever deep inside.

Charlie mentioned that after four bladder cancers, he has been cancer free for 18 months now.

Your tree goes back to England son
To ships of wood and sail
Take hold of that tradition
And you'll surely never fail.

I've stayed true to my heritage
From that day forth to present
And the Sea with all Her mysteries
Has made my life content.

Donations to the USS Compton Association On August 18, 2009, **Charles McDonald** (SK 3/C Sept. 1954 to Apr. 1956) of Reading, MA. made a donation to the Association. Thank you, Charles !

E-Mail Information for Members:

Changes of E-Mail Addresses: **Boyd Crannell** (SMSN June 1958 to June 1960) of Battle Creek, MI. now has: shark-fin56@hotmail.com ; **James S. Ely Jr.** (LTJG Supply Officer Oct. 1950 to June 1952) of Rutherford, NJ. now has: jely@kipballen.com ; **Page Evans** (TM 2/C Jan. 1947 to July 1948) of Littlestown, PA. now has: pagene3p@embarqmail.com ; **Gerry Gluck** (SM 1/C Apr. 1946 to Jan. 1948) of Delray Beach, FL. now has: gloger@aol.com ; **Martin Kellner** (MM 3/C Nov. 1945 to May 1946) of Roaring River, NC. now has: ko4xpc@embarqmail.com ; **Paul Lightfoot** (RD 2/C 1951 to 1955) of Fort Pierce, FL. now has: paullightfoot1933@yahoo.com ; **Duane Linden** (SO2/C Feb. 1952 to Oct. 1954) of Orland Park, IL. now has: dlindenarchitect@me.com ; **John R. O'Neil III** (MM 2?C July 1969 to Nov. 1970) of Hurlock, MD. now has: me2mom@peoplepc.com ; **Gary Jack Overla** (GMG 3/C Feb. 1961 to Mar. 1963) of Inglis, FL. now has: overjack@att.net ; **Philip Prekel** (EM 2/C Dec. 1968 to Dec. 1971) of Wayne, NJ. now has: philipprekel@optimum.net ; **Peter Rowell** (EM 3/C Sept. 1955 to Feb. 1959) of Riviera Beach, FL. now has: peterrowell@comcast.com.
Delete the E-Mail Addresses for: Louis Arella, Gregory Beyer and Leonard Donald Bronk.

Request for Cancelling the Newsletter. In the past, I have asked those who receive the newsletters but who no longer wish to get them, to notify me so that I can take them off our mailing list. This pertains to spouses or other relatives of deceased members. We do not want to continue sending newsletters if they are no longer wanted. So, if anyone on our mailing list would like to be removed, please send me a short note to that effect. You can either e-mail me at: dd705rick@libcom.com or send the request via U.S. Mail to: Maurice H. Rickard Sr. 3841 Lawnview Ave. Pittsburgh, PA. 15227.

In Memoriam

Joseph V. Antico (Retired CPO) of South Daytona, FL. Died Aug. 21, 2009 at age 70. He was not an Association member. I do not know when he served aboard the DD-705.

Louis Arella (FN Jan. 1951 to Nov. 1952) of Huntington, NY. Died June 3, 2009 at age 81. Lou was a longtime member of the USS Compton Association. He and his wife, Enza, attended eight of our reunions over the years. He is survived by: Enza, three daughters and five grandchildren. The Association has made a donation, in Lou's name, to The Tin Can Sailor's Thomas J. Peltin Destroyer Museum Grant Program.

Grady Albert Clendening Jr. (SN 1956 to 1958) of Cedar Park, TX. Died Aug. 8, 2009 at age 71. He was not an Association member. He is survived by his wife, Fran, five children and seven grandchildren.

Richard A. Mann (GMSN 1961 to 1963). Died in 2007 in Arizona. Our Secretary, Mike Taylor, notified me of this on Oct. 15, 2009. Mr. Mann was not an Association member.

Clement Matalonis Jr. (SN 1/C Nov. 1944 "Plank Owner" to Oct. 1945). Died Dec. 6, 1982. He was not an Association member. His son, William, of Pittston, PA. notified us via e-mail on Aug. 29, 2009 and requested that his father's name be placed on our In Memoriam records.